

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](http://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

both those unfamiliar with the events discussed, as well as those who have thoroughly read the history of these events, with a useful reference tool for further research.

Grehan lays out his work in roughly the chronological order in which the battles occurred except for the reports on the Battles of the Java Sea, and the Battle of the Coral Sea. The linear structure allows readers to examine changes in tactics and strategy as they evolved over the course of the war. Each section opens with an examination of the strategic situation before each battle. The admiralty report then describes each specified engagement in a dry, detached, almost clinical manner, but often in disturbing detail. This makes sense given these reports were not written for public consumption, but rather, for internal reading within the Royal Navy, to allow for the examination of any mistakes that were made and how to correct them in the future. These accounts are written immediately after action without the benefit of years of research or hindsight. They also condense the battles into individual chapters, when entire books have since been written on a single aspect of a campaign.

Readers, whether familiar with the battles or not, might occasionally find the lack of context or background somewhat disconcerting, but it must be remembered that they are immediate reports of recent events. The author does not include orders of battle for each engagement or campaign, either because they were not included in the original accounts, or because they are available through a wide range of more contemporary resources. The lack of this information does not make this work any less useful to students, although the author's bibliography of primary source documents may not be readily accessible to those without access to specific archives. The immediacy of the analysis allows readers to explore these events untainted by historical assumptions or preconceptions and lets them draw their own conclusions concerning subsequent actions and outcomes.

Unlike more contemporary histories, the author provides a bit of background at the beginning of each report, but does not mention specific individuals, ships, or places, beyond their immediate role in the battle. Readers looking for a colourful, narrative-driven exploration of these battles might quibble, but anyone interested in the technical application of tactics and strategy, or the movements and actions of individual ships during these engagements will find much to offer here. This is not a book about people. The author includes period maps and diagrams to keep the reader oriented, but these are not particularly detailed maps with clean legends or superfluous details. Included are details that include, in some cases, the types and numbers of munitions expended. These details may not be included in more contemporary accounts, or may be corrected based on what was learned after the fact. Though not included in the main body of the text, the author does provide frequent footnotes

providing clarification, concerning ambiguous subjects, as well as additional reading to provide readers with resources to obtain additional background. The examination of how the details of these events changed as researchers learned more, illustrate that the accounts of these battles, and how they were discussed was somewhat fluid, at the time the initial accounts were being written.

In selecting the battles of Midway, Coral Sea, Java Sea, Guadalcanal, and Leyte Gulf, Grehan uses Admiralty accounts to highlight some of the most pivotal battles in the Pacific during the Second World War. Readers are able to reexamine events without the benefit – or complication – of seventy-five years of subsequent research. The original documents may not be readily accessible to all, thus offering an interesting and fresh look at key events and opportunity for future study. Admiralty reports offer a fresh resource for examining other sea battles and engagements.

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**Leon Hopkins. *The Pirate who Stole Scotland. William Dampier, and the Creation of the United Kingdom.* Barnsley, S. Yorks: Pen and Sword, [www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk), 2023. xi+228 pp., illustrations, notes, bibliography, index. UK £25.00, US \$49.99, cloth; ISBN 978-1-3990-9-364-4.**

Occasionally, a mariner who becomes obscure over time, has a literary rejuvenation. The late- seventeenth century, multi-faceted William Dampier who, under sail, circumnavigated the globe three times fills this bill. He functioned under a huge variety of divergent guises: a common sailor, adventurer, navigator, naturalist, explorer, entrepreneur, schemer, slaver, rogue, ship captain, privateer, pirate, noted author, and respected member of the scientific community. As well, Dampier was likely the most traveled man of this period.

Born in England in 1651, the son of a Somerset tenant farmer, Dampier chose a life at sea, rather than being bonded to the land as an agrarian. By the time he reached his twenties, he had successfully voyaged across the Atlantic to what is now the Canadian maritime provinces, and then south to the West Indies, at a time when ships had difficulty making long journeys and returning with a healthy crew.

William Dampier was a brutal man with copious character flaws. He often appeared without empathy for his fellow voyagers, yet as a studious chronicler, he was unusually sensitive to his environment's ecosystem. Dampier was also a seventeenth-century huckster. Along with some shady cohorts, he managed to persuade influential wealthy men to underwrite reckless and what proved to be futile merchant ventures. An arrogant leader, Dampier failed to gain the