

Book Reviews

P. J. Capelotti. *Shipwreck at Cape Flora. The Expedition of Benjamin Leigh Smith, England's Forgotten Arctic Explorer*. Calgary, AB: University of Calgary Press, www.uofcpress.com, 2014. xxix + 269 pp., illustrations, maps, notes, appendices, bibliography, index. CDN \$39.95; US \$41.95, paper; ISBN 978-1-55238-705-4.

Behind the great polar explorers of the late-nineteenth and early-twentieth centuries – Amundsen, Shackleton and Scott in the South, and Peary and Nansen in the North—there looms the spirit of Great Britain's most reclusive, and now almost forgotten Arctic explorer, the doughty Benjamin Leigh Smith.

Author and historical archaeologist, Peter J. Capelotti, is an associate Professor of Anthropology at Penn State University's Abington College, and has written or edited more than a dozen non-fiction books. His extensive research for this book—No. 16 in the Northern Lights Series co-published with the Arctic Institute of North America—took him to Svalbard (formerly Spitsbergen) and Franz Joseph Land (an archipelago in the Arctic Ocean) several times, and to the North Pole twice.

The book commemorates Leigh Smith's five Arctic expeditions, which include his discovery and naming of 33 new places and

innumerable islands. Yet during his time in the Arctic, Leigh Smith published no account of his pioneering explorations and rejected most of the public accolades of his success. In fact, such was Leigh Smith's reluctance to embrace public attention that he sent stand-ins to deliver the results of his academic work and claimed that even if Queen Victoria herself asked to see his Arctic photography, he would delegate his expedition photographer to go round to the Palace with the portfolio.

Smith's valiant leadership of his first expedition to the Arctic Archipelago in 1871 had been so successful that veteran Arctic explorers, such as the whaling captain David Gray, described him as 'the very model of quiet, cool, thoroughbred pluck.' In the Arctic season of 1880 to 1881, Leigh Smith made a spectacularly successful reconnaissance of Franz Josef Land on board his private research vessel *Eira* while appearing to be just one of the wealthy, unassuming yet enterprising British Arctic travellers of the age. Later, he arranged to construct a storehouse at Eira Harbour at his own expense to protect supplies and serve as a permanent base for all future British attempts to explore northwards. (Huntford 1997)

In August 1881, the *Eira*, which Leigh Smith had outfitted to survive two years in the Arctic, struck ice as she steamed towards

Cape Flora in an attempt to find ‘a better field for the collection of plants and fossils.’ The logbook noted that “pack ice close round the ship” had opened part of the hull and the crew faced overwintering in a place where no human had lived before. Autumn of 1882 marked the end of *Eira*’s polar career. Leigh Smith never got around to putting his notes into order, permanent or otherwise, and he had lost his fine, new ship. The ordeal at Cape Flora would have taken its toll on any man but, unlike most explorers, Leigh Smith had no financial need to publish his research, and the idea of courting publicity would have mortified him. His brief but brilliant career as an Arctic explorer was over.

Benjamin Leigh Smith had long credited his success in exploration to his nimbleness in adapting plans to changing conditions, which was in marked contrast to the overweening government-sponsored expeditions of the era. Capelotti, however, acknowledges that during Leigh Smith’s long, interesting and active career, his mental and physical health seems to have tragically diminished. Following his years of exploring Franz Josef Land, he published no personal account of his expeditions but left it to others to plan and undertake their own new journeys. In the years to come, however, his maps were used by navigators such as Fridtjof Nansen.

Capelotti, who travelled to the Arctic islands that Leigh Smith explored and crisscrossed Britain to uncover unpublished journals, diaries and photographs, has examined Leigh Smith’s five major Arctic

expeditions within the context of the great polar explorations in the nineteenth century. Fortunately for today’s readers, he has been able to organize and interpret Leigh Smith’s results in a way that eluded the explorer himself. The book is liberally illustrated throughout with black and white maps, sketches and drawings.

From the sixteenth to nineteenth centuries, in sailing vessels ranging from barques to steamships, intrepid explorers aided by the Royal Navy reached out for the polar horizons. They faced danger, tedium and even death with resolution, equanimity and match-less courage. This intelligently written and extremely well re-searched book pays fitting tribute to one of their number, Benjamin Leigh Smith, and hopefully, it will ensure that he will no longer be forgotten.

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Charles Coffin. *A Large and Splendid Fleet. The Canadian Government Merchant Marine*. Kemptville, ON: Veterans Publications, www.veteranspublications.com, 2014. 202 pp., illustrations, tables, appendices, bibliography. CDN \$20.00 + \$6 postage and handling, paper; ISBN 978-0-978037-8-2.

John Fry. *A Mind at Sea. Henry Fry and the Glorious Era of Quebec’s Sailing Ships*. Toronto, ON: Dundurn Press, www.dundurn.com, 2013. 256 pp., illustrations, notes, bibliography. CDN \$24.99, UK £16.99, paper; ISBN 978-1-4597-1929-3. (eBook

available, CDN \$11.99, ISBN 987-1-4597-1931-6.)

These books tell the stories of two different eras of shipbuilding and ship ownership in Canada. Each had their heyday, then declined and virtually disappeared. The first was based completely on private enterprise in the days of wood and sail and flourished for nearly half a century, while the second, which was inevitably short-lived, was a unique government initiative in the last years of the First World War and its aftermath. Both authors are intimately connected to their subjects: John Fry is the great-grandson of Henry Fry while Charles Coffin's father served on ships of the Canadian Government Merchant Marine and an uncle was a master on four of them.

Henry Fry (1826-1896) was born and brought up in Bristol, England, when it was one of the principal ports of the United Kingdom. While his brothers went to sea and became captain of several ships, Henry went into ship brokerage and management, starting as a junior clerk in a Bristol company. He prospered but in 1853, feeling overworked, he took a trip to North America "seeking rest". Two years later, he arrived in Quebec City and set up on his own. John Fry has traced his ancestor's career as a ship owner and successful businessman through the next three decades which were the peak period of wooden shipbuilding in North America. Henry became one of the most prominent citizens of Quebec and, indeed, of Canada. He represented Lloyds of London for the St.

Lawrence River and served as president of the Dominion Board of Trade. A religious man with a strong sense of obligation, Henry ordered ships built in times of depression to provide jobs and support the families of the workmen. He combated the notorious crimps that drugged, kidnapped and robbed sailors and campaigned against the dangers of overloading timber ships. Fry frequently travelled to Britain on business and, although he owned only sailing vessels, he always went by steamer. The book is enlivened with many of his own sketches of the ships of his fleet and those he travelled on.

In 1879, just as the great era of Quebec shipbuilding was ending, Henry had a mental breakdown and from then on, suffered from acute depression. His brother, Edward, took over the running of the company and Henry spent the next decade under the care of doctors in the United States. The author has done his best to trace his great-grandfather's progress during this period; that there are gaps need not concern the reader. Eventually, Fry recovered enough that in 1889, he was able to return to Canada. He did not try to resume his business, but began to write very literate and cogent articles and essays. In 1896 he published a book, *The History of North Atlantic Steam Navigation*, living long enough to see it well reviewed before his death that year.

During the First World War, Britain was primarily interested in obtaining the aid of Canadian infantry forces and, in fact, over 650,000 Canadians contributed significantly to the Allied cause in

Europe. There was little British interest in Canadian maritime support, however, until British shipyards were no longer able keep pace replacing shipping lost to German U-boats. The solution was to place contracts with American and Canadian yards. The great wooden shipbuilding era of Henry Fry and his contemporaries was long over but Canada had never developed a significant capacity to build modern steel ships. In a surprisingly short time, a new industry was created and standard freighters destined for Britain, all with names with the prefix "War", began to slide down the ways. Canadian Prime Minister Sir Robert Borden and Charles Ballantyne, his Minister of Marine and Fisheries and the Naval Service, saw this as an opportunity not only to help industrialize the country, but to create a Canadian Government Merchant Marine to export Canadian products to the world when the war was over.

Charles Coffin has very clearly provided the background to this endeavour and has, in my opinion, done a better job of describing the ships and their various types than previous writers on this subject. There were six types of ships; their various sizes due to the capability of different shipyards. (Note: the author has chosen to use deadweight rather than gross tonnage in his descriptions). The smallest (Type 1) comprised just three vessels built at New Glasgow, Nova Scotia, while only two examples of the largest vessels (Type 6) were built at Halifax. Types 2 to 5 were far more numerous and were built in shipyards on both coasts and on

the Great Lakes. Between 1919 and 1922, 63 ships were completed.

We have forgotten that the Canadian Government Merchant Marine was quite successful in the 1920s and the best ships, the oil-burning Type 6 and some of the Type 5s, which were also fitted with refrigerating machinery, traded world-wide on liner routes. The smaller types of simple, coal-burning freighters proved uneconomical and were quickly sold. Coffin has told us the history and fate of each vessel, some of which lasted into the post-Second World War era under various names and flags. There are lots of illustrations in this complete and easily consulted reference.

Both of these books contribute to our Canadian nautical story and are worth a place on the bookshelf.

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Jeffrey Cox. *Rising Sun, Falling Skies. The Disastrous Java Sea Campaign of World War II.* Oxford: Osprey Publishing, www.ospreypublishing.com, 2014. 487 pp., illustrations, notes, bibliography, index. US \$29.95, hardback; ISBN 978-1-78096-726-4.

The Asia-Pacific War is one of the most complex in human history. The vast size of the Pacific region, with its immensely diverse and dispersed populations, makes it incredibly difficult to grasp the war in its entirety. As might be expected, it is also harder to understand elements of the war because

of the historical fixation on specific nations or events. Key naval battles like Pearl Harbor and Midway capture the imagination but overwhelm some of the smaller actions like those in the Java Sea or submarine operations. The slugfest on Guadalcanal or the amphibious operations in the Marshalls and Marianas garner a great deal of attention, but both are often overshadowed by Iwo Jima and Okinawa due to the number of casualties and the shock effect. Any attempt to come to grips with other aspects of the Asia-Pacific War offers a potential golden opportunity to understand little known or misunderstood aspects of the fighting. Jeffrey Cox's *Rising Sun, Falling Skies* is a perfect example of such work.

Cox's book focuses on the initial stages of the war in the South West Pacific theatre. Over the course of twenty chapters, the author examines roughly the first four months of the Pacific war from before Pearl Harbor in December 1941 to the end of the Java Sea Campaign in March 1942. This period saw all belligerent powers prepare for war, rapid Japanese expansion and attempts by the allied forces to blunt their attacks. As such, it represents a truly fascinating window into the early stages of the war. Written from a theatre perspective rather than a national one, the author attempts to merge the activities of air, sea and land forces from the six main powers – America, Britain, Japan, Australia, The Netherlands and New Zealand – into a cohesive narrative of the Java Sea Campaign.

It is an ambitious task, to say the least, but Jeffrey Cox manages to produce a pretty fair account that is well documented and cited, thus providing a solid piece of history. Remembering the scale of operations and the chaotic nature of the fighting in the period, this work provides the reader with a solid chronology of events that generally balances land, sea and air actions along with some of the political issues of the time. It also provides a thorough analysis of the personalities of the period, people who have generally been vilified or crucified by other historians. Admiral Thomas Hart (USN) and the Dutch Rear Admiral Karel Frederik Doorman stand out in this regard. Both were heavily criticized by history as officers who failed to produce results and this book does a great deal to correct this misconception. Considering that most historians tend to glance over this period before being drawn toward the “key” moments that have dominated the Pacific narrative, this book is unique and extremely valuable.

Part of the book's greatest strength is the inclusion of events involving different nations so that no single national narrative stands out. The Dutch and Australian / New Zealand perspectives, for example, provide a more cohesive overall understanding of the battle which is too often interpreted solely from either the British or American point of view. When married with some of the political decisions regarding preparations for war in the area, ship design, and military priorities, it goes a long way to explain why events transpired the

way they did. This is especially the case with the deployment of HMS *Prince of Wales* and *Repulse* and their loss as well as the difficult attempts to curb Japanese expansion. Unfortunately, it raises as many questions about these decisions as it answers.

Rising Sun, Falling Skies is inherently a theatre history, focused pretty tightly on the South West Pacific area of operations. When political issues are raised, such as the decision to deploy the *Prince of Wales* and *Repulse*, discussion seems somewhat limited and brief. While helping provide context and a basis for understanding events, the lack of an extensive geo-strategic analysis of the impact of either the greater war or even pre-war restrictions relating to possessions in the area means that some aspects are simply not well developed. For example, the various treaties that limited ship construction and fortifications during the inter-war period within the Pacific obviously had a huge impact on the fighting that followed, but they are not really discussed. Similarly, MacArthur and his personality are introduced in terms of the fall of the Philippines, but the treatment is far too short considering the significance of the events there. Likewise in the case of the army, while the various command levels of the ABDA (American - British - Dutch - Australian) forces are broken down, there is a very little analysis of the defense of Singapore from an army perspective, let alone a discussion of ground operations. They ghost into the discussion, but not much more.

While this seems to be a rather negative criticism of the book, it should not be taken as such. It is provided to produce an understanding of the book itself. To be fair, one book could never hope to cover pre-war planning for far eastern defense and geo-strategic concerns for six different nations as well as heavy ground operational analysis on top of the naval and air component of the Java Sea operations. Cox's greatest strength is that by establishing a clear chronology and delineating some of the key linkages, his book will serve as a truly excellent foundation for future scholars. While he points to several issues that really need further development, the author was skilled enough to realize the limits of what could be done in the space available.

That does not mean that there are no issues with the work. One of the most disturbing flaws is some small factual errors that appear very early on. While they seem minor, they speak to a potential problem for the entire text. Cox discusses the battle between HMS *Hood* and *Prince of Wales* and KM *Bismarck* in the Denmark Straights, a logical attempt to provide some historical background to explain why *Prince of Wales* was redeployed. Unfortunately, the author failed to check his facts or provide the necessary citations. Describing the impact of a 16-inch artillery shell on the *Hood* is incorrect, and since it is fairly common knowledge that the *Bismarck* was armed with 15-inch guns, it is easily verifiable (44). Likewise, most histories attribute the loss of one gun turret on the *Prince of Wales* to mechanical

defects with the brand new guns, rather than electrical issues (44) – another quickly corrected detail. Cox’s failure to confirm such facts leaves the reader with nagging doubts about the rest of the book. If small, obvious errors are missed, do more serious errors remain?

On the whole, this book is an excellent and enjoyable read. Well written with a plethora of documentation, it provides an incredible window into this critical stage of the Asian - Pacific war. Certainly a must for every Pacific scholar’s shelf, readers should nevertheless be aware of the potential for other errors. But perhaps that is a good cautionary tale for all scholars. Always be careful and critical in your reading and writing.

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Bryan Elson. *Canada’s Bastions of Empire: Halifax, Victoria and the Royal Navy 1749-1918*. Halifax, NS: Formac Publishing, www.formac.ca, 2014. 265 pp., illustrations, maps, appendix, bibliography, index. CDN \$ 29.95, cloth; ISBN 978-1-4595-0327-4. (E-book available).

This is a succinct description of how and why the Royal Navy created a defended naval base on both the East and West Coast of Canada, followed by an overview of their roles in the Great War. Elson provides a welcome new perspective on Canada’s naval and national roots. During their formative decades, both Halifax and

Victoria had small populations and were heavily influenced by their roles as maritime ‘Outposts of Empire’. The presence of the Royal Navy and small Imperial garrisons to operate coastal defences were important for both local economies and social fabric of each community. Populations of both cities were less than 20,000 in 1893 when Rudyard Kipling included them in *The Song of the Cities*, his poem about notable places in the Empire. Halifax was “The Warden of the Honour of the North, Sleepless and Veiled am I!” Victoria was cited for its location on the Pacific: “From East to West the tested chain holds fast, The well-forged link rings true.” (*Kipling’s Verse: Definitive Edition*, 1973, 176)

By 1914, Canada had its own embryonic Navy and had just taken responsibility for providing troops for the Allied defence networks. The long reach of the Imperial German Navy did, in fact, affect events on both coasts. A German cruiser was known to be on the west coast of North America when war came and others were elsewhere in the Pacific. The RCN’s small cruiser had been despatched — inadequately supplied with ammunition — on a quixotic mission to protect a couple of small Royal Navy warships at sea. These two ships were the vestigial remainders of the dozens of British ships that had been based there since 1865. British naval vessels had been a constant presence on the coast since the 1840s and these were still operating out of the naval dockyard in Esquimalt, just west of Victoria.

Meanwhile, the provincial government, on behalf of Canada, famously purchased two submarines just completed in Seattle at short notice. The narrative goes on to describe how Richard McBride, the strong-minded BC Premier, continued his direct involvement in defence with the result that within days, over four thousand militia members had been mobilised for active service to protect the province.

On Canada's east coast, the strategic location of Halifax, the "Warden of the North", once again facilitated Royal Navy blockading operations off the eastern seaboard of the United States. This time they were directed at preventing German merchant ships from trading in American ports. The Royal Canadian Navy's (RCN) solitary east coast cruiser operated for several months as part of the RN's Fourth Cruiser Squadron beyond U.S. territorial waters off New York where 38 German ships had been trapped by the coming of war.

Canada's Bastions of Empire offers a balanced account of how coastal defences were integral components of British naval bases and of how their creation on both coasts went hand in hand with the evolution of the modest dockyards in Halifax and Esquimalt. Elson also traces how planning for the defence of Canada evolved and touches on the creation of a "War Book" on the British model early in the twentieth century. This, eventually, resulted in an interdepartmental committee at the deputy minister level to plan for a national emergency. The Canadian government waited until January 1914 to create this group,

but the author notes that fortuitously "its work was all but complete" when war came that summer. (103)

The book reflects geopolitical developments and sketches how the rise of first, the United States, and then Imperial Germany, affected defence planning. Successive developments in both decisions by governments and technological advances provide an overall context. Bryan Elson was a career naval officer who commanded the Canadian Forces Base in Halifax and a Halifax-based destroyer. His background in operations is perhaps reflected in his clarity about how the organization of defences in Halifax and Esquimalt came to be structured. His text is clear and highly readable.

The use of contemporary newspaper headlines and stories lends immediacy to the narrative. For example, the Halifax *Chronicle's* jaunty (and in retrospect, flippant) "Britain Called Kaiser's Bluff, Forcing Issue" announced the outbreak of war on 5 August 1914. (138) The spectre of German cruisers off the coast caused the *Victoria Daily Colonist* to publish an article on international law and bombardment. There was speculation about how marauding warships could demand ransom from cities. Local banks shipped gold to safety in Winnipeg and Seattle and bombardment insurance policies became popular. (176) Elson goes on to describe how, incredibly, apprehensions about a surprise German attack kept the coastal defences in Halifax on high alert over the next weary four years with all fortress guns loaded. When it was

all over, the troops—militia volunteers who had been mobilized in 1914 — “were left without recognition or medals, forgotten amid the enthusiastic welcome and permanent remembrance accorded to those who had left Canada.” (242) Improvising defences against German U-boats which arrived off Nova Scotia and Newfoundland in 1918 became an existential challenge for the RCN, but this aspect of the Great War is not covered. In fact, the narrative describes the Halifax Explosion in December 1917 but then trails off.

Bastions is Bryan Elson’s third book about naval history. While based on archival research and extensive use of published sources, this is a popular history without footnotes. The economics of publishing a book of this type with niche appeal must be tough. Unfortunately, in this case, the result is unattractive. Photographs are crowded onto their pages and lack contrast between tones. Several of the mostly excellent maps are also too small to be readily grasped. By contrast, Formac Publishing’s previous work by Elson, *First to Die* (2010) appeared in an appealing, larger format printed on glossy paper. (It was about four Canadian midshipmen who were killed when the German Pacific Squadron annihilated a British force in November 1914.) The many photographs in the earlier book were large enough to invite attention and their images were sharp. Hopefully, *Bastions*’ \$30 price tag and homely appearance will not blunt interest in the book.

Rich in detail, *Bastions of Empire* is an engaging and straightforward examination of the evolution of fortified naval bases on Canada’s east and west coasts and what happened when war came in 1914. What makes it particularly worthwhile is how comprehensively Bryan Elson sets this story in a wider geopolitical context and explains how changing perceptions of possible threats, along with advances in weapons technology, influenced developments in Halifax and Victoria — all told in an interesting manner. This book is a gem.

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Brad Elward. *US Cold War Aircraft Carriers: Forrestal, Kitty Hawk and Enterprise Classes*. Oxford, UK: Osprey Publishing, www.ospreypublishing.com, 2014. 48 pp., illustrations, photographs, bibliography, index. US \$17.95, UK £9.99, CDN \$18.95, paper; ISBN 978-1-78200-380-9.

In this book, Elward and illustrator Paul Wright combine text and images to provide a brief introduction to American aircraft carriers during the Cold War, 1946 to 1992. During this period, the individual vessels of the three classes mentioned in the title were conceived, built, operated and some disposed of. The last, USS *Enterprise*, was launched in 1960 and paid off for the last time in 2012.

This book is number 211 in the series of slim, glossy volumes on

military and naval equipment published by Osprey Publishing of the United Kingdom.

The author's style is direct, transmitting general to moderately technical information while presenting a succinct history of the three classes, the ships in each and general operational history associated with each ship.

The work proceeds chronologically within broad periods with explanatory chapter headings. There is a history of the early days of aircraft carriers from the first purpose-built American vessel, USS *Langley*, to the end of the Second World War and the Midway Class. As part of the introduction, in the chapter entitled "Origins of the Carrier and the Supercarrier", the author gives special consideration to the USS *United States*, the prototype super aircraft carrier for projection of power. Although the ship did not leave the drawing boards, it provided lessons and inspiration which were incorporated into construction of the first of the large carriers, the *Forrestal*.

The book focuses on the three classes: *Forrestal*, *Kitty Hawk*, and *Enterprise*. Within each is a discussion on the individual ships of the class and how each was improved by the lessons learned from the experience of the preceding one. USS *Forrestal* is discussed in more detail than others. Aside from being the first ship built in the class of the same name, *Forrestal* is of interest for a number of reasons. For example, she was the prototype super carrier, capable of strategic action with aircraft like the A5 *Vigilante*, and other intercontinental aircraft.

Forrestal also sustained a major fire and subsequent damage from explosions, which was the worst in history for a vessel that survived and was put back into service. USS *Enterprise*, the last vessel also receives detailed treatment, because it was the first nuclear-powered carrier; the largest built to that date; it had the longest service life of over five decades; and also because it, like the *Forrestal*, also survived a serious, self-inflicted fire and explosion. As the final example of a Cold War supercarrier, *Enterprise* can be seen as a prototype for the even larger post-Cold War giants of the Nimitz and succeeding classes.

The author tries to tie the development and maintenance of these carriers to the political and technical climate of the day. He alludes also to the inter-service rivalry between the nascent American Air Force (USAF) and the Navy (USN) for the role of strategic bombing that eventually derailed the construction of the USS *United States*.

The development of systems unique to aircraft carriers, such as, catapults, landing systems, and armoured decks are seen through distinctly British eyes. They discuss the driving factor in the gigantism of the modern supercarrier, that is, with the newly acquired strategic role in addition to the existing tactical role, naval aircraft became heavier and faster requiring more massive structures and hulls in order to handle new generations of aircraft, which weighed up to 100,000 pounds.

For each class and each vessel within the class, information is succinctly presented such as

defensive armament, radar and electronic systems, fire control, propulsion, fuel and other stores, complement, and aircraft carried. Weights and other measurements are given mostly in Imperial quantities with international equivalents in brackets. This tends to be inconsistent, with Imperial quantities being the default. As an example, “The bow (forward) catapults measured 249 ft (75.8 m) long and could launch a 73,000 lb. aircraft at 215 mph.” (16).

Prominent in the history of the vessels are attempts to modernize them over life-spans lasting decades, especially the Service Life Extension Program (SLEP). There is a brief history of each vessel’s operations in the quest to project U.S. power round the world.

The illustrations are key to the series’ success in transmitting information, although they probably work better in the non-print versions of the work. The photographs are mostly in small-scale and in colour, but many are in resolution sufficient to carry a lot of information. There is a fine cut-away view of the archetypal member of the Cold War carriers, USS *Forrestal*. Coloured drawings and two paintings help convey the drama of the ships’ operations. The index and bibliography are useful tools for the reader. The level of detail is mostly general, but sufficient technical to make a glossary or list of acronyms useful.

We ask why anyone would want to buy this work or find it useful. Perhaps the lack of a glossary and the units of measure provide a clue: this work will be bought by

individuals devoted to America’s naval heritage in recent memory, which contains a large population of people who worked in these ships over the years.

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Ralph E. Eshelman and Burton K. Kummerow. *In Full Glory Reflected. Adventures along the Star-Spangled Banner Trail*. Baltimore, MD: Maryland Historical Society Press and Maryland Historical Trust Press, www.mdhs.org, 2012. xviii+252 pp., illustrations, maps, glossary, notes, bibliography, index. US \$24.95, paper; ISBN 978-0-9842135-4-2.

Eshelman and Kummerow’s *In Full Glory Reflected* chronicles the War of 1812 in the Chesapeake, providing a survey of wartime events in and around Chesapeake Bay. The book is an expository and promotional piece, detailing the conflict in this region while connecting its history to contemporary preservation efforts. The book’s production values are exceptional in the vibrancy of its visuals. Each page is carefully crafted to blend narratives with historical illustrations, engaging and inspiring the reader’s imagination. *In Full Glory Reflected* entertains as well as celebrates what may be the second chapter of America’s “Creation Story”, its founding mythology. Eshelman and Kummerow’s work also provides a concise directory to

valuable and educational historic sites preserving evidence of many unique human experiences.

In Full Glory Reflected focuses primarily on the American icons (famous ships, generals, leadership figures, symbols, and more) emblematic of the War of 1812. The oft-repeated story of the *Chesapeake* incident, the siege of Fort McHenry, and Francis Scott Key's contributions to American identity are just a few of the many key features of the book. The book's format proves well-suited and appealing for those fascinated by heroic tales of the American Republic fighting a tyrannical empire. *In Full Glory Reflected* exercises little restraint in speaking through American perspectives and establishing the British as an "other", an outsider intruding where it did not belong.

The second half of *In Full Glory Reflected* connects these stories to contemporary museums and historic sites that have been preserved and are open to tourism. The most significant features of *In Full Glory Reflected* can be found in this second half of the book. "Visiting Historic Sites and Other Attractions" provides extensive directories listing phone numbers, addresses, and websites related to the many sites connected in some way to the War of 1812. Members of the public interested in early American history and the War of 1812 will find this section of the book very relevant to their interests, and extremely useful as a tool. The beautiful presentation of sites within this directory allows the reader to quickly assess which sites will be most rewarding to visit.

This section may also be the most valuable to scholars. The presentation of so many sites concisely identified according to their place in U.S. history allows a quick survey of preservation efforts and organizations. These organizations may be of great interest to scholars wishing to become more involved in preservation projects, or who would like to introduce students of this period to historic preservation. Connecting communities of scholars to the efforts of listed organizations would be very beneficial to the preservation historical narratives.

The marriage of myth, historical fact, and a visual-heavy approach reflects the challenges facing contemporary historians. Illustrations range from numerous maps presenting engaging and highly accessible information to beautiful illustrations meant to supplement the limited amount of accurate contemporary visual representations of these events and their participants. These illustrations include an excellent two-page spread of maps tracing engagements in, and around, the Chesapeake Bay over several years. Such quickly accessible and highly appealing visual representations of history bolster the book's value to a general audience with little interest in reading a scholarly historical monograph.

In order to appeal to a wider audience, *In Full Glory Reflected* sacrifices some historical depth, for example, there is no central thesis contributing to the historiography of the War of 1812, a fact which offers little to scholars seeking to

bolster their own understanding of this period.

In Full Glory Reflected performs several roles; firstly, by promoting popular interest in the Star-Spangled Banner National Historic Trail and its associated historic sites, second as a brief introduction to the War of 1812, as well as American mythology associated with the war, and finally as a popular work attempting to engage a wider audience in the study of history through high production values and accessible presentation. It is difficult to differentiate historical fact from myth within the many stories recounted by *In Full Glory Reflected*, but the second half makes this book worth buying for those interested in historical sites around the Chesapeake. *In Full Glory Reflected* is an excellent introduction to the War of 1812 for younger audiences, casual readers interested in history, and those seeking a well-crafted travel guide to important local sites and museums.

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David Frew. *Shipwrecks of Lake Erie. Tragedy in the Quadrangle*. Charleston, SC: The History Press, www.historypress.net, 2014. 141 pp., illustrations, maps, bibliography, index. US/CDN \$19.95, paper; ISBN 978-1-62619-551-6. (Distributed in Canada by Dundurn Press, www.dundurn.com. E-book available.)

David Frew's *Shipwrecks of Lake Erie: Tragedy in the Quad-rangle*

examines a series of ship-wrecks that occurred on what he terms the Lake Erie Quadrangle, a 2,500-square-mile area) bordering Pennsylvania and Ontario. Frew attributes this unique collection of nineteenth-century shipwrecks to the lack of modern technology, such as Global Positioning System (GPS), and the inaccurate weather forecasting of the period.

The author begins with his first encounter with future mentor and friend Dave Stone—a devout sailor and aficionado of Lake Erie shipwrecks. More than a historical study, this book is a memoir of Frew's admiration for Stone and their joint adventures, such as sailing and co-authoring a book. This book tries to rectify errors in their previous work. Although he offers an informative, if superficial, overview of a number of accidents that occurred on Lake Erie during the nineteenth and well into the twentieth century, Frew's work lacks evidence of historical research. It is, nevertheless, an entertaining read for the general public.

Frew's story is well written. He immerses the reader in the waters of Lake Erie with his ubiquitous descriptive narrative of shipwrecks and dramatic accounts of the survivors. The absence of footnotes or endnotes undermines his research, leaving the reader with numerous unanswered questions concerning the identity of his primary sources. His bibliography is vague in terms of which documents constitute "Select Archival Materials," and his secondary scholarship does not contextualize

his work within the wider study of shipwrecks around the world. This is troubling because part of his argument attempts to support Stone's contention that "Lake Erie is the shipwreck capital of the world" (18). As audacious as this statement is, Frew's efforts to substantiate it are ultimately unsuccessful. In fact, his claim that "there will never be another shipwreck era like that of the nineteenth century" contradicts the rest of his study, since more than half of his shipwreck narratives pertain to the twentieth century (131).

After an introductory reminiscence about his experiences with Dave Stone and their mentor-protégé relationship, Frew proceeds to delve into various nineteenth-century shipwrecks (or other accidents) in Lake Erie. He begins with the loss of the ship *Amelia*, which he claims was Lake Erie's first shipwreck. This occurred during the War of 1812 in the Lake's "Little Bay" section and involved the scuttling of several ships including the *Amelia*, *Niagara*, *Caledonia*, and *Lawrence*. The narrative about the *Salina* and British ship *Mohawk* emphasizes Frew's argument regarding the inaccuracy of weather forecasting and imprecision in ship positioning that characterized the nineteenth century.

Frew confirms the relationship between war and the increasing number of shipwrecks on Lake Erie with two examples. Following the Civil War, development of mining in Pennsylvania and elsewhere meant the Northeastern states increased their lake commerce as

part of their trade with the west. The mining industry's use of explosives such as nitroglycerin and the slightly more stable dynamite developed in the 1860s was a factor in the sinking of the *Mowbray*, and the disappearance of the *St. James* in the late-nineteenth century.

The wreck of the *Atlantic* stands out as the most intense, yet wonderfully written narrative in Frew's book. Told through the diary of a Norwegian survivor, this story vividly reveals some of the struggles immigrants experienced when arriving in America. The *Atlantic* was lost after a collision with the steamer *Ogdensburg*, another example of shipwreck resulting from a lack of modern technology.

The author enters the twentieth century with a number of accidents on Lake Erie such as the disappearance of tug boats, fires, and fights among fishing tugs. Frew even attempts to label amateur pilot Lewis Earl Sandt's plane crash on the Lake as a shipwreck. He attributes accidents involving yachts, excursion boats, fishing boats, and even a whale ship, *The Meteor*, to the lack of modern technology. Similarly, failure to invest in modern diesel engines meant that gasoline engines and the inevitable gasoline leaks led to more accidents. The explosion of the *Mary Lou* in 1952 was one such case where a gasoline leak provoked a fire.

This book reads as the author's memoir and tribute to Dave Stone rather than a history. The lack of historical research and Frew's reliance on personal bias weaken

his arguments and makes the book unreliable as an academic resource for students of history. It does, nevertheless, tell a good maritime story, worth dedicating a few hours to for personal diversion if one's interest relates to maritime accounts of the Great Lakes.

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Helen Frink. *Oil, Ice and Bone: Arctic Whaler Nathaniel Ransom*. Lebanon, NH: Peter E. Randall Publisher. Distributed by University Press of New England, www.upne.edu, 2015. 192 pp., illustrations, maps, notes, bibliography. US \$30.00, cloth; ISBN 978-1-931807-96-8.

Helen Frink's narrative features her great-grandfather, Nathaniel Ransom, while telling the story of a whaler's life in the nineteenth century. While exploring her family history, the author discovered a set of journals that illustrate the activities an ordinary whale man rather than a sea captain, especially the fantasized versions like "the maniacal quest of *Moby Dick*." Whaling is not depicted "...as the lucrative industry of historic coastal towns, but as daily, back-breaking toil in unimaginably harsh conditions in an alien and hostile part of the globe." (viii) Though Frink does not have a thesis, as such, she has developed a series of imaginative stories, conversations, and scenes based on logbooks, letters, and journals to allow readers to discover the

"brutal slaughter and sudden losses" that Nathaniel Ransom experienced from 1860 to 1875 (viii).

The author is clearly not writing for academia, but she does present the historical life of Nathaniel Ransom in a creative and scholarly way. She features one man's nineteenth-century whaling experience while acknowledging that the typical captains' accounts are only part of the story. The book not only successfully incorporates the significance of an individual (Nathaniel Ransom) on his four voyages, but also illustrates the important role whaling men as a group played in the whaling industry. By highlighting the hardships that a typical sailor had to endure, Frink gives the reader an insight into the reality of the whaling industry as a whole, rather than that of a select few of men in power (captains).

While narratives are a colourful and effective way to present historical accounts to a general audience, they can some-times confuse non-specialists in the field, making it difficult for readers to distinguish between the imaginary and the factual. Frink, however, sets up her narrative in a manner that is easily understood. The dates and names are all historically accurate and based on primary sources. Not only does her dialogue contain factual information taken directly from the journals, but most chapters also include additional information. There are excerpts from diaries and logbooks detailing the experiences of the crew, such as Nathaniel

Ransom's log for "Sunday January 24th: Stingy Jeff skipper. Not much going on. 3rd Latter part wet hold. Saw two humpbacks. Hauled up mast and shortened sail. Old man had a row" (79) or "[June 10:] . . . [O]ld man put carpenter in the rigging. Bashed him with a rope for a while then put him in double irons and down in the hold." (140) Although Frink's style clearly distinguishes fact from fiction, her limited number of citations present a difficulty for this reader.

The author's endnotes are divided by chapter, but there are only a few citations; no more than thirteen per chapter, as compared to the 30 to 70 endnotes in a standard history book. This reduces the historical reliability of her work. Even though she writes in a literary form, it is still important to adequately cite sources, and her bibliography does not aid the researcher in quickly finding the necessary materials that should be offered in a bibliography. For instance, the author states that Nathaniel Ransom's 1875 journal is located at the National Maritime Digital Library online, without providing the full link (174). Instead, the link goes to the database, where the researcher would still have to search for the particular entry. The author does, however, include a section of sources titled, "Useful for Other Aspects of Whaling," which potentially allows readers to broaden their research scope (176). Even with the lack of information in the citations, this work presents an organized bibliography that a reader can easily understand.

Helen Frink, although not a historian, provides an interesting historical insight to the late-nineteenth century whaling industry. She takes the reader along on the voyages of a typical whale man, and uses her narrative skills to transform the standard logbooks into an easy-to-read book full of adventure that is sure to captivate any reader. Her invested interest in her family's history has produced a work of art that offers a fascinating contribution to maritime studies. For far too long, historians have looked at leading figures and single major events as the backbone of history, yet they fail to recognize that these major historical figures and single events are made up of ordinary people whose stories have remained untold for far too long.

Mallory James
Pensacola, Florida

Michael Gillen. *Merchant Marine Survivors of World War II: Oral Histories of Cargo Carrying Under Fire*. Jefferson, NC: McFarland Publishing, www.mcfarlandpub.com, 2014. 216 pp., photos, glossary, appendices, notes, bibliography, index. US \$35.00, softcover; ISBN 978-0-7864-9467-5.

Michael Gillen brings to life the stories of members of the American Merchant Marine during the Second World War. Despite the strategic importance of merchant mariners during the war, the individual experiences of Merchant Marine veterans are often overshadowed by the respective

achievements of the U.S. Army, Marines, Air Force, and Navy. Gillen attempts to combat this gap in the historical narrative by focusing the book solidly on the story as told by each veteran. The book is a collection of Gillen's interviews with former merchant mariners regarding their experiences throughout the war. He focuses on each one's sacrifice while serving in the U.S. Merchant Marine. As such, each interview tends to revolve around a traumatic or dangerous experience. First-hand accounts of ship sinkings and survival are by far the most common within the book, but the accounts also elaborate on the privations faced by individuals during long voyages. The benefit of this book is twofold: on a human level, it connects to the emotional experience of being a member of the Merchant Marine, and it provides an eye-witness account of historical events.

Each interview is chronological, typically beginning with the entry of the United States into the war following Pearl Harbor and concluding after a major crisis, such as the torpedoing of a ship and subsequent rescue. The result is a collection of first-hand narratives that bring out both the raw emotional intensity of events, and the individual personalities of the narrators. The stories tend to follow a rather formulaic path but Gillen is careful not to homogenize the re-telling. Each account contains minute details important to the teller, but perhaps, less interesting to a general audience. One example is a merchant mariner's memory

of his struggle to inflate and deploy an on-ship barrage balloon. Years later, his frustration with the balloon is still fresh, and this has an incredibly humanizing effect. Given the emphasis on the individuality of the interviews, the language is quite colourful at times, but this enhances the feeling that the reader is encountering an individual and not simply a body of information. Gillen has crafted each account so that by the end of a particular interview, there is a tangible sense of how the individual involved thought about the events surrounding him. Illustrating this is the way members of the Merchant Marine viewed their interactions with Russians in Arkhangelsk. Reactions run a gamut of emotion from admiration to hostility. It is important to note that since Gillen conducted the vast majority of these interviews in the late 1970s and early 1980s, the individual attitudes present in the book likely represent the thinking in the 1970s and 1980s versus the 1940s. Given the political and social climate of the Cold War, it may be important to view some of the accounts circumspectly whenever a politically sensitive topic, such as Soviet Russia, is discussed.

Each story introduces a new individual and a new perspective on the Merchant Marine experience. There is, however, a limit to the depth of each interview. Gillen's choice to centre each account on a period of crisis or sacrifice considerably limits the scope of the book. For example, while the accounts refer to individual experiences, they do not give a very

comprehensive picture of what daily life was like in the Merchant Marine. In fact, overall context is largely absent from the text altogether. Without a fairly developed contextual understanding of the Second World War, the stories quickly lose connection to the larger picture of the American war effort. Locales quickly change from Manila to Arkhangelsk, and without a prior understanding of Allied shipping operations, it is difficult to understand why the U.S. Merchant Marine is in a particular place. Granted, none of this context is necessary to appreciate the experiences of the individual sailors, but it would certainly add a level of understanding to be able to place the individuals within a larger framework.

Overall, the book offers an excellent source of first-hand accounts. The experiences Gillen has recorded provide a gripping narrative of the sacrifices made by the United States Merchant Marine in the Second World War. The book does an excellent job of giving the reader an insightful look into the lives of merchant mariners by focusing on their stories. When discussing a discrepancy between an eye witness and the official report, Gillen states it best by pointing out that most other accounts were not written by someone who was there. This is what makes Gillen's book a success. His interviews provide a concise, emotion-packed account of events by people who were, in fact, actually there.

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John D. Grainger. *The British Navy in the Baltic*. Rochester, NY: Boydell Press, 2014. www.boydellbrewer.com, x+294 pp., maps, notes, bibliography, index. US \$115.00, hardback; ISBN 978-1-84383-947-7.

For centuries, no nation had a stronger navy than Great Britain. John D. Grainger argues that the British presence in the Baltic from the Anglo-Saxons into the twentieth century was commercially motivated, in spite of the Royal Navy's near-constant presence within both the Baltic and North Seas from the Tudors onward. *The British Navy in the Baltic* surveys the extensive history of British naval power in relation to the nations that border the Baltic Sea, in particular Denmark, Sweden, and Russia. Grainger's tale unfolds chronologically, his thesis arguing Great Britain's desire to maintain a monetary hold on the Baltic and North Seas, while highlighting the various battles waged to secure that hold.

Becoming an active player in the Baltic required access to the Baltic; a problem Grainger emphasizes with respect to the centuries-long hold that Denmark possessed over access to the Baltic Sea. They controlled the Danish Straits, a series of islands, and the waters that lie between Denmark and Sweden. In his prologue, "Ohthere, Wulfstan and King Knut: 800-1200," the author details the geographical and historical background of the region and sets the stage before diving into a study of the geopolitics at play over the next several centuries.

Throughout the Middle Ages British ships entered the Baltic to trade. Nations were not yet focused on building a standing navy, therefore, it was privateers and merchants looking to trade who generally captained the ships. At this time, “the Baltic was out of British naval reach” (22). Requisitioning ships for military purposes required money that rulers did not have, although the author notes that a lack of resources never stopped the British from attempting to get within reach of the Baltic. Until the seventeenth century, rulers simply converted merchant ships for military purposes when needed, returning them to trade after the encounters. Up to this point, Grainger argues, there was no need for the British Crown to establish a permanent interest in the Baltic.

Once Britain established a permanent navy, however, conflict followed almost immediately. For the next few centuries the Royal Navy was involved in sporadic skirmishes with the Baltic nations. These engagements employed varying levels of force and all but led to the Great War from 1914-1918. Grainger’s conclusion emphasizes that a navy is the “projection” of a country’s power (258). For Britain, it was imperative to have a navy, even if that navy was not fighting continuously.

Grainger’s overview of Britain’s confrontations with Baltic nations focuses more on naval battles as the typical course of action. *The British Navy in the Baltic* describes a game of chess with pieces being moved around and adjusted based

on their perceived significance. The British government did everything it could to exert control over the pieces at all times. Even then, it is not until the seventeenth century that the emphasis shifts more in favour of political rather than commercial gains, in spite of the near-constant geopolitics at play.

The author writes episodically, showing how each encounter in the Baltic was affected by the one before it. Though each confrontation is determined based on previous military, economic, and political decisions, Grainger makes it clear that any involvement between the British, Russian, Swedes, or Danes, was affected far more by the geopolitical state of each nation and their necessity for alliances and position at the time, effectively tying together politics and economics.

Though Grainger makes extensive use of sources, there is more than twice the number of secondary sources as primary ones and *Navy Record Society* volumes. Early references from the reign of King Alfred to the medieval Hansa are archaeological. Grainger traces the few artifacts that represent the earliest encounters between the British and Baltic nations, stating “Evidence is lacking, other than the coins” (9). Including these artifacts is important and adds credence to the author’s emphasis on long-standing trade in the Baltic. Following the establishment of the Royal Navy, the British record is drawn primarily from naval reports and documents.

The British Navy in the Baltic is an excellent introduction to the

study of the Royal Navy. The book focuses on the changing dynamics of the navy as Edward IV and Henry VII made it permanent. Only then did the British presence in the Baltic become less about merchant trading and more about the politics of state. For the historian interested in British, naval, maritime, or Baltic history, *The British Navy in the Baltic* functions as an excellent textbook.

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E.R. Johnson. *American Military Training Aircraft: Fixed and Rotary-Wing Training Aircraft Since 1916*. Jefferson, NC: McFarland & Company, Inc., www.mcfarlandpub.com, 2015. 471 pp., photographs, illustrations, appendices, glossary, bibliography, index. US \$45.00, paper: ISBN 978-0-7864-7094-5.

In *American Military Training Aircraft: Fixed and Rotary-Wing Training Aircraft Since 1916*, E.R. Johnson has compiled what can only be termed the definitive guide to the training aircraft that the United States military has used since 1916.

The book is divided into four major sections: Fixed Wing Trainers, 1917-1947; Fixed Wing Trainers, 1947-1962; Fixed Wing Trainers, 1962-present; and Rotary Wing (helicopter) Trainers, 1962-present. An appendix lists the glider trainers used by the American military. The first two sections are further divided into two sub-sections, each dealing with

trainers used by the U.S. Air Force or its predecessors, or trainers used by the U.S. Navy, U.S. Marine Corps, and U.S. Coast Guard. The periods covered are in line with both the creation of the U.S. Air Force as an independent military branch in 1947, and the development of common aircraft designations for all American military branches beginning in 1962.

The book is complete, describing each aircraft, fixed- or rotary-wing, and glider used in the U.S. military. Every entry includes a photo of the aircraft, a three-view line drawing, technical specifications, and a text relating the particular aircraft's service. The only colour plate is on the cover, depicting a U.S. Navy SNJ or Scout Trainer (familiar to Canadians as a "Harvard" trainer). In fairness, American military training craft have worn many different colour schemes over the years, and the cost of the book would have probably escalated considerably had colour plates been included.

This is not a difficult work to review: the airplane enthusiast or historian will find it a useful, quick reference work and the modeller will find this both a good reference and a source for future modelling topics. Information as to colour schemes, however, will have to be found elsewhere. The maritime enthusiast should avoid this book as it contains no ship information.

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Peter Johnson. *Quarantined: Life and Death at William Head Station, 1872-1959*. Victoria, BC: Heritage House Publishing Company Ltd., www.heritagehouse.ca, 2013. 312 pp., photos, notes, bibliography, index. US \$22.95, paper; ISBN 978-1-927527-31-3.

In *Quarantined: Life and Death at William Head Station, 1872-1959*, Peter Johnson tells “the story of the struggle to prevent infectious diseases from entering British Columbia.” (9) According to Johnson, the William Head Quarantine Station was as important as other well-known stations, such as Grosse Île in Quebec, and Ellis Island in New York. The book not only tells the history of William Head Station, lost from memory once it was converted to a minimum-security prison, but also explains why a well-functioning quarantine station was the only way to keep disease from landing in British Columbia by sea and spreading to the rest of Canada. Johnson argues that the William Head Station is an example of how necessary humane quarantine legislation was then as well as now, when people seem to be facing pandemics, such as SARS, once more.

The book begins by illustrating why a quarantine station was necessary on the west coast of Canada. Johnson uses the case of Bertha Whitney, a five-year-old girl whose death from smallpox was preventable, to explain the events leading up to the founding of the Allen Head Quarantine Station, predecessor of the William Head

Quarantine Station. At the time Bertha Whitney was removed from the ship *Prince Alfred*, no quarantine facilities were available. Being a lower class passenger, Bertha Whitney was placed in the pest house where she received no medical attention and was left to die. First and second class passengers stayed in more lavish conditions and were well provided for. Due to the high cost of the make-shift quarantine facility and public outrage at the conditions in which Bertha Whitney died, the government decided to build an official quarantine station. It took 14 years before the Albert Head Station was operational but it closed after only five years, thanks to the lack of proper transport ships, facilities, and equipment, incompetent medical staff, and the number of cases of smallpox that evaded discovery and entered British Columbia.

The William Head Quarantine Station was constructed in 1893 to replace the Albert Head Station. It was in a better location, south of Victoria on Vancouver Island, and farther from the local population. The facilities and the equipment at the new station were top of the line. All passengers in a quarantined ship had to leave the ship to have their person and their belongings sanitized while the ship was being steamed and fumigated. Everyone was required to remain in quarantine for 26 days. Those showing symptoms of smallpox were separated from those who were not. The tightening of regulations and a more dedicated medical staff made the station more

effective in the fight against infectious disease. The William Head Quarantine Station experienced a large influx of passengers during the First World War. Then sea travel declined after a change in Canada's immigration laws in the 1920s, followed by the Depression and the Second World War. The station was closed in the late 1950s because, as air travel replaced arrivals by sea, the government believed that it was no longer necessary.

Even though all passengers received the same medical care, Johnson draws attention to the fact that first and second class passengers were still entitled to better food and living conditions. His use of primary sources such as newspaper articles and detailed descriptions of social movements and political shifts, such as the shift from Conservative to Liberal governments and vice versa in British Columbia highlight the role that class and politics played in the creation and maintenance of both quarantine stations. Other primary sources, including magazines and journals, reveal the popular opinion of the quarantine stations at the time and what their public image was. Both historic and modern pictures of ships, quarantine buildings, and quarantined passengers give the reader a better understanding of the historic context around the stations.

The majority of the book proceeds chronologically despite occasional jumps from decade to decade. This causes minimal confusion, however, and is usually done in order to explain a point. Near the end of the book, a few

chapters are organized more topically. They are interesting and entertaining, but seem out of place.

The last chapter of *Quarantined* carries the story up to the present. Using examples from the 1990s and 2000s, such as U.S. President George W. Bush's statements regarding the use of military to guard quarantine stations (subsequently declared illegal), Johnson demonstrates the current need for humane quarantine legislation. The use of secondary sources, mostly published after 2000, provides up-to-date research which contributes to the book's accuracy. But the author also highlights less-well-known aspects of maritime history, for example, the *Empress* fleet that brought both visitors and immigrants into Canada. This is a detailed, well-researched history that does not require the reader to have any prior knowledge or understanding of quarantine stations and their development. *Quarantined* will appeal to a popular audience as well as historians and maritime scholars.

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Dominick Jones. *All at Sea. Twenty Years at the Helm of Tall Ships*. Jefferson, NC: McFarland Publishing, www.mcfarlandpub.com, 2013. xi+264 pp., illustrations, maps, glossary, index. US \$29.95, paper; ISBN 978-1-4766-0343-8.

Have you ever dreamt of restoring a large, old wooden ship and sailing

away from the daily grind? Dominick Jones and his partner, Cecilia, with their six children, began their boating adventures in the 1960s when Cecilia bought the family a retired, 1930s-era cargo barge. Soon, the industrious family had the *Gipping* gliding through the water. Several years later, they upgraded to a 200-ton Baltic trading schooner, the *Gray*, spending nearly two decades worth of summers aboard her, sailing around the coastlines of Britain, France, and Spain. Her restoration and upkeep was Jones's full-time occupation in the winter months. This book is the story of the trials and tribulations of the *Gray* as told by the man responsible for breathing new wind in her sails.

In order to fully establish Jones's commitment to the operation of the *Gray*, he completed a yachtmaster course at the School of Navigation in the Minories in London. His knowledge makes a wonderful contribution to the narrative. The *Gray* was bought in the late 1980s, before the appearance of advanced technologies, such as today's GPS navigation systems. Jones tracks his ship's position by hand, with the same types of equipment used by sailors over the centuries. He fully documents plotting the ship's course using a sextant, chronometer, compass, celestial triangle, navigational charts, and his only "fancy" piece of equipment, a Hewlett Packard calculator. The book is full of details about tides, celestials, and weather phenomena, which establishes Jones as a knowledgeable navigator.

The maintenance of a wooden vessel such as the *Gray* required a crew, but Jones was the only full-timer. His children dubbed him the "Leak Freak" because of the many hours he spent repairing and preventing them. The preservation of the integrity of the *Gray's* hull was not an easy task. Many times, Jones's family waited nervously while he patched her while diving as she was underway. Describing the drama of the events in the book is where Jones is in his element as an author.

Jones really excels as a narrator with his depictions of the various characters who appear throughout the story. Admitting his limitations regarding ship maintenance before the invention of the internet, Jones had to learn from others and from first-hand experiences as situations arose. Among his teachers were shipping workers and port authorities throughout Europe. He delights his reader with these characterizations, beginning with the ship's purchase from shipping agents in Copenhagen, Denmark, and the pilots he hired for the first few voyages. In Chapter Five, Wally approached him for a job during the first winter of restoration in the commercial London docks. Wally was a homeless man who worked tirelessly to help Jones get the ship into sailing condition, including the crane installation of the *Gray's* three masts (made by Jones with trees cut for the purpose in Denmark). His was a never-ending quest for supplies from nefarious ship-yard neighbours.

Jones also portrays his interactions with port authority bureau-

crats, harbour masters, and some of the lovely coastal towns in Europe. The Jones family sailed to many ports in Europe, staying a while in the ones they liked and forced to stay in ones they did not due to weather conditions. The Jones family's preferred port was Dieppe and readers will likely agree. Once the children returned to school, Jones stayed behind to maintain his ship for the winter among the fishing vessels in Dieppe, as it had a floating dock that enabled him to repair the ship out of water for the first time. Jones discusses the elegant subtleties in the political diplomacy of getting the *Gray* into the floating dock because the fishing trawlers had priority. He also relates the difficulty of understanding shipping vocabulary in a foreign language, making his reader laugh out loud at times. The best part of the Dieppe story is his discussion of the dynamics of the French workmen who applied fresh oakum caulk in between their breaks for wine, strikes, and lunch.

Finally, after many adventures, Jones and his family acquired enough sailing experience to cross the Atlantic, making it to the Caribbean before settling into the *Gray's* last years on the northern Atlantic coast of America. A hurricane and lunch on board with a famous celebrity ensued. It is here that the reader is aware of the book's main weaknesses; namely, a choppy introduction and inadequate conclusion. Both are forgivable, however, since this is a sailing story and not meant for academic readers. Jones does leave his readers wondering about what kind of adults the children grew into and

what happened to his relationship with Cecilia since he simply states that she returned to England. Nevertheless, the narrative in the middle makes up for the inadequacies. Overall, this is a solid book and a pleasure to read. If you are still dreaming of sailing a tall ship of your own, this book will help you decide whether or not it is a great idea. Jones discovers that the romanticism of sail is broken up by real dilemmas, for the ship as well as for those who sail in her.

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Brian Lavery. *The Ship of the Line—A History in Ship Models*. Annapolis, MD: Naval Institute Press, www.nip.org, 2014. 128 pp., illustrations, bibliography. US \$48.95, hardback; ISBN 978-1-59114-1877. (Originally published 1984.)

This is another outstanding volume in the 'History in Ship Models' series, following *The Sailing Frigate* by Robert Gardiner (Seaforth Publishing, 2012, reviewed in the *Northern Mariner*, Vol. XXIII, No.4, 432). As with the earlier volume, this one does an admirable job in encapsulating, in a mere 128 pages, a tri-fold history: that of the evolution of naval tactics as a driver in ship design, of the evolution of ship design in response to operational impetus, and of the evolution of model-building practice and purpose.

Following the title, the evolution of 'the line' is a major theme. The use of battleships in the line was

established in the Anglo-Dutch Wars, where the confined scope of the fighting posed little requirement for scouts, but the strategic stakes favoured large fleet actions. This trend was supported by the parallel evolution of gunnery, where the introduction of cast iron rather than brass allowed mass production of cannon, and wheeled carriages allowed guns to be reloaded in action rather than retreating to reload (11).

The evolution of ship design is shown through the development of rates (16), starting with Pepys' systematizing inclinations and evolving to the system of First, Second, Third and Fourth Rates at the beginning of the eighteenth century. The text very succinctly outlines the ebb and flow of design change through successive periods of wartime development (the Anglo-Dutch Wars 1652-74, and the French Wars 1674-1714), stagnation of design in peacetime (1714-1739), and then development again during subsequent periods of war (world-wide wars 1739-1782, the Revolutionary Wars), and finally post-1815. The development of ship details during these eras are shown admirably through a number of two-page spreads illustrating such changes as: decoration of figureheads, the stern, and the broadside; rigging; guns and caronades; ship's boats; and the evolution of round and elliptical sterns. These details are shown through a very judicious selection of photographs of contemporary models.

The third thread in the story is in the evolution of model-building practice and purpose. The author

notes the lack of an English tradition of 'votive' models in churches as in many European countries, but identifies 1572 as the first suggested use of 1/12th scale models to measure displacement. There gradually developed the use of models as 'marketing' aids to help 'sell' the ship design to naval authorities and sovereigns, with the years 1635/37 seeing the first mention of the conventional Navy Board 'open framed' models. Master shipwrights were quite protective of their models as the embodiment of their intellectual property, and when Peter Pett was criticized for devoting more attention to saving his models from the Dutch raid on the Medway than the ships, his response was that "He did believe the Dutch would have more advantage of the models than the ships, and the King had greater loss thereby..." (18).

The late seventeenth century saw simultaneous development of accurate ship representation by means of official ship plans (formalized by Sir Anthony Deane in his *Doctrine of Naval Architecture*, 1670), detailed maritime paintings (epitomized by the work of the Van de Veldes), and detailed scale models. The evolution of models themselves showed three distinct eras of tradition, the familiar 'room and space' framing convention of the 'Navy Board' style, the planked solid hull and built upper works of the later 'Georgian' style, and the full-solid 'block' style models of the subsequent era. An excellent selection of photos illustrates exceptional examples of all of these forms of representation. Also

shown are a number of true structural models presenting the full complexity of contemporary structures. A well-known example is the model of HMS *Bellona* (77) illustrating amply the impressive solidity of the hull of a ship of the line. Particularly notable are a couple of pictures showing models built to demonstrate structural innovations, such as Seppings' diagonal bracing scheme and bow structure design (the latter model being one by the hand of Sir Robert Seppings, Surveyor of the Navy, while himself an apprentice). As a final category of the use of detailed models, there are a number of pictures of dockyard models (78-79) shedding light on some of the full-scale shipyard building practices. Throughout the book, all the photos of models in the National Maritime Museum (NMM) Greenwich are keyed by SLR identification to the larger collection of photos and other information in the NMM.

A minor production quality quibble with the volume (but not a completely negligible one, for a book that relies as significantly as this does on the quality of the imagery) concerns the colour consistency of photos, in which there appears to be over-saturation of colour in photos of models from the collection of the United States Naval Academy (28, 30, 37, 38, 41).

That observation aside, this is excellent companion volume to *The Sailing Frigate*, providing outstanding insight into the evolution of ship of the line design and construction, and the art of 3-D representation, during the heyday of fighting sail. For period ship model builders, and indeed all who admire

miniature craftsmanship, this is an essential volume, the next best thing to a week spent at the NMM itself.

Richard W. Greenwood
Victoria, British Columbia

Carl LaVO. *Pushing the Limits—The Remarkable Life and Times of Vice Adm. Allan Rockwell McCann, USN*. Annapolis, MD: Naval Institute Press, www.nip.org, 2013. xiv+256 pp., illustrations, maps, notes, bibliography, index. US \$44.95, cloth; ISBN 978-1-59114-485-4.

To those familiar with submarines, and more importantly, submarine disasters in the twentieth century, the name Allan McCann is legendary, as the inventor of the submarine rescue chamber that bears his name. Moreover, after the spectacular rescue of the survivors of USS *Squalus* in 1939—using the rescue chamber he designed—he became an international sensation, particularly following the British tragedy with HMS *Thetis* a week later, where virtually the entire submarine crew perished for lack of a submarine rescue capability.

A true pioneer in the emerging naval technology of submarines, McCann's legacy is that of a determined and hard-working naval officer who defied difficulties to achieve formidable results in both peace and war. The author, Carl LaVO, has previously written extensively on U.S. submarine-related issues, most notably on the 1939 rescue and subsequent salvage of USS *Squalus*, so one might be excused for expecting the develop-

ment of the submarine rescue chamber to be a focal point of the narrative. But this is not to be; rather, the author uses McCann as a vehicle to tell a collection of stories about interesting events associated with him—some much more so than others.

Vice-Admiral Allan McCann's career in the U.S. Navy spanned from 1913 to 1950, during which he specialized in submarines. The author sets up the narrative by explaining the embryonic state of post-First World War submarine development and how dangerous it was, in peace or war, when compared to today's sophisticated, nuclear-powered behemoths. He recounts the submarine disasters that inspired the young submarine officer to develop a rescue capability, in concert with Lieutenant Charles 'Swede' Momsen (inventor of the Momsen lung escape breathing device) to respond to submarine sinkings. Notwithstanding the support of their Submarine Squadron Commander — Captain (later Fleet Admiral) Ernest King—both McCann and Momsen battled the bureaucracy of the depression-era U.S.N. in 1930, where funds were extremely tight. Despite difficulties, they were ultimately successful and, in May 1939, the two were re-united to oversee the rescue of 33 submariners from the sunken submarine USS *Squalus*, which garnered significant international media attention.

For McCann, the Second World War started, somewhat appropriately, in command of Submarine Squadron Six at Pearl Harbor on 7 December 1941, as the Japanese

attack unfolded. During the war he commanded submarine squadrons in both the Pacific and Atlantic theaters, the battleship USS *Iowa* and was Chief of Staff of the US 10th Fleet—a specialist anti-submarine warfare organization. Post-war he served as Commander Submarine Force Pacific Fleet where he continued to support innovation in matters dealing with submarines, finishing his 37-year career as the U.S. Navy Inspector General tasked with investigating the 'Revolt of the Admirals' in 1949.

By any measure, these were exciting times with memorable events at which Admiral McCann was present, or in which he participated. In a very easy-to-read narrative, the author uses these events to situate the time, albeit some with a very marginal connection to McCann, as he tends to relate events that happened around him, not actually what he did. For example; 15 pages are used to explain a San Francisco to Hawaii air-race, in which his only association was being in command of one of the submarines assigned to look for downed aircraft—which they did not see. As well, LaVO's superb 18-page description of the U.S. Navy's Second World War submarine torpedo problems, again not a focal point for McCann *per se*, is perhaps one of the most cogent summations of the problems and solutions that I have ever read. Furthermore, his concise 21-page recounting of the Battle of Leyte Gulf is equally well written, but begs the question—what of Allan McCann?

A well-researched account with well-thought-out photographs and diagrams, it is very easy to follow as the author breaks up the longer chapters with pithy narratives anchored by a date and time reference points. Paradoxically, his journalistic style comes through from time to time in minor errors that could be seen as attempts to sensationalize the narrative. For example, His Majesty's Ship (HMS) *Renown* is described as "the royal battle cruiser" because King George VI embarked on her (81), and he states that USS *Squalus* is "the first of a new class of submersibles" (85)—it was, in fact, the fifth of ten Sargo-class submarines.

Perhaps a better title would have been: *A Witness to History—The Remarkable Life and Times of Vice Adm. Allan Rockwell McCann*. Regardless, it is a most enjoyable book, which at times can be described as more of a travelogue than a biography, as it takes some rather lengthy excursions to tell McCann's story. That said, they are great excursions and LaVO does tell a good story. I would recommend this to both the serious historian and enthusiast alike—there is enough for both.

Norman Jolin
Kanata, Ontario

Peter Lemke and Stephanie von Neuhoff. *Der Gefrorene Ozean. Mit FS Polarstern auf Winterexpedition in die Antarktis*. Hamburg: Koehlers Verlagsgesellschaft, www.koehler-books.de, 2014. 240 pp., illustrations, maps, graphs.

Euro € 29,95, cloth; ISBN 978-3-7822-1210-6.

Peter Lemke and Stephanie von Neuhoff provide a very detailed and knowledgeable insight into today's work and life on board FS *Polarstern*, one of the most sophisticated and powerful research icebreakers in the world and the flagship of the German polar research fleet.

With Lemke being a globally renowned polar scientist who has led eight expeditions to the Arctic and the Antarctic for the Alfred Wegener Institute (AWI), the federal German research centre for polar research, and von Neuhoff being an experienced journalist focusing on marine and polar sciences, the authors are not only well qualified as writers, but together, they bring a broad range of perspectives to the table.

The book is basically organized around the sailing schedule of the 2013 winter research cruise of the FS *Polarstern* in the waters off Antarctica and might best be described as a participatory observation report covering the whole trip from Cape Town south to Antarctica, west to the Antarctic Peninsula and finally, north to Ushuaia, a route last travelled during the Austral winter some 21 years earlier. Besides reporting on this particular voyage, Lemke devotes a number of chapters to looking back on earlier voyages to Antarctica as well as to the Arctic. There are a number of short introductions to key Antarctic research topics, and a series of chapters titled *Von Kammer zu Kammer* (cabin to cabin) in which the two authors reflect on actual

events of the cruise and their respective personal takes on these events.

The most impressive part of the book is probably not the text itself, despite its informative content, but the large number of colour photographs illustrating everyday activities during an Antarctic research cruise from running the various departments of the ship to the research-related activities themselves. Not only do these pictures provide an insight into today's world of polar research that is rarely available elsewhere, but more importantly, they provide the historian of polar research with a direct basis for comparing today's research conditions with how polar research was conducted in the past. This comparison is important for future historical research into Antarctic history, particularly for those studying the history of science, since it will allow scholars to really understand the limitations of historical research in remote areas, and thus, to calibrate historical data using modern analytical methods. While this book neither claims to nor provides such an historical analysis per se, it provides valuable source material for this kind of research, something that should be incorporated into Germany's future polar research activities.

Missing from *Der Gefrorene Ozean* are both an index and a bibliography, which substantially limits its relevance to scholars. While many German publishers seem willing to forego an index these days, the absence of a bibliography, whether the intended

audience is scholarly or not, is not only unfortunate, but difficult to understand, especially from such a well-established publisher.

In fact, *Der Gefrorene Ozean* was written primarily to popularize and promote polar research to a broad audience with little or no knowledge of modern scientific studies in the polar regions. Thanks to this well designed and well written coffee-table book, the authors have definitely achieved their goal. But they offer readers much more. Their relevant insights into contemporary (German) polar research provide historians of polar history or the history of science with a modern reference point for historical analysis. Moreover, as a first-hand account of a participatory observation project, the book might also be understood as primary source material for future research on the history of polar exploration. In fact, since polar research is now a multi-national activity, it would be useful to see comparable accounts of polar research activities by other nations. Such publications would allow for an analysis of national differences in the conduct of research in the Arctic or Antarctica.

This book is highly recommended to anyone interested in the polar regions, whether it is read in a professional context, or as a warmer, more comfortable alternative to actual polar research—as suggested by a certain review editor working for this journal.

Ingo Heidbrink
Norfolk, Virginia

Huw Lewis-Jones (ed.) and Nigel Millard (photographer). *The Lifeboat. Courage on our Coasts*. London: Anova Books, www.anovabooks.com, 2013. 241 pp., illustrations, map. UK £25.00, US \$29.95, CDN \$32.95, cloth; ISBN 978-1-84486-217-7.

The Royal National Lifeboat Institution (RNLI) is a Britain-wide charity that saves lives at sea. For nearly two hundred years, its volunteers have courageously faced shipwrecks and storms while selflessly offering assistance to those most in need. Never taken for granted, these qualities of bravery and mercy transcend the centuries and are as valuable and appreciated now as in their earliest days.

Nigel Millard is an award-winning international photographer who is well known for his decorative Royal Mail stamps and his picture commissions for the RNLI as well as his role as a lifeboat crew member for a decade at Torbay, Devon. His co-author, Dr. Huw Lewis-Jones, is an historian and editor with a PhD from Cambridge University and a former Curator at the National Maritime Museum. He lives in Cornwall and, when not writing or traveling the length of Britain and Ireland, he works with lifeboat crews on rescue missions and lectures on maritime history, exploration and the visual arts. He recently won the *Adventure Book of the Year* award and is Editorial Director of the publisher Polar-world.

To describe this large volume as a 'coffee-table book' would imply no disrespect. It is not only a great

visual celebration of everyday bravery, compassion and outstanding commitment in the roughest of sea conditions, but it takes the reader on an illustrated circumnavigation of the British and Irish coasts. Commencing appropriately at the Isle of Man, the birthplace of the RNLI, the scene is set by the front cover's dramatic picture of a Severn-class lifeboat on a stormy mission and it ends with a photograph of the crew of *Spirit of Guernsey* relaxing after a job well done.

Following the establishment of the Royal Humane Society in 1774, the Liverpool Docks Trust formed the first known successful lifeboat service at Formby, Merseyside, followed by Spain's Guild of Lifesavers at Seville in 1777. The United States saw its first coastal 'houses of refuge' for shipwrecked survivors founded a decade later in 1787. Within two years, in 1789, after a series of shipwrecks at the mouth of the River Tyne in North East England, a group of concerned local citizens sponsored a contest to design a lifeboat that could cope with local conditions. The insurer, Lloyds of London, opened a fund to assist local societies for the preservation of life in 1824, and this developed thirty years later as the RNLI. It should be noted, however, that China's first recorded use of dedicated lifesaving boats, designed to be stable in extreme circumstances, predated European usage by forty years.

In extreme weather conditions, the leading method of lifesaving was by coastal lifeboats from shore-based stations, but other means were tried with varying success,

including the use of artillery to fire lines to stricken vessels to transfer people ashore. Lewis-Jones recounts how, in 1936, during Ireland's worst hurricane in living memory, the Daunt Rock lightship broke away from its moorings in the western approaches to Cork Harbour. He describes the dramatic scene of seas so large that spray flew over the lantern of the lighthouse some two hundred feet in the air, and gigantic waves exploded against the harbour wall with such force that stone rocks were tossed onto the quay. One particularly outstanding rescue off Cornwall in 1907 lasted over 24 hours and was recognised by the award of the Institute's silver medal to six crewmen for carrying children and the injured down a precarious rope. It is worth noting that a RNLI gold medal is now considered the equivalent of the military's Victoria Cross. (Bathurst 2005)

Since the charity's foundation in 1824, RNLI lifeboat crews and lifeguards are estimated to have saved more than 140,000 lives and, in 2012 alone, almost eight thousand people were assisted by lifeboat crews, with a further 16,000 assisted by lifeguard units. A major strength of this book is its success in explaining how these rescues were achieved. Readers who are interested in nature and maritime subjects will enjoy examining over 300 outstanding photographic images of lifesavers, fundraisers, lifeboat stations, beaches and dramatic rescues in unforgiving seas.

A special atmosphere is displayed throughout this book from its knowledgeable text to its stimulat-

ing images as the co-authors show that lifeboat stations are more than just dots on the map, but communities where the human spirit still shines brightly. Although technology has honed the basic design of coastal motor-powered lifeboats, twenty-first century storms are every bit as dangerous as those in the past, and ships are still being pounded to destruction and seamen lost beneath the waves in the dead of night. This is a book that honours the Royal National Lifeboat Institution and is assuredly worthy of a place on the coffee tables of readers of maritime history.

Michael Clark
London, England

Margarette Lincoln. *British Pirates and Society, 1680-1730*. Greenwich, UK: Ashgate Publishing, www.ashgate.com, 2014, 271pp., illustrations, notes, bibliography, index. US \$118.70, hardback; ISBN 978-1-4724-2993-3. (E-book available.)

In recent years there has been a spate of publications designed to capitalize on the surging popularity of all things pirate. Predictably, they are of varying quality in terms of writing, research and their contribution to the history of piracy. Unlike so many such books that are hastily thrown together to meet the public's insatiable demand, Margarette Lincoln's new offering, *British Pirates and Society, 1680-1730*, is a wonderful combination of solid scholarship

and engaging prose, as well as fascinating subject matter.

Lincoln's focus is on changing attitudes towards pirates over time in Britain. Her chosen chronology is the so-called Golden Age of Piracy (1680-1730), although she also examines the legacy of piracy in the modern world. Her concluding chapter on the pirate inheritance covers such diverse modern-day pirates as singer Adam Ant, the *Pirates of the Caribbean* movie franchise, and Somali pirates.

The author asserts that "Piracy is historically constructed and contextually defined". (3) She examines a wide range of sources to explore her subject, including trial reports, novels, ballads, newspaper accounts, and legal documents. She has structured the book around legal, commercial, domestic and urban perspectives.

Lincoln's analysis is well nuanced, taking into account the various "competing realities": vested interests and social classes had their own views about pirates and these perceptions changed over time. Popular opinion of piracy no doubt varied according to where people lived within the British Empire. Even the definition of "pirate" has been fluid, with diverse groups manipulating the term to further their own agendas: "it is difficult to think of any other human character type popularized in the media that has ever attained such breadth of meaning or such a range of audience." (230) The image of the pirate in popular consciousness became more and more politicized from the seventeenth century onwards and by

1740, pirates had become heavily romanticized and increasingly removed from their violent past. As the threat of piracy became more remote once Britannia ruled the seas, pirates lost their 'fear factor' and eventually became "the stuff of juvenile entertainment". (21) Lincoln tracks the changing trajectory of public opinions.

An ongoing theme in the book is the relationship between pirates and the state. The state's willingness to hunt pirates was erratic. In the seventeenth century, for example, pirates could sometimes serve the needs of the state by targeting common enemies. As Lincoln so rightly points out, "Pirate activity cannot simply be viewed as disrupting an emerging capitalist world system. Pirates at times worked symbiotically with the forces of commerce and government..." (152)

England, and later Britain, would eventually tighten the net around such activity with successive Acts of Parliament to protect and further its empire. Piracy, however, was also an international problem which would be the subject of ongoing deliberations about the freedom of the oceans. These debates would have an impact on international law. Small wonder pirates sometimes declared themselves at "war with the whole world". (62)

In an age when crimes against property punishable by death rose alarmingly (1680-1720s), the general public seems to have been particularly fixated with crimes at sea; when pirates were arrested and tried, such stories were given a great deal of ink by the press. Even

though the majority of Londoners were not threatened directly by crimes at sea, the “pirate’s progress to the gallows” was a matter of great interest, as were the rituals of execution and the last speech of the condemned man. The capital happily played host to these grisly displays and pirate executions were especially cruel as they were intended to emphasize “the folly of those who tried to better their position and wealth on a grand scale”. (45)

Lincoln’s latest work provides a much-needed analysis of pirates’ relationships with women and their families, as well as their “elevated male friendships”. (185) Her chapter “Alternative Masculinities: Pirates and Family Life”, expands on Lincoln’s prior research on women and their seafaring men, *Naval Wives and Mistresses, 1750–1815*. Pirates’ wives often functioned as independent women and/or “single mothers” for much of the time, in the same ways that naval and merchant seamen’s wives did. Unfortunately, they were further handicapped in that they did not have access to charities designed to help seafaring families. In rare circumstances, women might become pirates alongside their lovers, as was the case with the infamous Mary Read and Anne Bonny, whose combined image far outweighed their numbers. Pirates’ domestic relationships were ignored in contemporary representations, even though pirates often used their family connections to plead for leniency with the courts. Neither has subsequent historical examinations focused on these ties.

Lincoln’s research into the domestic aspect of pirates’ lives is most welcome.

Then as now, we are simultaneously appalled and attracted by the pirate lifestyle of danger, violence and the perception of radical freedom. Lincoln demonstrates pirate images have been contested, and although pirates ebb and flow in popularity, they are an essential part of western culture. Whether they are the subject of bodice-ripper novels or Hollywood blockbusters, “representations of piracy have become part of our psyche”. (215) In *British Pirates and Society, 1680-1730*, Margarette Lincoln has written a timely and needed work which charts the debates and the images, the fact and fiction, our scorn and our fascination with pirates.

Cheryl Fury

Grand Bay-Westfield, New Brunswick

Roger Litwiller. *White Ensign Flying. Corvette HMCS Trentonian*. Toronto, ON: Dundurn Press, www.dundurn.com, 2014. 188 pp., illustrations, appendices, notes. CDN \$34.00, UK £23.00, paper; ISBN 978-1-4597-1039-9.

Ships lend themselves to biographical studies as readily as people. They are conceived, created and launched into the world; they undergo a period of preparation, then they enter into a term of service that is serene, harsh, or something in between; if they survive the hazards encountered along the way, they eventually wear out

and are retired. Whether its career is exciting or humdrum, every ship has something to tell us about the people, the technology, and the social, economic or naval events of its time. Roger Litwiller's *White Ensign Flying*, a scholarly but highly readable account of a Royal Canadian Navy corvette with a short and eventful career, is ship biography at its best.

Trentonian was one of 294 hurriedly-built and lightly-armed Flower-class corvettes employed by the Canadian, British, American, and other navies during the Second World War to safeguard the flow of troops, weapons and supplies across the seas. Named for the city of Trenton, Ontario, the corvette was built at the Kingston Shipbuilding Company on Lake Ontario and launched in September 1943. Commissioned in December of that year, *Trentonian* underwent a stormy shakedown cruise from Halifax to Bermuda and back, crossed the Atlantic in April 1944, and participated in the D-Day landings in June. On a dark night one week after D-Day, a flotilla of trigger-happy American destroyers opened fire on the corvette and the ship it was escorting, a distressing friendly-fire incident that left several dead and wounded on the latter vessel. *Trentonian* continued in unglamorous but vital service over the following months, shepherding numerous small convoys between the British Isles and continental ports. It was while the corvette was engaged in this business off the southwest coast of England on 22 February 1945 that a torpedo fired by German submarine U-1004 struck the vessel's stern

and sent it to the bottom along with six crew members. *Trentonian* was the last corvette to be sunk in action with the enemy during the war.

There is something compelling about the collective and individual stories of the Flower-class corvettes of the Second World War. Small, functional, and unglamorous, they have come to symbolize the dogged perseverance and everyday heroism of all the ships and sailors that were so key to the Allied victory in 1945. Corvettes have been a featured element in numerous naval histories, in autobiographical accounts of wartime service (including RCN veteran Hal Lawrence's memorable *A Bloody War*), and in one of the finest novels to come out of the war, Nicholas Monsarrat's *The Cruel Sea* (first published in 1951 and made into an equally good movie in 1953).

Litwiller's account of *Trentonian* and the experiences of her crew give us a comprehensive chronological account of one corvette that combines elements of the extraordinary and the mundane in every chapter. Researching and writing the ship's story required twelve years, and Litwiller's devotion to this task shows in the wealth of detail he provides. *Trentonian*'s log was lost in the sinking, but both day-to-day events and notable occurrences were pieced together from other types of official records, as well as from interviews with many of the officers and sailors who served on the vessel.

Litwiller makes particularly good use of two providential sources: correspondence between the ship and the city of Trenton's 'Corvette Committee', and an

extensive collection of shipboard photographs taken by Sick Bay Attendant, Allen Singleton. The Corvette Committee members were civilian sponsors of the ship who sent a stream of supportive letters from home and provided the crew with all manner of necessities and diversions; crew requests for shipboard supplies included sewing kits, wash basins, flashlights, magazines, a banjo and an accordion, and a washing machine (the last item was especially appreciated). The letters from the ship to the committee offer details of service life rarely contained in official records. The committee letters reveal a little-known civilian-naval connection that was clearly an important part of the overall Canadian war effort. Singleton's photographs were the result of both a hobby and capitalistic impulses (he developed and printed his on-board pictures and sold prints to the crew). The original negatives went down with the ship, but enough of the print purchasers had either left with their photos or sent them home to ensure that many images survived. They are featured throughout the book and greatly enhance the text they accompany. Perhaps the most striking and poignant of these photos, on page 88, shows the crew gathered on deck shortly after the friendly-fire incident in June 1944; there are no cheerful smiles for the photographer on this occasion.

White Ensign Flying is a terrific contribution to the ship biography genre in general, and to the literature on the allied corvettes of the Second World War in particular. I

highly recommend it for anyone with an interest in both Canadian and twentieth-century naval history, and as an essential addition to the library of historians of the Battle of the Atlantic.

Kevin Crisman
College Station, Texas

Ian M. Malcolm. *Shipping Company Losses of the Second World War*. Stroud, Glos., The History Press, www.thehistorypress.co.uk, 2013. 272 pp., bibliography, index of ships' names. CDN \$40.95, paper; ISBN 978-0-7524-9342-8.

Those writing wartime maritime history rely heavily on some very well known reference books: *Jane's Fighting Ships*, Jurgen Roher's *Axis Submarine Successes*, *Lloyd's Register of Shipping*, Ken Macpherson's various reference texts, and so forth. This extensively researched new publication joins those books on our shelves that make our own research easier, or at least offer us a convenient starting point. *Shipping Company Losses* contains no attempt at assessment of losses, nor any tables of loss by area, cause or date. Organized alphabetically by the names of 53 British shipping companies, the book simply gives details about the loss of every British merchantman (and barge, tug, etc.) resulting from enemy action, weather, stranding or otherwise. A useful addition is the insertion of an information box where appropriate: for example, "Other ships sunk and damaged in

Convoy OS.44," (including ships of all nationalities destroyed and damaged in those convoy battles) after the name of various companies' ships lost while in such convoys; occasionally, there is a similar note such as, "Other ships sunk by the 'Widder' between 5 May and 31 October, 1940". This makes for an easy reference to ensure that whatever story the author is telling is complete, or at least provides the reader with a check list.

A typical example can be found under the company section for Elders & Fyffes: "CASANARE (Captain J.A. Moore). Bound for Garston, sailed independently from Victoria, Cameroon, on 18 October, 1940. Torpedoed and sunk by U-99 (Kptl Otto Kretschmer) at 9.40 p.m. on 3 November when in position 53.58'N. 14.13 W. Nine died. Fifty-four were picked up by the destroyer HMS *Beagle* (Lt Cdr R.H. Wright) and landed at Greenock. Under the entry for *Patroclus*, HOLT, ALFRED & CO., (94) the story is expanded, explaining that the *Casanare* carried a cargo of bananas, transmitted an 'SSS' submarine attack emergency signal, that Holt's *Patroclus* had been converted into an AMC (armed merchant cruiser) and was also sunk by Kretschmer, with *Beagle* rescuing another 263 of her crew. These are altogether valuable details of those particular incidents, and typical of most entries.

In a few cases, usually those not involving enemy action such as ships mined or, in the Far East, abandoned, or lost due to foundering in bad winter weather,

there is only a brief reference as to cause, and a curt "No further details." Each group of lost ships is listed alphabetically within its owner's category. An extensive 9-page index refers just to ships, but includes not only the lost merchantmen, but also the rescuing ships, the U-boats and any other vessels mentioned with the ships listed or within the information boxes. While the fate of some merchantmen is described in a couple of lines, a few require a half-page. One is impressed at the magnitude of some companies' losses. For example, Shell group of companies lost 109 ships; Ellermans, 90; and Alfred Holt & Co.'s Blue Funnel Line, 45 losses. Considering that Canada lost some 44 Canadian-registered merchantmen in total, the record of individual British losses offers a new perspective on how significantly British companies contributed to the battle. Equally sobering is how many losses were simply due to "the danger of the sea" rather than hostile enemies. As with any reference work, there are questionable entries or a lack thereof. Since Newfoundland's ships were British-registered, some merchant losses appear, but at least two Bowater-owned vessels, *Kitty's Brook* and *Humber Arm*, do not.

More than a useful reference, Malcolm's brief stories make for intriguing and educational reading in themselves. This book is not to be missed by those writing or interested in the Merchant Navy's war.

Fraser McKee
Toronto, Ontario

Francis Mansbridge. *Arrivals and Departures: The Ferries and the People of Horseshoe Bay*. West Vancouver, BC: West Vancouver Historical Society, www.wvhs.ca, 2014. 58 pp., bibliography, index. \$20.00, paper; ISBN 978-0-9868028-1-2.

Francis Mansbridge, a retired municipal archivist, writer of several books on local history, and past winner and again runner-up nominee of the BC Lieutenant-Governor's annual medal for historical writing, may be listed as the main author, but this community-based project represents a team effort, from the fund-raising that made publication possible to the selection of photographs by West Vancouver resident John Moir, design and lay-out by Colleen Wood, and unsung contributions by others. Creating a book by committee is never an easy endeavour, though when successfully done, can lead to a much superior product in the end. The show of support at a book launch at the West Vancouver Memorial Library on 3 November 2014, for this latest addition to a planned series of short, high-value books celebrating aspects of life in this well-off part of the North Shore, indicates a genuine interest in capturing the history. As the title suggests, *Arrivals and Departures* deals with a particular maritime theme and the impact that interactions with the sea have had at the local community level, in this case Horseshoe Bay on the western edge of West Vancouver in British Columbia.

Horseshoe Bay, for those familiar with the ferry terminal, the nearby Sea-to-Sky Highway up to Squamish and Whistler, or even the much-loved Troll's fish and chip restaurant, is a deep bay facing Howe Sound surrounded by mountains and steep cliffs. The location and scenery are picturesque. In the early part of the last century, the beach attracted visitors from nearby urban centres in search of fun day and night. Recreational fishing was a notable pastime, as exemplified by the popular derby. Various railway schemes, including ones by the Vancouver, Westminster, and Yukon Railway Company and the Burrard Inlet Tunnel and Bridge Company, envisioned a line along the north shore running up to Horseshoe Bay and beyond. Nonetheless, water-borne vessels remained the main form of transportation. Horseshoe Bay, from early days, developed into a place where people came and went by water taxis and ferries serving islands close-by and other points farther afield. The middle chapters deal with some principal commercial operators — the Sannie ferries, Howe Sound Transport, Union Steamships, and Black Ball. Routes and service responded to demand and levels of profitable business. BC Ferries Corporation, the crown company created by Premier W.A.C. Bennett, took over ferry routes to selected islands, Gibsons on the Sunshine Coast, and Nanaimo on Vancouver Island. Local residents in the community almost consistently opposed introduction of new ferry services, though they grudgingly accepted

them once in operation. The construction of major ferry docks, marinas, and other infrastructure changed the complexion of the waterfront. Until stricter marine regulations came into place, ferries discharged untreated sewage, garbage, and bilge water directly into the bay. Swimming became less attractive (except for playful harbour seals living off scraps from human activity) and fish stocks declined. Tourist pursuits are now confined to the numerous gift shops, eateries, and walk-ways.

For many British Columbians and visitors from other parts of Canada and foreign countries, Horseshoe Bay represents ferry line-ups and the waiting times broadcast over the radio and displayed on highway billboards. As a destination, it is usually a way-point to somewhere else. Mansbridge and his team remind readers that Horseshoe Bay is a distinct community within West Vancouver. It is one that has been indelibly associated with the marine transportation role and the ferries that have regularly called. Even with the Upper Levels Highway and Marine Drive, Horseshoe Bay is a "long way out", either by car or public transit. The remoteness of the location is still part of the charm for those who live and work there.

Chris Madsen
North Vancouver, British Columbia

Dane A. Morrison. *True Yankees. The South Seas & The Discovery of American Identity*. Baltimore, MD: Johns Hopkins University Press, www.press.jhu.edu, 2014. xxii+257

pp., illustrations, notes, index. US \$34.95, cloth; ISBN 978-1-4214-1542-0. (E-book available, \$35.95, ISBN 978-1-4214-1543-7.)

During the eighteenth century, European need for natural resources to fuel their various Industrial Revolutions ensured the continued pursuit of imperialist economic goals. Similarly, after the American Revolutionary War, Americans could sail and trade freely as a new nation. Not only did continued trading and shipping help ease the economic depression that followed the war, but it also inspired many young men and mariners to turn seaward to earn a living. Starting fresh without an imperial tradition, America's entry into the world of international trade has been largely overlooked as scholars focused on internal economic developments, such as settlement and westward expansion. Dane A. Morrison sheds light on American exploration in the seventeenth and eighteenth centuries through a series of detailed biographies of five mariners: Samuel Shaw, Amasa Delano, Edmund Fanning, Harriet Low, and Robert Bennet Forbes.

Morrison argues that early American expeditions in the South Seas helped establish an identity that was uniquely American, as part of a "national struggle for legitimacy within the community of civilized nations" (xxii). This identity was distinct from their much older and established trading cohorts, such as the French, Portuguese, English, and Spanish. American explorers sought to establish themselves as part of a legitimate country, a distinct

identity among the different trading nations. Through Morrison's accounts, we see how American commerce and shipbuilding enabled the United States to enter world markets and interact with other long-established trading nations like Britain and Portugal. American merchants and mariners embodied an enterprising and capitalistic spirit that still echoes throughout America today. Morrison's argument is weak, however, when it comes to describing the influence of these mariners on American identity at home. Surely, these travelogues were discussed among people in pubs and coffee shops, but Morrison provides little evidence of this and only touches on this subject very briefly.

True Yankees is divided into chapters which focus on the voyages of each of these adventurers. The book is further divided into two parts: the first generation, which was heavily influenced by the American Revolution and Enlightenment ideals of liberty and freedom; and the second generation, born thirty to fifty years after the Revolution, and far more influenced by the new ideals of Jacksonian democracy and individualism. The adventures of Samuel Shaw, Amasa Delano, and Edmund Fanning characterize the first generation and the later adventures of Harriet Low and Robert Bennet Forbes, the second.

The East was no longer a new territory, and Americans had become accustomed to traveling abroad. Through the biographies, we see an emergent American identity forming. As Morrison

states; "The United States had become regarded as a confident and capable member of the community of civilized nations" (229).

Morrison builds his case carefully using journals, memoirs and letters belonging to the various participants. Samuel Shaw kept a very detailed journal of his voyages and Amasa Delano kept similar records, which were later published as narratives of his journey. Edmund Fanning carefully recorded many of his experiences in *Voyages Round the World; with Selected Sketches of Voyages to the South Seas, North and South Pacific Oceans, China, etc.* while Harriet Low also kept a detailed journal of her travels. Robert Bennet Forbes' writings include his *Personal Reminiscences*. A new genre of writing appears to have emerged from these early explorers. Morrison uses these, as well as secondary sources such as newspapers, to provide the historical context.

The second chapter chronicles the life of Amasa Delano, who seems to have crafted one of the very first travelogues intended for the general public. According to Morrison: "The books they composed were intended for several audiences and incorporated the elements of travelogues, gazetteer, navigational guide, and handbook of Indies Trade" (66). Delano was part of Shaw's *Massachusetts* expedition, and like Shaw, fought in the Continental Army and shared the same pro-American Republican values. His travels throughout the East helped shape the identity of a "True Yankee", an American who

was a cosmopolitan and enterprising gentleman with a belief in Republican values. Over time, Morrison sees this identity emerge as “a citizen who carried the values of a free republic into the world, who strived to ensure that other people respected the new country as a legitimate member of civilized nations, and who represented the dignity and virtue of his fellow citizens” (xxi).

Overall, the book was educational, interesting, cleverly organized and easy to read. Morrison presents an aspect of American seafaring and trading history that is commonly overlooked, yet still very significant. *True Yankees* would be a great addition to any under-graduate class examining American exploration and trade, and a good resource for scholarly research on American mariners and exploration. In general, *True Yankees* is recommended as an enjoyable read for anyone interested in seafaring and exploration.

Sarah Fugarino
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Vincent P. O’Hara, W. David Dickson, and Richard Worth (eds.) *To Crown the Waves. The Great Navies of the First World War.* Annapolis, MD: Naval Institute Press, www.nip.org, 2013. 336 pp., illustrations, maps, notes, bibliography, index; US \$27.95, cloth; ISBN 978-1-61251-082-8.

This is an interesting and, to my knowledge, unique concept for a short reference book on the major navies of the Great War. It is

useful because the summaries list technical details in a compact form that makes it an ideal reference book. When embarking on more detailed or narrow studies on the war at sea from 1914-1918, the utility of having "*To Crown the Waves*" at hand is readily apparent.

Each navy is given its own chapter, all of which are structured alike. They cover: Backstory (pre-1914 history and mission); Organization (command structure, administration, fleet organization, communications, intelligence, infrastructure, bases, industry, shipping, personnel, culture); Ways of War (surface, submarines, mines, amphibious, aviation); and, War Experience. Included are helpful maps and tables illustrating bases, ship types and similar information. There is also a good collection of photos, many of which will be unfamiliar to most readers. Each navy is also given its own author, generally a national of the country concerned. The editors provide a very brief introduction and conclusion.

The book is further helpful in that it examines the lesser navies of the period, such as that of Austria-Hungary, Italy and France, rather than concentrating on Britain and Germany. Each navy is treated more or less equally and all consistently. The reference to the Royal Canadian Navy is unsurprisingly thin. (No need for offence as coverage of the Royal Australian Navy is similarly short. Both mentioned in the section on the Royal Navy, which is appropriate.) All said, for anyone who has had to endure endless repeats of *The Sound of Music* with

one's female offspring, it at least reminds one why the protagonist Captain of the naval variety inhabited landlocked Austria in the late 1930s.

There is extensive coverage of the USN, which is perhaps a little unbalanced, but the foundation of that navy's greatness was laid down in the First World War, and its leaders learned much from the experience of working with the Grand Fleet. Indeed, America's rise as the pre-eminent world power was discernible at this point in history as its vast economic potential and military capacity was visibly unleashed. The Second World War finished the job.

Receiving little coverage are the navies of Japan (surprisingly so, in my view), and that of the Ottoman Empire. If Russia and Italy deserved the full treatment, then these two, or at least Japan, do as well. This is a minor quibble.

The book contains a short section of notes from the chapters, as well as a bibliography. Most of the sources are secondary and those listed not particularly extensive. The foreign language sources will be inaccessible to most, physically and linguistically.

To Crown the Waves is far too short to provide anything but a gloss, but the individual chapters are peppered with astute comments to what is essentially a bare bones, yet comprehensive, reference work. I can certainly recommend this short work to anyone interested in matters nautical in the First World War.

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Thomas P. Ostrom and John J. Galluzzo. *United States Coast Guard Leaders and Missions, 1790 to the Present*. Jefferson, NC: McFarland Publishing, www.mcfarland.com, 2015. xi + 211pp., illustrations, appendices, notes, bibliography, index. US \$39.95, paper; ISBN 978-0-7864-9526-9.

In their introduction, the authors state: "The reader shall hopefully acquire a better understanding and appreciation of the contributions of the commandants to the essential missions of the Coast Guard. . . ." (6) There is a need for a book that discusses the Commandants of the U.S. Coast Guard and the missions of the service. Unfortunately, this is not that book.

There is such a plethora of factual errors in the work, it would take an article to list them all. One simple example arises within the first eleven pages of the volume: "The [cutter] . . . *Bear* . . . operated from the late eighteenth century and into World War II. . . ." (11). A simple check of any reputable history of *Bear* shows it was built in Scotland in 1874. Furthermore, the authors say the book will be about leaders from 1790, but it actually begins in 1843, ignoring the civilians in the Treasury Department prior to that date, except for Alexander Hamilton, who controlled the service.

The organization of the work is, at best, confusing. The authors inexplicably switch from one subject to another, discussing one topic, examining some historical society, and then continuing with

the original discussion. (27) In one case, they begin tracing the U.S. Life-Saving Service in the nineteenth century and, while discussing the leadership of Sumner I. Kimball, General Superintendent of that service, they suddenly shift the time frame to 2011 to discuss an award named after Kimball that is given to an aids-to-navigation team (navigational aids having nothing to do with the subject being discussed). They then return to the first topic. (26-27) One should be able to discuss Kimball without the jarring interruption of moving from the nineteenth to the twenty-first century and back.

After reading a book about U.S. Coast Guard leaders and their various missions, one should come away knowing more about both. Once again, this is not the case. Slogging through the narrative, there is a feeling of reading a PowerPoint presentation of one-line factoids. The reason behind this type of narrative can be gleaned by surveying the notes and bibliography: most of the information comes from the Internet, especially the short public affairs descriptions of the commandants. Some of the sources are less than reliable. For example, the information on the history of the U.S. Revenue Cutter Service comes, according to the authors' notes, from Wiki. There is nothing wrong with using *some* material from the Internet, as long as an author has a good grasp of the subject. Apparently, the short descriptions are the result of what they could find on the Internet site(s), implying that the authors had too superficial a knowledge of

the leaders and missions to know that better material is available.

As of April 2015, there were seven living commandants of the U.S. Coast Guard. One would think that someone writing on the leaders of the service would interview these admirals. Not in this work. Instead, the authors quote interviews they pulled from the Internet.

The PowerPoint feel is especially strong when the authors try dealing with missions. For example, the Mariel Boatlift receives this amount of space: "Coast Guard cutters and crews responded to the mass migration of Cubans heading for the United States in the 1980 Mariel Boatlift incident, and saved hundreds of lives at sea in the process." (119) Most scholars and others who have examined the service's migrant interdiction mission recognize how the first Cuban seaborne migrations under Fidel Castro's government started from Camarioca in 1965. The large boatlift from Mariel in 1980 changed the mission tempo of migrant interdiction from an add-on mission for the Coast Guard to a full-time mission that continues to this day, but no one would know this by reading the book. Moreover, no one will know what actions Admiral John B. Hayes, the commandant at the time, took, how he felt about the mission or what he tried to accomplish during the mission, as the only thing the authors apparently could find on the internet was that Admiral Hayes hosted "a conference with Caribbean political leaders. . . ." (119)

Contributing to the problem with this book is the authors'

attempt to condense too much material into only 179 pages of text: it is too little to give substance to either the commandants or the missions of the U.S. Coast Guard and, thus, each subject suffers. If the authors had devoted an entire book on the Commandants and another to the reasons for and changing nature of the service's missions the result would have been better. If they had used primary sources, not just the Internet, personally interviewed those commandants still alive, and organized their research better, they would have provided something that is badly needed.

In summary, this book advances no new knowledge about the leaders of the U.S. Coast Guard and its many predecessors nor its missions. What is presented is a poorly organized and weakly written hodgepodge of factoids gleaned from the Internet. The book is not recommended.

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Christopher L. Pastore. *Between Land and Sea. The Atlantic Coast and the Transformation of New England*. Boston, MA: Harvard University Press, www.harvard.edu, 2014. 302 pp., illustrations, notes, index. US \$35.00; ISBN 987-0-674-28141-7.

Between Land and Sea is an environmental history about the effect of man's encroachment upon Narragansett Bay's ecosystem, and the changing littoral seascape and

riparian landscape that were modified over time. On a second level, it is a history of the disparate Rhode Island communities that surrounded and used this bay.

Narragansett Bay, a watery gash in the southern New England coastline, is dotted with islands and boggy marshland. According to the National Atmospheric and Aeronautical Administration (NOAA) current charts, its average depth is 26 feet with a maximum depth of 184 feet. The Native Americans who inhabited this estuary fished its waters and harvested white-shelled whelks and quahogs with a hard white, purple and black shell. They drilled holes in specially shaped shell pieces, strung them together and called it wampum, the original currency of the Indian nations and also that of the earliest white settlers. Narragansett Bay may have been among the maritime sources of the first North American mint, a primitive but extensive monetary system. Before long, the clamshells used for wampum grew scarce, but shells, such as those of oysters and other shellfish, remained. These were harvested and burned to make lime, used in fertilizer and brick making. Unfortunately, this process required the felling of many trees causing the soil to be swept into the bay's waters and the smoke from the fires to pollute the air.

Once the colonists noted that the European fashion of the day called for beaver hats and beaver-trimmed garments, the local beaver population was decimated for profit and their many dams destroyed. This changed the inland water system that fed the estuary,

damaging its fragile bionetwork. Colonists imported large numbers of domesticated animals for food and labour, but as these sheep, cows, goats and pigs ate the native plants, they produced copious amount of dung that contaminated the soil. The effluence washed into the estuary causing more pollution. Similarly, the human population grew, the land was extended into the sea and the author expressed the thought that, "like a mine, quarry, or garden, the ocean could be subdued. Therefore, the seas and its arms could be owned." (169) Docks were built, marshes and bogs filled in, and land deforested near the water for the construction of homes and vessels that plied the bay. These activities greatly accelerated changes in the local flora and fauna to the bay's detriment.

At the mouth of Narragansett Bay was Newport (Aquidneck), an island with a sheltered, deep-water harbour. During the first century of colonial America, Newport became the fifth largest American city, ranked just behind Boston, New York, Philadelphia and Charleston. Being close to the open ocean, it needed protection from raiders and so fortifications were built, again modifying the land's waterfront contour. These forts successfully kept the marauders away and many pirates were repulsed or captured off Newport. Newport was economically and strategically important but extremely vulnerable. The island became the site of a significant Revolutionary War battle whose outcome devastated the town's population, structures, and

wealth, and largely deforested its land.

The destruction served as an impetus for the development of towns along the bay, leading to the Industrial Revolution in the Providence area and its suburbs like Cranston, Warwick, and Pawtucket. Perhaps the greatest impact upon the ecology of Narragansett Bay was the construction of the Blackstone Canal that connected the bay's northern reaches, such as Providence, to Worcester, Massachusetts. Intended as a direct assault on the commerce of Boston, its first affect was to change the population and variety of fish in the bay, because many fish species used the now-tightly-controlled Blackstone River to spawn. Once more, trees were felled and the soil eroded, making the northern bay shallower. The Blackstone Canal had a huge impact on the headwaters of the estuary, almost completely killing off its diverse life forms forever. It evolved into a dump and cesspool, "a gutter filled with heavy metals, industrial dyes, human waste, and trash. . . . With ecstasy of improvement comes the agony of decline." (227) Like the fabled phoenix, Newport rose again, but as a late-nineteenth-century resort rather than a population and industrial centre. The good news is that Narragansett Bay is gradually recovering and a biodiversity renaissance appears to be taking place, albeit slowly.

Pastore takes his readers on a detailed excursion into the history of the Narragansett Bay and Rhode Island. He must, obviously, emphasize some details over others because this is a story of the change

in a body of water due to the impact of the land that it touched. He follows the history of Rhode Island, but leaves out some important people or significant historical events. For example, Pastore mentions the 1764 burning of HMS *Gaspée*, arguably the opening incident of the American Revolution, but does not mention Abraham Whipple, later a renowned Continental Navy captain, who purportedly led the raid. A page or two is devoted to slavery in Rhode Island, but there is no reference to the United Colonies slave trade and its profits being largely centered there. Another omission is that Newport, with its twenty-two distilleries, was a major centre of the rum industry. West Indies sugarcane was turned into easily transported molasses and then distilled into the alcoholic commodity that was in great demand. Fine Newport rum evolved into yet another symbolic coinage, a “currency” used in the slave trade. Finally, he omits mention of the first Rhode Island Regiment who fought against the British in the Siege of Newport, the first deployment of African American and Native American troops in defense of the nascent United States.

Still, Pastore’s *Between Land and Sea* is a fascinating read and thought provoking on various levels. It addresses the intersection of environmental history with the maritime history of an important American historical location. It is scholarly in nature, yet quite readable, and at times, entertaining. This work deserves a place on the shelf of anyone interested in

ecological history, particularly that of the Narragansett Bay region, and its influence on the maritime and political history of Rhode Island.

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Ingo Pfeiffer. *Gegner Wider Willen. Konfrontation von Volks-marine und Bundesmarine auf See*. Berlin: Carola Hartmann Miles-Verlag, www.miles-verlag.jimdo.com, 2012. 376 pp., illustrations, bibliography, index of names. Euro €80,00, paper; ISBN 978-3-937885-57-5.

When the German Navy comes to mind, it is usually accompanied by images of *Bismarck* or U-boats or perhaps even the Kaiser’s SMS *Emden*. Works on the Cold War German Navy are a little rarer, especially when there were technically two German navies: the *Bundesmarine* of the Federal Republic of Germany and its East German brother, the *Volksmarine*. The former was an integral part of NATO, while the latter was closely allied with Warsaw Pact forces. Since they shared a common sea border, it is not unrealistic to imagine that they shared a colourful history of their often-confrontational co-existence, one that is relatively unknown to the rest of the world. Well into the second decade after the fall of the Berlin Wall, some light is finally being shed on the German versus German naval history of the Cold War.

This reviewer was particularly excited to come across Ingo

Pfeiffer's book, one that was subtitled "Confrontation of *Volksmarine* and *Bundesmarine* at Sea" and written by an insider who not only experienced some of the events, but also spent years researching this book. While certainly covering encounters between the two navies in great detail, the author occasionally strays into memoir, clearly revealing his own opinions.

Pfeiffer offers a fairly compact but loaded history of both the *Volksmarine* and the *Bundesmarine*. His is a concise summary of how each force evolved from literally nothing after 1945 to full-fledged navies by the late 1950s. *Volksmarine* was initially equipped with Soviet vessels before building some of their own mine and patrol ship classes. *Bundesmarine* was equipped with Western war materials. In fact, until the 1970s, the primary warships were Fletcher- and later, Charles F. Adams-class destroyers. One of the strong points of the work is the author's familiarity with the vessels, especially those of the *Volksmarine*. Few naval buffs would know what the Krake [Octopus]-class patrol ship was, let alone its role as the workhorse of the East German navy for decades. While the two navies were fairly comparable technologically, by the 1960s, the *Volksmarine* was lagging behind, a situation that would only worsen. By the 1970s, it was quite clear to the East Germans that their forces would be little but cannon-fodder for the Warsaw Pact should war ever break out.

Perhaps the most fascinating part of the work is the actual stories

of encounters between the two navies. Among the stand outs is the story of a *Volksmarine* patrol boat that was towing an AA (anti-aircraft) target. Before they could bring their guns to bear, it was shot down by a shadowing *Bundesmarine* fast attack craft, much to the chagrin of the East Germans. On another occasion, an East Germany family made a break for freedom in their sailing yacht *Tornado*. By the time they reached the protective safety of a Federal German patrol boat, the chase had escalated to involve numerous ships and helicopter air support from both sides until the Warsaw Pact forces finally broke off pursuit.

One thing that does become evident is that, while revealing unique historical vignettes, the author offers little or no analysis. Nevertheless, the episodes themselves are fascinating. For example, a particularly closely shadowing West German patrol boat was persuaded to back off when the East German captain hailed the opposing skipper by name and asked if he was aware that his wife was being unfaithful at home while he was at sea. The East German government's formidable Ministry of State Security, or *Stasi*, was well known as one of the premier intelligence-gathering agencies of the Cold War, but this confirms that information-gathering extended even to the captains and crews of "enemy" vessels.

In this part history, but also part memoir, Pfeiffer recalls his own very different experiences. We in the West are familiar with scenes of people jumping for joy when the wall fell in 1989 and the many

attempts at freedom by those fed up with a totalitarian communist regime. For those East Germans who lived well with good careers, however, the fall of the Berlin Wall was almost surreal. In fact, Pfeiffer wasn't aware of what had taken place until the following day. For him, it was just another day at the office. There is also a slight hint of resentment as the author remembers the "integration" of the German navies in 1990. Although many members of the *Volksmarine* were taken into the *Bundesmarine*, they were quickly retired from the service. Some former East German naval officers got their discharge papers before they received their new postings!

This book is very much 'a view from the other side' as typified by the yacht *Tornado*. The story was first publicised in a 2002 book about escapes to the West across the Baltic Sea. Pfeiffer not only mentions the 2002 work but heavily criticizes it for not providing all the facts. (149-150) The controversy will, of course, live on until further research is done, but it reminds us that there is always more to be uncovered.

It is difficult to categorize a book that is part memoir, part history, and part narrative of naval incidents. For those who are genuinely interested in German naval history in the Cold War period, specifically the *Volksmarine*, this is certainly worth reading. Pfeiffer's insight is very different from that of a Western observer, but it also offers a valuable perspective from someone who was 'on the other side.'

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Alan Rems. *South Pacific Cauldron: World War II's Great Forgotten Battlegrounds*. Annapolis, MD: Naval Institute Press, www.usni.org, 2014. vii+284 pp., illustrations, maps, chronology, notes, bibliography, index. US \$38.95, UK £29.50, cloth; ISBN 978-1-61251-471-0. (E-book available.)

During August 1942, the United States began its long and tortuous journey back across the Pacific at Guadalcanal. On this lonely tropical island, U.S. Marines met and bested the Japanese, securing a geographic foothold and a doctrinal blue-print for future island-hopping operations across the Japanese-conquered domains. This traditional narrative, often favoured by the casual historian, paints Nimitz's bloody Central Pacific campaign as the central component of Allied victory in the Second World War's Pacific Theatre. Alan Rems' *South Pacific Cauldron* attempts to refocus this narrative, arguing that the defeat of Japan owed more to the campaign in the South Pacific. Here, in a number of mountainous jungle landscapes and blue coral bays, Allied forces fought and manoeuvred against Japan's best troops and ships. "In just nine months," Rems points out, "the Allies wrested control of the South Pacific from the Japanese, neutralizing their great base at Rabaul and opening the way to the Philippines

and the heart of the Japanese Empire.” (xiv) Unfortunately for those who fought in the South Pacific, historians and chroniclers have overlooked this campaign, relegating it to an inferior status due to its lack of spectacular victories and the grinding nature of its combat.

Rems corrects this problem. Beginning with Guadalcanal, he weaves together the disparate military expeditions to create one operational tableau. General Douglas MacArthur, the Supreme Commander for the Southwest Pacific Area, held responsibility for a geographic area that ran from Guadalcanal and the Coral Sea to the southeast, past Bougainville and New Georgia, included eastern New Guinea, and ended northwest of Rabaul at the Admiralty Islands. These thousands of square miles required the full and dynamic combination of ground, naval, and air formations in order to successfully defeat a resilient and entrenched foe. Rems expertly illustrates the interplay of these separate military branches, showing how MacArthur utilized all the elements at his disposal to weaken the Japanese, using naval battles, beach landings, air interdiction, airborne assaults, and carrier aviation to reduce belligerent strength in the theatre. Much of the credit for this rests with Admiral William “Bull” Halsey, the pugnacious commander of the South Pacific area of operations. MacArthur and Halsey, a war correspondent’s dream pairing, executed a series of land and sea actions that culminated in the encirclement and isolation of Japan’s near-impregnable fortifica-

tion at Rabaul. Instead of hazard-ing a bloody campaign of investment and seizure, the two commanders out-manoeuvred the Japanese, making Rabaul, and the thousands of soldiers, sailors, and pilots trapped there, irrelevant for the remainder of the war.

These names and the general outline of the campaign should sound familiar to the ardent historian, even if they still regard the South Pacific as secondary in scope. What most would not recognize is the significant role played by the Australians within the theatre, making the campaign in the South Pacific unique to the majority of the Pacific War. While histories of the European Theatre bombard readers with the vagaries of coalition warfare, most American histories of the war against Japan provide little room for the role Australia played in the fighting. As Rems ably points out, the Australian defense along the Kokoda Trail and the counteroffensive that followed, bought Allied forces enough time to stockpile equipment and stage forces for future offensive operations. Australia rightly feared an eventual invasion of the home island, marking the fighting in New Guinea with an existential quality. And the “digger’s” war did not conclude when the immediate threat to Australia ended, nor after MacArthur’s seizure of the Admiralty Islands and the bypassing of Rabaul. Rather, Australian forces continued to fight in the rugged interior of New Guinea all the way to the war’s conclusion, battling die-hard Japanese defenders who harassed Allied lines of communication and rear areas. The chapters

focusing on the Australian war, and Rems' ability to contextualize it within the greater Allied strategy, are the book's greatest addition to the American historiography of the Pacific War.

South Pacific Cauldron never claims to be what it is not; it is an operational history through and through. As such, a few more maps would have greatly helped the text. Rems relies on maps from the official U.S. Army histories—the infamous “green books”—as well as some from the Australian War Memorial series. While these maps provide some context, they are not expansive, and portions of the campaign go uncovered. Analyses of command decisions, personal anecdotes, and operational minutiae do not readily appear in the text. What Rems does provide is a solid recounting of the campaign in the South Pacific Theatre, making a strong case that it served as the strategic foundation for future operations aimed at the heart of Japan. Had the Allies not effectively waged their battles in the South Pacific, Japanese forces would have continued to threaten Australia, hindered U.S. operations in the Central Pacific, and forced the abandonment of any plans to retake the Philippines. The vicious fighting in humid jungles and unnamed ridgelines thus set the stage for future Allied success.

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Brian Rouleau. *With Sails Whitening Every Sea. Mariners and*

the Making of a Maritime Empire. Ithaca, NY: Cornell University Press, www.cornellpress.edu, 2014. xiii+265 pp., illustrations, maps, notes, index. US \$45.00, cloth; ISBN978-0-8014-5233-8.

With Sails Whitening Every Sea challenges a popular view concerning the romance of American maritime history. It examines this image through the lens of sociology and effectively casts nostalgia and sentimentality upon the rocks of ruthless racist reality. Using primary and secondary historical sources plus literary references, Rouleau explores the American seafarers' unique jingoistic society, focusing on how this eclectic band of labourers influenced foreign cultures and how these cultures, in turn, influenced them.

Nineteenth-century sailors, slow to cultivate society's norm of monogamy, fidelity, sobriety, and thrift were often portrayed as undereducated simpletons and ruffians. The author frequently refers to three notable exceptions however, the writers Joseph Conrad, Richard Henry Dana Jr., and Herman Melville. Rouleau suggests that books were abundant, available and that many illiterate sailors learned to read and write on these voyages. He, therefore, concludes that the era's maritime industry functioned as a school for this underclass.

These sailors, among the earliest to sail American flagged vessels, became quasi-American ambassadors when they encountered foreigners, either on shore or at sea. Many were rogues demonstrating

prejudices, particularly with regard to skin colour and religion. Their social circles, although eclectic, were stratified, exclusionary, and often intimidating to outsiders, reflecting an occupation that was disposed to cruelty and harsh discipline.

A popular form of entertainment when sailors were in foreign ports was putting on minstrel shows. These were, perhaps, variations on the common impromptu foo-foo bands of crewmen who performed songs and dance on board many ships. The minstrel showmen blackened their faces with burnt cork, painted on enlarged lips and performed musical and comedy sketches that parodied American Blacks. Ironically, if the minstrels had Negro shipmates, these men were excluded from both participating in the performances and attending the shows. What we now call "Jim Crow racism" varied from ship to ship, but according to Rouleau, it was largely a constant that varied only in degree. In addition, contemporary nautical journals reveal that these "young, white working men . . . were acutely sensitive to personal, national and racial honor. . . . They were a group who found in harborside tumults with foreign peoples a means to measure both their masculinity and that of the people they encountered overseas." (105)

Adding to the negative image of American sailors, like many who spend months at sea, they became sexually promiscuous. Besides having a wife or girlfriend at home, as the cliché says, they usually had a girl or quasi-wife in every port. The "Yankee" sailors were notor-

iously disparaging toward women of colour. The prize, however, was to have sexual relations with white Anglo-Saxon women and brag about any successful tryst. Unfortunately, American sailors became notorious carriers of venereal disease and the seaports that they visited became hazardous to public health. The author fails to make the point that the spread of these diseases was not exclusively due to American seamen.

These mariners "most often mingled among peoples whom they occasionally mangled." (134) The author states that the conduct of these mariners fostered a sort of counter diplomacy. They were feared, especially in what they considered racially inferior lands such as in the South Pacific and Africa, yet garnered grudging respect from more westernized countries.

Most seamen spent their tedious off-watch hours fashioning or repairing personal items for their work, making trinkets for loved ones or sale at the next port or telling tall tales. They became astute traders working two sides of the economy producing saleable goods and the other being profitable businesses. They might sell their personal effects or items made on board for food and drink, but more often they traded these items for goods that would be considered of greater value when they reached their next port of call. Some of the shrewder seamen were very successful in this enterprise. Bigotry, however, also played an ugly role in this endeavour. The humiliation of being cheated by non-white merchants infuriated mar-

iners. This compromised their self-image as being better bred and “street smart” Anglo-Saxons. Still, American sailors distinguished themselves as transnational peripatetic peddlers.

As the maritime trade matured and the twentieth century dawned, mariners were largely considered underclass labourers, “something closer to slaves or indentured servants.” (199) Foreign seamen increasingly became the crew that sailed onboard foreign flagged vessels, even though American companies owned many of the ships. The tourist trade became big business. The crews developed into a gentler work force as the tourist industry took hold and they had greater contact with passengers. The United States replaced Great Britain as the world’s foremost naval power and Americans morphed into the policemen of the sea-lanes. Its merchant fleet no longer needed “the labor of deep-water seamen or national merchant craft.” (204) Thus, the social institution of the American sailor evolved with the passage of time within maritime history.

Despite a few flaws, this is a valuable book worthy of being added to any maritime historian’s library. Although the author is logical in his deductions, he does little to chronicle the influence of sailors from other nations on similar social interactions. Some conclusions appear anecdotal and perhaps, represent a bias in his selection of evidence. The narration suffers from redundancy as a result of using the same events or sources to make different points in

several chapters. Finally, it is not clear how much the behaviours Rouleau describes actually permeated nineteenth century maritime society. His literary brush sweeps too broadly in rendering so many of these men as sociopaths—an unanswered uncertainty. Of minor importance, the small font size chosen by the publisher made the book a challenge to comfortably read, but this probably decreased the page numbers, thus reducing production costs. Those points noted, Rouleau’s work is tightly written with striking erudition, therefore, I recommend *With Sails Whitening Every Sea* with minimal reservation.

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Gene Eric Salecker. *The Second Pearl Harbor. The West Loch Disaster, May 21, 1944*. Norman, OK: University of Oklahoma Press, www.oupres.com, 2014. xvii+277 pp., illustrations, maps, chronology, notes, bibliography, index. US\$34.95, cloth; ISBN 978-0-8061-4476-4.

By September 1939, German forces were marching east across the border into Poland officially commencing the European theatre of the Second World War. With all eyes on the menace that was Hitler, Japanese military forces had already conducted heavy campaigns to attack mainland China and conquer scattered islands throughout the Pacific. The Japanese surprise attack on United States

naval forces at Pearl Harbor on 7 December 1941 certainly provided a wake-up call for active American intervention in the war. U.S. forces mobilized alongside Allied soldiers, sailors, and airmen taking on the Japanese head to head; by the spring of 1944, success favoured the Americans, who were zeroing in on the Japanese mainland. In *The Second Pearl Harbor: The West Loch Disaster, May 21, 1944*, author and military historian Gene Eric Salecker, who is no stranger to the history of American forces in the Pacific, has compiled countless hours of research into what is, indeed, a labour of love.

In the beginning of *The Second Pearl Harbor*, Salecker sets the stage for his primary focus on the West Loch disaster by providing the background history of American naval forces around early 1944. As Allied forces advanced further westward, the key question posed is how to thrust straight into mainland Japan. Operation Forager's objective allowed American forces to capture the Marianas Islands—namely Saipan and Tinian in the north, and Guam in the south—where the captured islands served as airbases for B-29 bombers to reach enemy targets and return as safely as possible. An added bonus, as Salecker briefly mentioned, was that by taking the Marianas the Allies cut off and isolated Japan's forward naval base at Truk.

The crux of Salecker's research surfaces as he discusses the methods and more importantly, the means used by American naval forces for Operation Forager. The overall structure of the invasion

force consisted of pre-designated landing parties between Saipan and Tinian and Guam; the Northern Troops and Landing Force consisted of the 2nd and 4th Marine Divisions, XXIV Army Corps of Artillery, and a garrison force totaling 71,000 men. The Southern Troops and Landing force consisted of the 3rd Marine Division, 77th Infantry Division and the III Army Corps of Artillery totaling 56,500 men. Aside from the usual escort of naval destroyers, the workhorses carrying the invasion force was a fleet of 47 Landing Ship Tanks (LSTs), inside of which were armoured transports such as am-tracs or Landing Vehicles, Tracked (LVTs), amphibious DUKWs, and Landing Craft Tanks (LCTs) which carried personnel transports, such as jeeps or trucks.

After covering some of the contextual history and outlining the objectives of Operation Forager, the vast majority of Salecker's book is dedicated to May 1944, when the crews of the various LSTs located at Pearl Harbor began conducting rehearsals around the Hawaiian islands. Between 15-19 May, several LSTs and their crews practised the actual landings at night and day; at one point, due to high seas and severe weather conditions, LCT 984 aboard LST 390 and LCT 988 aboard LST 485 were, as Salecker says, prematurely launched and ultimately lost to the sea due to having taken on too much water. Some of the evidence that Salecker presents surrounding such losses was that equipment was poorly—or possibly carelessly—secured to the larger LST transportation vehicles which could not withstand the

severity of the high seas. By 21 May at 3:08 p.m., an explosion occurred on board LST 353, which was moored alongside at least seven other LSTs at Tare 8 within the West Loch at Pearl Harbor. Immediately, there was sheer pandemonium as navy and marine personnel attempted to grapple with the situation; many suspected another surprise attack by the Japanese on Pearl Harbor given the sheer magnitude of the explosion. Many LSTs surrounding LST 353 and Tare 8 begin evacuating the scene as the fires spread and two further explosions scattered debris all over the West Loch. Some of the crews aboard the neighbouring LSTs within Tare 8—such as LSTs 274, 205, and 225—cut their lines and fled; the five remaining ships ablaze in Tare 8 presented a new threat as they began to float freely in the harbour endangering other naval ships and ammunition depots. All through the night and into the following day fire and rescue crews struggled to stop the drifting boats, in some cases, controlling the flames by letting them burn themselves out.

At this point, readers cannot help but suspect carelessness as an instigator of this entire calamity. Naturally, another attack on Pearl Harbor was fresh in everyone's minds, a suspicion which Salecker suggests as a possibility. Throughout the book, however, Salecker reminds readers about the enormous number of barrels of high octane gasoline being loaded on and off the decks of the LSTs and how many sailors and marines carelessly flicked their dying cig-

arette butts away. Overall, based on the evidence readily available, Salecker concludes that — aside from the amount of greenhorn recruits unfamiliar with the job, or the feeling among many that the end of the war was in sight—a simple, careless action such as smoking around the gasoline barrels caused the explosions and left more than 500 men wounded, killed, or missing. *The Second Pearl Harbor* is indeed akin to a classic, action-packed John Wayne blockbuster.

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June Slee. *Crime, Punishment and Redemption. A Convict's Story*. Canberra: National Library of Australia, www.nla.gov.au, 2014. 207 pp., illustrations, sources, index. AUS \$44.99, paper; ISBN 978-0-642-27845-6.

June Slee narrates the life of convict John Ward, transported to Norfolk Island some 1,400 kilometers off mainland Australia for the crime of theft, in 1838. She tells his tale using Ward's own words written in a diary he created during his confinement, along with other sources employed to flesh out the story. The diary is unique, as it is the only known convict diary to have been created while incarcerated in the British penal system set up in Australia. Undertaking to write a diary while in prison necessitated clandestine abilities and somewhat of a careful selection of what was recorded. The diary

begins with a description of his early life, his offenses, arrest, conviction, incarceration and transportation. Its active daily entries cover 1841 through 1844, while he was on Norfolk Island.

John Ward is not a lovable character, though Slee does her best to endear him to the reader. Born in 1814, of lower class parents, the well-educated Ward leads a drunken life of debauchery in which he beats women, contracts syphilis, commits multiple robberies (often accompanied by wanton property destruction,) and abuses the love and support of his parents and all others who tried to help him in his early life. He does fall in love with a girl named Rose, though just how much this love is returned is open to some debate. His time in the hulks, the trip to the Southern Hemisphere and his period of incarceration in the horrific penal colonies of Norfolk Island and later, van Diemen's Land (Tasmania), sees Ward making some effort to redeem himself with adherence (for the most part) to the rules and restrictions of the colonies and an awakening of his Christian faith. Ward was released after serving his full ten-year sentence in 1848 and disappears from view, though Slee offers several possible post-prison life scenarios for him.

Time spent in the hulks, the trip to Australia and his time there are the aspects of Slee's book that touch on maritime history. Sentenced in early 1838, Ward was sent to the hulks at Portsmouth to await a ship to carry him to Australia. Overcrowded, unhealthy and offering a violent milieu life in these hulls of former great ships

was in itself a grinding punishment. Work details ashore or in ships anchored in the Solent or inner harbour offered a sense of reprieve for Ward. Escapes from the hulks were rare, corporal punishment a near daily event.

It is not until late 1839 that Ward leaves Portsmouth on a convict ship headed for Australia though, whether to New South Wales or van Diemen's Land was undecided. By then, local free colonists in Australia had begun to reject the penal colony system as convict labour undercut the local labour economy, and there was a general movement for emancipation of the transported. When the convict ship arrived off Sydney, they were forbidden to unload the 290 convicts aboard and the ship was rerouted to Norfolk Island. This destination was regarded as the colony for the worst of the worst inmates sent to Australia.

Numerous individuals who played a role in the penal colonies are mentioned in the book. Two who had direct influence on Ward were Captain Alexander Maconochie (RN) and Reverend Thomas Beagley Naylor. Maconochie attempted to reform the harsh penal colony at Norfolk Island during the time of Ward's imprisonment there. Focusing on reflection and vocational training Maconochie hoped to prepare the inmates for their return to society. He tried to institute a system of early release for good behaviour. Many felt he was too easy on the felons and his efforts to reform were defeated by the system itself which saw these convicted men as unfit to be in society. The fact that Ward men-

tions this reformer only twice in his diary might reflect the caution the prisoner afforded not to be even remotely offensive just in case the diary was discovered. Reverend Naylor served as chaplain of Norfolk Island from 1841 to 1845 and was influential in Ward's conversion to a more evangelical Christian faith. Slee suggests that by late 1842 Ward's religious zeal may have all but consumed him, leaving some diary entries little more than ravings of a man on the edge of madness. Of course, she admits, this may have been due to his syphilis.

The book is broken into sixteen relative short chapters, all heavily illustrated. Informative sidebars detailing aspects of the story (i.e. British rural justice system, convict class and society, evangelicalism and the penal system) are spread throughout. One chapter of singular note concerns medical treatment aboard the hulks, convict ships and in the penal colony (Chapter 13, pp. 145-155). Each chapter begins with an image of a page from Ward's diary on the left leaf with a line or two quoted from the page on the right hand leaf. There are other spots within chapters where the facing pages of diary image and selected quote also appear. All these quotes appear in the following text as the story works its way through that moment or thought. An interesting ploy at the outset it becomes tiresome by the end.

The artwork which is seeded throughout the book is simply superb. Images of Britain in the 1830s through 50s (especially the court scenes) and early Australia

(many coastal images) are excellent. But it is the illustrations of life in the hulks (numerous between pp. 76 -104) and the pictures of ships and those with ships as part of the image (many coastal views in the second half of the book) that hold the most relevance from a maritime perspective. The List of Illustrations (pp. 196-201) contains not only the image name and artist but, the sources including those from archives, occasionally with their reference number. This list will be of significant help for those wishing to use any of these exceptional artistic representations.

This book will appeal to those interested in crime and punishment, early Australian history, penal colony reform, life in prison hulks and mid-19th century colonial diarists.

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