

Book Reviews

John M. Anderson. *Time and Tides. Some Memories of a Seafaring Life*. Ladysmith, BC: self-published, 2019. 236pp., illustrations, map, CDN \$20.00, paper; ISBN 978-1-7750948-1-4. (Available from the author: capta@telus.net, plus \$5.00 postage.)

Books by contemporary ocean-going mariners are hard to find, and descriptions of seafaring in Canadian waters, including the Arctic, are rarer still. *Time and Tides* is a first-person account of over forty years at sea by a master mariner now living on Vancouver Island. Captain John Anderson started his seagoing career in the UK as an apprentice in cargo ships trading to the Far East. He first signed on with the legendary Blue Funnel Line operated by Alfred Holt's, a firm that traced its history back almost 100 years, designed its own distinctive vessels, and maintained them to the highest of standards. The way of life he describes in the early 60s—long voyages with leisurely stays in exotic ports while cargo was loaded and unloaded laboriously, and the staid culture of the firm (he was termed

a midshipman rather than apprentice) was in its twilight years. By the end of the decade container traffic was booming; Alfred Holt and Company went out of business in 1988.

Once qualified as a mate, John Anderson moved on and, after winter voyages to Finland from Britain, did several voyages in breakbulk and bulk freighters operated by Canadian Pacific Shipping in the late 60s. These included hauling lumber from Vancouver Island to Japan and returning with automobiles; other voyages involved transporting BC forest products to the UK. John Anderson spent 18 months in CP ships crossing the Atlantic, mostly in smart-looking smallish white-hulled freighters with Beaver names trading up through the Seaway.

The author began his Canadian-based seafaring on the west coast in the large weather ship *Quadra*; this was followed by time in 96-foot Coast Guard Rescue Cutters. Feeling that his opportunities to captain his own ship were limited in the Coast Guard at the time, Anderson embarked in six years of towing with BC companies, initial-

ly long deep-sea voyages and then in coastal waters and then as far as the Columbia River. The narrative about these years provides a look at the variety of work done by towboats—and the decrepit condition of several. The early 70s brought an explosion of oil exploration in the Beaufort Sea by Dome Petroleum. John Anderson spent a decade working in the north, and outlines with a seamen's eye the operational challenges of drilling in the Arctic and the innovative solutions devised by Canadian industry.

Captain Anderson's final two decades at sea starting in the mid-80s were with the Canadian government in survey ships and finally, in the light icebreaker *Sir Wilfred Laurier*. He writes ruefully that under both Liberal and Conservative governments, there was a constant drumbeat of reducing funding. He eventually became master of several ships and has much to say about what it was like to serve in and handle the survey ships *Parizeau* and *John P Tully*, and *Wilfred Laurier*. He also writes in detail about the work these ships were doing including voyages to the western Arctic. His accounts of scientific surveys carefully describe instrumentation, what was being investigated and advances in navigational technology. John Anderson became a keen observer of marine birds and other life; an entire chapter is devoted to his observations of whales and porpoises in the North Pacific.

Time and Tides is illustrated by interesting photos taken over the years by the author. This is a straightforward account of a seagoing career spent in several types of vessel and a welcome record of time operating out of the Canadian west coast.

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Mike Bender. *A New History of Yachting*. Woodbridget Suff.: The Boydell Press, www.boydellandbrewer.com, 2017. xix+441 pp., illustrations, notes, bibliography, index. US \$39.95, hardback; ISBN 978-1-78327-133-7.

To many people, the word “yachting” evokes a rarified world of wealth and indolence, enjoyed aboard extravagant floating palaces. While such decadence is certainly part of the yachting tradition, it does not define it. Mike Bender seeks to broaden our knowledge of both what yachting is, and why it matters.

Despite the all-encompassing nature of its title, *A New History of Yachting* is really a history of yachting in Great Britain. The formation of yacht clubs in the colonies I s mentioned, and the New York Yacht Club makes a brief appearance in connection with the America's Cup race; otherwise, the author essentially restricts himself to developments within the United Kingdom. Such insularity is both dated—the time when Britannia ruled the waves has long passed—and limits his potential audience.

The book's coverage is otherwise comprehensive. Unlike previous histories that have related only the story of aristocratic sailing, Bender chronicles all aspects: from amateur boat-building to women sailors, and everything in between. This includes ocean racing, adult dinghy sailing (which, as he correctly points out, is often considered *infra dig* but has brought much low-cost pleasure to many people, both one-design racers and cruisers), family circumnavigations, and recreational therapy for the physically and mentally challenged. All of these subsets are described in their social context: e.g., ‘Corinthian’ yachting (adventurous cruising in small, simple boats, without the assistance of paid ‘hands’) devel-