

archaeological research as well as its trials and tribulations. Thomas F. King and his colleagues have thoroughly blended story with historical fact and archaeological process. They have taken a real historical mystery, the disappearance of the aviatrix Amelia Earhart and her navigator Fred Noonan, that has been shrouded in wild hypothesis and conjecture for almost three-quarters of a century and applied archaeological process to try to solve the mystery.

The book reads like a primer for introductory historical research, archaeological techniques, and ethnographic study—how they interact, how they intersect, and how powerful they are when combined. I applaud the team from The International Group for Historic Aircraft Recovery (TIGHAR), not only for tackling the project but for explaining why decisions were made, why new information changed hypotheses, and why these changes did not denigrate the previous research. As many archaeologists will admit, it is difficult to keep an unbiased eye on the goal, once a favorite hypothesis has been formed. Enumerating the competing theories of other researchers in regard to Earhart's disappearance and using the story of TIGHAR's group dynamic as part of the overall story provides the reader with insight into the balance of theories and hypotheses.

All of these technical points are wrapped in great story. There is drama in the King/Gillespie battle of egos. There is endurance in the battle with Scaevola, the dense bush covering a large portion of the Island Nikumaroro where TIGHAR focused its search. There is suspense as the team uncovers historical documents that weave the story together bit by bit. There is the powerful touch with history through the contemporary interviews of the Kiribati people. The Kiribati islanders inhabited Nikumaroro during the British colonial settlement scheme of the Phoenix Islands. The occupation of the island took place within a year after the disappearance of Earhart and Noonan, and islanders' stories provide many of the most compelling leads. Finally, there is aching sadness as TIGHAR's hypothesis of Amelia Earhart's final days unfolds. The use of active story to reveal, inform, and teach makes the book highly engaging and achieves the goal of making archaeology exciting, not just for fellow scholars but for the public as well.

So, is the mystery solved? TIGHAR appears to be close, but in true blockbuster tradition the reader will have to stick around for the sequel to find out. It would be informative in the next edition to explore the nuances between historical terrestrial archaeology and historical underwater archaeology, since the mystery of Earhart appears to cross the interface between the two specialties. It will be interesting to follow the saga of this expedition as it explores how archaeological research does not just simply end at the close of a field season and how different expertise augment and refine the research.

Sixty-five years after her heroic circumnavigation attempt, Amelia Earhart and her story may once again lead the way in advancing a genuine excitement about life, albeit historic life. I enjoyed the book and recommend it to my friends for a good read and my colleagues for a supplementary text in archaeology course work.

SHELI O. SMITH
NAPA VALLEY COLLEGE
4041 ENCINA DR.
NAPA, CA 94558

*Memorias del Congreso Científico de
Arqueología Subacuática ICOMOS.*

PILAR LUNA ERREGUERENA AND
ROSAMARÍA ROFFIEL, EDITORS

Instituto Nacional de Antropología e
Historia, Cordoba, Mexico, 2001. 233 pp.,
paper. Coleccion Científica.

A vivid interest for the past led many countries to develop state agencies for the study and protection of their cultural heritage during the 19th and 20th centuries. In the meantime, archaeology slowly developed as a discipline bound by scientific rules, and many governments vowed to protect their archaeological sites with more or less extensive legislative measures, sometimes fiercely enforced. However, until the mid-20th century few countries showed much interest in submerged cultural heritage, and 100 years later many still fail to understand its relevance.

Although most politicians agree on the importance of one country's cultural heritage, and many even tend to look upon high profile projects, such as the *Vasa*, with sympathy, they seldom try to allocate the proper resources for the protection of their own country's shipwrecks. The fact that in politics there will always be other priorities, while archaeologists frequently fail to make a strong case for the advantages of a serious study of their country's maritime cultural heritage, has created excellent business opportunities for all sorts of treasure-hunting companies in the second half of the 20th century. This form of industrial exploration of the underwater cultural heritage, unacceptable on land in any civilized country, has gathered popular support in many countries during the last 50 years and is responsible for the irreversible destruction of hundreds of underwater archaeological sites around the world.

South America and the Caribbean region have certainly taken a large share of the destructions, and this book is a well-informed, well-argued, and well-written account of the situation of underwater archaeology in South and Central America.

Edited with a sound, realistic, but positive tone, this book summarizes the work of the International Committee of the Underwater Cultural Heritage held in Mexico City in October 1999 before the XII General Assembly of the ICOMOS (International Committee of Monuments and Sites).

Following a series of short and to-the-point introductory texts, this book includes 19 communications and 2 abstracts by specialists from North, Central, and South America, the Caribbean region, Europe, and Australia. Mainly written in Spanish, with 7 communications in English and 1 in French, I found all 19 texts informative, to the point, and an easy read.

Pointing out sustainable policies and feasible solutions regarding the management of the underwater cultural heritage in general, this book shows clearly that it is possible to do good underwater archaeology with low budgets! If there were any doubts about the fallacy, repeated by treasure hunters all around the world, that underwater archaeology is for rich countries, this book proves beyond any reasonable doubt that good underwater archaeology can be performed in poor countries. Sound policies for the protection of the

underwater cultural heritage can be implemented in any country that desires to do it.

A series of case studies illustrates the reality in many different countries, with different problems, different means, and different political environments. Success stories in Canada, the Caiman Islands, the United States, Portugal, Argentina, Mexico, Norway, Turks and Caicos, Australia, and the Netherlands are presented here, discussing subjects that range from management policies to archival investigation, from survey techniques and management of information systems to the full excavation, conservation, and exhibition of shipwrecks such as the Molasses Reef or the Red Bay wrecks.

On a less positive note, Elianne Martinez and Jorge Silveira present an interesting overview of the situation in Uruguai, where treasure hunters are threatening the nation's submerged cultural heritage for lack of adequate legislation.

The last section of this book includes a joint declaration of the International Committee of the Underwater Cultural Heritage, which was read before the ICOMOS general assembly. This declaration praises the Dominican Republic for the measures taken on behalf of its underwater cultural heritage and states the apprehension of the commission of experts of ICOMOS regarding the situation in Cuba, Venezuela, Uruguai, Brazil, and Chile, where legislation still allows the commercial exploration of archaeological sites. It ends with a sad note on Jamaica, where the law has been recently changed, and treasure hunting is now legal.

This book is not only an important contribution to the understanding of the situation of the North, South, and Central American submerged cultural heritage, it is also a contemporary reflection on the developments and problems of a discipline that is only a half-century old and still has to win the public attention and understanding.

One last (cheerful!) word for Mexico and its young, energetic, and highly professional underwater archaeologists, as well as for the editors of this book: they have shown eloquently how to perform first-class archaeology in a developing country without the huge financial resources that journalists and treasure hunters often name as the primary condition for its feasibility.

FILIPE CASTRO
1800 FERNHAVEN
COLLEGE STATION, TX 77840-2330

A Good Boat Speaks for Itself: Isle Royale Fisherman and Their Boats.

TIMOTHY COCHRANE AND HAWK TOLSON
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2002. 208 pp., 58 illus., ref., index. \$19.95
paper.

Isle Royale is a large archipelago located in Lake Superior off the northeastern tip of Minnesota. Now a national park, Isle Royale was once home to a unique maritime community composed primarily of fishermen and their families. Their now-extinct way of life has been preserved by Timothy

Cochrane and Hawk Tolson in *A Good Boat Speaks for Itself: Isle Royale Fishermen and Their Boats.*

Its first chapter, "A Maritime Way of Life," begins with a geographical description of Minnesota's North Shore and Isle Royale and an account of the native fish stocks of Lake Superior. Lake trout and herring were the most abundant stocks fished by Isle Royale fishermen between 1880 and 1950. Cochrane and Tolson termed these years the Scandinavian Period because of a predominantly Scandinavian immigrant population that settled this region. Many of these immigrants were mariners or fisherman who worked on the North Atlantic Ocean or the Baltic Sea before coming to America. They developed a unique community on Isle Royale whose customs and beliefs resulted from their common ethnic and occupational backgrounds. These customs and beliefs as well as the mechanics of a typical Isle Royale fishery are described using stories told by surviving fishermen and their families. The interaction of these "fisher folk" with "summer people," vacationers that began visiting the island during the early-20th century, is also presented as it relates to trends that affected the local economy. The way of life described in this chapter ended as a result of increasing numbers of summer people, restrictive legislation instituted by natural resources agencies, the general modernization of the North Shore, and the invasion of the sea-lamprey, a parasitic fish that devastated local lake trout, herring, and whitefish populations.

The second chapter, "Running Boats and the Craft of Fishing," describes the methods used by Isle Royale fishermen. The local art of boat handling and navigation as well as folk beliefs related to weather prediction and fish biology are illustrated by oral histories recorded by the authors and agents of the National Park Service and the Minnesota Historical Society. Knowledge of these areas and of fishing practices were passed from generation to generation and constantly refined based on experience, observation, and practical experimentation. Isle Royale fishermen employed two primary fishing techniques, hook-line fishing and gill-net fishing. Hook lines were used in deep water and set at variable depths during the spring when lake trout were dispersed offshore. This method was adapted from knowledge of its use for catching arctic cod and herring. Gill nets were used during the autumn to catch lake trout, whitefish, and herring in the shallow waters surrounding Isle Royale. The mechanics of these methods as well as issues of conservatism versus innovation that set the pace at which fishing practices evolved are also considered. Fishing techniques, the prevailing environmental conditions, and advances in technology had a considerable effect on local boat design, construction, and operation. A history of these changes is outlined in chapter 3, "Island Boats."

"Island Boats" combines archival research with first-hand accounts and the field recording of extant vessels to document the history of Isle Royal local boats. Although the authors concentrate their study on the gas boat, they do not neglect other types of vernacular craft, including the launch, the fishing tug, the herring skiff, and the rowing skiff. Their description of the history and evolution of the gas boat begins with a discussion of the origins and defining characteristics of the sailing Mackinaw, which were developed in response to the specific conditions of the Upper Great Lakes before the arrival of Scandinavian immigrants in the mid-19th century. They were typically schooner-rigged, double-ended open boats