

BOOK REVIEWS

Victor Suthren (ed.). *Canadian Stories of the Sea*. Toronto: Oxford University Press, 1993. ix + 278 pp. \$17.95, paper; 0-19-540849-7.

Indelibly etched in my memory is my first reading assignment in History 101. It was a book on the major rivers of Europe. Such knowledge, the professor claimed, was essential to the study of European History. This book edited by Victor Suthren might not, perhaps, be essential, but it would certainly be beneficial for students of Canada. Unlike much assigned reading, this collection is a sheer delight to read, capturing, as it does, not only a lot of Canadian history but much of its culture as well. In all of this Canada's rivers, lakes and ocean waters play a major role.

Suthren has gathered together thirty-two stories in eight distinctive groupings: The First Peoples; The Newcomers; Blood On The Waters; Making A Living On The Sea; Special Ships; Going It Alone; Dark Shadows: Modern War At Sea; and The Modern Sea: Harsh Workplace, Beckoning Playground. As these chapter titles make evident, the time span and the topics are broad in scope. Not content to start the collection with the arrival of the first European settlers, the editor reaches back to oral history and legends of the First Nations. The reader is then treated to classic glimpses of episodes that form important parts of the Canadian mosaic. We are reminded that Jacques Cartier not only commented on the abundance of fish he found on his exploration along Canada's east coast, but also on the bird life. "All the ships of France might hold a cargo of them without once perceiving that any had been removed." (p.30)

Of note too is that not all the chosen

episodes are located on waters contiguous with Canadian soil, but all are directly related to the national life. A good example is Joshua Slocum's lone trip around the world. The segment the reader is treated to finds the Nova Scotian sailor in the South Atlantic, while John Voss, another intrepid Canadian small boat voyager, is to be found battling mountainous seas in the South Pacific.

The trilogy of World War II accounts at sea by such distinguished chroniclers as Hal Lawrence, James B. Lamb and Joseph Schull provide poignant portraits of the pain and agony of a generation of young Canadians indecently rushed into becoming seasoned seafarers and in the course writing an important chapter in the nation's history. Stories about the Bluenose and the Marco Polo, with the tyrannical "Bully Forbes," will be familiar to many. Others will be an eye-opener, such as the stranding of the *Sophia*. This compelling account deserves to be widely read as an example of the continuous battle seafarers wage against Canada's unforgiving climate. Equally captivating, but in another vein, is the descriptive account of the lot of the lighthouse keepers before helicopter supply and automation. The editor's choice to illustrate "The Harsh Workplace" is a discerning one, for we are provided with a perceptive and informative picture of the questionable treatment afforded not only native Canadians but also to settlers of Japanese ancestry at the outbreak of World War II. Included in this chapter is an excellent overview of the problems in the fishing industry resulting from advancing technology and gear conflicts.

All this is only a sample of the skilful selection of sea-related stories. I use the word

"selection," not "collection," deliberately because it is quite obvious that the editor has gone to great pains to arrive at this choice. Within this one volume, readers can sample many of Canada's finest writings from the thought-provoking prose of Thomas H. Raddall to the whimsical words of Farley Mowat. An added plus is the fact-packed, bridging narratives provided by the editor. I have nothing but the highest praise for this book and can only hope that Victor Suthren will seriously consider putting together more such volumes. Selections could include stories dealing with the J.D. Lawrence, SS Caribou, Hector and Le Griffon, just to mention a few accounts worthy of recollection.

I unreservedly commend this book for Canadian history students, new citizens, armchair sailors, as well as serious nautical researchers.

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Colin McKay; Lewis Jackson and Ian McKay (eds.). *Windjammers and Bluenose Sailors*. Lockeport, NS: Roseway Publishing, 1993. 192 pp., introductory essays, illustrations, glossary. \$14, paper; ISBN 0-9694180-9-4.

In the Maritimes, the Golden Age of Sail was followed by what might be termed the Golden Age of the Sea Story. From 1900 to 1930, a number of writers turned to the celebration and exploration of the region's experience in the shipping and fishing industries. Most of these authors were natives or residents of the Maritimes, and several had spent some time at sea. The leading figures in this movement were Colin McKay, Albert Hickman, Frederick William Wallace, Archibald MacMechan, Arthur Hunt Chute, and — towards the end of the period — Frank Parker Day and Thomas H. Raddall. (At the same time that these writers were publishing Maritime sea stories, Norman Duncan, Wilfred Grenfell, Theodore Goodridge Roberts, and Erie Spencer were writing similar stories about Newfoundland

and Labrador.)

Generally, these authors were recognized masters of sea literature in their day; most sold to a variety of magazines in the United States, Canada and the United Kingdom, such as *Adventure*, *Sea Stories*, *McClure's*, *Century*, *Canadian Magazine*, and *Blackwood's*. All but McKay also published at least one sea novel or story collection. Today, with the exception of Day and Raddall and, to some extent, Wallace and MacMechan, these writers are largely forgotten. Only one is represented in Victor Suthren's new anthology of Canadian sea stories. Most of their work has long been out of print, much of it buried in difficult-to-obtain and unindexed pulp magazines.

The most neglected of all has undoubtedly been Colin McKay. One of the earliest practitioners of the Maritime sea story and a proud descendant of a renowned Nova Scotian shipbuilding family, McKay was described in Henry J. Morgan's *Canadian Men and Women of the Time* (1912) as "famous as the writer in McClure's, Ainslee's, etc." Despite such recognition, McKay disappeared from Canadian literary history after his death in 1939. Now, thanks to the new collection *Windjammers and Bluenose Sailors*, McKay's contribution to Maritime (and maritime) literature may finally receive its due. Co-edited by Lewis Jackson and Ian McKay (no relation), the book rescues from obscurity fifteen of Colin McKay's sea stories and two poems. Published mostly between 1899 and 1913, these gripping tales of daring feats and quiet heroism reveal a deep knowledge of the sea and an obvious sympathy for the common sailor that McKay acquired during his many years of seafaring. To some degree, the stories also reflect his commitment to the socialist cause. Though slightly uneven, all are worth reading. Most demonstrate the strong powers of description and the narrative skill that prompted the American editor and publisher S.S. McClure to praise McKay's "tremendous ability in writing of the sea." A few, such as "The Wreck of the Cod Seeker," "Coming on the Coast," "Out of Herring Cove," and "At

the Reefing of the Topsails," rank among the best Maritime sea stories.

Two introductory essays by the editors precede McKay's stories and poems. The first, by both Jackson and McKay, provides some useful information about McKay's life and literary output. The second is by Ian McKay, who is presently at work on a separate collection of Colin McKay's writings on political economy. The essay is a rather lame piece of revisionism that attempts to portray Colin McKay as some sort of politically correct adventure writer, a New Man bent on exposing "the dark side of the Age of Sail." Readers would have been better served by another Colin McKay story or by a longer version of the first essay — one with more details about Colin McKay's life and more information about his writing, including those sea stories not included in this collection.

Nevertheless, *Windjammers and Bluenose Sailors* is recommended. Jackson and McKay have reclaimed a significant voice in Maritime literature, compiling the collection that Colin McKay himself had hoped to produce but never managed to see into print. The resulting volume is an important addition to the growing body of writing about the Maritimes and the Age of Sail, golden or otherwise.

John Bell
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Larry McCann (ed.), with Carrie MacMillan. *The Sea and Culture of Atlantic Canada: A Multidisciplinary Sampler*. Sackville, NB: Centre for Canadian Studies, Mount Allison University, 1993. 156 pp., illustrations, figures, photographs. \$15.95, paper; ISBN 0-88828-098-X.

This slim collection of five essays is the product of two symposia held at Mount Allison University over the winter of 1989-90. The organizers' operating assumption is that there is an identifiable "Atlantic culture" and that the sea plays an important role in its definition. In a region otherwise united by

little more than a common antipathy toward and dependency upon Ottawa, the sea does provide a bond of experience. After all, most people live within sight of the sea; few are beyond an hour's drive of it; and, until recently, many derived their livelihood there on. It simply must be influential. Yet Sackville writer J. Alexander Burnett, when preparing the Afterword for this collection, says he was struck by how few oceanic allusions he could recall from his own exposure to the arts and artists of Atlantic Canada. Is the sea in fact influential? Does it in fact unify?

It should not be expected that such profound questions of cultural history will be answered in five exploratory papers. There are, nevertheless, a few interesting issues raised. Maria Tippett's essay, for example, "Organizing the Culture of a Region: Institutions and the Arts in Atlantic Canada, 1867-1957," argues that the web of associations, societies, and councils that provided the moral, technical, and financial support for so many Atlantic writers, artists, and musicians bound them more closely to international professional norms than to regional sensibilities. If true, external standards would help determine the influence, if any, of the sea.

In the event, it is extraordinary the extent to which images, especially seaward images, of Atlantic Canada are the product not of home-grown and resident artists and writers but of expatriates or visitors. One thinks immediately of J.F.B. Livesay's popularization of Peggy's Cove, so brilliantly analyzed by Ian McKay in an article in the *Journal of Canadian Studies* in 1988. Here Peter Neary's essay, "American Argonauts: Frederic Edwin Church and Louis Noble Legrand in Newfoundland and Labrador, 1859," describes two visitors in search of icebergs to paint (one resultant image graces the cover). More comparative in approach is Kathryn Hamer's "Marginal Land/Sea/Scapes in French and French-Canadian Literature," which is too cursory to be useful. For the moment, one is uncertain whether literary and pictorial images of the sea are truly indigenous, let alone

central to a regional culture.

In the search for the influence of the sea, however, this volume does not restrict itself to the products of writers and painters. In "The House that Poor-Jack Built: Architectural Stages in the Newfoundland Fishery," Gerald L. PoCius finds in an ubiquitous outport structure evidence of a profound association with the sea. So, too, does T.K. Pratt in language. His "Sea, Land, and Language: Shaping the Linguistic Character of Atlantic Canada" suggests how deep and pervasive — and how unconscious — the sea is in the structure of basic communication. Together these two articles indicate that the real measure of the sea's influence is to be found at a more basic level.

Burnett's wise Afterword provides a fitting tale by way of closing. An old Newfoundlander once told him of two woodsmen working in the island's interior who, never having been to the coast, one day set out to have a look at the sea. Upon arrival the first says, "Well b'y, there she is." To which the second responds, "Yes my son, and what ye sees there, that's just the top of 'er."

M. Brook Taylor
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Michel Mollat du Jourdin; Teresa Lavender Fagan (trans.). *Europe and the Sea*. Oxford, UK and Cambridge, MA: Basil Blackwell, 1993. xiii + 269 pp., illustrations maps, glossary, bibliography, index. £19.99, US \$24.95, cloth; ISBN 0-631-17227-0.

Europe and the Sea is a meditation on the role of the sea in European history and its influence on the European psyche by one of the deans of maritime history, Michel Mollat du Jourdin (Professor of History at the Sorbonne and probably best-known to readers of this journal for his stewardship of the International Commission for Maritime History colloquia in the 1950s and '60s and his 1990 *Everyday Life among the Sailors of the Atlantic from the Middle Ages to the Sixteenth*

Century). Part of a new series intended for non-specialists entitled "The Making of Europe," *Europe and the Sea* consists of two parts: a survey of European maritime history from the Greeks to the present (though focused heavily on the Middle Ages) followed by a series of reflections on the social and cultural characteristics of Europe's maritime communities and how those might be instrumental in aiding the construction of a common European mentality. Braudelian in scope, and often in style, and informed by Mollat du Jourdin's great erudition, the volume contains many evocative passages and much to ponder at the level of sweeping abstractions. *Europe and the Sea* does not, however, manage to synthesize its disparate observations and is further weakened by uneven organization; perhaps the nature of the topic makes generally applicable conclusions difficult.

Maritime specialists will find little new here, which is to be expected given the audience for whom the book was written. The lack of footnotes is, nevertheless, a problem; there is no evidence offered for many points that will surely arouse the doubts of non-specialists as well, for example, for the claim that "on the black slavers of the eighteenth century more whites than blacks died." (p. 164) The translation is choppy but the maps are plentiful and well-drawn.

Mollat du Jourdin's strength lies in his ability, based on his use of a wide variety of sources including those literary and iconographical, to capture a general trend or facet in a single example. To give a small indication of the potpourri of topics so covered: Adam of Bremen describing the mists of the Baltic in the eleventh century (p.39); the *carta Pisana* and the *portolans* c. 1300 (p.37); the international composition of Magellan's crew (p. 104); caloric intake for sailors in the fourteenth century (p. 158); marine votive offerings (pp. 165-6, 213); twinning by ports of differing nationalities such as the sixteenth-century *Contratacion* between Nantes and Bilbao (p. 173); Anglo-French cooperation on the Channel lighthouses even in times of war.

(pp. 182-3)

The author recites with verve the main points of medieval maritime activity, especially the convergence, as he sees it, in the late thirteenth-early fourteenth centuries of northern and southern seafaring cultures. (pp.57ff) He is especially good at relating commercial, naval and technological features to one another, as in his discussions of early harbour types (pp.73-76) and ship design (pp.89-95). Also felicitous is his emphasis on the importance of the fisheries and coastal salt-works (pp.63-4, 104, 107, 140ff). The post-Columbus era, on the other hand, receives only cursory attention, truncating his survey and isolating his concluding remarks on present-day Antwerp and Rotterdam.

The most intriguing, and also most frustrating, parts of the book are the author's reflections on the interplay between man and sea in European history. The overarching theme of the book, in keeping with the "Erasmian" thrust of Blackwell's new series, is to show how crucial the sea has been to the creation of a uniquely European culture. Hence, there are references to "the maritime predispositions of Europe," (p.6) "the role of the sea in the construction of Europe, and subsequently in the awakening of a European personality" (p.109) and "[from the sea European individuality is born." (p.115) Mollat du Jourdin is indeed almost lyrical in describing the psychological roots of Europe's drive to dominate the waves, duly noting war and profit but also assigning a pre-existing and complementary function to what he dubs "a field of dreams" (p.40) and "the search for distant islands." (p. 105) Citing Celtic, Scandinavian and Medieval Christian myths and teachings, he sees European expansion onto the sea propelled by the wonder and desire for an idealized state beyond the horizon, e.g., the Antilles and Hy Breasil, a desire he asserts is "the universal myth of the island." (p.41)

Such generalizations lead the reader to wonder, however, just exactly what is uniquely European in Europe's relationship with the sea. If such drives are universal and the sea

gives rise to certain cultural forms among those who reside by it, why did the Chinese develop so differently after 1480? After all, *all* continents have coastlines, even if it were true, as Mollat du Jourdin claims in his opening pages, that there is more coastline per inhabitant in Europe than elsewhere. Important recent works (none of them in *Europe and Sea's* bibliography) by P. Curtin on cross-cultural trade, K.N. Chaudhuri on indigenous commerce in the Indian Ocean and J. Abu-Lughod on medieval trade systems document the fact that non-European societies also interacted vigorously with the sea while developing distinctive cultures of their own.

Europe and the Sea raises many interesting speculations and includes a wealth of detail, much of it drawn from sources not routinely used by maritime specialists. These details are not, however, marshalled into a convincing whole; Mollat du Jourdin's effort is stimulating but ultimately unsatisfying.

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Hans Vandersmissen (ed.). *Proceedings, Common European Maritime Heritage Congress*. Amsterdam: Rijksmuseum Nederlands Scheepvaart, 1993. 128 pp., photographs, tables, figures, paper.

In 1992 representatives from European countries met in conference in Amsterdam to discuss the state of traditional craft preservation. The evolving European unity is generating opportunities and challenges for standardized regulations and approaches to vessel governance and management. These proceedings, divided into thirteen chapters, one for each of the participating nations, encapsulate the details of support programmes, private and public initiatives, trends and activity in each nation.

Each chapter provides a detailed insight into conditions and advances which might have application in other settings. The editor has also created a small reference guide to

some traditional European craft. Illustrations accompany the text, while captions provide brief identifications and data on the function and development of the design. An overview of the Dutch ICOMOS Survey provides a summary of laws and legislation, change and demolition of protected objects, financial aid, role of government agencies and private associations, in nine of the participating nations. Another summary of an AGB Intomart Qualitatief Survey describes the historical ships and boats of Europe. The responses, which concentrate on existing government programmes, legislation governing historic vessels, fiscal subventions, organizational cooperation and obstacles to progress, were summarized for the congress participants.

These results highlight the need for documenting methodology and coordinating efforts between countries. Three-quarters of the 4,823 historic ships are located in the Netherlands. Many of the responding organizations maintain a single vessel, but have interest in the activities of the other organizations, but most countries have an umbrella organization of some sort which often has a very low public profile. Lack of standards for preservation and fiscal constraints were identified as major barriers to progress.

The congress participants concluded that the future of preservation lays with private efforts assisted by government subventions. The need for better documentation, registration, and coordination was clearly identified by most of the participant nations. A permanent focus of coordination was established at the Nederlands Scheepvaart Museum to act as a secretariat promoting future cooperation.

No information was provided about availability and ordering of copies of the proceedings. This publication would make a very useful addition to the library of a heritage policy-maker/analyst, although their findings were not all that surprising. Because I am professionally interested in preservation of historic vessels, I found it fascinating to read about the maritime activities in these thirteen countries. However, these proceedings

may have only casual interest to aficionados of general maritime heritage.

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Uwe Schnall and Ursula Feldkamp (eds.). *Deutsches Schiffahrtsarchiv XV (1992)*. Bremerhaven: Deutsches Schiffahrtsmuseum, 1992. 424 pp., photographs, figures, maps, notes, paper; ISBN 3-8225-0221-9.

Since 1975 the Deutsches Schiffahrtsmuseum (German Maritime Museum) has published collections of scholarly papers; since 1980, they have appeared annually as the museum yearbook. This 1992 volume contains, in addition to an annual report from the museum, no less than nineteen different essays on various aspects of maritime history. The topics present an extremely wide chronological span, from the Old Testament time of Noah to the present. The essays are grouped into seven thematic sections: Reisen und Entdeckung (voyages and discoveries), Schiffsarchaologie (maritime archaeology), Seeschiffahrt (shipping), Schiffbau (shipbuilding), Fischerei und Walfang (fishing and whaling), Navigation, and Volkskunde (ethnology). There is too little space here to do justice to all the essays, and so what follows, are just a few interesting examples selected at random from the rich contents of the book.

Since 1992 marked the quincentennial of the first Columbus voyage, it is appropriate that the yearbook opens with Wolfgang Kbberrer's article dealing with the familiar question of Columbus' landfall in the "new world." The author presents a meticulous survey of existing evidence and cautiously concludes that, although some supports the traditional interpretation (that the present Watling Island is the elusive Guanahani), this is by no means certain. This section also includes essays on the Biblical and Babylonian traditions of the great deluge (by Ekhart Beikenhagen) and of a journey to Ceylon in the 1330s and 1340s (by Ananda Abeydeera, Paris).

In the section on maritime archaeology Per Hoffman presents the remains of medieval craft in the Bremerhaven museum, including the famous Bremer Hanse-Kogge, and their current state of conservation. There is also an interesting article by Christer Westerdahl of Copenhagen, describing the Viking navigation techniques on the Russian river-systems.

In the section on shipping, Heintz Burmester, himself a Cape Homer, records the fates of German sailing vessels during World War I. In another interesting article, Frank Broeze describes how the well-known German HAPAG developed between 1886 and 1914 from an Atlantic liner company into a shipping firm with world-wide activities.

Other articles of more general interest include a description by Albrecht Sauer of late medieval navigation techniques, and an overview by Heinrich Stettner of sailors' clothing from 1250 to 1800. However, there are many more good and useful pieces of maritime history than can be described here, and the German Maritime Museum is to be congratulated for an excellent yearbook.

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Alands Nautical Club. *Sjdhistorisk Arsskrift for Åland* 1992-93. Mariehamn: Alands Sjöfartsmuseum, 1993 [Hamngatan 2, PB 98, SF-22101 Mariehamn, Finland]. 182 pp., photographs, maps, illustrations. 80 FIM, paper; ISSN 0788-799X.

Alands Nautical Club and the Alands Maritime Museum are responsible for this fine yearbook and third volume of maritime history, consisting of ten articles about seafaring Ålanders and episodes in the island's history.

Through one article we get to know Anders Törnqvist, who was placed in command of the 889 nrt barque *Slamat* in July, 1899. Extracts from his diary begin with a voyage from Cardiff to South America with coal. It includes Törnqvist's accounts of the loss of the steering gear in a storm, manning

problems and difficulties that arose when the mate shot an intruder in Brazil. In two other articles, an Ålands master tells of *Pommern's* last voyage in the Australian grain trade in 1938, while a retired Danish master, G. Sundberg, tells how, at the age of 17, he decided to become a "real seaman" by getting his discharge from a Danish steamer in London and signing on the barque *Winterhude* for a voyage to Australia in 1938. Sundberg describes how the *Winterhude* was held up in the fall of 1939 by a German U-boat while on the way to Stavanger. I thoroughly enjoyed Sundberg's story. Another versatile Ålander was C.S. Johansson, who left the sea after being wrecked on New Caledonia and became a prominent builder in Australia. The cathedral at Darwin was one of his creations.

During the Crimean War, the British fleet carried out a series of raids on Finnish ports. Herman Avellan, Chief Pilot for the Brahestad-Leaborg district, was an Ålander who was present at the destruction of the shipping, stores and buildings at Brahestad by crews from the British paddle frigates *Leopold*, *Vulture*, and *Odin*. The town had no defence and no Russian military personnel were present. Ironically, most of the destroyed timber belonged to British importers. Avellan wrote a detailed account of that event, which is now published for the first time. It is an excellent record of a wanton event.

Many Ålands skippers maintained that the Swedish Island of Gotland was a hindrance to Åland shipping which traded with the continent. Their proof was that during sixty-two years, fifteen Ålands ships were wrecked on Gotland. As a result of his researches, Mr. G. Sundberg, director of Alands Maritime Museum, suggests instead that the island was a life-raft for Ålands seamen and not the cause of their disasters.

The yearbook includes discussion of the worst disaster to befall Ålands. In 1916, the SS *Skiftet*, employed in the Ålands-Abo trade, struck a mine laid by a German submarine. *Skiftet* sank in two minutes, taking eighty-six passengers and crew with her. Most of the

passengers lost were Russian soldiers, including the garrison commander. A happier tale of shipwreck concerns the Danish SS *Vaering*, loaded with lumber for Denmark, which was wrecked in December 1941 on passage through the islands. Many Ålanders helped themselves to the lumber washed ashore; the insurance company took no action against the salvagers. The yearbook includes an article which describes the story of the vessel's salvage and refit in 1947.

Captain J. Hagberg's article covers the Alands shipping losses in World War I. The situation became much more complicated in 1918, when Finland used the opportunity of the Russian Revolution to seek its independence, only to slip into a civil war itself. When both Sweden and Germany became involved, America, France and Portugal all decided to hold sailing ships owned by Gustaf Erikson of Alands for nine months until the political situation in Finland became clear. Another contribution to the yearbook concerns the sewing of eighteen new sails for the *Pommern* and a full suit for *Albanus* that required 907,680 stitches by seventy-seven volunteers! The volume also includes the annual reports of Alands Nautical Club and the Alands Maritime Museum.

Each chapter is followed by a summary in English. This fine yearbook has something for everyone interested in maritime history.

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Morten Hahn-Pedersen (ed.). *Sjoeklen 1992: Årbog for Fiskeri- og Sefartsmuseet, Saltvandsakvariet i Esbjerg* [Yearbook of the Fisheries and Maritime Museum, Esbjerg]. Esbjerg, Denmark: Fiskeri- og Sefartsmuseet, Saltvandsakvariet, 1993. 224 pp., photographs, illustrations, figures, tables, maps. Dkr 198, hardbound; ISBN 87-87453-66-5.

1993 saw the 125th anniversary of the decision by the Danish government to build the Port of Esbjerg on the southern stretch of the

west coast of Jutland - a port which quickly became the centre for the export of Danish agricultural products to England and, in addition, the home port for a large fleet of fishing vessels. In the same year, the Fisheries and Maritime Museum celebrated its own 25th anniversary, and this enlarged *Yearbook* is in itself a symbol of the growth of the port, the town and the museum. Eight of the ten articles in the *Yearbook* are concerned with the history and life of the port. The first four articles, which fill about half the publication, are structured around a chronological sequence, and the main angle of approach is economic history.

Curator Poul Holm leads off with a useful and well-documented account of the development of ports in south-west Jutland in the years 1200-1867. This period was dominated by the old town of Ribe, which in the Middle Ages was the second largest port in Denmark and a leading distributor of trade between north-west Europe and western Jutland. From Ribe, horses, cattle and fish went south by land and sea. By the late sixteenth century, several factors caused Ribe to lose its importance: ships became larger; local natural harbours silted up; war and the plague in the seventeenth century reduced the population of the town; and the sea trading routes avoided the west coast of Jutland. These conditions did not alter until the beginning of the nineteenth century. Steamships required port facilities, and the increasing interest in exporting agricultural products to England led to a number of plans for a state-owned port situated on the west coast of Jutland. However, the location of this port was not decided until Denmark was forced in 1864 to cede Schleswig-Holstein to Germany. Esbjerg was founded as a bulwark against German dominance in southern Jutland and to strengthen trade with England.

In the next article, Morten Hahn-Pedersen, Chief Curator of the museum, describes Esbjerg as it was in the years of establishment and development, 1868-1914. The port was a dock harbour and therefore free of ice, but it

was especially the re-organisation of Danish agriculture in the 1880s and '90s which led to an increase in the amount of goods handled. Instead of corn and cattle, secondary animal products such as bacon and butter were now being exported. In addition, fishing quickly became an important element in the life of the port, although this had not been envisaged when the port was established. Hahn-Pedersen stresses the need for a more thorough analysis of the role played by financier C.F. Tietgen in establishing the port. He was the leading Danish businessman of the time, and took the initiative to start the DFDS shipping company which, from 1875/76, secured almost a monopoly of both domestic shipping and the fixed routes between Esbjerg and Great Britain.

From the 1920s until the 1950s, Esbjerg did not undergo much change, though an essay by Henrik Bredmose Simonsen shows how, despite the shifting fortunes of fishing and agricultural exports, both port and town, became the regional centre for fishing and trade, and also to an increasing degree for industry and capital. The period after 1950 is briefly described by Poul Holm and Morten Hahn-Pedersen in cooperation. The decades after World War II saw the growth of commercial fishing and the use of progressively larger vessels. However, the last decades have been a difficult time for the industry, with a considerable reduction in the numbers of traditional Danish wooden cutters and of medium-sized steel trawlers (ca. 150 BRT). A more concentrated approach has also affected shipping, and from the end of the 1960s, agricultural exports to England were turned over to container transport. Since then, Esbjerg has also been the base port for Danish efforts to find and utilise North Sea oil.

These historical surveys are followed by two articles presenting the results of interviews of port employees from 1992 onwards. To a certain extent they provided excellent insight into the way life at the port has changed during the last forty years, and in giving an impression of how those who work at the port have experienced this period.

Unfortunately, the authors have not made use of this opportunity to present a picture of life at the port as a whole. Two further articles relate to the two anniversaries. Lindy Tanvig looks at the way the "oil adventure" has affected the port and the town, while V.V. Leisner, the head of port administration, presents his view of what the immediate future has to offer. In the final two contributions, Thyge Jensen of the museum's educational service presents a picture of the island of Mando from the point of view of human ecology, while Sven Tougaard, a biologist, offers a half-way status report on a research project concerning the seal population in the Waddensea. The *Yearbook* ends with a full account of the museum's activities in 1992.

Sjoeklen 1992 offers much of interest to other than Danish readers, particularly in the first four contributions. The first article especially is a good example of how the adoption of a long time perspective can improve the understanding of the history of a region. This article, together with the three that follow, offer the reader, sometimes only by implication, the opportunity to understand how the interaction of such factors as market forces, new technology, centralised planning and changes in national boundaries can affect the development of a port.

Hans Jeppesen
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Keith Julier. *The Period Ship Handbook*. Annapolis, MD: Naval Institute Press, 1993. 205 pp., line drawings, photographs, index. Cdn \$40.95, US \$29.95, paper; ISBN 1-55750-678-7. Canadian distributor, Vanwell Publishing, St. Catharines, Ont.

While his stated aim is to encourage would-be kit modellers and the hesitant beginning ship model builder to take on more ambitious projects, Keith Julier warns that the complete beginner should not be too ambitious in selecting a project. Despite the ambiguity, one would expect an instructional-type book to

help develop a solid groundwork of basic skills before proceeding to more advanced projects. This, however, is not the case.

Following a brief introduction and sections on tool and kit selection the book is, in fact, a series of extended reviews of eleven European-designed and manufactured kits by companies such as Amati, Artesania Latina, Billings, Corel, Euro Model Como, and Panart. All eleven kits were previously featured in articles written by the author and published in the British magazine *Model Boats*. Few of the kits are suitable choices for a beginner. They include a Thames barge, two whaleboats, a Faroes yawl, the whaleship *Charles W. Morgan*, USS *Constellation* and the First Rate *Royal William* of 1719. The kits are followed by a twenty-two page summary of building techniques and an index.

Julier selected Euro Model Como's kit of the First Rate *Royal William* — the most complex of the eleven — as a means of discussing his building techniques. He chose it because it incorporates most of the techniques necessary to build the other models in the book. However, the seventy pages of text describing his approach is heavily laced with terminology that would be totally alien to the novice. A detailed glossary would have gone a long way to alleviate this situation. The builder must establish the approach and build sequence and would have to depend on his own skill and experience to build the model. Woe betide the novice who tries this kit. Julier also indicates that it includes seventeen sheets of plans, in Italian; the use of English is limited to sheets pertaining to the model, to the original vessel, a few pages of historical notes, and two pages of instructions.

The other reviews in the book are at best brief, frequently covering the same basic material and offering little in the way of instructional support. Valuable space is wasted because the same illustrations appear over and over, some as many as five times, in different reviews. Considering the kits reviewed, the Billings kit of the Thames barge *Will Everard* would have been a better choice as an intro-

ductory subject, especially since it is one of the few that the author indicates is within the scope of the beginner. Had more than the six pages devoted to the review of this kit been allotted to provide an in-depth, step-by-step approach to the techniques needed to build and finish the model, followed by a much more extensive review of a slightly more difficult kit, the book would have served a better and undoubtedly more satisfying introduction to model building, possibly achieving its stated intention.

If one accepts the book for what it is, a series of kit reviews, followed by a summary of techniques, it does, when studied, provide an insight to the deficiencies in many of the kits, including poor, non-existent or foreign documentation, poorly fitting materials and components, etc. All of these problems have long been recognized in European kits. With regard to the book, and the kits it so enthusiastically promotes — *caveat emptor*.

N.R. Cole
Scarborough, Ontario

Wolfgang Rudolph. *Des Seemanns Bilderwelt: Volkskunst der Fahrensleute an der Ostseekiiste von 1750 bis 1900*. Hamburg: Ernst Kabel Verlag for the Deutsches Schifffahrtsmuseum, 1993. 195 pp., photographs (colour, b+w), notes, sources. DM 78, cloth; ISBN 3-8225-0132-8.

This is an intriguing study of maritime culture as manifested in images and artifacts in the Baltic area over a period of about 150 years. Rudolph argues that, as a social class, seagoing shipmasters have been well researched but that the social behaviour of the men before the mast is less well known. For this reason he chose this as his focus. He also includes the skippers of minor coastal vessels.

A seemingly endless parade of artifacts is shown in black-and-white photographs as well as sixteen pages in colour. There are decorated jugs and mugs (including Sunderland lustre ware), Staffordshire figures (from Jack

Tar to Garibaldi), snuffboxes (with calendars and King "Fritz" of Prussia), a Currier & Ives lithograph (showing the Yankee clipper *Comet*, although he does not tell us this), and a tattooer's pattern sample of snakes and ships. It is an interesting observation that the seaman's social status was connected not only with nautical symbols and emblems but also with other images and objects. Thus, a coffee-pot with non-marine decorations in classical style could be an attractive acquisition for a seaman and his family. Curiously, Rudolph says very little about the typical ship portraits — watercolours or oil paintings. They, too, once adorned the homes of small coaster skippers and are certainly conspicuous objects. The reason for this omission may be that the subject has been covered and illustrated already in some of his earlier works. On the other hand, the subject of pottery is dealt with in considerable detail both in previous books as well as in this one.

In search of these artifacts, Rudolph carefully investigated a vast number of local maritime museums and private collections on the Baltic coast. His emphasis is on the German area, but he has also studied collections as far north as Brahestad (Raahe) in Finland and Trondheim in Norway, as well as Denmark and southern Sweden.

The text is a pleasure to read, but the organization is sometimes confusing. By and large, Rudolph adopts a chronological approach, yet occasionally a specific subject, such as tattooing, is covered under two separate headings. The book is also well produced, and most of its illustrations are interesting and charming, even if some are old acquaintances which have appeared in previous works by the same author. If you happen to find one or two pictures showing a rather hideous majolica pot or a disgusting pewter goblet, then you should remember that Rudolph does not find these objects and images interesting in their own right; rather, he regards them as testimonies of the social and cultural environment to which they were once connected. Without a reasonably positive provenance, an artifact has

no story at all to tell us. In short, *Des Seemam Bilderwelt* is not a study in the seaman's aesthetic values but in the historico-social merits of the artifacts which adorned the seaman's life.

Thorsten Nordenfelt
Stockholm, Sweden

Morten Hahn-Pedersen (ed.). / *storm og stille - den sikre havn: Bidrag til samands-konens historic* Esbjerg: Fiskeri- og Søfartsmuseet, Saltvandsakvariet, 1992. 160 pp., figures, tables, illustrations, photographs, English summary, notes, bibliography, appendices. DKK 298, cloth; ISBN 87-87453-62-2.

In 1985 three Danish museums began a project intended to focus on women and family life in seafaring families, a neglected field of research. Documentation was collected from seafaring regions where the museums were located: the island of Fano on the west coast of Jylland, facing the Atlantic; the Svendborg area of Fyn in the Baltic; and the Aabenraa area of the west coast. This book is a first presentation of results from the project. It is a well-illustrated collection of articles, not all of which focus strictly on married women.

An introduction surveys recent Scandinavian research on maritime women, mostly in Denmark and Norway, while the editor, Morton Hahn-Pedersen, describes the development of ships in general, and more particularly, of the seafaring trades and fleets in the region from 1700 to 1990. Those fleets were substantial during the nineteenth century. The ships at Aabenraa, and increasingly also of Fano, concentrated on long-distance trading and could therefore be away from home ports for years. In contrast, the Svendborg ships, engaged in the North Sea and Baltic trades, were normally laid up for the winter. These facts had different effects on the lives of the seamen's families. Today, only the Svendborg area has preserved a fleet of importance.

Aspects of women's life in the nineteenth century are covered in three articles. Tommy

P. Christensen uses census data to compare how maritime trades affected the populations in terms of occupation structure and the number of married women and widows until 1901. The communities of Fano and in the Svendborg area were more specialized maritime communities, and the households were more socially equal than at Aabenraa. Seafaring families of this last district had a middle class way of life. Letters and diaries of wives of wealthy captains from the Aabenraa area are the main sources of Birgitte Kragh, who presents the seaman's wife in the nineteenth century. Though her material is not representative, it gives interesting insight into the lives of women when the men were away, as well as the experience of some who travelled all over the world as captain's wives. Brenno Blassild writes about maritime women depicted in art, souvenirs, and so on, mainly in the last century. I found paintings showing scenes from Fano especially interesting.

The longest and most essential article for our century is an informative presentation by Kristina G. Due about women in seafaring families in the three regions, based on many interviews with women born between 1892 and the 1960s. Extracts of interviews, together with Due's comments, give valuable insight into women's responsibilities and way of life, and of changes over time between the generations. Another paper on a Danish organization of seamen's wives, founded in 1976, is presented by two of its leaders, Jette Haugegaard and Kirsten Hansen. The organization originated in Svendborg but the article is not about the investigated regions. One may therefore question its inclusion in the book. Finally, there is a good summary by the editor in both Danish and English.

The book is of interest both to the general public and to the researcher, for it contributes towards a more comprehensive history of maritime women and families in Scandinavia. Many will appreciate the extracts of diaries, interviews and the illustrations. Yet one misses more comparisons over time and between areas, since census data are not

presented for our century, and we learn more about the women of Fano and Aabenraa than about the women of Svendborg. Comparisons with other research in Denmark or elsewhere is also missing. Let us hope that more will be published from this project.

Ingeborg Floystad
Bergen, Norway

Will. C. van den Hoonard. *Reluctant Pioneers: Constraints and Opportunities in an Icelandic Fishing Community*. New York & Bern: Peter Lang, 1992. xiv + 173 pp., tables, figures, notes, appendices, bibliography, index. US \$36.95, library binding; ISBN 0-8204-1801-3.

For those societies whose most obvious natural resource is fish, Iceland represents something of a mecca. One indicator of such a status is the not insignificant contribution to Icelandic foreign exchange earnings contributed by delegations of fishers, bureaucrats and politicians eager to distil her secrets and carry them back home. Unfortunately, social scientists and historians have not participated in these pilgrimages (although they generally share the sense of awe) to the same extent. The result is that not nearly as much research has been directed to this society, particularly by outsiders (though this is changing). Professor van den Hoonard's study of the emergent shrimp fishery in the northwestern town of Kaupeyri is thus doubly welcomed for its specific analysis of a particular fishery sector as well as its larger contribution to understanding Iceland society and culture.

Given the centrality of fishing to Iceland's economy it is not surprising that established fishing occupations receive considerable prestige and higher than average earnings. Iceland's shrimp fishery, however, is quite new, dating only since the 1960s. It is this fishery and the occupation of "shrimper" that van den Hoonard seeks to explicate. As new kids on the fishing block, shrimpers have had to confront a number of obstacles to gain the pres-

tige accorded other types of fishers. These include 1) a sense of less demanding and daring (even heroic) work, since fishing is done close to shore from smaller boats that return daily to port in contrast to the most prestigious offshore trawler fishing; 2) minimal formalized training for both skippering boats and fishing shrimp trawls which undermines claims to high skill and knowledge; 3) a public belief that anyone can become a successful shrimper; and 4) an organizational structure cocoon-like in its closure to outsiders — even from the community. Drawing from the literature on the sociology of occupations, van den Hoonard presents the strategies shrimpers utilize to build a public persona emphasizing skill, risk and success. To the extent they are successful, greater professional status, increased control over the fishery and monetary success may follow.

The utilization of social science insights from the study of occupations as a lever for understanding this attempt to build a high status occupation in the face of public and government scepticism is a useful and interesting one. While space does not permit reciting most of the findings, one element of the struggle is worth mentioning since it is one that is presently being replayed in several different maritime locations. This element has to do with the attempt to challenge, partially discredit and in so doing establish one's own legitimacy *vis-a-vis* biologists staffed within state bureaucracies. Shrimp fishers directly confronted state biologists with regard to their unchallenged knowledge claims concerning the behaviour and abundance of the resource. Chapter 8, "Turning the Table on Empiricism," recounts this squabble and the important benefits which accrued to shrimpers that resulted. These consequences included greater influence in management regimes as well as enhanced status in the public. In reading the chapter I was reminded of much contemporary work on what is termed Traditional Ecological Knowledge (TEK) and the ongoing research which attempts to systematize fishers' marine knowledge and explore ways in

which that knowledge might be used as a complement or even a substitute for bureaucratic science.

All of this makes for a useful addition to our knowledge of shrimp fishers and the Icelandic fishery more generally. Having said this, however, the book does suffer from a number of insufficiencies which detract substantially from its overall contribution. One obvious concern is the potential datedness of the analysis. Although published in 1992, the research was undertaken nearly twenty years previously with a little updating of statistical materials in the early to mid-1980s. Indeed, no table is more recent than 1980 and most focus upon the 1968-1974 period of expansion. In an activity as dynamic as fishing, twenty years is simply far too long between research and publication. This is a particularly salient point because the monograph is *not* written as if it were an historical piece about the emergence of a particular fishery at some earlier point in time but rather as a relatively contemporary contribution to fishing and Icelandic society. From my own limited work on Iceland, it is certainly clear that profound changes have occurred since the late 1970s.

A second, and more substantive concern, flows from the overview and utilization of the sociology of occupations literature to shed light on the emergence of a new fishing occupation. There are at least two concerns which are germane. First, there is precious little discussion of the relevance of power and its use in making a claim for public and bureaucratic acceptance — this in spite of the central relevance of this concept in my reading of the contemporary literature on occupations. The second part of this use of the sociology of occupations relates to the minimal use of interview materials to illustrate relevant points to shrimpers. Aside from the above mentioned chapter 8, one could read most of the book without concern for the detailed points presented in chapter 1. The interviews with shrimpers do not, by and large, provide any rich elaboration of the theoretical points which chapter 1 suggests

provide the best way to understand the rise of the Icelandic fishery and the place of the shrimper in his community. To give one example, Chapter 5 is entitled "Occupational Culture as a Community of Skills," yet we find little interview information which delimits the dimensions and content of this occupational culture nor any convincing evidence that an occupational community exists at all. Part of the problem may lie with the way in which the author has decided to present the book. Professor van den Hoonaard argues that *Reluctant Pioneers* is offered as part contribution to the study of occupations, part contribution to fishing societies and part an effort to extend social science understanding of Icelandic society and culture. The result, given the brevity of the book, is that it suffers a bit from being neither fish nor fowl! Claims about a shrimper culture are made without any clear substantiation from interview notes, though this is the most obvious and effective source for such substantiation. Had there been greater ethnographic emphasis this might have been adequately addressed. As is, the result is greater disjuncture between theory and data than one would like.

A further concern encountered with the book is quite unrelated to the author. The publishing company should take considerably greater time and effort in editing and proofreading before proceeding with publication. Typographical errors, format mistakes, incomplete sentences and spelling errors are frequent enough to be annoying. It is quite unacceptable for a major publishing company to allow such mistakes to pass through. While one always hopes that such slights to one's sensitivities do not colour the overall intellectual evaluation, their frequency can be described as something greater than a mere occasional nuisance.

In conclusion, and despite its limitations, *Reluctant Pioneers* is a useful contribution to our ongoing social science inventory of fishing societies generally and Icelandic society more specifically. It will continue to grace my bookshelves and provide reference for under-

standing the birth of the Icelandic fishery though its relevance to contemporary Icelandic society is probably much more problematic.

Lawrence F. Felt
St. John's, Newfoundland

L.S. Parsons. *Management of Marine Fisheries in Canada*. Ottawa: National Research Council of Canada, 1993. xix + 763 pp., figures, tables, photographs, maps, sources, acronyms and abbreviations, appendix, index. \$70 (US \$70 outside Canada), cloth; ISBN 0-660-15002-6.

This is a major piece of work in which L.S. Parsons documents the evolution and scope of Canadian marine fisheries management policy. In view of the current crises in several key sectors of the Canadian fishery, this is a most timely publication, bringing a wealth of accessible information to the present debate on fishery management issues. The book is extensive and broad in scope and examines resource management issues arising before and after the extension of Canada's unilateral fisheries jurisdiction to two hundred miles in 1977. In addition to reviewing jurisdictional matters the author has outlined the biological basis underscoring management policy and the role of fisheries scientists in the overall process. Aspects of fisheries management policy operating in other countries are included for comparative purposes, and extensive details from a number of Canada's important fisheries are included to illustrate the application of resource management policy in a regional context. A series of chapters examines the policies of dealing with common resource management; through allocation of access, limited entry licensing and the setting of individual quotas. Social issues are detailed, and the scope of the book is extended to examine the complex international dimensions of resource management.

Since the classical research of Russell and his colleagues, conducted in the UK during the 1930s, it has been recognised that the size

of exploitable, single species, fish stocks is determined by four factors: recruitment rate, growth rate, natural mortality rate and fishing mortality rate. Models of maximum sustainable yield, and later optimum yield, were derived from these early observations and applied variously to the world's fisheries. Parsons provides many examples to illustrate the ensuing challenges which still face resource managers both in understanding the relationships between these factors for any particular fishery, and in effecting a balance such that recruitment and growth of the exploited fish populations compensate for the combined natural and fishing mortalities. We also see how the complexities of these models radically increase when the ensuing social, political and economic issues are factored into the equations. Parsons details the extensive human and physical resources dedicated by government to fisheries science and management. This has supported an immense body of work towards understanding the processes which influence the relative abundance of fish. Yet our understanding is far from complete, and Parsons identifies a need for more fundamental research on the dynamics of marine fish populations, their interactions within the food web and with the marine environment.

Since much of our debate tends naturally to focus on the periodic downturns in sectors of the Canadian fishery it is refreshing to read accounts of some of the success stories. Parsons presents a picture of an extremely diverse fishery which has yielded significant economic returns to many regions. The shellfisheries are identified in this category and emerging aquaculture is rightly identified as a key area for future development on the Atlantic and Pacific coasts. An objective view is given of a dynamic fishery undergoing significant changes — necessary down-sizing in some areas and development in others. Developments in fishery science and resource management policies, detailed throughout the book, have established Canada as a leading nation in these areas of endeavour. Recurrent crises in our fisheries reflect the familiar global prob-

lems of balancing harvesting and processing capacity with sustainability of the resource. In bringing together in one volume detailed descriptions of the myriad of factors which influence this delicate balance, the author has made a significant contribution to the ongoing debate on fisheries management policy.

The book is very well-structured, adequately illustrated and indexed, its information presented in a readily accessible and readable style. Parsons' professional credentials, as both fisheries scientist and fisheries manager, are reflected, both in the balance of the information presented, and in the detailed analyses of specific issues. While much of the information comes necessarily from government publications, an extensive bibliography provides access to the broader field of fisheries management. Parsons has written an objective review of Canadian fisheries management policy which should rapidly become an essential resource document to all who participate in or have an interest in the nation's fishery. The book will also provide a new, in-depth reference source for all college and university students of fisheries resource management.

Stephen Goddard
Outer Cove, Newfoundland

A.G.E. Jones. *Ships Employed in the South Seas Trade, Volume II: 1775-1859 (Part I); Admiralty Protections From Impressment 1777-1811 (Part II); Aspects of the South Seas Trade (Part III)*. Roebuck Society Publication No. 46; East Bentleigh, Victoria, Australia: Australian Association for Maritime History, 1992. xxiv + 720 pp., indices, references, appendices, figures. AUS \$66 (+ postage, \$19 to N. America/Europe, \$18 to Asia & New Zealand), cloth; ISBN 0-646-09183-2.

A.G.E. Jones' books are a testament to his tenacity and the scope of his lifelong interest in reconstructing the British maritime past. Alone he has made himself expert in a field where there are few experts: the British whaling and sealing industry of the south seas.

That trade flourished briefly and with a passion and a secrecy that kept many of its most important records forever from the public eye.

This latest book is a companion to *Ships Employed in the South Seas Trade 1775-1861 (Parts I and II)*... (Roebuck Books, 1986), reviewed in the April 1991 issue of *TNM/LMN*. In that volume he published extracts of south seas voyages from the *Lloyd's List*. This new volume includes similar data culled from the *Lloyd's Register* and the competing *Register of the Society of Merchants* (1800-1832).

Lloyd's List and *Lloyd's Register* are not the same. *Lloyd's List* was published, probably from 1734, with general commercial information and shipping movements for the benefit of merchants. It included data of voyages as they progressed, including accidents, losses, and reports of cargoes returned. *Lloyd's Register* included the survey record of vessels which underwriters used to insure specific voyages and cargoes. This publication survives from 1775, with the exception of a few years for which no copy is extant.

Jones' Part I is organized by year. It includes the name and rig of every vessel he believes was engaged in the south seas trade, its tonnage and draft, date and place of construction, names of masters and owners, voyage destination, and the Lloyd's insurance classification. These lists are indexed by name of vessel, master, and owner, though one must be aware that any name may be applied to more than one vessel. Part II contains Admiralty protections from impressment for the south seas and Greenland and Davis Straits whale fisheries, generally for the period 1777-1811. These are found in the Admiralty 7 papers at the Public Record Office in Kew and are indexed by vessel, master, harpooner, boatsteer, line coiler and others. There are twenty-seven essays in all, some of which help to explain data found in Part I.

Jones is the first to say that his compilations cannot be complete. As he so aptly says, he extracted only what was in the records; he could not extract what was *not* there. There are errors and omissions due to the shortfall

of the records. Certainly his human-ness assures us that there are a few errors in his transcriptions as well, but it is highly to his credit that he has allowed original publication errors to stand, even when he knew better. To correct errors in the original would have been much like a paintings-restorator infilling some missing part of the original artist's truth. Since these lists have been "edited" to the extent of Jones' decision to include or omit any voyage, it is laudable that he has reserved his own interpretation of the data for the essays that comprise Part III.

No one who has not ploughed the records of merchant shipping — many of them uncatalogued and unindexed - can appreciate what Jones has accomplished. I know he would agree that doubting readers are free to find out for themselves. With that in mind, Jones will appreciate some small acknowledgement for his work: a letter, a published credit-line, a request to reprint his data — these are matters of importance to him. And if issues of copyright and ownership are subject to question (he has been working in "public" records, after all), such matters are surely of less import than properly crediting him for the years he has devoted to his single-minded task. His books are a life-work in the true sense, and we are the ones who gain from having his stewardship bound within covers on our shelves.

Robert Lloyd Webb
Phippsburg, Maine

Hubert Cornish Whitlock; Alex Sakula (ed.). *The Whitlock Journal: Being an aboard ship account of a voyage of the "King Lear" from India to England in 1862*. Hove, East Sussex: Alex Sakula, 1993 [order from the author, 7 Grand Avenue, Hove, Sussex BN3 2LF England]. 102 pp., photographs, illustrations, notes, bibliography. US \$ 15 (+ \$5 postage & handling), paper; ISBN 0-9521475-1-3.

Sea voyages are the subject of myriads of passengers' diaries and journals. Every year,

more such personal accounts are discovered and/or published. The journal printed here is that of Lieutenant Hubert Cornish Whitlock (1837-1890) who in 1862 sailed with his 83rd Regiment of Foot from Vingorla on India's west coast to Gravesend. The ship *King Lear*, 1936 tons, belonged to the well-known London shipowner Frederick Somes whose large fleet was extensively involved in the bulk passenger trades of the British Empire. It had been built in 1854 in the United States and purchased the same year by Somes.

As Whitlock himself admits more than once, his sea passage was characterised largely by monotony and futile attempts to break the tedium of being cooped up with a mass of humanity within the confines of his ship. To boredom was added the annoyance of numerous, sometimes unruly, children. As an officer, Whitlock kept regular watches. These also passed without any spectacular occurrences. The major reason why he wrote his journal was evidently that, once he had started it, he felt compelled to fill all 124 pages of his notebook — the last quarter or so indeed with events after his arrival in England.

Whitlock's journal mirrors the monotony of the voyage. He was a rather shallow observer and no great writer. Several times the *King Lear* encountered bad weather but this did not inspire him to dramatic descriptions or reflections. Nor was Whitlock aware of the morbid irony of a burial at sea being followed by a hunt for sharks. He was not particularly interested in the officers and crew of his ship. Some interesting passages relate to visits to other ships en route. The captain of the British ship *Avalanche*, bound for Melbourne, was "a very dirty looking man, who looked as if he hadn't washed for a month, minus his coat, and totally regardless of stockings." (p.56) By contrast, the *French Canton*, from Havre bound for Valparaiso, was the epitome of a well-run and well-stocked ship.

Sakula provides a brief biography of H.C. Whitlock. Born from a solidly military family he made an average career and died as an Honorary Major. The journal is well annota-

ted and the overall impression is sympathetic and meticulous. The only error I could detect was the mis-spelling of the ship *Cospatrick* (given as *Coxpatrick*). Just because of the monotony of his voyage, Whitlock's account may well be more representative for the sea passage from India than the much better known accounts of shipwreck and calamity.

Frank Broeze
Nedlands, Western Australia

Richard F. Welch. *An Island's Trade: Nineteenth-Century Shipbuilding on Long Island*. Mystic, CT: Mystic Seaport Museum, 1993. xiii + 145 pp., photographs, illustrations, figures, tables, appendices, bibliography, index. US \$20, cloth; ISBN 0-913372-67-6.

The North Shore of Long Island, New York, with its deep, glaciated harbours and long sheltered bays, was ideally suited to shipbuilding. The ready availability of capital, manufactured marine hardware and other essential supplies in nearby New York City was partly responsible for a boom in local shipbuilding before the American Civil War. By its end, there was a glut of shipping on the market and new technology, in the form of British-built iron-hulled vessels, had taken over transatlantic trade. Wooden shipbuilding fell into decline all along the lower eastern seaboard. Its demise was inevitable, but in some areas, such as the North Shore townships of Long Island, it remained viable through the payment of low wages and other economies almost until the turn of the century. Beginning with coastal vessels and fishing boats, the industry expanded into the construction of large ocean-going cargo carriers, ending with the building and repair of oyster steamers and private yachts in the early 1900s.

In *An Island's Trade: Nineteenth Century Shipbuilding on Long Island*, Richard Welch presents a history of this industry, divided, in the manner of his original dissertation, into a series of six individual papers, each discussing a different aspect of the business. The position

of nineteenth-century shipbuilding on the North Shore is deduced, from the figures available for the major shipbuilding centres of Northport, Setauket-Port Jefferson and Greenport. It is suggested that the industry was the mainstay of the towns' economies, but Welch fails to take into account that all three communities were established ports, and that shipbuilding was dependent on their populations and facilities for its very existence.

Welch's tendency toward excessive use of figures that he, himself, suggests might be flawed, is compounded by errors in his use of them. Thus, when discussing a decrease in shipbuilding in New York State, he notes that "A general state total of ship and boat builders was furnished, and this showed a drop from 229 in 1865 to 165 in 1875 - a 69 percent decrease." In fact, the decrease works out at 27.95 per cent. Other comments suggest a serious lack in his knowledge of marine transportation history. When discussing the state of the coastal trade, he suggests that it was under pressure from the railways in the 1890s and would soon be facing competition from motor vessels. In fact, until well after World War I, most North American coastal vessels were still being constructed of wood and their means of propulsion seems quite irrelevant. A lack of general shipbuilding knowledge is also evident in the terminology used in his chapter on ship construction.

Physically, this is a nice book. It is well laid out, the maps are well reproduced and it contains some marvellous photographs, possibly its best feature. The shipbuilding engravings from *Harper's New Monthly Magazine* do not, however, seem relevant and the origin of the ink drawings, or prints, used on the facing pages of each chapter, is not noted. As far as the text is concerned, the random inclusion of figures and tables, often in mid-sentence, should have been avoided.

This could have been a fascinating, readable book, but, while its subject matter is interesting, the author's lack of background knowledge and the presentation of his subject matter as a series of individual papers, turn it

into a jig-saw puzzle. In his brief seventh chapter, "Aftermath," the fate of the individuals and shipyards mentioned in the previous chapters is recorded, in an apparent attempt to give some cohesion to an otherwise fragmented and, as a result, confusing history.

An Island's Trade is a difficult book to read, but at least it is indexed and the list of primary and secondary sources in the bibliography will prove useful to anyone interested in preparing individual histories of Long Island's North Shore shipyards.

Robin H. Wyllie
East LaHave, Nova Scotia

Keith V. Holland, Lee B. Manley, James W. Towart (eds.). *The Maple Leaf: An Extraordinary American Civil War Shipwreck*. Jacksonville, FL: St. Johns Archaeological Expeditions, 1993. ix + 205 pp., photographs, figures, maps, appendices, bibliography, index. US \$32.50 [US dollar money orders only], cloth; ISBN 0-9632286-0-9. US \$19.95, paper; ISBN 0-9632286-1-7.

This book is divided into two parts. The first deals with the history of the *Maple Leaf*, a side wheel paddle steamer built in Kingston, Ontario in 1851 which subsequently saw service during the American Civil War in the employ of the Union government. Part Two is an account of the project to locate her wreck and to recover and conserve the artifacts from within it. It also covers the legal process by which St. Johns Archaeological Expeditions Inc. obtained permission to work on the wreck. According to the foreword, this is "a complete report on the current status of all aspects of the Maple Leaf Project." (p.2)

Part One opens with a history of the vessel's military service from 1862, when she was first chartered by the Union army, until 1864 when she was sunk in the St. Johns River near Jacksonville, Florida by a Confederate mine. Included is an account of various military actions on the river during the war with some details of other vessels lost there.

There are also interesting insights into the procedures involved in chartering civilian craft and it would seem that the time-honoured practice of civilian contractors taking the military for every penny they could was alive and flourishing during this period. Yet little is said about the *Maple Leafs* role as a military transport which might reveal her significance to the Union war effort in Florida. There is a listing of those regiments whose baggage was aboard the *Maple Leaf* when she was lost along with a brief history of the various actions in which those regiments took part. Yet, apart from a reference to the sinking, it is not clear how this information relates to the vessel's history or the subsequent work on the wreck.

A highly speculative analysis follows of the possible sources of "civilian artifacts such as china plates, cups, glassware, and eating utensils...found in the baggage of the officers of the 112th Regiment of New York Volunteers." (p.45) Next comes a reprint of the 1864 Army Board of Survey inquiry into the loss of the *Maple Leaf* which is devoid of any subsequent comment or analysis. It would have been better off as an appendix to the book rather than a chapter in its own right.

Chapter Six is a well researched account of the vessel's early days in the Great Lakes trade. It not only traces her movements around the Lakes but also delves into the vessel's importance to the communities that it served. The author gives the reader an insight into mid-nineteenth century economic conditions, business practices and the resulting movement of merchant capital within the business community on both sides of the border. This is one of the most satisfying chapters in the book.

The introduction to Part Two, entitled "The Sociology of a Shipwreck Project," purports to "look at the *Maple Leaf* as a contemporary event in a modern sociological context." (p.121) It is in fact a descriptive outline of the events surrounding the finding of the wreck, the attending legal actions, and the subsequent establishment of the *Maple Leaf*

project. Nowhere is there an analysis of the social interactions or collective behaviour of the group involved so that this could in no way be interpreted as sociology whatever the author's claims.

Chapter Seven is a very interesting narrative of the search for and finding of the wreck. Here is a first-hand account of how a well conceived approach backed by solid research and the combining of archival documentation with modern day remote sensing data led to success. The reviewer finds himself in profound disagreement, however, with the philosophical position taken by the author regarding an excavator's responsibilities to the site. The author asserts that, as a group, SAJEI did not have to conform to "the professional archaeologist's ethical professional standards." (p. 132) Given that excavation is a destructive process and given the claimed historical importance of this ship the position taken by the author is indeed sad.

The next chapter looks at the excavation and conservation of cultural materials from the wreck. There are no excavation maps or drawings and site maps. Such drawings that are provided are few and lacking in useful detail. We do not learn until Chapter Twelve that the main deck plan in Chapter Eight (fig. 3, p. 155) is, in fact, a CAD generated extrapolation from very limited survey data. While it is not made explicit, figures 1 and 2 are probably of similar origin.

Chapter Nine deals with the artifacts recovered. Only the most cursory description of the material culture is offered and there are no detailed photographs. On the other hand the author gives an intriguing insight into the world of the collector of Civil War artifacts. This is followed by a review of the legal proceeding surrounding the work on the wreck followed by a section dealing with the environmental review which was required prior to excavation. The final chapter supposedly deals with the naval architecture and documentation of the wreck. Apart from a general discussion of the use of a CAD system to manipulate data there is little dis-

cussion of the field documentation process or the naval architecture of the vessel. The absence of a scale for the drawing of the vessel's bow rail cap in this chapter detracts from its usefulness.

The hold of the vessel was first entered in 1988. It would not be unfair to conclude that, assuming the information exists, there has been adequate time to produce suitable drawings for this book. There are references throughout the book to parts of the ship's structure, such as the paddle wheel shaft and the rudder post, being visible to the divers. Yet there is no site map included here. Systematic site mapping was not, in fact, undertaken until 1991 so it would appear that excavation was undertaken without an adequate pre-disturbance survey. Accurate site and excavation mapping in low visibility conditions has been successfully accomplished on a number of submerged sites to date so this is not an unfair criticism.

Finally, the book also lacks any discussion of the material culture of the wreck. There are no technical drawings or photographs of the artifacts recovered. There are a number of excellent colour photographs of various artifacts but these are "trophy" shots. They are beautifully composed but they tell the reader little or nothing about the artifacts.

Overall this work is uneven in the quality of its contents. The various chapters were written by volunteers who donated their time to the project and each chapter was an independent piece. Nevertheless this book would have benefitted from some editorial guidance. The same information is repeated in several of the chapters, so in a number of cases we are presented with a rehash of material already presented. If you have a casual interest in this period of American history this volume may interest you. The serious researcher should be warned, however, that few of the chapters are of any utility.

Peter Engelbert
Ottawa, Ontario

Russell Bourne. *Floating West: The Erie & Other American Canals*. New York: W.W. Norton & Company, 1992. 232 pp., photographs, figures, bibliography, index. Cdn \$32.99, US \$24.95, cloth; ISBN 0-393-03044-X. Canadian distributor, Penguin Canada, Toronto, Ontario.

Last spring my daughter and I spent some time aboard a beautifully-appointed canal boat cruising some of England's scenic canals. For a brief period I found it pleasant simply to retreat from the world, shutting my eyes and romanticizing about the days when such waterways were integral parts of the world's inland transport system. To mar this otherwise idyllic experience, I awoke with one of the worst sunburns I have had in years. This experience is an appropriate introduction to a review of Russell Bourne's *Floating West*. With an emphasis on characters and an unerring eye for a good tale rather than any serious analysis, Bourne has produced the intellectual equivalent of a cruise. Yet just as prolonged exposure to the sun can be painful, so too are the consequences of mistaking his book for a thoughtful study of the construction of canals or their impact on American life.

Bourne's choice of approaches is particularly unfortunate because we need a modern treatment of the building and impact of American canals to replace Carter Goodrich's thirty-year-old study. Moreover, in many ways Russ Bourne would have been the ideal author. A superb writer with a compendious knowledge of American canals, he could have written an important and enlightening book; instead, he opted for an idiosyncratic volume marred by some simple-minded dichotomies and indefensible value judgements. For instance, those who promoted canal-building are "heroes," while those who were less than true believers were "villains." This leads to the lionization of De Witt Clinton, one of the chief promoters of the Erie Canal and governor of New York at the time of its completion, despite the fact that the consensus among political historians is that Clinton was an

exceptionally poor governor. On the other hand, he chastizes Martin Van Buren, an early opponent of the Canal and later President of the United States, despite an historiography that has tended in recent years to reassess him favourably. This approach also culminates in some bothersome ethnocentrism, characterized by a perpetual search for things "American." Indeed, his chapter on "The Americanization of Canal-Building" stands as a pinnacle within this dubious genre. For readers who think this judgement harsh, I challenge you to read his chapter and tell me what made the Erie Canal "American." I can also guarantee that you will be left with the ocular equivalent of sunburn. Given the enormity of the book's problems, it might seem churlish to dwell upon the fact that it lacks documentation or any kind of serious historical perspective.

Floating West will thus appeal mainly to acolytes who accept without question that canals were the *sine que non* of American development and that those doltish enough to question the orthodoxy deserve to suffer eternal exposure to the sun. But as a non-determinist who remains uncertain that canals were the only way that America could have developed, and whose only close encounter with the New York State Barge Canal (as the Erie is known today) resulted in a mass of festering mosquito bites, I will continue to await a moderm study that requires thought rather than conviction.

Lewis R. Fischer
St. John's, Newfoundland

Jim Redd. *The Illinois and Michigan Canal: A Contemporary Perspective in Essays and Photographs*. Carbondale: Southern Illinois University Press, 1993. xx + 113 pp., maps, photographs. US\$29.95, cloth; ISBN 0-8093-1660-9.

According to the dustjacket of this interesting work, "Jim Redd takes us on a personal journey down the Illinois and Michigan Canal as it follows the Des Plaines and Illinois rivers

from Chicago to La Salle." Redd does this by "Merging narration with exhibition-quality photographs, weaving history, geology, and even a touch of romance around good graphic evidence of what the canal has become today." While it is indeed something of a guide, it is really a collection of thirteen well-written essays, each with its own illustrations, and a gallery of forty-five superb black-and-white photographs, all pertaining to the canal.

Most of us on the Great Lakes tend to think that the only link with saltwater suitable for large vessels is the St. Lawrence Seaway; we usually think of the Erie Canal and, years ago, the canals linking Lake Erie with the Ohio River as barge canals. Often overlooked is the route from Chicago to the Illinois and Mississippi Rivers via the Illinois and Michigan Canal and its twentieth-century successors, the Chicago Sanitary and Ship Canal and the Cal-Sag Channel. Here is a system that still gives sizable vessels (with superstructures lowered and hulls pumped out) direct access to the Gulf of Mexico.

The waters flowing into Lake Michigan via the Chicago River are divided from those flowing into the Mississippi via the Des Plaines River by a low ridge running a few miles from Lake Michigan. As early as 1673 Jacques Marquette wrote: "If a channel were cut through this ridge, one could sail from Lake Illinois to the Sea of Florida." But the cut was not started until 1836 and not completed until 1848, just six years before a competing railroad was laid beside it. The constructing engineer was William Gooding, who learned his trade on the Welland Canal and the Ohio canals. When completed, the Illinois and Michigan Canal was almost a hundred miles long. It utilized one lock to lift boats eight feet from the Chicago River and then fifteen locks to lower them one hundred and fifty feet to the level of the Illinois River at La Salle. The craftsmanship reflected in the stone locks and aqueducts provide the subject for many of the fine photographs in the book.

The Illinois and Michigan Canal helped open up the West and made Chicago a major

city at the same time. In its peak year it carried over five million tons of freight. But competition gradually caught up with it; it was finally abandoned in 1933 when the present Illinois waterway system opened. Although some parts of the old canal were obliterated, a number of the structures survived years of neglect, until it became the focus in 1984 of the first National Heritage Corridor under the administration of the National Park Service.

Strictly speaking, Redd's book is not a history of the Canal. Yet it is certainly about history — all the important dates and facts are there. It is also a book about the geology of the region, handled in a pleasing, non-technical manner. Then too, it is a book about people, about engineering, somewhat about ecology, but most importantly about how to look at things with one's eyes and mind and translate this to the viewfinder of a camera.

The book was very enjoyable to read, so that one looks forward to returning to it from time to time for sheer enjoyment. Still, two changes in its organization would have increased the pleasure. There are an additional thirteen interesting photographs included with the essays and many of the illustrations in the section of photographs are also referred to in the essays. Moving our attention back and forth was distracting, both to the text and to the photographs. Also, for those unfamiliar with the region through which the canal passed, the general map of the canal should have been supplemented with more detailed maps of the specific areas mentioned in the text and illustrated by the pictures. I kept a map of the National Heritage Corridor, supplied by the US National Park Service, at hand while reading the book, and sometimes I still became lost!

All in all, this is one of those books that are a pleasure to own and to pick up from time to time.

David T. Glick
Matlacha, Florida

Sandra Orr. *Huron: Grand Bend to Southampton*. Erin, Ont.: Boston Mills, 1993. 144 pp., photographs, maps, illustrations. \$35, cloth; ISBN 1-55046-0595.

In this book, Sandra Orr has provided a broad survey of the history of the east shore of Lake Huron between the resort community of Grand Bend in the south and Southampton in the north, at the mouth of the Saugeen River, a distance of about ninety miles. This coast has a rich maritime heritage. Shipping, shipwrecks, commercial fishing, harbour development, lighthouses, and the men and women whose lives were bound up with the lake, all are touched upon in more or less detail. Pioneer settlement, the rise of agriculture and industry, military events, recreation and the growth of tourism round out the sketch of human activity in the lakeside towns and townships.

The emphasis in Orr's book is on the visual, including a few maps and sketches, but dominated for the most part by black and white archival photographs woven together with just enough text to give the work direction and sense. There is a simple charm in the images and many evoke a feeling of time and place. The dry dock photo of the steamer *Wexford*, lost with all hands in the Great Storm of 1913, is especially striking. The photographic reproduction is of a quality long associated with Boston Mills Press and is a major reason for their success in the publication of local and regional history.

There is, however, a superficial character to *Huron: Grand Bend to Southampton* which is not redeemed by the illustrations. Perhaps this is in the nature of a book in which the narrative is of secondary importance. Much of the writing is sloppy and reflects a lack of rigour in the final editing. Although the bibliography is extensive - it is divided into newspapers, manuscripts, pamphlets, and books - it is inconsistent in its construction. Some entries include the publisher, others do not; some give publication date, others do not. Place of publication is not always indicated.

Even a basic alphabetical sequence is not provided. Carelessness is evident: the date of W.H. Smith's *Canada: Past, Present, and Future* should be 1851 and not 1895.

Orr's book is further marred by errors of fact, some of which could have been caught by reference to the sources listed in the bibliography. The statement that 70,700 men were fishing the Canadian waters of Lake Huron in 1894 is certainly wrong. At about this time there were only some 3,000 commercial fishermen in all of Ontario. The census of 1891 recorded a mere sixty at Goderich. Similarly, the dressed stone for the Point Clark lighthouse did not come from Kingston on Lake Ontario but, according to the chief engineer of the Public Works Department in 1857, was quarried at Owen Sound. And the mercury vapour light of the Goderich lighthouse was an innovation of the 1950s, not 1847 when this, the first beacon on Lake Huron's eastern shore, was constructed.

In describing the loss in 1854 of the steamer *Bruce Mines*, the author has unfortunately used the fictionalized version (published 1966) by the late C.E. Stein, who wrote under the pseudonym Noah C.E.S. Oates ("Knows His Oats"). Alas, his serialized *Legends of the Lakes*, which offered a spurious retelling of actual events such as the sinking of the *Bruce Mines*, is now being taken as legitimate source material. As for Orr's claim that settlers went hungry because ships and cargoes were lost, this can be linked to only a single incident, the wreck of the small schooner *Saucy Jack* in 1851. The December loss did leave the hamlet of Southampton short of winter provisions, or so says a contemporary newspaper account. There is no evidence that this was a hazard commonly faced by pioneers in the lakefront townships. This is typical of the exaggeration and romanticism which severely limit the usefulness of *Huron: Grand Bend to Southampton*.

Patrick Folkes
Willowdale, Ontario

Mark L. Thompson. *Steamboats & Sailors of the Great Lakes*. Detroit: Wayne State University Press, 1991. 231 pp., photographs, illustrations, figures, appendix, bibliography, index. US \$29.95, cloth; ISBN 0-8143-2359-6.

This book is more than just a pictorial essay with one photograph or illustration per page and a caption describing it, despite the fact that there are ninety-six illustrations. The text, presented in a double column per page, is extensive. Indeed, the book is really an essay about the evolution of Great Lakes steamboats and their crews, from the middle of the nineteenth century until today.

Some limitations to his subject have been applied by the author, Mark Thompson. For instance, he concentrates on the cargo vessels, the carriers of iron ore, coal, grain and other bulky commodities. There are very few references to passenger vessels, the paddle wheelers and the vessels with screw propellers that were so important in the development of the American Middle West. There are almost no references to the early tankers and chemical carriers. Above all, there are only very brief references to Canadian shipping activities, its vessels, shipyards, sailors and administration. The foreign vessels (other than American and Canadian vessels) that started to trade regularly in the 1930s using the St. Lawrence Seaway are barely mentioned. The correct title might therefore be *American Steamboats and Sailors of the Great Lakes*.

The core of the book deals with the evolution of the American cargo steamboat starting with the steamer *R.J. Hackett*, launched in 1869, the prototype of the Great Lakes bulk freighters, which the author describes in Chapter 2. From there Thompson proceeds through a chapter on the era of the six- and seven hundred foot freighters, ending with a chapter on the thousand-foot freighters that navigate between Duluth and the Lake Erie ports. These three chapters are Thompson's most valuable contribution. Only one chapter deals with sailors; the others, and

rightly so, cover the ports, cargoes and support services, such as the bum boats, the mailboats and the icebreakers. Again, the emphasis is on the American activities in the Lakes. I would have liked a reference to the SS *Lemoyne* of Canada Steamship Lines, the largest bulk freighter in the 1930s, but there is not even a picture of it. The chapter about shipwrecks contains useful statistical data and four stories of the most recent shipwrecks. Needless to say, all are stories about American vessels. The last narrates the disappearance of the *Edmund Fitzgerald*, a 729-foot bulk carrier, in November 1975.

There are some excellent pages about winter navigation in the lower and upper lakes. Even an extended season of navigation would not bring back the traffic of the 1970s, referred to as the "Golden Age" by the author. The current slump is very serious; many changes have occurred in the steel industry, in the movements of cereals from the prairies through Pacific ports or the Mississippi, in the construction of pipelines, and in handling equipment. Competition is fierce, and the future looks gloomy. No one has an answer to the sub-utilization of the Great Lakes shipping organization and infrastructure.

Pierre Camu
Ottawa, Ontario

Fred W. Dutton; William Donohue Ellis (ed.). *Life on the Great Lakes: A Wheelsman's Story*. © Great Lakes Historical Society, 1981, 1982, 1983, 1984; reprinted with permission, Detroit: Wayne State University Press, 1991. 173 pp., photographs. US \$29.95, cloth; ISBN 0-8143-2260-3. US \$14.95, paper; ISBN 0-8143-2261-1.

Fred Dutton has left for posterity a clear account of life aboard Great Lakes freighters as seen through the eyes of a deckhand and a wheelsman. Going to sea in 1916 at age sixteen, Dutton served aboard eighteen vessels over a span of several decades; his recollections run the gamut from "shooting the ashes"

as a coal passer to tense moments in the wheelhouse as he threaded the crowded, fog-bound channels near the Soo Canal.

The appeal of this book stems from the author's ability to capture the atmosphere of the unique way of life of the Great Lakes sailor in the days before modern navigation equipment, and from his ability to express it in a language that is Spartan yet, at times, is very nearly poetic. His description of a sunrise on Lake Superior seen from the heights above Duluth is inspiring. His fascination with every detail of the ships he sailed and, in particular, with the intricacies of wheeling them under all conditions, results in a text that is both informative and captivating. Mr. Dutton takes less than four pages to describe his experiences aboard a vessel sinking in a vicious storm on Lake Huron — and his last paragraph on that subject is a lesson in practical philosophy.

Dutton's approach is neither scholarly nor pedestrian. Though the author went on to become a corporate lawyer, restricting his activity as a wheelsman to relief duty during summer vacations, he knew the terror of shipwreck, the camaraderie of the crew ashore on leave, and was able to express it all.

Readers will find the intrusions in the text by the editor disconcerting but happily infrequent. The photographs, however, are sometimes irrelevant or poorly selected. There are three pictures of whalebacks and three more of steam passenger ships, although neither type of vessel figures in the text. Dutton describes a log boom being towed across Lake Superior by a tug, but the editor provides a photograph of a freighter with a deck load of pulp wood. Some photographs have no captions; many reveal an agenda imposed by the editor. All this, however, detracts little from an account that is compelling, instructive, entertaining, and all too brief. Let there be more Fred Duttons!

Frank Prothero
Port Stanley, Ontario

Baruch Hirson and Lorraine Vivian. *Strike Across the Empire: The Seamen's Strike of 1925: in Britain, South Africa and Australasia*. London: Clio Press, 1992 [13 Talbot Avenue, London N2 OLS]. vi + 117 pp., references, bibliography, index. £5.50 [sterling money orders only], paper; ISBN 1-897640-00-5.

On 2 August, 1925, members of the National Sailors and Firemen's Union of Great Britain and Ireland called an unauthorized strike against British flagged merchant vessels. The day before, British shipowners, with the urging of the president of the sailors union, J. Havelock Wilson, cut seamen's wages by ten percent. The strike spread to three continents and lasted over one hundred days, yet it led to a decisive defeat of the British maritime labour movement.

This strike apparently is the victim of a conspiracy of silence. For whatever reason no documents on this strike exist in the British Public Records Office and no professional historians, until now, have written extensively on this topic. And no publishing house, either public or private, would print this manuscript.

Even with these limitations Baruch Hirson and Lorraine Vivian have done an interesting job of combing through newspapers and other documents and unravelling this important story. This international strike cost British shipping interests millions of pounds sterling in delayed cargo deliveries and lost contracts to foreign competitors. The strike crushed the British maritime labour movement and crippled its effectiveness to the Empire until the eve of World War II. The seamen's strike, in the authors' opinion, also foreshadowed labour and management's tragic confrontation in the General Strike of 1926.

Most of the authors' assertions about the strike's importance are convincing. Yet their labelling of J. Havelock Wilson as the arch-villain may not withstand close scrutiny. The post-World War I shipping industry was vicious and cut-throat. After the war the US government foolishly sold millions of tons of

unused ships at ridiculously low prices. This flooded the international shipping market and sent cargo rates crashing to pre-war levels. The international post-war demobilization caused international trade to dwindle and shipping jobs to vanish overnight.

In 1921 US seamen struck when American shipowners called for a twenty-five percent reduction in base pay and the elimination of overtime pay. The American strike, which was more violent than its 1925 British counterpart, lasted sixty-four days and destroyed maritime unionism on the East and Gulf Coast. Membership in the International Seamen's Union shrunk from 115,000 to 5,000 members. American wages plummeted from \$85 a month to \$30. The work week expanded from forty-eight to seventy-two hours and seamen no longer received overtime pay. For the next fifteen years American flagged shipping interest refused to sign a labour contract with their employees.

When taken in an international context J. Havelock Wilson's call for a ten per cent pay cut may have been a rather clever ploy. In 1924 British seamen received a ten per cent pay raise. The next year Wilson gave it back. The net result for British seamen was an extra month's salary in their pocket. When organized British labour called for a general strike in 1926 Wilson refused to join the fray. When this tragic strike ended British seamen fared no worse than before. However, their fellow workers felt the wrath of the Empire's manufacturing leaders. Wages dropped and organized labour lay mortally wounded. British seafarers survived. Their industrial counterparts did not.

Strike Across the Empire is an interesting book. The story is compelling, but the writing style at times needs improvement. And the book contains too many spelling errors. Students of British labour will enjoy this book but the general reader may find this book difficult to follow.

Donald Willett
Galveston, Texas

Paul K. Chapman. *Trouble on Board: The Plight of International Seafarers*. Ithaca, NY: ILR Press, 1992. xxxi + 176 pp., notes, references, index. US \$32, cloth; ISBN 0-87546-180-8; US \$14.95, paper; ISBN 0-87546-181-6.

It is hard to imagine a more timely book on the current plight of seafarers than this one. As I write, national television headline news in the UK has featured the loss with all hands of the *Christinaki*, a Greek-owned, Maltese-flagged, 26,000 ton bulker. Lost in a strong gale, 250 miles SW of Lands End after the sea breached the No.1 hatch covers, the twenty-one-year old ship sank quickly with her cargo of scrap metal, loaded only days previously in Liverpool for Mexico.

The price of seafarers' lives and labour, and the worth placed on their humanity in the now globalized seafarers labour market, is the subject of Paul Chapman's book. One thread of this theme is chillingly exemplified in today's (5 February, 1994) *Lloyd's List* front-page headline story of the *Christinaki*: "The Newcastle P&I club will be responsible for compensating the families of the five Greek officers, 20 Filipino and one Sudanese rating who lost their lives. *The tragedy is unlikely to be significant in financial terms with compensation to the next of kin running to around \$1.5m* (my emphasis)." Evidently the average price of a seafarer's life is US \$57,692.31. No doubt the families of the Greek officers will receive additional compensation from the ship's owners. This is unlikely to apply to the families of the crewmen, who were probably engaged for the ship through a Philippines-based manning agency; it is a safe bet that the families' compensation will be channelled through it. It would be interesting to know - but we never will — how much of that compensation finally finds its way through. It was questions of this sort that prompted Chapman to write this often angry book.

Filipinos account for about a third of the world's seagoing labour force and feature prominently in Chapman's pungently eloquent

account of the indignities heaped upon modern seafarers. The book runs to seven chapters which deal in turn with all aspects of modern seafaring. Nothing is omitted: the practices of manning agencies; the lack of regulation of employment in the now-dominant shipping industry regime of flags of convenience: the attempts by trade unions and welfare agencies to remedy the structural problems and seek justice in the cases of crews and individual seafarers. The issues are all laid out and graphically portrayed from the extraordinary and almost incredible abuses documented in the case files of the New York-based, Center for Seafarers' Rights, of which Chapman was director from 1981 to 1990.

The book is an essay, not a study, an illustration of a problem, not a documentation. But let no one draw any comfort from this. Instances of abuse are certainly presented sparsely and dramatically to highlight the employment conditions of too many modern seafarers. Yet readers so-minded should not reach for the easy thought that Chapman's book is thinly substantiated polemic. *Of course* it is a polemic but the evidence sustaining it is as deceptive as an iceberg. The documentation of abused human rights in the files of the New York Center is extensive. It is also slender compared with that lying in the London offices of the Justice Department of the Church of England's Missions to Seamen, and the maritime section of the International Transport Workers Federation.

Paradoxically, it is on the question of trade unionism that Chapman is weakest. If he is justifiably critical of the appalling practices of some seamen's trade unions, he shows little understanding of the political juggling act played out within the ITF as it struggles to overcome the inevitable fissiparous tendencies of a trade union international. The ultimate effectiveness of the ITF is better judged by its own wide-ranging welfare activities and by the vitriolic attacks often made upon it by those at the more dubious end of shipowning. Fortunately for the reader, Chapman's weakness in respect of the ITF is made good in the

excellent Introduction by Clifford Donn, on the institutions and trends in the modern shipping industry. "Excellent" must also be the final verdict on the book as a whole which, incidentally, has been handsomely designed and produced. Here is a happy amalgamation of powerful text and quality artifact.

Tony Lane
Liverpool, England

Alastair Couper (consultant ed.). *Conway's History of the Ship: The Shipping Revolution. The Modern Merchant Ship*. London: Conway Maritime Press, 1992. 208 pp., photographs, tables, figures, bibliography, glossary, appendix, index. £28, cloth; ISBN 0-85177-569-1.

The first great shipping technology revolution saw steam displace sail. *The Shipping Revolution: The Modern Merchant Ship* recounts and explains the second great revolution which occurred primarily since the 1950s and gave us today's fleets with tremendously increased size, "a wide range of specialized cargo carriers, new types of ferries and dedicated holiday cruise vessels and the spread of the revolutionary technology of container and ro-ro systems." (p.6) It is a masterful work, a model of good modern technological maritime history which, instead of "just one damn fact after another," is a fascinating blend of the what and when with the why.

Edited by master mariner and scholar, Alastair Couper, *The Shipping Revolution* is the third of Conway's projected twelve-volume "History of the Ship," an encyclopaedia with a difference. The word "encyclopaedia" often conjures images of the term once used to describe the *Harvard Business Review*: bran muffin reading, good for you but not necessarily enjoyable. *The Shipping Revolution* is very palatable. If others in the series are as good then series editor Robert Gardiner, consultant editors and carefully selected contributors will have succeeded in providing "the first detailed and comprehensive account of a technology that has shaped human his-

tory." To make this encyclopaedic work more readable each volume consists of independent chapters by recognised authorities.

The approach to writing is based on the view that "Ships were built to carry out particular tasks and their design was as much influenced by the experience of that employment — the lessons of war, or the conditions of trade, for example — as purely technical innovation." (p.6) It is for this reason that the what and the when join the why, so often absent from reference works.

Preface and Introduction set the scene which is acted out in thirteen chapters: Modern Tramp Ships, Bulk Carriers and Combination Carriers; Conventional Cargo Liners and Refrigerated Ships; Container Shipping; Oil Tankers, Chemical Carriers and Gas Carriers; Passenger Ships; Short Sea and Coastal Shipping; Specialized Cargo Ships; Service, Support and Industry Vessels; Fishing Vessels; Modern Merchant Ship Navigation; Modern Merchant Ship Propulsion; The Modern Shipbuilding Industry; and Ship Registers and the Use of Flags. Some prior knowledge is expected of the reader, but an excellent glossary (pp.201-4) will help readers who need to know that a reefer is not a marijuana cigarette. The annotated bibliography is an excellent guide to further reading.

The reviewer could not resist reading everything but reference works should also provide selected information quickly. *The Shipping Revolution* passed the tests very handily thanks to clearly defined chapter headings and a carefully compiled index. The reviewer has an interest in log carriers, particularly those in Canada. There were index entries for Canada, a cross reference from log carriers to wood, also entries for owner Mac-Millan Bloedel Industries, Ltd. and carriers by name. Index entries in bold guide readers to the many useful diagrams and tables.

Deciding on level of technical detail is always an arduous task in books aimed at a broad but knowledgeable audience. *The Shipping Revolution* provides lucid detail without overkill. The chapter on Oil Tankers, Chemi-

cal Carriers and Gas Carriers, provides an admirable example of the right mix in areas such as the square/cube rule which helps explain the merits of large tankers (pp.65-6) or the relationship between speed and fuel consumption, (p.72)

Carefully written books often run aground on poor illustrations. *The Shipping Revolution* does not. The photo for example of the semi-submersible heavy-lift vessel *Dan Lifter* (p. 121) lets the reader see just how unusual some specialized cargo ships have become. It is the tractor-trailer of the seas. Illustrations are clear, well chosen and varied; captions are well written and informative. As an author who pays great attention to illustrations, I know just how much work this involves. Picture researcher Roger Jordan is to be congratulated as is everyone associated with this fine book.

No self-respecting library should be without *The Shipping Revolution*. I am happy to report I just cannot find anything bad to say.

Norman R. Ball
Waterloo, Ontario

Olav Bruåsdal *et al.* *Strategy for Improved Shipping Analysis: Greek Shipping*. Bergen: Centre for Research in Economics and Business Administration (SNF), 1993 [order from: SNF Bergen, Breiviken 2, 5035 Bergen-Sandviken, Norway], ix + 110 pp., tables, figures. NOK 220, bound typescript; SNF-report 6/93.

This study was written as a collective dissertation by the SIS (Satsing i Shipping) group, consisting of eight individuals as part of a two-year postgraduate programme. There are six chapters: the first briefly investigates Greek shipping history from the early nineteenth century to the present day; the second examines Greek shipping companies in the international scene after World War II; the third looks at various aspects of Greek shipping in relation to the Greek state; the fourth examines Greek involvement in various segments of the shipping market; the fifth ident-

ifies the main characteristics of Greek shipping business strategies; the sixth comments on the future prospects for Greek shipping.

Greek and Norwegian shipowners have been the closest of competitors in the post-World War II era, since they both worked in the tramp shipping market. I was therefore extremely interested to see what the Norwegians have to say about Greek shipping, only to find out, unfortunately, that this study is a review of what the Greeks have to say about themselves. The first two chapters and half of the third chapter (which together constitute almost half of the book) are almost entirely based on one work (Harlaftis 1993). Since the group also undertook a number of interviews in London and Piraeus, I would have expected them to use more of this valuable material. The last two chapters are extremely small (five pages each) and the attempts to analyse Greek shipping strategies are rather unfortunate. The main problem of this study is that it remains descriptive and rather short for all the information that it wants to provide.

The text also suffers from several "practical" drawbacks. The footnotes are amazingly poor. There are only six in a study entirely based on a number of secondary sources and interviews. In many places statistics are used without any reference as to their origin. Moreover the text should have been checked for English shipping terminology. There are various awkward expressions like "wet trade" or "liquid market" (when what is meant is liquid cargo trade or market), "speciality shipping," and so on.

However, as the authors emphasize in their preface, "the aim of this report is to improve the general knowledge in Norway of Greek shipping through a description of the Greek maritime environment..." In this the authors have rather succeeded. This brief study is informative and a useful introduction to those who want to get acquainted with the main issues of Greek shipping.

Gelina Harlaftis
Athens, Greece

Rob Morris. *Coasters: The Uchuck III, Lady Rose, Frances Barkley and Tyee Princess*. Victoria: Horsdal & Schubart, 1993. x + 54 pp., maps, photographs, figures, notes, bibliography, index. \$10.95, paper; ISBN 0-920663-19-2.

Before World War II, Canadian Pacific and the Union Steamship Company's coastwise fleets provided British Columbia's remote logging camps and fish canneries with vital links to urban centres. When postwar prosperity brought roads, more floatplanes, and an increasing number of tugs and barges, these large companies slowly abandoned their unprofitable runs. Today, only a few independently owned vessels carry general freight and passengers to tidewater logging camps, sport fishing lodges, and the isolated village floats and docks. *Coasters* looks at four small vessels that are still active in this service.

Rob Morris has a good grasp of how this fleet operates; as writer and editor for the monthly magazine *Westcoast Mariner*, he has put in a lot of time at the harbour chasing down stories. Morris not only describes how these small freighter's owners have adapted to changing circumstances — like the decline in BC logging — but also provides a detailed study of each vessel's history. These very different coasters vary from the contemporary looking ex-Norwegian ferry *Frances Barkley* to the traditional Clyde-built fifty-six-year-old *Lady Rose*, a survivor from the Union Steamship Company fleet.

The book is a fascinating read; personal accounts from those who own, run, and crew these ships bring the story to life. A particularly enjoyable excerpt was that from a private log kept on the 1937 voyage of the *Lady Sylvia* when she crossed two oceans to reach British Columbia. At that time, the *Lady Sylvia* (later renamed the *Lady Rose*), only 105 feet overall, was the smallest single-propeller vessel to cross the Atlantic.

While the author has put forth a commendable effort with this project, the publisher has let both him and the reader down.

For one thing, Horsdal & Schubart appear to have had a hard time deciding whether they were putting together a book or a magazine. Not only is the book's size unconventional, but the small print text is poorly laid out. *Coasters* is divided into titled sections, each of which is subdivided into chapters. The same small type for section and chapter headings fails to organize the book at all; one vessel's story runs right into the next. A more conventional organization would have been better. A much more disconcerting shortcoming is probably the book's dismally poor photographic reproduction. Only one of the four photographs on the covers is of any quality, while the photos within the book are even worse. The two on page 16 are especially disappointing. In the first it is impossible to make out the hull of the *Uchuck III* against the water around it. The photo of the wheelhouse is just as bad; the beautiful brass and wood of this former US Navy minesweeper is barely discernible.

Nevertheless, and despite its poor layout and substandard photographs, this book is still a worthwhile purchase. It provides both the historical background on four of the west coast's sturdy coasters and an excellent exploration of the practical business of running a small marine transportation outfit while facing the challenges of British Columbia's rapidly changing hinterland. It is too bad that the publisher misread the potential market for an in-depth look at working maritime heritage.

Rick James
Courtenay, British Columbia

Jim Lyon, with Barbara Duggan. *The Port of Vancouver: Canada's Global Gateway*. Vancouver & Toronto: Vancouver Port Corporation, in cooperation with Douglas & McIntyre, 1993. viii + 135 pp., illustrations, photographs, figures, suggestions for further reading. \$35, cloth; ISBN 1-55054-063-7.

Picture Perfect Port — that could have been the title for this glossy book on Canada's

most beautiful, and biggest, port. It is a well-balanced book. Its seven chapters cover the typical gamut for port histories: its discovery by Europeans, the cargoes handled, both in and out, animate as well as inanimate, the ships, and the "People and Partnerships" by whom the port is run (sometimes; as of this writing, it is strike-bound!). And yes, it pays tribute to those who came before commercialism, the native Canadians. Do not look for the whys and wherefors, though, for assessment is not this book's intent. On the other hand, those wishing to learn the basic facts concerning what, shorn of all its hype, is Canada's busiest port, then this is the book to read.

One of the virtues accruing from the new awareness of native history is that it allows for a greater, longer history for Canada, putting us at least if not on a par with Europe, then very nearly so. As paintings and clips and old photographs reproduced in this book show, "our" natives were true ocean seafarers to as great a degree as the fabled voyagers of the South Pacific, or even of historic Mediterranean. This is well illustrated, albeit subtly, in this book.

Indeed, to this reviewer, the images in this book show why, alone of Canada's other sea ports, it can claim to be the repository of whatever remains of the country's "sea consciousness." Looking beyond the industrial might displayed therein, the reader can see the use to which local citizens put their harbour and port. Whilst examples of current recreational use are not overly-evident, the historical evidence is — and one only needs to go down to the port and its extended environs and view it from the many vantage points, walkways and parks to realize the vast usage of this enclosed waterway. From both the seaward aspects (boaters, yachters, ferry-boat passengers and so on) and the land (the cyclists along the sea wall, the brown-baggers at Canada Place, the denizens of Lonsdale Quay) it is obvious just to what extent Vancouverites cherish their waterfront.

Far more than any other of Canada's harbours the activities in Vancouver are front

and centre to all who are interested. Whether from the expensive houses in West Vancouver, which are able to monitor the traffic in and out of English Bay, or from the less-expensive homes in North Vancouver, which are privy to the multi-hued piles of exports stored along the wharves, or the downtown crowd rubber-necking at ferry and passenger docks, it is virtually impossible to miss Vancouver's maritime atmosphere. This the book imparts beautifully — in all the meanings of that overworked word.

There is evidence in these pages for all but the most specialized historian plying his or her trade. For instance, compare the photograph of about two hundred women workers at a local shipyard, with the mostly stem visages, on page 103, with that four pages later of the forty-six men attending a Shipyard General Workers Federation meeting in the same year (1945). There must be at least three theses there! The authors can be forgiven for their breathless report of the "little known fact that the containerization of ocean-going freight...was developed in Vancouver (p.65): not everyone has read back issues of *ARGO-NAUTA*!

It is to be hoped that, in these parlous times, the Port Corporation provided more than its courtesy note, however gracious, for the help it acknowledges from heritage institutions such as the Vancouver Maritime Museum. One cannot help but note with concern that it recently let go the port's part-time archivist. On a more positive note, of the twenty books listed under "Further Reading," all are by historians, and not a few of them are members of our Society.

But I could go on and on - one reason why this review is so much adrift. For I do not have to extol the virtues of the port too much: when you come out in May for the Annual Meeting, you can all see for yourselves!

Kenneth S. Mackenzie
Ganges, British Columbia

Jürgen Elvert, Jürgen Jensen and Michael Salewski. *Kiel, die Deutschen und die See* (Historische Mitteilungen, Beiheft 3). Stuttgart: Franz Steiner Verlag, 1992. 253 pp., photographs, index. DM 88, fabric softback; ISBN 3-515-06266-1.

In 1992 Kiel, the capital of the most northerly state in Germany and gateway to Scandinavia, celebrated its 750th anniversary. While a voluminous and admirably well-written and produced town history traces the development of Kiel from the beginning in 1242 to the present, this collection of essays deals with one special aspect of the town's history. When in the aftermath of the Danish-German war the Prussian government in 1865 moved naval headquarters from Danzig to Kiel, the basis for what could be called a "second foundation" was laid. Under the influence of the navy the sleepy provincial capital of the Duchies of Schleswig-Holstein was transformed into a busy industrial town with naval predominance in all sectors.

In May 1992 fourteen international scholars met in the town hall to discuss the interdependency of town development, the expansion of the navy and German naval history. The first six papers — M. Salewski on "Germany as a sea power," M. Epkenhans on "Mahan's influence on sea strategy in the nineteenth and twentieth centuries," J. Dülffer on "Kaiser Wilhelm's and Hitler's naval conceptions," J. Duppler on "Maritime conceptions in the Third Reich," W. Rahn on "Strategic interaction between naval war in the North and Baltic Seas" and H.J. Meyer-Hoyer on the "Bundesmarine in the Baltic" — set the general background to the navy-dominated town history. The remaining eight contributions look at various technical, political, scientific, economic, trade and architectural implications of 150 years' close connection between urban and naval cohabitation. K. Herold recapitulates the construction and fate of Wilhelm Bauer's U-boat in 1851. W. Deist summarizes the political and military antagonism in Kiel during World War I which lead —

almost accidentally — to a breakdown of military and political structures in Kiel and later in Germany. H.-G. Glaesser and D. Adlung describe the scientific institutions for sea traffic and world economy and for oceanography while U. Jenisch deals with maritime orientated industries and research. C.-A. Gemzell contributes a balanced study on the complicated trade relations of Scandinavia with Great Britain on the one side and Germany on the other. H. Walle's fascinating account of the artistically modern marine architecture leads to the final paper by J. Jensen, who advocated the creation of an industrial museum in Kiel to preserve relics of the industrial past. Such a museum would close the gap between the existing town and maritime museums. The prospects, however, for realizing such an ambitious project are bleak at the moment because the politicians claim to have no money.

Kiel, die Deutschen und die See is an excellent example of a successful integration of national and local approaches to the history of an individual town. It could serve as a model for similar histories of other navy bases, like Wilhelmshaven on the North Sea, which will celebrate its 125th anniversary in 1994.

Lars U. Scholl
Bremerhaven, Germany

Ken McCarron and Adrian Jarvis. *Give a Dock a Good Name?* Liverpool: National Museums & Galleries on Merseyside, 1992. ix + 119 pp., map, photographs, further readings. £4.50, paper; ISBN 0-9516129-4-8.

Give a Dock a Good Name? is one in a series of occasional booklets about the history of Merseyside's docklands, produced under the general auspices of the National Museums and Galleries on Merseyside, and the particular guidance of the series editor, Adrian Jarvis. From Albert Dock to Woodside Basin, this handy little paperback sets out in alphabetical order cameos of forty-seven Mersey docks.

The book was written to answer Merseyside Maritime Museum visitors' questions about how the docks in Liverpool and Birkenhead acquired their names. On the whole, the stated objective is achieved most satisfactorily. The book is copiously illustrated — nearly every page has an archive or modern black-and-white photograph. The old photographs are not only informative but also atmospheric; a number of the new ones (presumably Colin Pitcher's, although not specifically attributed to him) are exceptionally good compositions. There is much to look at in every picture and the brief and sometimes whimsical captions add further interest.

The text comprises a brief resume of the history of each dock together with a short biography of the person, or information about the place, battle or trade after whom or which the dock was named. This makes the book useful for the tourist or visitor who wants a short guide to the (mainly) historic docklands and interesting for everyone who enjoys dipping at random into reference books. At the very end of the book is a wonderful section entitled "Other Docks on the Mersey". Here one reads about Widnes Dock, the first purpose-built railway dock in the world and "undoubtedly the tattiest effort on the Mersey to be dignified with the name of "Dock."

Since *Give a Dock a Good Name?* is such an enjoyable little volume, it seems invidious to cavil at any aspects of it which disappoint. Nevertheless it must be said that the brevity which makes it such a good pocket guide will frustrate the reader who wants the whole story. Although the origins of names are explained, often the reasons for the choices of names are not. Egerton Dock (Birkenhead) was named after Sir Philip de Malpas-Grey Egerton; in choosing that name, the Dock Trustees' intention was to secure in their favour the exercise of Sir Philip's Parliamentary influence. This is interesting, and of relevance to the general history of the traditional rivalry between Liverpool and Birkenhead. Contrast the information about Wapping Dock where the reader is given no more about

the name than that it is a borrowing of an old London district name.

On the other hand, what Ken McCarron and Adrian Jarvis must be commended for doing extremely well is packing a considerable amount of factual information into a very small space. The variety of information provided and the highly readable style in which it is presented ensure a lively text. This is not a scholarly work, though that is not to say that it lacks scholarship, but it is an interesting, useful and fun book to read.

Nancy Ritchie-Noakes
Liverpool, England

Adrian Osier and Anthony Barrow. *Tall Ships, Two Rivers: Six Centuries of Sail on the Rivers Tyne and Wear*. Newcastle upon Tyne: Keepdate Publishing Ltd, 1993 [21 Portland Terrace, Newcastle upon Tyne NE2 1QQ]. 120 pp., illustrations, photographs, maps, sources, index. £18, cloth; ISBN 0-9520494-2-2.

This is an attractive book which confidently surveys six centuries of sailing vessels from the Tyne and Wear region. Although coverage does not extend down to Whitby, nevertheless it captures much of the contribution of the north-east of England and provides a good picture of the evolution of the sailing vessel, especially in the coasting trades. Coal provided the mainstay for shipping for virtually all of the period, workaday ships predominating in comparison with some of the more glamorous types from southern rivers.

The book is partly aimed at a popular market stemming from interest in sailing ships that was stimulated when Newcastle hosted the 1993 Tall Ships Race. Nevertheless, it offers much of interest to the maritime historian who is unfamiliar with the subject or region. Succinct accounts of the major threads are by colourful detail, by contemporary quotations and by representative statistics. A diversity of topics include the coal trade, arctic whaling, shipwrights guilds, navigation,

press gangs, composite ships and parliamentary inquiries. Personalities such as seaman/shipowner Walter Runciman and shipwright/shipbuilder Robert Thompson illustrate how some of the key marine businesses evolved. A selection of local worthies includes Admiral Collingwood and James Hall, whose contribution to the introduction of load lines has been rather overshadowed by Samuel Plimsoll.

The evolution of shipbuilding techniques is well summarised with useful diagrams, while the sometimes unfamiliar terminology is explained. The two rivers evolved at different rates in the nineteenth century, the Tyne moving into iron shipbuilding and steam propulsion well in advance of the Wear, which built appreciable numbers of sailing vessels at Sunderland until the very end of the era.

A good variety of well-reproduced illustrations is included, relatively few being the ship portraits beloved of most popular books on sailing vessels. Two sections of plates are inserted, including colour reproductions of paintings by local artists like J.W. Carmichael. Some colour plates are also reproduced in monochrome, a somewhat unnecessary duplication. The layout of text and illustrations on the square pages is occasionally rather heavy handed, with excessive use of blue as well as black ink, heavy titles, white areas and slices of illustrations squeezed into margins.

The book can be read with ease, either from cover to cover, or dipped into for topics of interest, since these are readily identifiable. Although conventional referencing is eschewed — often a distraction for the general reader — a four-page bibliography will almost certainly offer some fresh sources to every reader. The authors have drawn on local material and their previous experience developed over many years (including sailing the coast), Adrian Osier being Keeper of Maritime History at Tyne and Wear Museums and Tony Barrow being Head of Humanities at Newcastle College. The local publisher has enlisted the support of Tyne and Wear Development Corporation (which gets an obligatory puff at the end for its efforts to rejuvenate

business on sites of redundant facilities on the river banks); this has had the effect of producing a reasonably priced hardback with something for everybody.

Ian Buxton
Newcastle upon Tyne, England

Peter Dillon. *The Tyne Oarsmen: Harry Clasper, Robert Chambers, James Renforth*. Newcastle upon Tyne: Keepdate Publishing Ltd, 1993 [21 Portland Terrace, Newcastle upon Tyne NE2 1QQ]. 44 pp., illustrations, photographs. £4, paper; ISBN 0-9520494-3-0.

Alison Gale. *Wrecks & Rescues: Shelter from the Storm*. Newcastle upon Tyne: Keepdate Publishing Ltd, 1993. 40 pp., illustrations, photographs, map, further reading. £4, paper; ISBN 0-9520494-4-9.

In maritime terms the northeast coast of England is better noted for the harsh economic realities of coal and steam than for the apparent romances of river-racing and sea rescue. These two booklets, however, examine nineteenth-century activities in which the region showed just as much of a pioneering spirit as it did, say, in the development of the steam collier.

Peter Dillon's work shows how — through rowing over the heavily industrialised waters of the "coaly Tyne" — its professional oarsmen and boatbuilders precociously took on the established might of the Thames watermen and then, in turn, the (colonial) world. These Tynesiders succeeded for a couple of glorious decades through a mix of sheer physical application, technical advances, infusions of capital (principally from "tradesmen") and the unrivalled support of an expanding urban community — Harry Clasper's funeral in 1870 brought Newcastle to a standstill with over 100,000 mourners! In fact, the parallels between Tyneside's success at river-racing and its industrial success are many: as, for example, expressed unself-consciously by a local balladeer extolling James Renforth,

"Tyneside's long been fam'd for producin' greet men, Luck (Look) at Airmstrang (Lord Armstrong) an' Stivvinson (George Stephenson)..." In mitigation of such regional pride it should be said that James Renforth's crew had just won the 1870 world title from Canada's crack team. Tragically, Renforth died in pursuit of the double in 1871 — hence the eponymous Canadian town of Renforth.

This same era saw the region's burgeoning seaborne trade exact a much greater and less publicised toll of life through wreck and stranding. Alison Gale outlines the serious commercial and human aspects of this problem and shows how it was alleviated through the introduction or adoption of a number of measures: improvements in coastal lights; the introduction of lifeboats, life-saving apparatus and voluntary institutions to service them; and the deepening and protection of the coast's notoriously dangerous harbour entrances. In many such matters the region is shown once again as a pioneer, from the introduction of the world's first purpose-built lifeboats in the late eighteenth century, through playing a formative part in the creation of the Royal National Lifeboat Institution to producing harbourworks at the limits of civil engineering technology — as witnessed by the fifty-year struggle to build the Tyne Piers.

Whether either booklet really matches up to the magnitude of its subjects is, perhaps, open to question; that may be too much to ask within a pocket-book format. Certainly both authors have tried hard: Peter Dillon by turning his readable, journalistic style onto the lives and times of three charismatic aquatic sportsmen; and Alison Gale by adopting a more formalised historical appreciation of improvements in lifesaving and coastal safety. Though intended primarily for a local audience, both books contain elements of interest to a wider readership, so their very limited bibliographies may disappoint those who are enthused by their contents.

Adrian Osier
Newcastle upon Tyne, England

Leslie Harrison. *A Titanic Myth: The Californian Incident*. London: William Kimber, 1986; 2nd ed., rev.; Hanley Swan, Worcestershire: Self Publishing Association in conjunction with Leslie Harrison, 1992. 287 pp., photographs, figures, sources, index. £14.95, cloth; ISBN 1-85421-184-6. Distributed by Images (Booksellers & Distributors) Limited, Hanley Swan, Worcestershire.

Deputy Chief Inspector of Marine Accidents. *RMS "Titanic", Reappraisal of Evidence Relating to SS "Californian"*. Southampton, England: Marine Accident Investigation Branch (MAIB) or Her Majesty's Stationery Office, 1992. vi + 19 pp. + viii, charts, appendices. £7.50, paper; ISBN 0-11-551111-3.

R.J. Brigham and Y. A. Lafreniere. *Titanic Specimens/Echantillons*. Technical Report 92-32(TR); Ottawa: Energy, Mines and Resources Canada, 1992 [Metals Technology Laboratories, CANMET, Energy, Mines and Resources Canada, 568 Booth Street, Ottawa, Ontario K1A 0G1], 14 pp., illustrations, photographs, tables. Free, paper.

A Titanic Myth is essentially an unrevised reprint of the 1986 edition. One can argue as to what constitutes a legitimate "second edition" but in my opinion, this book fails the test. Ten pages have been added that do little more than quote the second of the three publications reviewed here, with another four pages of non-analytical comment on the MAIB report. This hardly makes it a "second edition." Nor does changing the author's photo, changing two words on the dust jacket, and using a thinner, whiter grade of paper. Those who already own the first edition need not purchase this version to obtain the added pages; they are all reprinted in *The Titanic Commentator*, XVI, No. 3, pp.27-33.

Ironically, there is a wealth of new information which, had it been incorporated by Harrison, would have justified the term "second edition": *Titanic's* exact positions (of both halves) were by then known; the analysis

of the MAIB was public; the brief analysis of Robert Ballard of the issues had been published; so had the earlier analysis of William Ryan of the Jack Grimm search team from Columbia University.

The new data is generally favourable to Captain Stanley Lord, whose ship, SS *Californian*, drifted all night in an ice-field with its radio and its engines turned off that fateful night when *Titanic* sank. The issue at the 1912 American and British enquiries was whether or not Lord could have rescued *Titanic's* passengers. Until the wreck of *Titanic* was located by the Franco-American expedition in 1985, followed by the official release of the position in Ballard's book in 1987, the issue could still be debated. But *Titanic's* wreck position was much further east and a bit south of the official CQD or "Mayday" position of 14-15 April, 1912, suggesting that no, Lord could not have rescued *Titanic's* passengers. Even if *Californian* had its radio on (which it was not required to do) or had read the apparent rockets low on the horizon correctly, had gone to full steam in a very dangerous ice-field, and had managed to steam without an ice incident itself, it could not have reached *Titanic* before the doomed liner sank and at best it could have begun to pick up lifeboats slightly before the *Carpathia* arrived.

Had Lord steamed at full speed to *Titanic's* radioed "Mayday" position he would have ended up 13.2 nautical miles WNW from the lifeboats and on the wrong side of the long ice-field; in fact, when the *Californian* did turn on its radio the next morning and received the news and the position, that is exactly what Lord did. Yet, despite daylight visibility, he picked his way at less than full speed for reasons of safety. He then had to re-penetrate the ice-field to head ESE to reach the area of the *Carpathia* shortly before it left for New York with the survivors on board.

Today it is generally agreed that Lord could have made no difference to the more than 1,500 people who lost their lives. But did he act properly in the circumstances? Here the

debate will rage on. Harrison defends Lord quite forcibly. Yet the author does not know when to stop, for he reiterates, reworks and reviews his arguments, using only the pre-1986 information. In the hands of a tough editor and the new data, this book could have provided a much more succinct defence of Captain Lord in only half the pages.

Titanic buffs seem to assemble in camps; to salvage or to not salvage, pro-Ballard or anti-Ballard, "Lordites" or "anti-Lordite." What Harrison's book indicates perhaps better than anything is that once a particular position is taken, it is not easily moved by new evidence. Harrison is unabashedly a Lordite, as he was throughout his nineteen years as General Secretary of the Mercantile Marine Service Association (1956-1975), the body that represents the interests of British shipmasters. It was during this time that Captain Lord, who had remained silent for over forty years, responded to the mid-1958 release of the film, *A Night to Remember*, based on the book by Walter Lord (no relation). Lord asked the MMSA to represent his interests and to clear his name. When he died in 1962, his son signed the MMSA's 1965 petition to the British Board of Trade. This petition failed as did another in 1968.

Despite the rejection, the issues of Lord's innocence and the conclusions of the official inquiries of 1912 refused to go away. In 1990, Secretary of State for Transport Cecil Parkinson announced that the Marine Accident Investigation Branch would reappraise the role of the *Californian* in the *Titanic* disaster. Captain Tom W. Barnett, a newly-retired Principal Nautical Surveyor and an experienced Master Mariner, was placed in charge. However, when Captain P.B. Marriott, Chief Inspector of Accidents for MAIB, received Barnett's report he did not "fully agree with all the Inspector's findings." Marriott then appointed Captain J. de Coverly, Deputy Chief Inspector of Accidents for MAIB, to review the matter; it is his report, incorporating "his conclusions and those of the appointed inspector [Capt. Barnett]," which

Marriott sent to the Secretary of State for Transport and which was subsequently published by the MAIB.

In that report, Barnett and de Coverly agree that *Californian* did see *Titanic*'s distress signals and did not take proper action. Barnett "considers that *Titanic* was seen by *Californian*" whereas de Coverly resorts to abnormal refraction to achieve this. Barnett would place *Californian* only five to seven miles away from the *Titanic*; de Coverly places them seventeen to twenty miles apart. Lord is neither cleared nor condemned. Indeed, de Coverly concedes that "Neither party will be entirely pleased with this report ...It is for others if they wish to go further into speculation; it is to be hoped that they will do so rationally and with some regard to the simple fact that there are no villains in this story, just human beings with human characteristics." (p. 19)

The third publication reviewed here — really, a booklet — may mark the beginning of a new *Titanic* controversy, so that we may yet end up with the "pro-shatter" and "anti-shatter" schools. When *Titanic* was found in 1985 by the Franco-American effort, the Americans adroitly managed to accrue all the glory. They also released photos and video films, contrary to what the French believed had been the agreement. The French came close to suing Woods Hole Oceanographic Institution and the Americans. Thereafter they went their own way, ignoring the Ballard and Titanic Historic Society dictum, "Thou shalt not salvage." Instead, through their national oceanographic institute, IFREMER, the French went ahead with the *Nadir/Nautil* salvage of 1,800 seafloor artifacts in mid-1987, funded by American investors in a limited partnership called Titanic Ventures that neatly circumvented the 1986 American law prohibiting Americans from salvaging the *Titanic*. Various American factions fought over *Titanic* in American courts in 1992 and 1993. One group, Marex Titanic Inc., was thwarted in its plans to claim the wreck and was not only prohibited from touching the site

but was also fined \$65,000 for using up the court's time. Marex had to call off its British mothership, which was poised over the site in late 1992 with the remotely operated vehicle *Magellan* ready to begin salvage. Meanwhile the French, with American money, returned to the *Titanic* with *Nadir/Nautil* in mid-1993 and recovered eight hundred more artifacts which they brought into Norfolk, Virginia; again, they thumbed their noses at the Americans. The artifacts are to be restored in Europe for a major touring exhibition.

Though the wreck is salvaged within Canada's "juridical limit" as defined by the 1982 Law of the Sea Treaty, Canadian diplomatic notes of protest have been ignored. Canada's only official visit to the wreck was in June 1991 on the Russian vessel *Akademik Keldysh*. Submersibles were equipped by the IMAX Corporation with special lights and cameras to make the *Titanica* film. A small Canadian scientific team headed by Steve Blasco of the Atlantic Geoscience Centre in Dartmouth, Nova Scotia was integrated into the IMAX cruise, and an agreement with the Canadian Museum of Civilization permitted recovery of metal material from the wreck for scientific analysis (but not human "artifacts"). This semantic restriction was partially ignored. Metal samples were lifted from the wreck's bow section and, while no passenger artifacts were recovered, one submersible did play with a suitcase (as seen in the film).

The CANMET Technical report gives the metallurgical analysis of the samples. Completely technical in nature, the report concludes that the hull plate was not made by the Bessemer process but rather was probably "made...by the basic open-hearth process." Tests on the one-inch thick piece of *Titanic* hull plate show it to have significantly less strength than would have been expected. In 1912 the concept of brittle steel was not known and if material had 20 per cent ductility it was considered acceptable and strong enough for vessel use. These results have led to the suggestion that the rock hard edge of the iceberg shattered a long series of the cold

(0° C) hull plates of the *Titanic* as they collided at twenty knots, thus accounting for the large volume of water that poured into the ship. Already, at least in newspapers, the "anti-shatterers" have countered. Clearly, the controversies surrounding the *Titanic* will continue for some time.

The full Atlantic Geoscience Centre/Russian scientific report is being translated and should appear this year. It will build on the CANMET results and add metal microbial reports, biological reports (eg. on the absence of amphipods), a geological analysis on the significant strength of the seafloor sediments in the area and a report on the apparent speed of impact of the wreck segments. The CANMET report is but a precursor to what promised to be a valuable Canadian scientific contribution to the lore of the *Titanic*.

Alan Ruffman
Fergusons Cove, Nova Scotia

Leslie Reade; Edward P. de Groot (ed.). *The Ship That Stood Still: The Californian and her mysterious role in the Titanic disaster*. New York: W.W. Norton, 1993. 384 pp., photographs, figures, appendices, index, bibliography. US \$30, Cdn \$35, cloth; ISBN 0-393-03537-9. Canadian distributor, Penguin Canada, Toronto, Ontario.

Misinterpreting or ignoring signals of distress, the Leyland ship *Californian* stood still while, within sight, the ill-starred *Titanic* carried 1,500 of her passengers to a watery grave. Such is the powerful indictment delivered by Leslie Reade in this vigorous new interpretation of the controversial events of 1912. Probing deeply, perhaps exhaustively, into a veritable sea of evidence, Reade displays the tenacity, agility and flexibility of mind which marked him as one of the most formidable *Titanic* lorists of his day. Sadly, the book is published posthumously. Ready for the press in 1975, its appearance was delayed, first by disputes over the right to cite key sources and later by the author's failing health. In the end,

we have his friend and able editor, E.P. de Groot, to thank for this enlarged and updated version of the original tome.

Playwright and author, Reade was also a London-trained barrister, and it is primarily the lawyer's voice that resonates in this volume. A meticulously prepared brief, the book draws on eyewitness accounts, American and British inquiries (including that of 1990-1992), newspaper reports, private information and various ships' logs. Going further, meteorological, optical and acoustic theories are called into play in an effort to establish where the *Californian* lay in relation to the stricken liner. Moreover, while the tone is sharply critical of the Leyland skipper, Stanley Lord, this is no mere polemic. Indeed, Reade acknowledges difficulties when they arise and frequently biases technical estimates against his own case, the better to test its plausibility. Direct and circumstantial evidence, however, lead him to conclude that the *Californian* was only about ten miles away when the *Titanic* foundered. Central to Reade's argument is the striking agreement about the sequence of events as described by numerous independent observers on both ships. Along the way, familiar pleas of mistaken identity are struck down. Thus, the "third ship" theory, which would place the Norwegian vessel *Samson* on the scene as a factor confusing Lord's officers, is dismissed. Port records in Iceland show that she could not possibly have been in the area. The more elaborate "four ship" theory is described as an exercise in totally undocumented wishful thinking by latter-day "Lordites."

Satisfying himself on the issue of location, Reade then takes Stanley Lord and his senior officers severely to task. Having first denied seeing them at all, Lord later admitted that the numerous rockets reported that night might well have been signals of distress. A series of invaluable appendices help Reade establish the all but unmistakable significance of the rockets as well as the instinctive gravity of the reactions which they inspired in Lord's junior officers. Yet nobody was stirred

to decisive action and the wireless lay silent until dawn marked a passage through the ice. Extending some mitigation to Lord, Reade shifts a share of the blame to Officer of the Watch Herbert Stone. Overawed by an imperious father figure, Stone hesitated to prod his captain when all his instincts warned him that serious trouble was in the offing. With this slight twist, Reade essentially confirms the findings of the 1912 and 1992 inquiries which found Lord's conduct highly questionable. Whether finally able to effect a rescue or not, once informed that distress rockets might have been sighted, he was morally obliged to take action. Yet Lord stood still.

Generally persuasive, Reade's case is not without specific weaknesses. Too much, for instance, hangs on vague assertions about Stone's ill-documented past and its influence on his relationship with Lord. Moreover, the author seems to forsake his normally rigorous approach to evidence on at least one occasion. Dismissing contradictory statements by Lord's third officer C.V. Graves, Reade describes them as the result of "a common and passing mental aberration, in which the speaker says something almost the exact opposite of what he means...and he corrects himself only if and when he hears what he is saying." (p.39) Beyond this, there is a seeming contradiction in Reade's argument that the British hearings of 1912 were not influenced by concerns over national prestige when earlier he notes that the *Titanic* was allotted special stores of fuel during a coal strike as a matter of national pride. Finally, a fuller explanation of why the two ships could not see each other's morse signals might be in order.

Still, until new evidence or a more cogent defence is penned, Reade's charges against Lord and Stone will probably hold the field. Indeed, it seems likely that this briskly written, and carefully documented work, will long endure as a standard source on this perennially compelling subject.

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H.T. Wallinga. *Ships & Sea-Power before the Great Persian War: The Ancestry of the Ancient Trireme*. Leiden and Kinderhook, NY: E.J. Brill, 1993. xv + 231 pp., figures, illustrations, appendices, bibliography, indices. Gld 140, US \$80, cloth; ISBN 90-04-09650-7.

H.T. Wallinga makes it emphatically clear in his Preface and Introduction that his subject and its context is economic, political and military; the trireme is a species of warship only in an abstract sense. The trireme's evolution was brought about, not because of technical improvement and structural development, but because of its growing importance as an instrument of power. This is very much the viewpoint of the classical historian, not the maritime archaeologist. However, the nautical and distinguishing detail and structure of the ancient warships and their technical improvement are not the focus of this book.

Wallinga believes that the role of the sailing vessel in the merchant trade was a minor one and that its development occurred later than the oared vessel. He cites only two primary substantive references, both of which are outdated by more recent archaeological finds and more realistic conclusions. It is regrettable that an historian of the maritime classic world should be so unrealistic in interpreting the relative capabilities of oared and sailing vessels, particularly in view of the difficulty oared vessels have in coping with sea conditions typical of the Mediterranean and particularly the Aegean.

The poor capabilities of sailing vessels, pointedly stated in the third chapter, where the justification is based on interpretation of iconographic evidence in the geometric period. Such interpretations typically become a matter of only seeing what one believes, and the chapter quickly becomes argumentative. Resorting to long detailed source discussions in footnotes, the author's substantiation of his opinions dissolve with the various differing interpretations of both ancient iconography and referenced source disagreement.

Particularly unconvincing is his determi-

nation of whether an iconographic image in question is a galley or a sailing vessel as well as the statement of the square-sailed sailing vessel's inability to go to windward. This latter point reveals Wallinga's unwillingness to consider contemporary archaeological literature, such as the fourth century BC underwater recovery of the Kyrenia Ship. This particularly well-preserved ship is so complete that, after reassembly, a very accurate replication called *Kyrenia II* was built and sailed. The performance of this vessel was subsequently recorded by Dr. Michael Katsev during a return voyage from Piraeus to Cyprus, and settled the argument of the windward ability of a single square-sail vessel.

The value of Wallinga's study rests most with the way in which it supplements and supports knowledge derived from nautical archaeology and underwater recoveries. Thus, archaeology alone could not suggest, as Wallinga does, that Corinth, not Athens or Piraeus, was the source of the first trireme, well before the end of the fifth century BC. He also makes it clear that other Greek city communities reinforced the Athenian fleets substantially for the subsequent defense of Greece. His discussions in chapter 6 of the relative economics of trireme construction and the associated political controversies are also most enlightening. But not all will agree with the factors relevant to the Corinthian contributions and, in general, the scholarly verdict on such fundamental questions as the seating arrangement of triremes has still not been settled.

The penultimate chapter gives a unique discussion and quantification of triremes leading up to the final and historic encounter in the Saronic gulf. Wallinga places the number of Xerxes' fleet at 1200 triremes, making it the largest battle fleet ever assembled in antiquity. I can think of no larger in any age.

Readers should be warned that, unless they are reasonably capable in Greek, German and French, this book will be difficult to read. There is also the distraction of many and lengthy footnotes. In some chapters the foot-

notes exceed the text. Unfortunately, too many of the footnotes contain references that are not immediately at hand or available in any but the most complete libraries which adds to the scholarly obscurity. As for Wallinga's rather insistent remarks concerning the limitations of sailing vessels and their minor role in merchant trade, this reviewer finds no reason why the author regards the matter as relevant to the book's purpose. How are merchant sailing vessels' origins or development related to early sea power or to the triremes as the instruments of sea power?

None of this is meant to criticize the book's worth. Overall, this is a most scholarly treatment of a very complex and generally obscure but critical area of maritime history, and one is left with a strong sense of the book as a very important work. It is not a book to be read casually. Rather, it is a valuable reference study. It is also a comprehensive study of factors contributing to the confrontation of sea power between two powerful and opposing cultures. Nautical historians of the classical period and the students of the earliest clashes between Eastern and Western centres of power will need this book on their shelves.

One closing remark is in order. Since triremes were lightly built and proportionately long and narrow for speed, we have never found ancient wreckage of such oared ships on the bottom of the sea. Unlike sailing vessels, they had no ballast, and so they did not sink — their flotsam simply washed ashore and oxidized as other wood. Thus, where the great oared ships of Greece's golden age are concerned, we do not have primary archaeological evidence with which to work. Instead, we must rely on classic literature and on iconography with argumentative interpretations that are most fallible. Professor Wallinga has produced a masterly discussion which establishes a new dimension in which to examine the ancient warships called triremes.

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Timothy Shaw (ed.). *The Trireme Project: Operational Experience 1987-90—Lessons Learnt*. Oxbow Monograph 31; Oxford: Oxbow Books, 1993. xiv + 120 pp., figures, photographs, maps, annexes, glossary, index. US \$33.66, paper; ISBN 0-946897-58-1. In Canada and the United States, order from the David Brown Book Company, PO Box 5605, Bloomington, IN 47407, USA.

This book consists of twenty-two short chapters briefly covering all aspects of the development, construction and sea trials of the trireme *Olympias*. It is both a sequel to earlier publications on the Trireme project (reviewed in the July 1992 issue of *TNM/LMN*), and a comprehensive review of the results obtained up to the end of the 1990 season. Many of the chapters are based on reports presented at a meeting of the Trireme Trust at the University of Oxford in 1991. Most of the chapters are the work of the three prime movers in the project, John Coates, John Morrison and Timothy Shaw, but they have also used the expertise of other scholars and technical experts where necessary.

For those interested in this particular project or in ancient oared fighting ships in general, this book can be unreservedly recommended. Despite the technical nature of some of the material, it is extremely readable, and the analysis and discussion of the results can be quite easily comprehended by a layperson. The first five chapters present a brief background on the various hypothetical trireme reconstructions advanced in the past, and the development of the present design by the Trireme Project team. Most of the reports discuss the results of the sea and speed trials to 1990, various problems encountered both with the vessel itself and in training a crew of 170 men to row in concert and to carry out more complicated manoeuvres. The last three chapters summarize problems encountered and the proposed solutions to these problems, discuss the validity of the design, and outline an ongoing programme to make the fullest possible use of the present vessel in testing the

various research hypotheses. Suggestions for apparently small but highly significant design changes are made, if it should be possible to build a second experimental trireme.

Although all the material is extremely useful, and much of it has not been previously published, perhaps the most interesting aspect of this monograph is the attention given to the human side of this complex machine, the trireme. An ergometer was used to measure the power output of individual crew members, and to compare this with the actual effective power generated for moving the ship. These trials showed that with the present ship design and oars, the lowest of the three tiers of rowers, the *thalamians*, produced much less effective power than the top tier, the *thranites*. The power transfer coefficient, the useful propelling power over the potential output of the rowers, is 0.39 with the present positioning of the rowers and oar design. With some slight changes in the spacing and location of the *thalamites* in relation to the ship's structure, and using the new oar design tested in small numbers in 1990, it is estimated that the transfer coefficient could be increased to 0.60. This would enable *Olympias* to attain the speeds and performance reported by the ancient Greek authors. The principal problem for the *thalamians* in *Olympias* is a slightly cramped fore and aft spacing and interference with the middle tier of rowers, the *zygians*. The design was based on an Attic cubit of 0.444 m. Further study now suggests that the Attic cubit was 0.49 m, and using this would give a spacing of 0.98 m for the rowers. This revised measurement would allow a small increase in the vertical clearance between crew members and between oars. Combining these two changes with an increase of about 10 per cent in oar length should not only allow the whole crew to perform at peak efficiency but would also greatly diminish the problem of oar interference and clashing in rough sea conditions. Careful attention has also been given to the problems afflicting the human body when rowing for long periods in the Aegean summer, blisters on hands and

buttocks, dehydration and the need to provide rest periods while underway. When available, the reports covering the period 1991-1993 should prove most interesting.

With the difficulties involved in designing and building a hypothetical reconstruction of an ancient ship of this size and complexity, and the problems of collecting and training a crew for only a few weeks each summer, the first few seasons were inevitably spent on sorting out obvious weaknesses. The project has now reached a stage where the multitude of detailed problems can be investigated and rectified. The authors are to be congratulated on their research, their prompt publication of results and above all on their effort, industry and persistence in conceiving *Olympias* and getting her built, and in sustaining the ongoing trials over the years. Without the support of the Hellenic Navy, the Greek government, and over nine hundred volunteer rowers, their task would have been impossible.

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A.J.R. Russell-Wood. *A World on the Move: The Portuguese in Africa, Asia, and America 1415-1808*. New York: St. Martin's Press, 1993. xvi + 290 pp., maps, illustrations, chronology, notes, bibliography, index. US \$39.95, cloth; ISBN 0-312-09427-2.

The Portuguese empire was the first and most enduring of the European seaborne empires. It is all the more remarkable that it was sustained by a small and, in many respects, backward nation, whose population in 1415 was no more than a million and never, at any time through four centuries of global imperium, exceeded three million. Possibly the very backwardness of the Lusitanian metropole accounts for its unusual and unique success. The Portuguese, more than the French, English and Dutch, entered into close, fruitful and long-enduring relationships with the indigenous peoples of the empire. Servants to the crown, Christ, commerce, and production

moved extraordinary distances and with surprising frequency, from Oporto to Bahia to Rio de Janeiro, from Brazil to Angola, from Goa to Macao, to Timor, Nagasaki and Manila. Their activities were truly global. Much of the Portuguese seaborne trade was country trade, in which goods moved from one part of the empire to another without ever passing through Lisbon: horses from Hormuz to Goa; slaves to Goa from East Africa; pearls, porcelain, musk, and silk to Malacca from Macao — everywhere goods on the move. And no single nation can rival the Portuguese in altering, and improving, the diet of so many people through the transplantation of food crops: manioc, peanuts, pineapple, maize, sweet potatoes, squashes, and a host of medicinal plants from the New World to the Atlantic Islands, Africa and Asia.

The history of the Portuguese seaborne empire is richly documented and has a broad secondary literature. Russell-Wood has reviewed this literature with an eye to assessing the degree to which Portugal mobilized, on a global scale, people, commodities, flora and fauna, styles, mores and ideas. Setting the world in motion depended, of course, upon the existence of a network of communications and movers — the caravels, carracks, caravans, canoes, oceanic currents and winds, schedules of departures and arrivals, routes, time and distances described in chapter two.

This is very much a story of a world empire of the south and tropics. The Portuguese presence in northern waters and lands is hardly alluded to and never described. Perhaps the tropical orientation also emanated from Portugal's relative poverty and the attraction for such a country of the populous, luxuriant southern climes? This is also a story with many and long lists, somewhat in the tradition of epic poetry. Page after page describes the physical movement around the empire of missionaries, administrators, and merchants, each frequently having only a line or two written about them. It is the same with sailing schedules and commodity flows. This non-statistical, non-tabular presentation leaves a strong

