

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