

BOOK REVIEWS

Eric W. Sager with Gerald E. Panting. *Maritime Capital: The Shipping Industry of Atlantic Canada, 1820-1914*. Montreal: McGill-Queen's University Press, 1990. xviii + 289 pp., plates and maps. \$39.95, cloth; ISBN 0-7735-0764-7.

In any future study of the course of maritime history, the Atlantic Canada Shipping Project will command a major role. The project, conceived and undertaken at the Memorial University of Newfoundland, ran from 1976 to 1982. Its impact has been profound. The initiative, commitment and output of the research team proved to be an important development not merely in the study of the history of Canada and its Atlantic region generally but also for maritime history worldwide. The immense work undertaken at Memorial in the years of the project and subsequently through the establishment of the Maritime Studies Research Unit have inspired and influenced a whole generation of maritime historians in North America, Europe and elsewhere.

Maritime Capital is the final volume of the project; it fittingly comprises the collaboration of Gerry Panting, a founding member of the Maritime History Group at Memorial, and Eric Sager, one of the original research appointees. Generously, but fittingly, they open with acknowledgements to a host of colleagues and fellow scholars, and particularly a tribute to the late David Alexander, to whom the volume is dedi-

cated. Because the book poses vital questions relevant to the past and present experience of Atlantic Canada, it is not presumptuous to imagine that David would have delighted in his colleagues' approach and in their response to the issues addressed.

The central issue in Sager and Panting's study can be expressed in the single question—why was it that the shipping industry of Atlantic Canada underwent such a dramatic rise and fall in the course of the nineteenth century? The pattern of that experience was dramatic. In 1880, Canada held fourth place in the international league table of registered shipping. By 1910, her position had slipped to tenth or eleventh place. Moreover, this decline was not merely relative; it was absolute, with the fleets of the Maritimes in 1900 being but a third of their size a mere two decades earlier.

Sager and Panting's explanation of this decline rejects the traditional interpretation that it was the inevitable outcome of technological forces—the conversion from wood and sail to iron and steam. They argue that shipbuilders and shipowners could have made a more positive response to such changes but that instead, maritime interests chose to shift their activities and investment to landward enterprises. Why this course of action was adopted is the core of the book.

The basic argument is that early nineteenth century maritime industries devel-

oped in the context of British mercantilism. Shipbuilding is seen in enclave terms, being in effect a British industry with much of its productive capacity located in British North America. In the third quarter of the century, Atlantic Canada's maritime industries survived the ending of the mercantilist system and underwent considerable growth. Furthermore, some elements of a transition from commercial to industrial capitalism were apparent with larger operations, some new technology, and a degree of specialisation, including a division of function between builders and owners and later between shippers and shipowners. However, this transition was only partial and the imprint of the colonial heritage remained strong. Consequently, when the maritime industries came under pressure in the last quarter of the century—with declining freights and competition from iron and steam—maritime interests chose not to respond by moving into modern shipping. Rather, maintaining a commercial capitalism approach, they shifted to landward concerns—railways and entrepôt activity—looking westward and assuming that Confederation would bring opportunity and benefit. This argument is supported by an impressive array of statistics presented in a variety of imaginative forms. In addition, there is much that the general maritime historian will gain from the approach to shipping technology and economics, particularly the issue of profitability.

Sager and Panting argue their thesis convincingly though at times the balance of treatment is a little uneven. Chapter length varies considerably, the chapters on maritime merchants and merchant shipowners—the vital decision takers in the whole process of growth and decline—are exceptionally short. Shorter still is the final chapter which makes a gesture towards placing the experiences of Atlantic Canada alongside

those of other maritime countries in the later nineteenth century. Admittedly this is entitled "Postscript" but as an excursion into comparative perspectives it is far too brief and the experience of the USA and Scandinavian countries deserved far more consideration. In short, the postscript merely tantalises and is at variance with the spread and depth of analysis so evident elsewhere throughout the volume.

Such a comment, however, is perhaps indicative of greed, and also a hope that the authors will pursue the comparative dimension elsewhere. For this is an impressive and important book, a vital piece of scholarly research. It will prove seminal to our understanding of the Atlantic Canadian experience and the international maritime economy in the century before 1914. The flyer for *Maritime Capital* described it as "long-awaited"—indeed, it was, with great anticipation. Such high hopes have been more than realised. This is a major study which will become a recognised point of reference both for Canadian scholars and maritime historians worldwide.

David M. Williams
Leicester, England

William N. Peterson. *"Mystic Built": Ships and Shipyards of the Mystic River, Connecticut, 1784-1919*. Mystic, CT: Mystic Seaport Museum, 1989. xvi + 254 pp., illustrations, photographs, tables, bibliography, list of vessels, index. US \$45, cloth; ISBN 0-913372-51-X.

This book is the result of twelve years of research by the Associate Curator for Collections at Mystic Seaport Museum. William Peterson has produced the definitive work on vessels built in the vicinity of Mystic. The book offers the reader two introductory chapters, a lengthy chapter

describing the nine shipyards which operated on the Mystic River from 1837 to 1887, a chapter on the twentieth century revival in shipbuilding, one on shipyards, shipwrights and ship design, another on the supporting trades and industries and finally a short chapter on the nearby Noank shipyards. There are also extensive notes and three appendices in addition to the bibliography and index. Between the last two sections is a ninety-odd page alphabetical listing of the 563 vessels built at Mystic, giving specific dimensions and details of the life of the vessel. Altogether this is a thoroughly researched and well-produced book.

Throughout the mid-1800s, the Mystic Valley was one of New England's major shipbuilding areas. During the Civil War only Boston (twenty times larger) surpassed Mystic's output; indeed, the fifty-six steamers built during the war were more than any other New England port. Following the conflict, business remained brisk with conversions of vessels to peacetime uses.

Twenty-one clippers were built at Mystic, including the well-known *David Crockett*, which cost \$98,800 in 1853 and which had, by 1874, paid her owners \$335,921.92 over and above her original cost. The *Andrew Jackson*, another Mystic clipper, holds the New York to San Francisco record along with the *Flying Cloud*. Surprisingly, only one of Mystic's thirty-one whalers was built there, although her builders did construct three others.

If there is a criticism of the book, it is that Peterson assumes that the reader is already familiar with the area's history and layout; as a reader "from away," I was not, though much can be pieced together when reading the book. As it was not Peterson's intent to write a history of the town this is perhaps an unfair criticism; he superbly accomplished his task of documenting the area's shipbuilding history.

While concerned exclusively with the Mystic area, Peterson tells us much about the American shipping and shipbuilding industries. The chapters concerning ship design, shipwrights and associated trades give details and insights into an industry which was equally important during this period to Canada's east coast and Great Lakes—the vessels were similar, as were the construction methods. Some Canadian references appear, mainly in the list of vessels. One, to William MacKenzie, identifies him as a native of Nova Scotia, yet a caption alongside indicates he was from New Brunswick.

The numerous illustrations in this book are superb in quality and very well documented. The captions add a great deal and complement the text.

Mystic Seaport Museum has produced a lovely book—solid, well bound, fully illustrated and well annotated. In terms of the bookmaker's art it is a fine volume—the type you will not want to lend. "*Mystic Built*" is a valuable addition to any marine library.

Eric J. Ruff
Yarmouth, Nova Scotia

Ronald Hope. *A New History of British Shipping*. London: John Murray, 1990. xiii + 533 pp., illustrations, maps, figures, tables, bibliography, index. £35, cloth; ISBN 0-7195-4799-7.

In an age which suffers generally from a paucity of generalists and sustains a plethora of specialists fostered by an academic system which seems to require and reward narrow, concentrated expertise, Ronald Hope's *A New History of British Shipping* promises a refreshing change of focus. Unfortunately, the book falls short of the expectations which its title and stated inten-

tion~to provide a general synthesis of existing work on the subject-raise.

The title itself begs the question: what makes this history new? Hope explains that he wished to provide a modern version of W.S. Lindsay's four-volume *History of Merchant Shipping and Ancient Commerce* (1874-76). Certainly, Hope's use of recent research gives the book a freshness which Lindsay's work now lacks. Yet Hope's history leaves an impression of facts and ideas re-organised without necessarily offering something new. In short, the book demonstrates that true synthesis requires more than rearrangement and restatement.

Admittedly, Hope faced a daunting task in trying to cover nearly five millennia of maritime history in five hundred pages; he deserves credit simply for trying to address the need for a new general history. In so doing, he has assembled a bibliography which itself provides a fair survey of recent writing in English on the subject. Allowing for some eccentricity in selection, this constitutes a useful feature of the book. Hope also displays considerable interest in the social and working conditions of the sailor; it is in the discussion of this subject that the book has its finest moments. Moreover, in his account of more recent times, with which Hope, as former director of the English Seafarers Education Service and Marine Society, is personally very familiar, a clear voice and argument appears, distinguishing the latter section from what precedes it.

Much of the book is characterized by a narrative reminiscent of the rambling commentary of an informed but overenthusiastic tour guide (the caption of one illustration depicting the paddle steamer *Ripon* informs us that this vessel brought the first hippopotamus to England!?). In this vein, the chronological route followed is at times quite bumpy; the frequent movements back

and forth in time cause annoyance but no serious disruption. One's attentiveness varies in the course of this journey, waning when confronted by the familiar or by too many statistics loosely linked with the text, then waxing with some interesting anecdote or account.

Canadian readers expecting proper recognition or discussion of British North America's role in the growth of English shipping in the nineteenth century will have to be satisfied, at best, with polite mention. Very little space is devoted to British North American shipbuilding. Samuel Cunard and Donald MacKay are identified as Nova Scotians and the *Royal William* is given its due, but other topics, like the leading role of the Allan Line in adopting new technologies, are overlooked. Canadian Pacific fares little better, an omission which, colonial chauvinism aside, is generally indicative of the rather peculiar nature of the author's narrative line. Indeed, Hope's placement of emphasis is seldom explained and it is too frequently unclear where he wants to lead the reader, aside from forward in time.

While it is hard to imagine the interested reader not finding something of value within a work of such ambitious scope, there is ultimately not enough that is new or compelling to recommend its purchase. Still, it is hoped that this book, by so directly addressing the need for a new synthesis, will inspire others to follow suit.

Garth Wilson
Ottawa, Ontario

Donald MacKay. *Flight From Famine: The Coming of the Irish to Canada*. Toronto: McClelland and Stewart, 1990. 368 pp., maps, illustrations, bibliography, index. \$29.95, cloth; ISBN 0-7710-5443-2.

Irish immigration to North America was

one of the largest and most dramatic population movements in western history. Although the majority went to the United States, a significant proportion of pre-famine emigrants settled in British North America. Thus the Irish represent one of the main founding groups of Newfoundland, Cape Breton, New Brunswick and Ontario, and additionally constitute an important ethnic component in other regions, including Quebec. By the 1860s the Irish were said to be the second largest ethnic group in Canada after the French.

The Irish migrations to Canada was a complex phenomenon; its full story would fill many volumes. While some excellent studies have been completed recently by scholars such as Mageean, O'Grada, Fitzgerald, Mannion and others, much yet needs to be done before all the complexities of the migrations are fully understood. This book sketches very briefly the history of early Irish migrants to North America but focuses mainly on nineteenth century Irish Catholic emigrations from southern Ireland to New Brunswick and to Ontario via Quebec. He gives fair consideration to the conditions in the homeland that stimulated out-migration and traces a good number of individuals, families and groups throughout their pilgrimage. However, his text dwells much upon the dramatic-epidemics, evictions, famines, persecutions, and descriptive accounts of disease outbreaks and mortality aboard ships and at two quarantine stations, Grosse Isle, Quebec and Partridge Island, New Brunswick. A key message is that the Irish in Canada were heroic, persevering and successful despite persecutions and prejudices.

MacKay allots only four pages to the Irish migrations to Newfoundland which began in the late seventeenth century and endured for a century and a half. In this brief treatment he manages to recite mostly

myth and misinformation about the Irish involvement in the early migratory fishery and in the permanent settlement of Newfoundland.

Although Irish immigration to Canada gained some momentum throughout the eighteenth century and resulted in substantial Irish settlement in Atlantic Canada, the main migrations were concentrated into four decades following the Napoleonic Wars. Those occurring in the 1820s and 1840s were strongly associated with famine years and the organized removals of labourers and farmers from overcrowded estates. The major floods of Irish emigration however were linked to the Great Famines of 1865-70, and were focused on the United States.

MacKay is a superb prose writer and is able to create historical drama by highlighting the sensational, tragic and emotional aspects of the circumstances related to estate evictions and famine migrations. He succeeds in putting a human face on the migrations by identifying numerous personalities and citing copious biographical facts about individual emigrants. He presents a very thorough account of emigration agent Peter Robinson, who organized and managed migrations from southern Ireland to Ontario in the 1820s.

Flight from Famine is popular journalism, lively, imaginative, and fanciful. Its entertainment value is more important than its historical account, although readers may find here as good a dissertation on the "potato" in Irish history as in any academic source. The work however lacks the disciplined research and analysis to qualify as serious migration research. While the text is well punctuated with facts and figures and while there is an abundance of quotations from source material, the book relies too much upon an outdated secondary literature. Hardly any of the quotations are

referenced in the footnotes. The title itself is most misleading. Virtually all Irish migration to Canada was completed by the time of the Great Famines. After 1865, most Irish immigrants went to the United States. Despite these flaws the book will make many Canadians of Irish descent proud of their heritage and stir some patriotic emotions.

W.G. Handcock
St. John's, Newfoundland

Gregory Stevens-Cox. *Guernsey: Canadian Connections*. St. Peter Port, Guernsey: Royal Bank of Canada (Channel Islands) Ltd., 1990. iii + 49 pp., map, illustrations, short bibliography. £5, paper; ISBN 0-85694-468-8.

Published as a glossy souvenir for those attending the opening of the Royal Bank's new premises in St. Peter Port, this booklet contains many illustrations interspersed with twenty pages of text divided into nine short studies: Jacques Cartier, Jeffery Amherst, George Vancouver, John Ross and the only Guernseyman, Isaac Brock, together with selections on Guernsey's cod-fishing (late sixteenth to early nineteenth centuries), some trading ships in 1787 and 1789, a missionary's description of opportunities for island emigrants in Upper Canada in 1818, and a run-around of settlements across Canada. Some "connections" are extremely tenuous; Vancouver put into Guernsey for wine in 1791 and Ross stirred a girl's heart at a ball there when he was Lieutenant on *Diomedé*. Suited to the occasion, it might now find a place among other booklets that ubiquitous tourists fall for, being nicely presented, quasi-historical and possessing a stylish text.

The author says that some extracts about the Newfoundland fisheries are

based on manuscript sources he is currently working on; his researches will be welcome, since Guernsey's role in that trade has long been overshadowed by Jersey's dominance. The role of island privateers in the eighteenth century in helping to dislocate the St. Mâlo and Granville fishing fleets as well as intercepting French trade with Canada and Cape Breton Island also merits attention. As well, Guernsey merchants were quick to exploit the new market after the conquest of Canada, which then provided a home for French Protestant refugees who had found temporary shelter in the Channel Islands. Stevens-Cox has touched fleetingly on some of the links; perhaps his patrons may be enlisted to support and encourage much needed research into Guernsey's entrepreneurial and socio-economic "connections."

Peter Raban
Market Harborough, England

Charles Daggett and Christopher Shaffer. *Diving for the Griffin*. London: Weidenfeld and Nicolson, 1990. xii + 178 pp., maps, figures, photographs, appendix, bibliography, index. £14.95, cloth; ISBN 0-297-81063-4.

Diving for shipwrecks has become quite common during the past three decades. The equipment has greatly improved, leisure is sufficiently available and in particular the numbers of amateur divers have grown rapidly in several countries. Some capital is always required for these ventures and great amounts are needed if the search is for an ocean-going vessel, wrecked in foreign waters—we are told that one year of diving for the *Griffin* cost US \$1 million, though we are not told from what sources the money came. Several major successful operations have led to books and television broadcasts. The content and structure of

the books are mostly predictable: chapters on the archival research, the last days of the fatal journey, the history of the ship-owners, the captain and his crew, previous voyages, the exploration of the seabed, the excitement over the first artifacts and the end of the expedition. Students of maritime history and archaeology welcome these books, for they often make good reading and report more or less in detail on the findings. Many excavations never receive such attention.

Daggett's volume on the British East-indiaman *Griffin* is one of the better books, although it is long-winded on the early history of the EIC and China. It tells the story of the *Griffin*, loaded with tea and porcelain and sunk off the Philippines in 1761, halfway between Mindanao and Kalimantan (Borneo) in the Sum Archipelago. During the eighteenth century the EIC made a total of 2,092 voyages to Asia in 623 different vessels, no fewer than 123 of which were lost by sinking or capture, (p. 70) The numbers have been collected by the Deputy Director of the India Office Library and Records Centre in London and have not yet become widely known. They facilitate comparisons with the maritime activities of European East India companies. In sheer numbers, for instance, Dutch operations turn out to have been much more substantial: 2952 departures for Asia in the eighteenth century, of which 171 vessels were wrecked and forty-one captured.

The *Griffin* was on her fourth voyage when she sank, and had always been commanded by Thomas Dethick. She was one of the first flush deck Eastindiamen built at Blackwall on the Thames in 1748. Like most Eastindiamen, the *Griffin* was a hired vessel; few of the EIC's ships were built in its own dockyards. The system contrasted sharply with those of the other East India

companies, which used their own vessels. The author does not refer to this difference, although he comments without evidence that the EIC would have saved much money if it had built its own ships, (p. 45)

The *Griffin* was not the only British Eastindiamen lost on return voyages from China; there were four others. Together they have presented the greatest interest for non-institutional archaeologists, offering the greatest possibility of recouping the cost of salvage, as the author frankly confesses, (p. 96) Porcelain is the only Asian return cargo that might survive salt water and the ages. In 1984 the search began for the *Royal Captain*, lost in Philippine waters in 1773, but later the object was changed to the *Griffin*. A group of people of different nationalities—as always—had received an official permit from the National Museum of the Philippines. The operations were guarded by armed Muslims who belonged to an officially licensed security company. The *Griffin* had hit a rock, having been misguided by young Alexander Dalrymple, the famous hydrographer who had been asked to direct five Chinamen to the Macassar Strait. It is fascinating reading how the wreck was discovered at long last, though the stern was never found. One-third (about forty thousand pieces) of the *Griffin* cargo of porcelain has been salvaged as well as the main part of the keel, but only a few personal belongings have been found. It was bad luck for the *Griffin-team* that another cargo of porcelain—almost complete—had been salvaged shortly before from the Dutch Eastindiaman *Gelderma Isen*. That event and the ensuing auction were widely publicized. The *Griffin* artifacts, however, have been kept together and are not being sold.

Jaap R. Bruijn
Leiden, Netherlands

John Sugden. *Sir Francis Drake*. London: Barrie and Jenkins, 1990. xii + 355 pp., illustrations, maps, references, bibliography, index. £18.95, cloth; ISBN 0-7126-2038-9.

Sugden's bibliography runs to more than seven pages, including two articles which he wrote twenty years ago. Is there a need for yet another account of Drake's life? Anticipating this question in his preface, the author notes that nearly a century has passed since Sir Julian Corbett's *Drake and the Tudor Navy* first appeared. In the interim the Hakluyt and Navy Records Societies have published further selections of documents and numerous articles have appeared in learned journals. Sugden's book draws these sources together.

It is easy to forget how small were the vessels engaged in Elizabethan exploration and how few the crew members; the former rarely exceeded two hundred tons and the latter averaged only seventy or so. The fact that Drake's followers were for the most part drawn from Plymouth and its environs, and that he had sailed with many of them in home waters, lent strength to his paternalistic style of leadership. One is left with the impression of a man of honour, albeit personally ambitious, who was respected by his crew members and prisoners alike, but woe betide anyone who was underhanded in their dealings. His strong puritanical streak sought immediate and often drastic retribution.

This book can be read on two levels - as a good introduction for the student requiring a broad picture of Elizabethan maritime affairs or by the general reader, interested in a whole succession of exciting escapades that rivals the best that fiction writers can offer. Either way, the easy style makes for a good read and the tempo and interest is maintained throughout. It is a pity the author was not better served in the

production of the book. From about page 80, the page numbers in the index are one or two pages adrift compared with the text.

If you accept his view of an earlier popular biography of Drake, that "To write a short account of one of the most remarkable men of action of all times is rather like attempting to cram the crown jewels into a match box," then John Sugden is a literary Fabergé.

Norman Hurst
Coulsdon, England

Evgenii G. Kushnarev. (ed. and trans. E.A.P. Crownhart-Vaughan). *Bering's Search for the Strait: The First Kamchatka Expedition, 1725-1730*. Portland: Oregon Historical Society Press, 1990. xui + 214 pp., illustrations, maps, bibliography, index. US \$24.95, cloth; ISBN 0-87595-224-0.

On 12 August 1728, after a month of coasting along the Kamchatka Peninsula, the newly-launched *Sv. Gavriil* commanded by Vitus Bering sailed out into the strait which now bears his name, turning back after two days of experiencing the unknown. No severe storms or ice had been encountered, and there was plenty of water and enough provisions to last a year.

The voyage, in fact, was to be the crowning achievement of the First Kamchatka Expedition commissioned by Peter the Great shortly before his death. Three and a half years of indescribable labour and hardship moving men and goods across the continent by sled, riverboat, packhorse, *volokush*, and on foot had been invested to discover whether a land bridge or strait lay between Asia and North America. The expedition left St. Petersburg with the necessary materials and instruments to travel halfway around the world, had built fifteen riverboats and two sea-going vessels

(one of them sewn with withes), prepared provisions in Siberia and transferred them to Kamchatka, spent an enormous amount of money and paid with the lives of fifteen men and hundreds of horses.

"For the first time in history Russian seafarers had reached an area north of 67° northern latitude in this region. Ahead of them lay boundless ocean spaces. Thirty-two rhumbs fanned out on the compass card. Imagination indicated many possible directions, and each was mysterious and unknown." (pp. 127-8) The drama of indecision which assailed Bering on this historic threshold (thrown into sharper relief by the unhesitating courage of his intrepid lieutenant, Aleksei Chirikov), together with its consequences for subsequent Russian explorations in the north Pacific, are properly documented for the first time in 260 years by Kushnarev's synthesis of newly-discovered archival materials and Crownhart-Vaughan's superb translation.

Bering's Search for the Strait is the first major work devoted wholly to the First Kamchatka Expedition. In his long-time position as academic secretary of the Soviet Union's Central Naval Museum, the author uncovered in government archives much unpublished information on the "first large-scale Russian scientific naval expedition." The sequel to this first voyage - the well-known Second Kamchatka or Great Northern Expedition—takes on new dimensions in the light of the first attempt. Ironically, the fears that turned Bering back on this first voyage were realized thirteen years later, "the danger that on some dark night in the fog we will become beached on some shore, from which we will not be able to extricate ourselves." (p. 107)

The irony is even more specific. A second voyage in the *Sv. Gavriil* was made by Bering in June 1729 before his return to St. Petersburg, not even mentioned in his

final report. He sailed from the Asian coast on a southeast by east course for several days and again turned back. "But off to the south, quite near, there was land, the island on which Bering died some years later, which to this day bears his name." (p. 137)

Students of naval architecture will appreciate the details of this early Russian vessel built on the Kamchatkan shore. Unlike the earlier *Fortuna*, which was a "shitik" of sewed planking for ferrying the expedition's goods across the Sea of Okhotsk, the *Sv. Arkhangel Gavriil* was iron-fastened and long-lived (not dismantled until 1755). More than three hundred knees went into her framework. She was over eighteen metres long, with a beam of six metres and over two metres depth of hold. Her interior included cabins with windows of mica. She carried lee-boards and two masts, was armed with four harquibuses and several three-pound falconets, and sailed with a crew of forty-four, only eight of whom were qualified sailors.

Kushnarev's original text, *V Poiskakh Proliva*, was published in the Soviet Union in 1976. The English translation of that text, *Bering's Search for the Strait*, is one of the publisher's expanding North Pacific Studies Series—a series with which Canadian readers would do well to be familiar.

Gregory Foster
Galiano Island, British Columbia

Brian Lavery. *Nelson's Navy: Its Ships, Men and Organization, 1793-1815*. Annapolis: Naval Institute Press, 1990. 352 pp., illustrations, maps, figures, tables, appendices, notes, bibliography, index. US \$44.95. ISBN 0-87021-258-3. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

A foreword by Patrick O'Brian and a brief preface by the author both stress that this

is an attempt to depict the Nelsonian navy in all its phases. That it fulfils this purpose is easily determined just by lifting it from the shelf. It is massive both in size and content, a true encyclopedia. From a brief background of historical notes on the title period the author leads us through the early history and administration of the Royal Navy and an explanation of Britain's role in the world. Laveras division of topics covers almost all aspects of this fascinating period of history. No doubt each reader such as the ship enthusiast or modeller will pick out these parts that interest him most. These will probably spend hours going over the excellent line drawings and photographs of almost every possible piece of equipment aboard or necessary to the operation of wooden warships. The war game enthusiast will study tactics and the author's section on techniques. The geographer, cartographer and meteorologist will all find items of interest. The student of weapons and artillery will find much to make his study more comprehensive—the question of rate of fire, as Lavery points out, is still open to investigation. Certainly the interests of those partial to the humanities will appreciate the many parts of this book that touch on the rigors of the sailor's life and how the men fared in this era. A particularly brutal drawing shows the storage of slaves aboard sailing ships. Although not written for the specialist, the book does fill a void by answering those little points that need accurate treatment. To be hung up in writing on a question of nomenclature is one of the most exasperating situations known to man—the existence of books of this type makes life much easier. If I were to find fault with Mr. Lavery it would be that he did not pursue certain topics as vigorously as I might have wished, but then no writer likes to admit that he is completely satisfied with someone else's book!

Patrick O'Brian makes an extremely valid point in his preface when he recalls an author who "sent a 74-gun ship of the *Une* to Australia in 1813 with no copper sheathing, no surgeon and no spare topmasts, though by the way of compensation she did have plywood bulkheads and bilge-keels [bilge-keels with a draught of 22 ft!]." No wonder that books of this authenticity will always find a place on our bookshelves.

William P. Avery
Bethel Island, California

Eugene L. Rasor. *British Naval History Since 1815: A Guide to the Literature*. New York: Garland Publishing, 1990. xxi + 841 pp., bibliographical listing. US \$90, cloth; ISBN 0-8240-7735-0.

This is the thirteenth in Garland's projected thirty-volume series of military history bibliographies. In keeping with general editor Robin Higham's justly acclaimed *Guide to the Sources of British Military History* (1971), which sparked this massive project and set the tone for the volumes that followed, this one surveys the more important academic, official, and popular works published since 1960 and, as well, the major naval historians and the various debates that have attended their writings on the post-Nelsonic Royal Navy.

Part I, which is conveniently structured into ten thematic and chronological chapters, is an extended historiographical narrative, "an overview of the best of the literature on the subject." It critically evaluates and synthesises these contributions, highlighting what has been accomplished in the field and what remains to be done. Students will find in the first chapter a particularly useful introduction not only to the field but also to its sources in terms of major libraries and repositories (though not

the archival collections or papers *per se*), bibliographical guides, journals and periodicals. Part II is an extensive (though by no means exhaustive) bibliographical listing, by author, of some 3100 published works, articles, and theses.

In terms of its broad coverage and convenient organisation, this volume will command the serious attention of all naval scholars. At the same time, however, the very nature of its perhaps over-ambitious intentions and general conception involve some shortcomings of which novices in the field should be wary. The title of this volume is accurate, but not Rasor's claim that he will provide much broader coverage than that title implies, including "the naval and maritime history of Great Britain, her Empire and the Commonwealth since 1815." (xvi) Only one chapter, which devotes but three pages to "Colonial Navies," manages to introduce the beginner to conventional theories of empire and the Royal Navy's role in its defence. Otherwise, more experienced students of Imperial-Commonwealth history and its related maritime-naval developments will find the treatment superficial. Their best recourse would be to consult the pertinent chapters of Higham's volume or its recent supplement, edited by Gerald Jordan (1988).

Of other examples of the author's questionable sense of balance or proportion, one of the more apposite is contained in the second chapter on "Naval Writers and Historians." Here, in the space of four pages each, Professor Arthur J. Marder and Captain Stephen W. Roskill are given due credit as the dominant authorities in the field. Professor Paul Kennedy's richly deserved status as the most prolific and influential of the more recent scholars is allocated fully twelve pages. Whether or not his contributions merit this disproportionate weighting could be debated with

some profit. The main burden of these pages, however, is not so much Kennedy's contributions to British history, but rather to the author's own fascination with the byzantine turns of contemporary German historiographical revisionism.

Similar comments can be made about Rasor's thorough coverage of the period of the two world wars relative to his much less complete treatment of the long stretch of the nineteenth century and the years since 1945. No doubt this emphasis reflects general trends in naval writing since 1960. But to suggest that "systematic selectivity" precluded more extended canvassing of these categories including decolonization, the post-1945 empire, and nuclear strategy and policy, will disappoint some readers.

Rasor's attempt at what he terms "evaluative, qualitative, and critical analysis" has in very large measure been successful. The result is one of the most lively bibliographies on the market. But just how far the compiler of an authoritative reference work should also move into the realm of "provocative assessments" is an open question. Exposing and explaining established controversies is one thing; adding to them, consciously or otherwise, may put claims to authority at risk.

Barry D. Hunt
Kingston, Ontario

Jack Macbeth. *Ready, Aye, Ready: An Illustrated History of the Royal Canadian Navy*. Toronto: Key Porter Books, 1989. 176 pp., photographs, illustrations, index. \$24.95, cloth; ISBN 1-55013-121-4.

Despite its subtitle, this is not a definitive study, nor does it presume to be. It combines instead a brief summary of RCN history with lavish illustrations—both artwork and photographs. Most of the book is

devoted to World War II; the longest chapter covers the Battle of the Atlantic. Briefer chapters discuss the invasion of Europe and fleet destroyer surface actions. There are also chapters on 1910-1939 and the post-war era.

Drawing on interviews with veterans and on recent secondary literature, Macbeth describes the rise of the RCN from its humble origins before World War I to its rapid expansion, and growing pains, during the 1939-45 war. He ably recounts the tribulations of life on board a North Atlantic escort, for he served on corvettes, frigates, and MTBs. Though usually reliable, a some minor errors creep in. Thus, "Drumbeat" was the codename for the U-boat campaign on the American coast, not in the Gulf of St. Lawrence. The theme of political neglect runs throughout the book. The fate of the RCN has swayed with the whims of its political masters. Rather than developing such broad interpretations, however, Macbeth emphasizes dramatic incidents. Colourful anecdotes, inserted separately from the narrative, complement the text. Commendably, he took the effort to confirm many tales with official records.

Most readers will turn to *Ready, Aye, Ready* for the illustrations, not the supporting text. And here Macbeth does not disappoint. He has culled the holdings of the Canadian War Museum, the Canadian Forces Photo Unit, the National Archives of Canada as well as private collections for a broad and intelligent selection of photographs, posters, and art. Paintings of Arthur Lismer, Harold Beament, Leonard Brooks, Donald Mackay and Alex Colville are featured prominently. "Gun's Crew" by Tom Wood is my favourite, though I would have liked to have seen more work by Jack Nichols. While many photographs are simply of ships, others effectively portray life at sea and action with the enemy. Most

of the captions are detailed and accurate. The high quality of the illustrations should attract those interested in the history of the RCN to *Ready, Aye, Ready*.

Robert Fisher
Ottawa, Ontario

Mack Lynch (ed.). *Salty Dips, Vol. 3*. Ottawa: Naval Officers' Association of Canada, 1988. viii + 240 pp., \$16.95, paper; ISBN 0-9691342-3-1.

Since 1973 the Naval Officers' Association of Canada has undertaken to record interviews of their members. They have compiled over two hundred hours of tape, collected numerous manuscripts on topics from World War I to the present, and provided much material to the Directorate of History at Naval Headquarters. It is a most significant collection of oral and recorded history, one the NOAC should be proud of.

These accounts are allegedly verbatim transcripts of the tapes with only the odd expletive deleted, although with today's television freely using the "P word and much worse one wonders why. Maybe the old salts themselves don't want people to hear them using real sailor talk?? Style and pace are as varied as the raconteurs—some accounts just zip along, propelled by their own enthusiasm, others plod a bit, but all are fascinating first-hand accounts of events that took place in a world at war, a war that included a somewhat reluctant Canada and a lot of enthusiastic Canadians.

This, the third volume of the series, takes a more eclectic look at World War II than did the last which concentrated on the "sharp end." Volume 3 includes the recollections of those who served on the home front, at headquarters, in the air and those who were unfortunate enough to find them-

selves prisoners of war. The "sharp enders" are there too. All in all, this volume is well balanced and up to the standard already established in the previous two.

The contributors come from a wide range of backgrounds and careers and many are not retired naval officers, as one would expect. It's refreshing to note that the NOAC has strayed a little from the strict definition of their mandate. A few of the contributors recount their experiences as fairly senior officers; others provide the perspective of lowly midshipmen at the start of long careers. Some accounts are of men who joined the RCNVR to experience navy life, the sea and war all in one, short, concentrated episode. One contributor was an RCAF pilot. Another recounts his time as a Writer on the lower deck before he aspired to Warrant Officer. Still another was a merchant seaman. One of the ladies has been given a place in the proceedings, ably presenting a naval officer's wife point of view. This is a really varied selection.

The volume opens at the time immediately before war was declared with an exciting account from a destroyer captain; it closes in the early post-war period with a look at the events in the life of a naval intelligence officer. In between we are treated to stories from the seriously overburdened naval staff in Ottawa—from the decks of warships large and small, from the cockpits of naval and air force aircraft, and from high-speed Motor Torpedo Boats roaring around the English Channel with tracer streaking the night sky around us. We are even taken on a strangely appealing voyage under canvas aboard a brig in the Indian Ocean and are provided with an insight into an over-worked wartime East Coast dockyard. The POW accounts are particularly interesting and so too is that of the author of that famous wartime song "You'll Get Used To It."

This is not a book for those seeking facts and dates and accurate technical details. Although some of the authors have used notes, most have relied entirely on memory and for the most part they had no personal knowledge of the war beyond their own sphere of activity. As a result their stories contain a strong personal bias. It is interesting to see how these accounts provide the reader with a whole new perspective and how they make familiar incidents seem like new stories altogether. These are principally a series of mental impressions, each presented from its own unique perspective. Because so much of the verbal narrative has been repeated word for word the personalities of the raconteurs themselves and those they are talking about emerge particularly well.

This volume, like its companions, is well worth the price and should be read more than once. There are no maps, drawings or photographs and it is available in soft covers only.

Dave Perkins
Dartmouth, Nova Scotia

Frank Curry, *War at Sea: A Canadian Seaman on the North Atlantic*. Toronto: Lugs, 1990. x + 147 pp., photographs. \$18.95, paper; ISBN 0-921633-52-1.

Nearly one hundred thousand Canadians served in the RCN during the Second World War. A handful of them have produced a memoir, and almost without exception these have been by officers. Indeed, if one were to eliminate the works of Jim Lamb and Hal Lawrence—both officers—from this genre, Canadian naval memoir itself is a thin field indeed. All the more reason then to celebrate the appearance of Frank Curry's little gem.

Curry's is the story of an ordinary

seaman who began his war as a sentry at Naval Service Headquarters, Ottawa, far from both the sea and ships. He nonetheless managed to wrangle a "transfer" to the real navy and seems to have arrived (the book is thin on dates) in wartime Halifax in early 1940, where eventually he trained as an ASDIC [sonar] operator. Curry joined HMCS *Kamsack*, a Flower Class Corvette, on her commissioning in Montreal in late 1941, and stayed with her until late 1943 when he was assigned to the minesweeper *Caraquet* just prior to her departure to Britain to serve in the Normandy operations. He remained in the UK briefly after the war-caught in the demobilization limbo of the RCN's UK depot HMCS *Niobe*.

Like most memoirs from "other ranks," this one is a slice of personal experience, introspective in nature: the war as experienced by one Canadian. As a result, specific details to anchor the account in space and time are conspicuously absent, and so too is much of the context of the war. In that, Curry is true to the wartime perceptions of the other ranks, even though in reworking his original diary for publication he had an opportunity to provide both detail and context. The one extract included from that diary (pp. 56-58) is tantalizing. In fairness to Curry his tendency towards impressionistic writing—albeit in a roughly chronological fashion—is reinforced by his relatively quiet war. *Kamsack* spent virtually all her time steaming in the western Atlantic between St. John's, Halifax and American ports escorting convoys which were never attacked. Life on board *Caraquet* was equally uneventful.

Historians like this reviewer will thus no doubt whine churlishly that Curry ought to have done more. His wartime diary appears to contain a wealth of detail, and there is a large and readily available litera-

ture to provide context to events which, at the time, seemed lost in the swirl of war. Nevertheless, Curry's account is a tightly written, fast paced and engaging read. It captures the flavour of the war from the lower deck, the "too-ing and fro-ing" of service life, the attachment to shipmates and ships, and the detachment of the other ranks from the higher direction of operations and the war itself. Curry's skill with the pen, evident in his wartime diary, is one of the strengths of his published reflections. The result is a marvellous little memoir and a much welcome addition to the field.

Marc Milner
Fredericton, New Brunswick

James Barker Farr. *Black Odyssey: The Seafaring Traditions of Afro-Americans*. New York: Peter Lang Publishing, 1989. x + 310 pp., appendix, bibliography, index. US \$49.95, cloth; ISBN 0-8204-0803-4.

Mary Malloy. *African Americans in the Maritime Trades: A Guide to Resources in New England*. Sharon, Massachusetts: Kendall Whaling Museum Monograph Series No. 6, 1990. 26 pp., illustrations, bibliography. US \$6, paper; ISBN 0-937854-30-1.

Mary Malloy and Stewart M. Frank. *"Heroes in the Ships": African Americans in the Whaling Industry: Catalogue and Object List*. Sharon, Massachusetts: The Kendall Whaling Museum, 1990. 7 pp. US \$2, typeset.

James Barker Farr has written a disappointing book about a fascinating aspect of the history of Afro-American peoples. His theme is simple: "for centuries Afro-Americans have turned to the sea." The book is little more than a chronicle of this already

well-known fact. Black sailors appeared in European ships from the beginning of European seaward expansion. Slaves and free blacks were among the crews of the Royal Navy, of colonial ships, and of eighteenth century pirates and privateers. Run-away slaves often sought refuge at sea, and the British captured many black mariners during the War of 1812. Blacks served in whaling vessels, in coastal and river craft, and in the navies of the twentieth century. The representation of Afro-Americans in the maritime sector was much greater than in the general population of the United States. Thus, by the 1840s black sailors were probably a sixth of the labour force in New England whaling.

Unfortunately, Farr's book is little more than a matter-of-fact mustering of black sailors as they appear on the decks of white men's ships. Evidence comes mainly from secondary sources, but Farr has missed a great deal of the literature on privateering, on piracy, on Afro-American history, and on the black experience in wartime in the twentieth century. Little attempt is made to reconstruct black sailors' lives and experience. The result is a painful demonstration of the inadequacy of history conceived as the mere marshalling of facts or anecdotes. Facts do not speak for themselves. Speaking through his facts, Farr wants us to believe that "avarice," the motive for piracy, "knows no geographic or racial bounds." He tells us that privateers represented a conjunction of "individual greed and patriotism." Piracy was "indiscriminate plundering by freebooters." Black and white believed, as Farr seems to, in "the universally accepted principle of a captain's absolute authority." Scholars such as Jesse Lemisch and Marcus Rediker, who might have given Farr a very different picture of pirates, blacks and shipmates, do not appear in Farr's bibliography. Little

wonder that our blithe chronicler may end with the happy fantasy that supreme court rulings and civil rights legislation in the 1950s and 1960s "would succeed in winning something approaching equality of opportunity for blacks at sea as well as on land."

Scholars and maritime enthusiasts are likely to learn more from the exhibits and publications of the Kendall Whaling Museum. Here also, in Mallo's bibliography, scholars will find many of the secondary works missing in Farr's book. *"Heroes in the Ships"* is a catalogue of a permanent exhibition which opened at the Kendall Whaling Museum in 1990. *African Americans in the Maritime Trades* is a guide to archival and secondary sources on black sailors. The non-specialist will be impressed by the volume and variety of sources that document the experience of seafaring African Americans. Crew lists, protection certificates, navy records, censuses, paintings, photographs, log books, and journals have been gathered and catalogued by museum curators. This is one area of maritime history where historians could do little but for the efforts of museum curators.

Curatorial scholarship has begun to reveal a great deal about the experience of Black Americans at sea, where discrimination survived despite the opportunity for movement through the ranks, and segregation continued despite the relative integration of the lower deck. Seafaring African Americans were part of the much wider black diaspora, and often their movement was in itself a form of resistance.

Here, in the exhibits and publications of the Kendall Whaling Museum, we find black rebels and black patriots, black masters, mates and merchants, together with their enslaved mothers and fathers; here too are remembered the many who merely toiled and died in the service of white masters. The memory of these seafaring

peoples is carefully and skilfully preserved in a museum to be marked carefully on the New England itinerary of all maritime historians.

Eric W. Sager
Victoria, British Columbia

Peter Murray. *The Vagabond Fleet: A Chronicle of the North Pacific Sealing Schooner Trade*. Victoria: Sono Nis Press, 1988. 260 pp., photographs, colour plates, notes, bibliography, index. \$29.95, cloth; ISBN 1-55039-000-7.

In the late eighteenth century, a Pacific coastal trader observed that the fur seal population was so vast, it could not be counted. A century later the seal population had been devastated by fierce competition among the pelagic fleets of the United States, Canada, and to a lesser extent Russia and Japan. In the wake of roughly three decades of diplomatic wrangling and arbitrations, the sealing countries, together with Great Britain, reached the first international agreement to regulate a maritime resource—the North Pacific Fur Seal Convention of 1911. *Vagabond Fleet* faithfully "chronicles" the sealing trade off British Columbia and Alaska, and especially in the immediate regions of the Pribiloff Islands and towards the Bering Strait which eventually led to this historic agreement.

Aspects of the North Pacific sealing schooner trade have been examined before by scholars, antiquarians, government officials, and lawyers; Murray attempts to provide the reader with an all-encompassing narrative. His sources include an impressive array of secondary and primary materials. Unfortunately, because he does not always differentiate carefully among his evidence, Murray's book is equally fascinating and frustrating, swept by general-

izations yet swamped with minutiae, and the occasional hulk of importance is given equal measure with the arcane barnacle of information. For example, in one series of paragraphs the author describes how the American government and the British Colonial Office considered seizing each other's vessels in 1888, an action which might well have precipitated war between the two opposing factions. Our attention is then immediately directed to the tragic sinking of a Canadian sealing vessel, the *Maggie Mac* out of Victoria; we are told about the captain and crew, their ages, the last letter sent by the captain and its place of origin, the nature of the ship fragments and where they were found, and so on.

Nevertheless, Murray offers far more than descriptions of ships and sailing fleets. Amidst the flotsam and the jetsam, one cannot fail to encounter some historical treasure. This book explores the commercial rivalry between the San Francisco-based Alaska Commercial Company and its successor, the North American Commercial Company with the largely Victoria-based Canadian independent operators; it traces American commercial expansionist designs in seas contested by the Canadians, British, Japanese, and Russians, and it throws light on the significant diplomatic controversies which ensued when the diminishing seal herds were considered important enough to gain the attention of the international commercial fishery. Finally, the author chronicles an ecological, maritime history, though Murray categorically states that "This is not an anti-sealing book." Yet he does make a sharp distinction between the American's "humane, rational" management of the seal hunt and the Canadian's "cruel and wasteful practices." (p. 9)

I am not convinced that Murray sustains or fully documents his various arguments. Nevertheless, his ideas and observa-

tions deserve thoughtful consideration. The photographs and illustrations are also a welcome addition. There is something here of interest to virtually anyone fascinated by the history of the sea.

Rainer Baehre
Corner Brook, Newfoundland

Dianne Newell (ed.). *The Development of the Pacific Salmon-Canning Industry: A Grown Man's Game*. Montreal: McGill-Queen's University Press, 1989. xvii + 303 pp., maps, photographs, glossary of terms, bibliography, index. \$34.95, cloth; ISBN 0-7735-0717-5.

The salmon-canning industry is a superb example of how a minor fishery was transformed into a major fishery, and one of the most valuable in the world. In contrast to other forms of processing, canning made possible the world-wide distribution of salmon, contributing to its popularity as a food and establishing major marine-based food processing industries along the Pacific coast.

The fish canning industry exhibited several characteristics. Because of the seasonal and cyclical nature of the fishery that provided its raw material input, it was an industry that had to solve a number of problems associated with both seasonality, the highly perishable nature of the raw material as well as the difficulties of its transportation. These problems were solved in a variety of ways, first by developing fairly complex systems of work contracting and work organization, later supplemented by rapid mechanization of some, but not all, of the operations involved in rapidly transforming a highly perishable raw material into a finished processed product. Eventually, the very success of the industry contributed to its undoing: the combination

of rapid investment and technological change in the face of what seemed to be virtual unlimited demand for the end product led to overfishing and rising raw material costs. When consumers were presented with a better alternative, i.e. frozen and later fresh food products either based on the same or competing raw materials, the salmon canning industry declined and virtually disappeared.

In an important and well-produced book, Dianne Newell has rendered a valuable service to all historians interested in the development of the Pacific salmon-canning industry. The main part of the book consists of excerpts from selected documents found in the papers of Henry Doyle (1874-1961), one of the entrepreneurs who made an outstanding contribution to the industry in its most important expansionary period immediately before 1900 and the decades that followed. As an added bonus, she has also written a general historical introduction as well as separate introductions to each chapter containing documents relevant to the chronological phases of the industry before World War II.

The salmon canning industry in its formative period during the last third of the nineteenth century was characterized by an extremely low degree of mechanization and by widely dispersed processing units. Most of the plants operated as single-unit firms owned by individual proprietors or partnerships. Better transport facilities through the combination of steam shipping and railways allowed easy access to the growing urban markets both in the eastern United States and Europe. Improved fishing methods and the technical perfection of canning operations, followed by technological improvements such as the "Iron Chink" and automatic filler and soldering machines, led to mass production in the 1890s and the early twentieth century.

The industry's chaotic early history particularly in the United States, gave rise in the 1890s to the formation of combinations and a consolidation of the industry by mergers into large business firms such as the Alaska Packing Association (APA). Despite its title, the APA signified a consolidation of plants and equipment, with operations conducted under unified control. This provided the model for Henry Doyle when he proposed and carried through the consolidation of a substantial part of the hitherto independent salmon canning firms in British Columbia at the beginning of the twentieth century.

Doyle, with a background in his father's San Francisco-based fish supply business, had established himself as a young canning-executive and owner by marrying into one of BC's pioneer canning families. He soon concluded that the industry was ripe for a major amalgamation on the lines already carried out in the US. He formulated a detailed plan with a view to purchasing as many independent cannery operations as possible, secured the services of eastern financial backers and set about reorganizing the industry. The result of these endeavours in the years 1901-1902 was the formation of British Columbia Packers Association incorporating altogether thirty-five hitherto independent canning firms on the Fraser River and in northern British Columbia. The new company, with Doyle as general manager, produced 41% of the provincial pack in 1903. The consolidation of about 40% of the industry was a remarkable feat for a man still in his twenties, and a professional and personal success for Doyle. It was to prove short-lived. The company ran into difficulties in maintaining both profitability and its dominant market position. Doyle resigned his position as general manager at the close of the 1904 season. He spent the

next two decades as manager and part-owner of cannery operations in northern BC, and lost control of his canneries in the depression of the early 1920s. He spent the rest of his life in a series of unsuccessful attempts to re-enter the industry and, when this proved futile, in working and extending his files on the development of the industry with a view to writing a definitive history of the industry. It is this manuscript together with the extensive personal archive that lay behind it, that provides the material for Newell's well-cited compilation.

By a judicious choice of records she conveys in a most forceful and interesting manner both the intricacies and complexities of the industry and the strange and fascinating role played by Henry Doyle himself. The book is a must for every serious student of the industry and provides an invaluable introduction to anyone wishing to study particular aspects of it. However, the book is no substitute for a general economic and business history of the Pacific salmon canning industry. Surely the time has come for such a book to replace the volume written by Gregory and Barnes over fifty years ago. Though the industry is "a grown man's game", I hope that Dianne Newell herself will write it.

Helge W. Nordvik
Bergen, Norway

Stephen Kimber. *Net Profits: The Story of National Sea*. Halifax: Nimbus Publishing Limited, 1989. x + 294 pp., photographs. \$32.95, cloth; ISBN 0-921054-08-4.

This is a history commissioned by National Sea Products Limited. The author insists that the book will not "tell you everything you ever wanted to know about National Sea Products Ltd. or the east coast fishing industry....the book I've chosen to write is

mostly the chronology of one company and how it evolved from a fishermen's grocery store into one of the world's largest fishing enterprises." (p. ix) The work is divided into four sections with the first and last being devoted to the company's financial crisis of the mid-1980s which was linked to the work of the task force on the Atlantic fishery headed by Michael Kirby. The other two sections are devoted to the growth of the company's component parts.

The story line of the book is therefore the creation and maintenance of a fish processing company. In this context it is possible to see the ambivalent relationship between the life sustaining activity of fishermen and fishing communities and the wheeling and dealing of the mercantile, financial and political establishments concerned with power and profits. Clearly, the deployment of the fishing fleet is one of the crucial activities of the whole National Sea operation. It is this aspect of the fishing industry which ties it to the coastal communities of Atlantic Canada from which fishermen are drawn and in which fish processing is carried on.

The high drama in the story, then, is revealed through the struggles over ownership which go on at the level of the board room, the bankers' offices and the halls of political power. The emergence of National Sea in the 1960s was the result of a series of mergers and attempted buy outs carried on among the families who ran the fishing industry in Nova Scotia. Always in the background, as a kind of *bête noire*, are the provincial and federal governments. The reader is left with the impression that the populist politics of various federal fisheries ministers constitute one of the main threats to the industry. Kimber makes clear that there was no serious attempt on the part of the Kirby Commissioners to find private entrepreneurial capital during the compa-

ny's financial crisis of the early 1980s. It seems that the popularly elected politicians, abetted by the bankers, were determined to nationalize the industry, thereby ensuring electoral support and financial stability. This manoeuvre was defeated by the fast financial footwork among the executives and the shareholders of National Sea.

Another aspect of the work which raises some interesting questions are the marketing endeavours of a large scale operation like National Sea. This angle reveals the link between the various phases of production and the problems inherent in the distribution of the resulting merchandise through wholesale and retail outlets. Such problems ultimately determine the shape of the fabricating end of a vertically integrated company like National Sea. This, in turn, sets the relationship between management and the work force. Decisions concerning expansion and contraction of faculties which affect the number of jobs that the company can provide are ultimately a response to those markets. All of this the author makes apparent.

The reader is also given some insight into the kind of executive leadership that the company and its predecessors have attracted and developed. We learn that National Sea is a product of the growth and changing circumstances of the Atlantic Canadian fishing industry. The family business structure, typical of the nineteenth century, is still discernible in the growth of this twentieth century international corporation. Kimber points out the importance of the Jodreys and the Sobeys to the process which created National Sea. There are also brief biographies of the skippers of the fishing fleet. Here again, the reader can see the importance of the family connection.

By and large, the workers remain in the background. Kimber does take us aboard a standard trawler as well as a

factory freezer trawler. There, we witness the stresses and trials associated with the operation of modern catching technology. In this way, we are introduced to the complicated calculations and judgement calls that are required of the skippers and the shore-based managers. Through all of this, the workers must await the summons to action on the trawls or, in the case of the factory ship, the processing of the fish.

The book left this reviewer with the thought that its underlying theme is the continuing concentration of capital and management in the fishing industry. With this there appears to be an inevitable parallel concentration of productive facilities among the coastal communities of Atlantic Canada. Both the work force and the number of plants shrink as managers adjust their operations to the application of new technology at the behest of changes in the international markets. Of course, for the coastal communities this is not new. Their origins and their history have been shaped by the shifts in international markets since the sixteenth century. During more than three hundred years, stability in their circumstances has eluded them.

G. Panting
St. John's, Newfoundland

Douglas M. Johnston and Phillip M. Saunders (eds.). *Ocean Boundary Making: Regional Issues and Developments*. Beckenham, UK: Croom Helm, 1987. 356 pp., maps, £10.99, cloth; ISBN 0-7099-1495-4.

Perhaps it was appropriate that I read this book while serving as an apprentice "client rep" on a deep seismic survey just north of the "footprint" of Sable Island, Nova Scotia. The "footprint" is one of those enigmatic marine boundaries shrouded in the mysteries of federal-provincial negotiations. It

was designed as a federal concession to get the negotiations for the Canada-Nova Scotia Offshore Accord going and to make it clear that Sable Island was a part of Nova Scotia. While systematically "mowing the lawn" sailing up and down the survey lines on the prospect the *Edward O. Vetter* must have crossed into and out of the twelve nautical mile territorial sea that Sable Island creates in the order of 250 times and occasionally into the "footprint." It came home to me every time I left the precise electronic positioning equipment that ocean boundaries are but human lines on a map. They are completely invisible to the seafarer and present no barrier to the wind, currents, waves, geology, birds or to the multitude of life that inhabits the sea; Nature pays no attention to such human-drawn lines on a map. Marine boundaries are drawn by humans and so often by lawyers.

This is a book generally written by and for lawyers interested in the legalities of law of the sea and was edited by two more of the same ilk. It is not written for lay people interested in law of the sea, but rather was compiled for "ocean boundary makers" since "The world has entered the golden age of boundary making." (p. 328) The book is not about any of the technical aspects of ocean boundary making; it provides little guidance on how to construct a boundary, be it a baseline, territorial sea or an equidistant line. The text is full of legalese, infinite footnotes and few useful maps.

The welcome exception to this was the chapter by J.R.V. Prescott on maritime boundaries in the southwest Pacific. Prescott is a geographer and, despite having the longest contribution, had but thirteen footnotes on just over a page in contrast to an average of ninety footnotes on nine pages per chapter for the other eight chapters.

The author also presented some original research by way of maps of maritime boundaries and possible continental margins in the southwest Pacific. This is the only one of the seven regional review chapters to offer more than a compilation of agreements to date. However, the two original maps are poorly reproduced.

The remaining regional review chapters cover the Arctic, the somewhat enclosed East Asian area, the semi-enclosed seas of the Mediterranean, Caribbean and the Persian Gulf, with an oceanographer/lawyer writing about the open ocean coast of West Africa. Once one gets beyond the legal style, Chapter 4 on the Mediterranean is quite well organized. Chapter 6 on the Persian Gulf is concise and, in view of the recent Iraqi wars, sobering to read. The chapter on the Arctic is the only direct Canadian content, with a discussion on the 1973 Canada-Denmark agreement on the Baffin Bay-Labrador Sea boundary and the unresolved US-Canadian offshore boundary in the Beaufort Sea.

Chapter 5 on the Caribbean covers the issues quite well, but frustrated this reader each time pivotal Aves Island was mentioned and no map located it. Peter Underwood in his review of the West African region tried to give one a geologic and oceanographic/fisheries review before looking at the various boundaries. This worked quite well. However, Underwood's text has his current going in the wrong direction. In discussing the Senegal-Guinea Bissau boundary, Underwood is also incorrect in stating that "Subsequent state practise by the parties has not derogated from the boundary lines agreed upon." (pp. 246, 265-266n) He appears unfamiliar with an incident a few years ago involving a drilling rig chartered by the Petro Canada International Assistance Corporation. The rig was drilling for a consortium including the state

government of Senegal on a block just northwest of the agreed-upon line when planes and armed vessels of Guinea Bissau descended on it. The PCIAC rig was forced to leave immediately and apparently the drillhole was never properly plugged and suspended and may not be to this day. Clearly, that marine boundary is still under some question.

The worst chapter for this reader was that on East Asia where it appears that the editors just did not edit. The chapter is by two authors, one from South Korea and a research assistant at the former Dalhousie Ocean Studies Program (eight of the eleven authors were formerly associated with DOSP). The chapter on the semi-enclosed area east of Malaysia and north of Japan seems to repeat much material and does not reflect the firm hand of an editor.

Lawyers and diplomats laid a floating mine field for themselves when they wrote the 1982 Convention of the Law of the Sea in non-metric and metric units (e.g., Article 76). It caught author Norman Letalik and the editors, for we are told "the Strait of Gibraltar...is approximately 58 kilometres (6.8 nautical miles) wide at its narrowest part"; certainly one of those widths is approximate! The book is inconsistent in units using square miles, square kilometres and square nautical miles; again a job for an editor that was not tended to. The editors also failed to ensure that the index was complete at least with respect to geographical features and the names of countries.

Finally, maps. Ocean boundaries, when drawn, be they by lawyers, politicians, military tacticians, oil companies or trained hydrographers and cartographers are, perforce, lines on a map. Yet this book is virtually devoid of maps. I say that despite twenty-two maps appearing. Each of the seven regional chapters describe particular geographic problems: curious atolls that

may or may not count as land under the rules, innovative turning points, stretched baseline, or generally unknown key islands. Yet, so often there is no map to illustrate or locate the features—I'm sure not even the law of the sea lawyers who read this book will know where the plethora of geographical features all are. Do Canadians know where Hans Island is located in the Lincoln Sea—Nares Strait area? Yet Canada and Denmark cannot agree on who owns it, and in 1984, after protesting ice tests on the island by Canadian oil companies, Denmark sent out its Greenland cabinet minister to plant a Danish flag.

The editors allowed some maps to be reduced to near invisibility (Figs. 8.3 and 8.4 in the southwest Pacific), allowed many maps to appear with no latitude/longitude hachures for scale and projection, with an incorrect metric scale (Figures 3.2), and with land and sea areas indistinct (stipple the land!). The map of "Maritime Boundaries in West Africa" shows bathymetry (almost the only map to do so) but not one offshore boundary! The depth of the water, at least for the Article 76 limit to the continental margin, is crucial, yet bathymetry is curiously absent from most maps.

Perhaps not curiously. After all, lawyers are seldom initially trained as oceanographers, geologists, or geographers. Sadly, too many of the lawyers who invested millions in the drafting and debate to get from the 1958 Continental Shelf Convention to the 1982 Law of the Sea Convention appear to have had no geologic or geographic sense. Thus, the well understood, geographic concept of a "continental shelf" that extends out to a "shelf edge" often at about a depth of 200 metres has been lost to them. Now the juridical "continental shelf" has been allowed to migrate seaward to depths of several thousand metres, limited only by imagination, Article

76 and occasionally by geologic reality. Lawyers would be well-advised to keep the geographic continental shelf of oceanographers and let their ever-seaward-creeping claims be stopped at something I would call simply the "juridical continental margin."

I have not given much heed to the final chapter where the editors try to develop some theory and attempt to classify "boundary behaviour" and to put forward nine explanatory hypotheses suggesting "a causal relationship between one type of salient factor and a particular tendency in ocean boundary making or boundary behaviour." (p. 324) I'm afraid I agree with their earlier pronouncement, "that no easy prediction can be made about ocean boundary behaviour at the interregional level" and that it is "too early to predict, on the basis of current state practice precisely how, if at all, 'convergence' will prevail over 'divergence' or whether 'settlements' will prevail over 'arrangements.'" "Convergence" seems to mean boundary agreements which converge to what LOS lawyers expect, and "divergence" the opposite. I expect it is highly presumptive and erroneous ever to expect to predict "precisely" how two or more nations will resolve their future boundary disputes, marine or otherwise.

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Jeff MacInnis with Wade Rowland. *Polar Passage: The Historic First Sail Through the Northwest Passage*. Toronto: Random House, 1989. 186 pp., maps, colour photographs, index. \$21.95, cloth; ISBN 0-394-22083-8.

Polar Passage is an arm-chair explorers' delight. The book traces, in quasi-diary format, a sailing expedition by Jeff Mac-

Innis and Mike Beedell from Inuvik to Pond Inlet through the Northwest Passage that started in July 1986 and ended in August 1988. As the book jacket breathlessly asserts, the book "is the unforgettable story of how two men triumphed against incredible odds and the most severe tests of physical and mental endurance to fulfil one of history's long-standing dreams." Can one pass up such excitement?

For those people (and I am not one of them) who love to read of personal adventures in the high Arctic, this book has much to recommend it. *Polar Passage* is lively, nicely illustrated and contains a useful set of maps, helping the reader to follow the travellers across the Arctic. While there is nowhere near enough information on what drove the sailors to tackle the assignment, there are interesting descriptions of their various trials and tribulations. If parts of the book are overly romantic, and some of the soliloquies a bit too much, one can attribute this to the sailors' evident enthusiasm for their self-appointed task. If you would rather read about the Arctic than visit it, and if you have no desire to learn about the Inuit people in the region, this book will probably be attractive.

There is another side to books of this sort, of which there are a surprising number (they belong to the "I have walked/sailed/canoed/driven/flown in a balloon/ridden on a motorcycle/etc. through the Arctic" school of northern literature, and seem to find a steady market among south-era readers). The authors' wide-eyed, gee-whiz tone suggests that the sailors were heading off into the unknown. While the journey was unique, it was hardly passing through unknown territory, when in fact there are numerous travelogues, many more interesting and well-written than this one, on European attempts to navigate

through the arctic archipelago.

Let's put this expedition in perspective. Two young men wanted to sail through the Northwest Passage. They recruited financial backers, secured supplies from companies wishing to be associated with the venture and headed off to the Arctic. The journey was difficult, as anyone who has travelled in these waters would have told them. They had some interesting times and they saw unusual things and places. The expedition took three summers; the men left in the winter for southern climes. Does this merit Peter Newman's glowing endorsement that these men rank "alongside such worthy adventurers as Roald Amundsen and Jacques Cousteau?" Hardly, but the jacket-cover promotional blurbs illustrate the often inflated rhetoric that fill the book. (The book ends with a sort-of advertisement for Jeff MacInnis, complete with an endorsement from Merrill Lynch Ltd. What an odd way to end, more akin to a late-night television investment and self-confidence seminar than a book about Arctic navigation.)

There is a simple conclusion. If you share the dream of MacInnis and Beedell, buy the book and join the expedition vicariously. If, on the other hand, you are tired of such "adventures" and have no fascination with the personal ambitions and activities, however passionately pursued, of latter-day explorers, leave this one on the bookshelf.

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