marriage of iron ore and coal to make steel ignores the fortunate existence of huge deposits of the third steelmaking ingredient, limestone, along the shores of Lake Michigan. The author barely mentions the iron-ore hauling railroads that served the Lake Superior loading and the Lake Erie unloading ports, even though some, like U.S. Steel's Duluth, Missabe, and Iron Range, were large, sophisticated organizations. There is no discussion of how the system actually worked. Topics such as which fleets served which loading and unloading ports, which railroads served the various ports, and how the ships were bunkered, catered, and dispatched are not discussed.

The book's strength is its discussion of the Government's improvement to the shipping channels, and the development of mechanized unloading equipment. Its discussion of the development of ships for the iron ore trade is weak, and it lacks discussion of the iron ore railroads and operation of the entire transportation system.

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The Whaling Expedition of the Ulysses 1937-38
By Lt. (i.g.) Quentin R. Walsh
Edited by PJ. Capelotti
6-1/4" x 9-1/2", hardcover, xxxviii + 325 pages
Photographs, maps, tables, appendices, references, index.
ISBN: 9780813034799

Despite the fact that whaling in the late 1930s is an ever fascinating topic for the maritime historian, it needs to be stated that there is a good deal of research already done and it might be questioned if every new book on the topic really results in additional knowledge about the history of an industry that might serve as a key example for how human economic interests led to the nearby extinction of marine species. In other words, when I agreed to review The Whaling Expedition of the Ulysses 1937-1938, I expected basically nothing new. Luckily this expectation proved to be completely wrong.

The book by Quentin R. Walsh deals with the topic from the unique perspective of a United States Coast Guard officer who was onboard Ulysses as an inspector under the regulations of the International Agreement for the Regulation of Whaling of 1937. Walsh's unaltered report, only slightly edited and made available for a wider audience for the first time, provides the specialized historian as well as the interested layman with a first-hand account of the reality onboard the floating whale factory vessels of the 1930s. Its particular relevance for historical research on the usage of marine biological resources is, without any doubt, the clear evidence provided how and why international agreements finally could not prevent overfishing and, thus, nearly the extinction of whole species. Walsh's description how the regulations of the 1937 agreement were circumvented on Ulysses, for example by inaccurately reporting the catch of undersized whales, will definitely help to understand the limitations of any kind of international agreement, whether the whaling treaties of the 1930s or fisheries treaties of today.

In addition, the book provides a most welcome description of the last great period of commercial whaling from an American perspective. Most other literature on American whaling vessels deals with whaling up to the end of the nineteenth century, while most literature on the whaling industry of the 1930s is focused on European whaling nations. Walsh's eyewitness report, therefore, also closes an existing gap in the literature on whaling history by describing the technology used and everyday life onboard a 1930s whaling vessel flying the American flag.

A carefully written introduction by the editor, PJ. Capelotti, provides the necessary framework for understanding the original Walsh text by non-whaling historians and, more importantly, sheds light on the original context of the report as a document written for the United States Department of the Treasury. Various appendixes by Walsh and, in particular his daily record (including catch and processing data as well as precise position and weather information), not only round out the book, but provide important source material for further research.

While the index and the illustrations are of the quality to be expected for such an important new contribution to maritime history, the only shortfall to be noted might be the bibliography/list of references. Despite of the rich literature available on whaling of the 1930s, only a very limited number of titles is provided, including only a handful of non-English books or articles. While this is definitely a shortfall it does, by no means, limit the overall value of the book as a publication that can only be highly recommended to all maritime historians and practitioners in the context of managing biological marine resources.

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122 Nautical Research Journal Vol. 56, No.2 SUMMER 2011