

closely linked with recent advances in computer technology, which allow for the construction of digital models of typical historic Atlantic vessels whose performance can again be tested within different hypothetical scenarios. It is fitting that a book analysing past technologies emphasises the significant role that a very up-to-date technology needs to play in this analysis.

This volume has a great deal to recommend it. Two possible additions which can be suggested are that, although the author continually refers to the trade-off between 'speed versus capacity' when designing and operating merchant vessels, on the 'speed' side of the equation there is a shortage of detail of the length of time taken by vessels to complete both individual legs of a trading voyage and the total voyage itself. Secondly, in the conclusion the author discusses the case of the schooner *Sultana* built in Boston in 1767 with a replica being built and launched in 2001, made possible by the amount of surviving information about the original vessel. Here we have 'a rare opportunity to cross-reference replica performance to original performance' (p. 231), but sadly no comparative details are provided.

Overall, this excellently produced book can be highly recommended to maritime historians with a broad range of interests covering the British Atlantic economy, the merchant fleet which operated within it and the various factors which influenced the development and fortunes of that fleet. Among these, as Dr Reid so ably demonstrates, was technological change which, as he acknowledges, may not have experienced revolutionary change but certainly was not static and adapted to the demands of an ever-changing Atlantic economy.

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Simon Ekström & Leos Müller (eds.), *Facing the Sea: Essays in Swedish Maritime Studies*. Lund: Nordic Academic Press, 2021. 295 pp., figures, notes. ISBN 978-91-89361-03-4; 235.00 SEK (hbk).

This anthology demonstrates how diverse the history of the sea can be. It also shows how fertile cooperation between universities and heritage institutions can be when formalised. The goal of the volume is to display the research undertaken by the Centre for Maritime Studies (CEMAS), a collaboration between Stockholm University and the Swedish National Maritime and Transport Museums. This is the second anthology coming from CEMAS, but the first in English and the hope is to introduce the Centre to a wider (Anglophone) audience. Progressing chronologically, the 10 diverse chapters do well to underscore the depth of the centre's research, but this simultaneously sacrifices the volume's cohesiveness. In the words of the editors, the only thing linking the essays is that 'they are all in some way about the sea' (p. 9) and, one might add, in some way about Sweden, except for one chapter. This is clearly a broad general topic for a volume. The editors make a strenuous attempt to link the different chapters closer together by identifying some mutual and narrower themes in the introduction – death

at sea, the boundary between lawful and unlawful, and the distinction between land and sea – but even considering these similarities, there is quite a gap to bridge.

The volume covers topics such as maritime archery, a naval periodical's role in shaping Swedish national identity, the use of the Swedish flag, sources and historiography of the *Vasa* (the famous shipwreck turned museum), smuggling in the twentieth century, what made the salvage of a wreck memorable and reconsidering what constitutes maritime heritage and history through objects. Ultimately, the volume would have benefited from a clearer theme or a stronger argument for what the advantage of not having one is. In lieu of one, it reads somewhat disjointed. A central part of the issue stems from the fact that few of the chapters address the sea as an overarching topic. Naturally, the sea is implicitly present in all of them, but one would expect a more explicit discussion of the role of the sea. Only two chapters discuss what the sea means to their respective topic. For the rest of the chapters the sea remains a canvas on which to place their topic.

Several chapters in this volume focus on traditional maritime history topics such as naval warfare, smuggling and trade patterns, but frequently manage to add new angles or point to new questions. In the chapter 'Swedish Vessels in the Prize Papers', Leos Müller uses the exciting Prize Paper source – documents captured by the British Navy during the many wars of the early modern period – to shed light on the shipping routes used by Swedish merchant ships. Lacunae in the Swedish archives mean that it is not possible to recreate Swedish shipping routes in the eighteenth century, and it is similarly difficult to appreciate the role tramping – sailing cargo between different ports without having fixed destinations – had in Swedish shipping. By using data from the Prize Papers, it is possible to answer old questions. In a similar vein, Anna Maria Forsberg encourages us to ask new questions concerning the people on board the *Vasa* in her chapter 'The Human Factor'. Considering that a ship with maybe as many as 150 people sank in plain sight from Stockholm, it is surprising that we do not know more about the people on board. The ship itself eclipsed the human story. The essay points to the future; the research is yet to be done. In both essays, the hope is that the introduction of new sources as well as the reinterpretation of old sources will deepen our understanding of maritime lives.

New sources and new interpretations are exciting, which becomes further evident in the essays that reconsider the concept of and the materiality of maritime history. In the chapter 'Tommi the Sea Dog', Mirja Arnshav uses the case of toys that belonged to children and families fleeing the Baltic states during the Second World War to consider which objects belong in a maritime museum, and to consider the boundaries of maritime history. She invites the reader to view both maritime history and museum collections as processes in constant flux, constructed as entangled elements (p. 220). This helps to broaden the scope for what constitutes maritime history and creates opportunities to place the material history of children and toys in maritime contexts. Similarly, Hanna Jansson's chapter, 'Here, there and everywhere', examines how the sea is understood ambiguously as a fixed location and one of fluidity in connection with the disposal of ashes of loved ones. The chapter highlights how ash disposal at sea or at a lake provides the bereaved with a specific location for the scattering while simultaneously ensuring that the remains will not remain in one place. The two chapters succeed in examining different aspects of humans' constantly evolving relationship with the sea and manage to point

towards new venues for maritime history. Moreover, they demonstrate the value of strong ties between universities and heritage institutions.

As an introduction to the multifaceted research undertaken by CEMAS, the volume works well; the great diversity of essays means that there is something for everyone. Conversely, few will be interested in every essay or topic. The editors present the anthology as 'a CEMAS smorgasbord of sea-related topics' (p. 9). I accept this premise: some pieces are tastier than others. However, while everything is palatable (no surströmming here), some of the offerings are bland or not to my particular taste. Less curious gourmands might be turned off by the collection. Alas, just as I cannot expect everyone to share my taste for fried herring in vinegar, the editors cannot expect readers to be fascinated by every article in this collection. It is an acquired taste.

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Eleanor Hubbard, *Englishmen at Sea: Labor and the Nation at the Dawn of Empire, 1570–1630*. New Haven: Yale University Press, 2021. Xi + 349 pp., notes, bibliography, index. ISBN 978-0-3002-4612-4; US\$38.00 (hbk).

From the beginning of the fourth quarter of the sixteenth until the end of the first quarter of the seventeenth centuries England's trade underwent a marked transformation. English ships and seamen travelled on routes they had not travelled before, to destinations they had not yet visited. In search of both legitimate trade and ill-gotten plunder, this is the period when English mariners and merchants first discovered the worlds of trade of the Mediterranean and the Indian Ocean, and those created by the Iberian empires. This period has been heavily studied, both on its own terms and as the genesis of the English-cum-British empire. Rather than latch onto the names of larger-than-life legendary figures like Drake or Raleigh, the aristocracy of the sea, Eleanor Hubbard writes a history of the common seamen who made possible both the epic voyages and humdrum trade.

The book is composed of seven chapters that focus on different activities or regions of trade, or examine an aspect of the position of sailors more generally. These chapters are preceded by an introduction, which lays out the book's methodology, sources and historiographical background. Hubbard covers a lot of ground, both spatially and temporally. However, her ambition is to study sailors, not as nameless parts of a larger collective, but as individuals. This requires a skilful examination of the sources, and this is where Hubbard excels. Her main sources are those archived in the High Court of Admiralty in Southwark. The court's examinations of sailors and merchants provide a highly personal insight into the conflicts between these parties, as well as the lives and concerns of the sailors. By drawing on this rich – but demanding – body of sources, Hubbard succeeds in painting highly personal pictures of the men she studies in the book.

The first chapter covers the Anglo-Spanish War (1585–1604), during which privateering was a burgeoning business and many sailors had their first experience aboard privateers. More generally, the war put English commerce on a path towards large, heavily