

papers are generally quite clearly written and easy to read. I found few typographic errors, although one should be mentioned only because it provoked a fit of laughter to lighten otherwise absorbing but stolid text. It was refreshing to read that hairy mammoths (*Marmota marmota*) dwelt in the Tangle Lakes region of central Alaska during Holocene times. (Alan L. Bryan, Department of Anthropology, University of Alberta, Edmonton, Alberta T6G 2H4, Canada.)

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**THE GREENLAND AND DAVIS STRAIT TRADE, 1740–1880.** A.G.E. Jones. 1997. Bluntisham: Bluntisham Books. xxxiii + 230 p, hard cover. ISBN 1-871999-08-1.

The author has produced an invaluable volume for all researchers of the Arctic whale fishery. He has provided a comprehensive listing of vessels sailing from British ports to the waters of Greenland and the Davis Strait from 1764 to 1865. The names of the vessels, their masters, rig, tonnage, place built, owners, draft, number of years in the trade, and classification at Lloyd's are all taken from *Lloyd's registers* and the *Register of the underwriters* and recorded year by year. There are three indexes: by ship's name (each year of sailing indicated); by name of master (each vessel on which he served is listed); and finally a list of owners (with list of vessels belonging to each).

This work provides an immediate ready reference to track the presence of a vessel in the fishery, outline of a master's career, and the port where any particular owner

was located. Used in conjunction with Lubbock's *Arctic whalers* (Lubbock 1937), a season-by-season account of the northern fishery, a researcher will have a sound basis for further investigation. Despite a tremendous amount of work in the last 30 years, there are still some amazing gaps, not to say gaping holes, in our knowledge. London, the principal whaling port c. 1750–1800 and home of the South Seas fishery, still currently awaits a historian who will elucidate its progress and level of economic success in detail, although *The British whaling trade*, by Gordon Jackson, is an invaluable contribution to the understanding of the trade nationwide.

Using Jones' volume as a starting point, details of the fleet in each port can be assembled and then refined by reference to local sources, more particularly port registers (customs registers), which include full details of shareholdings, the sale of shares, changes of master, alterations to the vessels, etc. Sailing to and from the fishery can be checked from bills of entry and the notices of departures and arrivals in the local newspapers. For Hull, a particularly useful manuscript survives in the Local Studies Library and a transcript in the Hull Maritime Museum. Written by William Coltish, ship's husband for Messrs Eggintons (not Eggington, as throughout in the present volume), major Hull whaleship owners, it lists the vessels that sailed north from 1772 to 1809 with amount of oil (in tons) recorded against each name. From 1810, it records the master's name, too, and the number of whales caught, and, from 1814 to 1842, these details are given for all the British ports.

Jones prefaces the main text with a series of short essays, which give a useful summary of important Arctic topics: the movements of ice, the location of the fishing grounds, the patterns of trade, and the use of oil and whalebone. These brief notes point out the many areas where much work still needs to be done. One of the problems is the lack of contemporary accounts by the whaling masters, although Scoresby's two-volume *Account of the Arctic regions* (1820) is the great exception. This not only gives a history of the whaling trade up to his time, but also a description of the materials employed in the fishery, and important chapters on the meteorology and topography of the Arctic, and on the whales and other animals encountered there. Scoresby also wrote an invaluable biography of his father (1851); remarkably, the only other comparable work is the autobiography of William Barron (1895), sometime master of *Truelove* of Hull. Apart from these major sources, researchers are largely reliant on the diaries of whaling surgeons for eyewitness accounts of northern whaling.

A logbook tends to be a somewhat restricted record of a particular voyage, but now, thanks to the articles and books of Ann Shirley, Cordelia Stamp, and others, there is a considerable corpus of these texts in print. Together they can be used to plot ice movements and the distribution and migration of whale species. Gil Ross in Canada has done a tremendous amount of work on the latter, and Stuart C.

Sherman's *Whaling logbooks and journals 1613–1927* gives the locations of several thousand manuscripts in public collections as the basis for yet more research.

A major blank is the lack of information on the trading of whale products and the methods of processing and manufacture, but I am sure when fragments can be brought together from a huge miscellany of sources in England and Scotland this can be rectified. Most recently, Alex Buchan has been delving deep into Peterhead's maritime history, and Tony Barrow, with a series of papers derived from an unpublished doctoral thesis on Newcastle whaling, is revealing many of the cross-connections of vessels and manpower between whaling ports.

Jones is to be congratulated on his tenacious work at the 'coal-face,' which, although seldom exciting in itself, is rewarding in the end for the very reason that the results are so useful. The author scanned literally millions of entries over a period of many years and has already done an invaluable service with similar efforts to record the South Sea whaling fleets operating 1775–1861 — now totalling no less than three volumes. He freely admits that there are errors and omissions, both in the original sources and inevitably in the transcription, but, used with other primary and printed sources, these can be identified and often eliminated.

Can I as the reviewer make a personal plea and ask that if anyone has ever seen documents relating to the Eggintons (Samuel and Gardiner Egginton, who were twin brothers) or paintings of any of their vessels, could they contact me? All of the family material seems to have been taken from Hull to the Home Counties in the 1920s and has totally vanished! (Arthur Credland, Hull Maritime Museum, Queen Victoria Square, Hull HU1 3DX.)

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**THE BRITISH MUSEUM ENCYCLOPAEDIA OF UNDERWATER AND MARITIME ARCHAEOLOGY.** James P. Delgado (Editor). 1997. London: British Museum Press. 493 p, illustrated, hard cover. ISBN 0-7141-2129-0. £29.95.

It seems odd at first: an encyclopaedia on a small subfield of a sprawling general discipline that is more than 100 pages longer than a recent illustrated history that chronicles the entire field. Yet the conglomerate *British Museum encyclopaedia of underwater and maritime archaeology*,

at 493 pages, is just that. It eclipses the *Cambridge illustrated history of archaeology* by 107 pages, and rivals even the massive *Oxford companion to archaeology*, at 864 pages. This is especially remarkable given that underwater and maritime archaeology have existed as recognized subfields of archaeology for little more than three decades.

Yet the length and coverage of this new attempt to wrestle underwater archaeology into some manageable framework is not undeserved. Underwater archaeology is the great leveller amongst all the fields and arcane theory of archaeology. No subfield cuts across so many time periods, so many techno-cultural expressions, so many geographies. Someone calling himself an underwater or maritime archaeologist can as easily be found studying a sphinx of the sunken city of Alexandria from two millennia in the past, or artifacts of the Sacred Cenote of the Maya Post-Classic in the Yucatan from a single millennium ago, or naval vessels sunk by nuclear explosion at Bikini atoll in the Pacific a mere 50 years ago.

In the major Oxford and Cambridge histories, underwater archaeology receives the usual few obligatory footnotes. In this new British Museum publication, a real attempt has been made to cover the major sites and theories currently and historically involved — not only in establishing archaeological research in maritime contexts as a legitimate sub-field among sceptical land-based archaeologists — but as a scientific bulwark against the combined cultural predations of treasure hunters, commercial salvors, and sport divers. And, as is almost inevitable in such an undertaking, what emerges is a kind of alphabetically arranged hodge-podge, a fascinating stew filled with pieces of theory and chunks of history, seasoned with the odd bits of positional geography, high and low technology, and cultural resource legislation.

The authors of these bits are stars in the field, and include the theoretical titan Richard A. Gould, the methodological pioneer George F. Bass, and the organizational wizard William N. Still, Jr. Indeed, reading through their contributions one longs for a subject index arranged by author. In a sub-field dominated by the contributions of highly individual and idiosyncratic investigators, it would have been extremely valuable to know exactly where to find all the essays by, say, Carl Olof Cederland, or Mensun Bound, or Jeremy Green, or Colin Martin.

More to the point for polar archaeologists, topics include regional essays on the 'Arctic' and the 'Aleutians,' as well as more specific topical essays on the Franklin graves, and the recent (and intensely interesting) archaeological survey of the wreck of Amundsen's *Maud* lying in Cambridge Bay off Victoria Island, surveyed by the editor himself in 1995 and 1996. Yet it is clear that the full potential of underwater and maritime archaeological research in the Arctic is still unrecognized, both in fact and in these limited discussions.

The weakness of the Arctic sections are in their typically Franklin-centric approach. It is clear that the nine-