

The strength and quality of any work of history is a function largely of its sources. In fact, the book's focus on Britain is both explained by and explains reliance upon primary sources drawn predominantly from British Admiralty, Colonial Office, and Foreign Office files alongside a selection of private papers (for example, Woodbine Parish). Analyses of the policies of the other four countries mentioned in the preface are neither as detailed nor as strongly founded on source materials. It is perhaps doubtful whether the use of other archives would radically alter the study's conclusions — the reviewer has selectively consulted American and French archives — but at some stage there is a need to incorporate primary source materials from other countries into the story. For example, the policy and attitudes of the United States government should be considered upon the basis of materials consulted in the National Archives housed at Washington, DC (many of which are on microfilm) rather than, as here, filtered through published collections like that edited by William Manning. Also, Gough's mention of five countries might prompt some to argue the merits of a 'six-sided study' in view of the islanders' increasingly important and autonomous role in the question.

Samuel Johnson is often quoted by writers on the Falklands Islands. This reviewer is no exception, for one of Johnson's remarks made during the 1770s seems particularly appropriate: 'The time is now come when Falkland's Islands demand their historian.' Gough has carried the story forward from existing work; indeed, when John Muffly's forthcoming book based on his recent University of Teeside MPhil thesis is published — Muffly pursues certain elements further than Gough — we shall possess through their joint research efforts a reasonably complete picture of the British part of the story for the late eighteenth and early nineteenth centuries. However, as pointed out by the reviewer in 1988, we await still an in-depth, critical, balanced, and wide-ranging history drawing upon all relevant sources and treating the topic on its academic (rather than political) merits. (Peter J. Beck, Faculty of Human Sciences, Kingston University, Kingston upon Thames KT1 2EE.)

THE VOYAGES OF THE *DISCOVERY*: THE ILLUSTRATED HISTORY OF SCOTT'S SHIP. Ann Savours. 1992. London: Virgin Publishing. xvi + 384 p, illustrated, hard cover. ISBN 1-85227-117-5. £25.00.

Discovery is one of Britain's favourite historic ships, although partly for the wrong reason. There is a widespread misconception that her close association with the name of Scott resulted from her participation in that most famous of all expeditions, Scott's last, whereas she really took part in Scott's worthy, but less glamorous, first expedition. That illusion was not entirely discouraged by the old museum on board *Discovery*, which also practised the sly deception of printing the names of Scott and his illustrious officers and staff of 1901–1904 above the cabins, as if they had occupied them; the cabins were

actually built more than 20 years later during a major refit. It was not a very satisfactory museum; she is a grand old ship and deserved better. Now, thanks to some dedicated hard work during the last 15 years, she has a second chance at an honourable retirement as a museum. She is being thoroughly overhauled and restored to her 1925 post-refit condition, and has quite rightly been taken 'home' to Dundee, where she will be permanently displayed, and has spearheaded the city's recent tourist campaigns under the slick slogan 'City of Discovery.' Ann Savours' new 'biography' marks the ship's new lease on life, and it is a very fine tribute indeed.

Discovery was built in Dundee in 1900–1901 for Scott's National Antarctic Expedition of 1901–1904. It is surprising how few good studies of that expedition exist, and the author has quite justifiably used her history of the ship as a vehicle for a fine new scholarly account of the expedition in all its aspects, making considerable use of unpublished materials. This account occupies one-third of the narrative part of the book — 100 out of 310 pages — and that large proportion, too, can be justified, for *Discovery*'s first voyage was also her best known and, as it later emerges, probably by far her most interesting, with the possible exception of Mawson's British, Australian, New Zealand Antarctic Research Expedition of 1929–1931. Mawson's voyage, too, occupies a substantial part of the book, about 60 pages, and is also a fine, original contribution to knowledge. There is some excellent scholarship elsewhere in the book, but these two sections are outstanding.

Those already familiar with these major expeditions might have started the book hoping for a different balance, with far more attention given to *Discovery*'s many lesser known polar and non-polar voyages, but the balance is right; most of the rest of her life was pretty dull by comparison. Much of her 18 years in Hudson's Bay Company (HBC) ownership was occupied with regular, annual trading voyages between Britain and Hudson Bay — which were by then a commonplace HBC routine, well established for more than 200 years. There is not much one can say about most of them, and thankfully Savours does not try to. She does her duty and, quite rightly, relates each voyage from start to finish, but does it, one is glad to find, briefly. She tries, rather too transparently, to enliven this section with some barely relevant second-hand chunks of earlier HBC history; it needed something to brighten it up, but not, I think, that. There was quite an interesting little spell when the ship was lent to the Admiralty during the First World War, but mostly this reader looked forward keenly to the year when the HBC sold *Discovery* back into science. This happened in 1922, after which came the long, major overhaul to re-equip the ship for research. The research in question was on oceanography and whales in the Southern Ocean, the beginning of a long and important series of voyages, the *Discovery* Investigations, later taken over by other ships. The author again handles difficult material well. As with the HBC voyages, there is little inherently interesting to most people in day-to-day life on

an oceanographic research ship, so wisely Savours again keeps the accounts of the voyages informative but short, balancing them with interesting information on the ship's refit and the origin of oceanographic research expeditions.

The last part of the book, covering by far the longest stage of the ship's career — from 1932 to the present — is the shortest, because on the whole nothing happened. For most of the time *Discovery* was moored in the Thames as a training ship and museum, and, frankly, looking a little sorry for herself. By the 1970s, when the owners, the Ministry of Defence, began to consider disposing of her, her future looked bleak. But in 1979 the Maritime Trust purchased her, commenced the long process of complete restoration, worked hard to secure her financially, and in 1986 handed her over to Dundee to begin the happy ending.

Savours has done her work as biographer supremely well. Her task was to tell the entire story of *Discovery's* life, and, by giving due emphasis to the exciting and adventurous years, while not shirking the adequate coverage of the long, dull years, she has produced a very finely proportioned book that is worthy of the ship. (Clive Holland, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER.)

GLACIERS. Michael Hambrey and Jürg Alean 1992. Cambridge: Cambridge University Press. 208 p, illustrated with colour photographs, hard cover. ISBN 0-521-41915-8. £19.95.

Glaciers are among the most beautiful and fascinating elements of nature,' write Michael Hambrey and Jürg Alean in their preface to *Glaciers*. This book convincingly justifies the authors' convictions and should appeal to outdoor enthusiasts happy with the depth such subjects attract when investigated in television documentaries. One could almost imagine the book was planned to accompany a television series! *Glaciers* contains no equations, few line drawings, and many glorious, full-page, colour pictures. The Lake District, Wales, and the Scottish Highlands provide illustrations familiar to UK readers, whilst North Americans can find Mount St Helens, Alaskan glaciers, and Central Park, New York. Photographs of the European Alps tempt the potential tourist with a choice of destinations besides promoting a fuller awareness of mountain terrain with its hazards and slowly evolving landscapes.

Looking at the photographs, we are no wiser in knowing how glaciologists do their work in the field; glaciologists apparently exist to provide a scale to their environment — a task shared also by ice axes and field camps. The only working glaciologist is beneath a sun shade, with theodolite, monitoring the flow of a surging glacier, whilst in their work environment they are found boating, climbing from a crevasse, or watching a helicopter land. More is learned of the lifestyle and survival strategies of the wildlife of the glaciated regions than of the scientists themselves. Unexpected then is an account of *The worst journey in the world*, the visit to the emperor penguin rookery at Cape Crozier

during Robert Falcon Scott's ill-fated expedition to the South Pole.

The index reads like a dry dictionary, with entries like banded ogive, ice worm, kettle hole, and sérac (musk ox and yeti appear, too!), but the actual text reveals the enthusiasm glaciologists have of gleaning the utmost from their chosen environment. We learn surprising facts. We learn that 30,000 died when an eruption beneath the glacier-clad Nevado del Ruiz in the Columbian Andes led to a melt water-induced mud and ash flow burying a nearby town; we learn that the Antarctic ice sheet was larger in milder conditions of 40 million years ago when beech woodland was found in favoured parts of the continent; we learn that up to 15 m of ice melts from the lower region of the Grosse Aletschgletscher every summer, and this helps generate the hydroelectric power used by the totally electrified Swiss railway system. We learn that both lemmings and crabeater seals prepare for death by ascending glaciers and dying of cold, with crabeater seal carcasses being found 70 km inland.

Hambrey and Alean close the final chapter, 'Ice, climate and civilization,' by noting that although the Earth's ecosystem appears to be heading towards irreversible damage through mankind's recent disruption of climate, it is possible that glaciers will have the last word as our interglacial era comes to an end. 'Glaciers may extend equatorwards, bulldozing cities, reducing growing seasons everywhere, destroying farmland, and making our current civilization impossible.' An excellent antidote to worries about global warming and a fitting end to a well-presented book. I spotted only two misprints, both in place names: Dome Circle, for Dome Circe (or Dome Charlie or Dome Concord or Dome C), a summit in the east Antarctic ice sheet; and Quelccava ice cap for Quelccaya ice cap in Peru. This popular and enjoyable account of *Glaciers* is a credit to the authors and to the Cambridge University Press. (Julian Paren, British Antarctic Survey, High Cross, Madingley Road, Cambridge CB3 0ET.)

MEN AND WHALES. Richard Ellis. 1992. London: Robert Hale. xv + 542 p, illustrated, hard cover. ISBN 0-7091-4733-9.

Since ancient times the basis of the man/whale relationship has been predation, the killing of whales for oil, baleen, and other substances valued by society to satisfy needs that have been both practical (illuminating dwellings) and frivolous (shaping foundation garments). Ellis' title reminds us of the long-standing connection between humans and whales — specifically *men* and whales, since whaling has always been men's work.

There are other dimensions to the man/whale relationship. Humans have always been curious about these giants of the seas, and Ellis touches upon the changing artistic rendition of whales, the educational role of captive whales exhibited in aquariums, the recent craze of whale-watching, and the evolving human perception of whales since early times, from feared monsters to respected antagonists