

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](http://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-

oped as the mercantile and professional classes flourished in the late Victorian era, while the Second World War resulted in an appetite for risk that led some veterans to engage in long-distance voyages that would previously have been considered unduly hazardous.

To a large extent, *A New History of Yachting* is about yacht clubs: their foundations, their customs and traditions, whether they serve a purpose, and whether they will survive. One recurring theme that reappears numerous times is club members' social climbing, encouraged by the longstanding involvement of the monarchy (a tradition that Bender regrets has now come to an end: "The Royal Family, with the exception of Princess Anne, does not sail.... The portrait of the young, tiara-ed Queen on the wall is almost the only reminder of this once powerful sentiment" (378). A less innocent side-effect has been a snobbish desire for exclusivity: women, 'working men' and professional sailors have all been the subjects of discrimination, which is richly catalogued complete with an 11-point list of "Means of Excluding 'Unsuitable' Persons". Published individual club histories often tend towards the hagiographic, but Bender does not shy away from legitimate criticism.

The text is accompanied by colour reproductions of seven paintings, two etchings, and 15 photographs (the great majority in black and white). While these serve to illustrate different periods and styles of yachting, they form a tiny part of the book and the emphasis is very much on the written word. The latter is supported by copious footnotes and an extensive bibliography. Bender discusses a great number of yachting textbooks, novels and biographies, and it is apparent that he has a genuine love for his subject matter. As an experienced yachtsman—he has logged over

40,000 miles at sea, and holds the Royal Yachting Association's Yachtmaster Ocean certificate—he is well qualified to provide an expert perspective on recent developments.

The concluding chapter, "After the Crash", attempts to predict yachting's future. While the discussion makes for rather depressing reading—some participation numbers are shrinking, the cost of ownership is increasing, a few clubs are struggling—Bender makes a better historian than social scientist. He postulates that "the economic script has been rewritten" by the 2008-2009 recession (369), but provides no real evidence for that sweeping statement. Further, his assertion that Britons' ability to engage in yachting has been curtailed by shrinking leisure time ignores 2007 and 2009 increases in statutory leave entitlement.

An encouraging trend is increased interest in foreign charter vacations. Also noteworthy are the acquisition by several prominent clubs of fleets of small keelboats available for their members' use and interclub regattas. Such 'pay to play' business models are well suited to contemporary tastes of the younger generations, and bode well for the future. In any event, the healthy numbers of competitors at the annual Round the Island Race, the routinely oversubscribed Rolex Fastnet Race, and the creation of new regattas like the RORC Caribbean 600 suggest that yachting's appeal is far from waning. While it may not be a recreation for the masses, it never really has been.

This book contains a wealth of informed commentary, attractively presented. It would make an excellent gift for any Anglophilic armchair sailor. A more cosmopolitan history remains to be written.

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