

decommissioned in late 1945 and scrapped in 1946. The book also relates the after-careers of several principals – Captain Arthur Robinson, Executive Officer William Goggins, Gunnery Officer Nicholas Van Bergen, and the ship's doctor, Corydon Wassell.

If this book were only about *Marblehead* and its crew, this review's conclusion would merely note that this book is a good read. But this work is actually two books in one. Interspersed with the narrative on *Marblehead* are chapters on the initial stages of the Pacific War and the assault on the DEI. These chapters are accurate and provide good background for *Marblehead's* service Indonesia and the overall military situation in late 1941-early 1942. This is important, as the assault on DEI has been, until recently, one of the least-written about periods of the Pacific War. It, therefore, makes a valuable contribution to the literature on the Pacific War.

Domagalski writes well. The text flows and is augmented by a photograph section showing *Marblehead* both at sea and under repairs, photos of the main characters, and several valuable maps which illustrate the combat theatre as well as *Marblehead's* journey. *Escape from Java* is detailed enough that it will remain a good, brief, reference work on the early Pacific War as well as a good read about a stubborn, tough ship and its equally stubborn, tough, and courageous crew.

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Donald J. Feltmate. *Building a Better Boat: How the Cape Island Longliner Saved Nova Scotia's Inshore Fishery*. Halifax, N.S.: Nimbus Publishing, www.nimbus.ca, 2023. 250 pp. illustrations, bibliography, notes. CDN \$24.95, paper; ISBN 978-1-77471-158-3.

Building a Better Boat is a volume both sharp in focus and broad in scope. Seeming from the title to be the simple story of the development of a vessel design for a small inshore fishing boat, the history that emerges is a fascinating exploration of the changes in the important Nova Scotia coastal fishery through the twentieth century.

This is an area that has rarely been addressed, as the Atlantic fishery is usually examined from further offshore. For many writers, fish means cod, and cod means the Grand Banks, but little has been written on exploitation of fishery resources closer to the coast. This land-based fishery was threatened early in the twentieth century by rural poverty and lack of capital investment, inadequate fishing technology, and lack of support at both national and provincial levels of government.

Donald J. Feltmate begins by setting the scene, giving a brief outline of the

co-operative movement and how leading individuals in that movement such as Fathers Moses Coady and James Tompkins were able to empower fishing communities to work collectively and to raise awareness at the governmental level of the needs of the fishery. Successes in these areas enabled many fishermen to escape the dominance of debt relationships with local merchants, with the result that they were better able to invest their own collective and individual resources in the fishery. In doing so, they began a new chapter in Atlantic fishing history.

The in-shore fishery up to the 1920s was, to great measure, still dependent on small, shore-launched boats which were sail-powered. Shipyards in Nova Scotia were primarily focused on building larger vessels based on the schooner design for banks fishing. Feltmate traces the emergence of a new type of fishing boat which had originated in the Cape Sable Island area of Nova Scotia about 1905. Known as the Cape Island design, these boats were excellent in-shore working craft with a high bow and broad flat stern which built on the strengths of increasingly powerful engines, initially with locally built marine engines, but later with easily obtainable, modified automobile engines adapted for maritime use. These boats were used for a variety of fisheries, changing their roles with the seasons. A fisherman might haul lobster traps, tend mackerel and herring nets, engage in the near-shore swordfish harvest, and set longlines – all with the same boat. The craft grew to over forty feet with increased beam to improve stability. The move of swordfish stocks and offshore longlining further from the coastal areas, however, meant that the boats' safety and endurance limits were being tested. As well, the larger boats were becoming too large and cumbersome to be effective in the lobster and near-shore ground fishery.

The freshest contribution that Feltmate's volume makes is in its examination of the impact of government programs at the federal and provincial levels. Beginning in 1936, with assistance through the Nova Scotia Fisherman's Loan Board, fishers were able to access funds for new vessel construction and more direct contribution began to flow through the Federal Fishing Vessel Construction Assistance Program in the early 1940s. Other legislation and programs during the period included the Veteran's Land Act and the federal Fisheries Improvement Loans Act. Feltmate looks closely at the policies behind these initiatives and their operational impact and demonstrates how these programs actively contributed to vessel designs.

While the federal and provincial programs were both targeted at increased building of vessels suitable for the developing Nova Scotia fisheries, they were not harmonized and as a result somewhat different vessel designs emerged to take advantage of the strengths and weaknesses of the programs. Using the Cape Island design, smaller multi-purpose boats, locally known as "snapper" boats, were clearly intended for in-shore fisheries and were mostly supported

through provincial programs. Also starting from the Cape Island design, but subject to much more elaborate and detailed design requirements, larger boats took into consideration the needs of the offshore fishery. Rather than operate as day-trip boats, these vessels had to go much further off-shore, sometimes several hundreds of miles from their ports, for periods of up to a week. These boats required larger engines, crew accommodation, increased safety and fishing gear, and needed to be built larger and stronger with watertight bulkheads between compartments. Larger boats were subject to the more robust requirements of the Federal Fishing Vessel Assistance Program. Feltmate has identified only 205 boats, built between 1948 and 1984, as meeting the full requirements of the program. They became known throughout the Nova Scotia fishery as “government approved longliners.” With the passage of time and the evolution of the vessels these craft moved further from the traditional Cape Island design which had been retained more faithfully by the smaller boats. Nevertheless, the longliners still contain hints to their origin.

The only regret after reading the book is that given the importance that Feltmate places on the changes brought by longlining and small vessel design, it is disappointing that he does not provide more information concerning the fishing methods and explanation why longlining required such a change in the design of the craft.

The volume is a surprising and fascinating resource as it explores so many of the elements making up the environment in which a fishery exists. He successfully uses the changing design of the boats to introduce the many elements having an impact on the fishery. The excellent coverage of the Cape Island Longliner is placed in the context of depleted stocks, national and international policy, bureaucratic wrangling, the social context of small port operations, changing capabilities of shipbuilders, the harnessing of community-based resources, the growth of the industry, and the direct connection between the fishers and their boats. This volume is highly recommended.

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John Grehan. *Great Naval Battles of the Pacific War. The Official Admiralty Accounts: Midway, Coral Sea, Java Sea, Guadalcanal and Leyte Gulf.* Barnsley, S. Yorks: Frontline Books, www.pen-and-sword.co.uk, 2022. vi+339 pp., illustrations, indices. UK £25.00, US \$42.95, cloth; ISBN 978-1-39901-168-6.

Great Naval Battles of the Pacific War is a compilation of British Admiralty accounts of many of what are considered to be the most pivotal battles in the Pacific during the Second World War. In doing so, author Grehan has provided