

From the Antarctic, as a devoted husband and father, Evans wrote no fewer than about 50 letters to his wife, and letters also to his mother, which, with his diary for the western journey of 1911, have survived. In the relative picnic atmosphere of that journey, compared with the brutal drudgery of the polar march to follow, excerpts from his diary make cheerful reading, for these are written graphically, with humour and with intelligent observation of the surroundings. Evans was in his element, instructing the young geologists Griffith Taylor and Frank Debenham in the techniques of polar travel and regaling them from his fund of anecdotes.

Of the polar journey we know nothing from Evans, although he evidently kept a diary, the whereabouts of which (if still extant) are a mystery. The exact cause of his death in February 1912 will never be known. With the benefit of hindsight, it is clear that a man of his massive physique should not embark on a journey with rations inadequate for much smaller men. He starved quicker than his four companions, and thus broke down sooner, whatever contributory causes — such as a cut hand, a crevasse fall, and incipient scurvy — there may have been. While Sir Raymond Priestley suggested that Evans' morale may have suffered from being in a 'thought-tight compartment' among four officers, the author tends to the view of Debenham, who knew Evans much better: that he would not have been in the least fazed in that company. Among his messmates he emerges from this book as a powerful personality — brave, resourceful, and in command of a colourful flow of language spoken, as needed, in the voice of a gunnery instructor.

It is a pity that there are a few errors in the book, which could easily have been spotted by any Antarctic specialist in proof. Although the first to winter on the continent, the *Southern Cross* expedition, 1898–1900, was not the first to set foot on the mainland, for at least six previous landings had been made. (Sir) George Simpson, not Priestley, was the scientist who accompanied Scott on his foray to the Ferrar Glacier. Shackleton's famous ship was not *Endeavour* but *Endurance*. And Frank Wild did not take part in the boat journey to South Georgia — he remained on Elephant Island. There is curiously no record in the book of the award to Evans of the newly instituted Polar Medal in silver, on the return of the *Discovery* expedition. The author states that Evans' widow received the medal at an investiture at Buckingham Palace in July 1913. She might have expected to receive only a second clasp to the medal already held, but external evidence suggests that she may indeed have received a second medal, presumably with two clasps.

In 1913, on his return to England and by one of the ironies of fate, Commander Teddy Evans (as he had become) delivered Edgar Evans' diaries by hand to his widow in Swansea. He had done his duty. In 1964, the Royal Navy did its proud duty by opening the new 'Edgar Evans Building' at Whale Island, thus uniquely honouring a sailor of the lower deck. In 1994 a bust of Edgar Evans

was presented to Swansea to have 'an honoured place in the city.' Now this book further demonstrates Swansea's pride in one of her most illustrious sons, and the author and city archivists deserve warm appreciation for their research. (Geoffrey Hattersley-Smith, *The Crossways*, Cranbrook, Kent TN17 2AG.)

AN ARCTIC VOYAGE TO BAFFIN'S BAY AND LANCASTER SOUND IN SEARCH OF FRIENDS WITH SIR JOHN FRANKLIN. Robert A. Goodsir. 1996. Plaistow and Sutton Coldfield: The Arctic Press. viii + 152 p, illustrated, hard cover. ISBN 0-9527394-0-2. £25.00; \$US40.00.

This is a facsimile reprint of the original volume published in 1850 by J. Van Voorst, London. Robert Goodsir was a brother of Harry D.S. Goodsir, acting assistant-surgeon on HMS *Erebus* during Sir John Franklin's Northwest Passage expedition of 1845–1848. Robert, himself in the medical profession, was among the many friends, relations, and members of the general public concerned at the lack of news of the expedition after four years. Accordingly, he sought the first available opportunity to participate in the expanding search, and offered his services as surgeon aboard the whaler *Advice*, of Dundee. His offer was accepted by William Penny, the ship's captain, who also had an active interest in the missing expedition, with the apparent understanding that, while whaling took precedence over other activities, efforts would be made to search for any signs of the Franklin expedition on an opportunistic basis.

Advice sailed for the Davis Strait and Baffin Bay whaling grounds on 19 March 1849, the date on which Goodsir's account begins. Disko Bay was reached by early May, and they then proceeded along the northern Baffin Bay route, via Upernavik, Melville Bay, and Jones Sound. Finally, Pond Inlet, Baffin Island, was reached by 9 July, and the remainder of the month was devoted to whaling within the inlet.

On 1 August, Goodsir received the eagerly sought, and long-awaited, news that recent contact had been made with the Franklin expedition. The news was obtained from Captain Parker of the whaler *Truelove*, who stated that several Inuit had reported that Franklin has spent the past three winters at Port Leopold on the northeast corner of Somerset Island (at the western side of the entrance to Prince Regent Inlet). Furthermore, it was reported that James Clark Ross, who had set out the previous year with *Enterprise* and *Investigator* to search for Franklin, had wintered at or near Jackson Inlet, northeastern Prince Regent Inlet. As of April of that year, all members of both expeditions were stated to be alive and well. Although the report was received with a certain degree of scepticism, *Advice* nevertheless immediately proceeded west into Lancaster Sound, but by 5 August was able to penetrate only as far as the eastern side of the entrance to Prince Regent Inlet because of heavy ice conditions. While with some care *Advice* might have been able to penetrate the ice, Penny was prevented from attempting to do so because it

would have been incompatible with the principal expedition objective of the hunting of bowhead whales. Accordingly, *Advice* sailed east out of Lancaster Sound, stopping briefly on 9 August to deposit a cask containing records at the entrance to Navy Board Inlet. As it turned out, of course, the Inuit report, at least as it concerned Franklin, was untrue, and instead confused events and locations relating to James Clark Ross' expedition of 1848–1849 and William Edward Parry's expedition of 1824–1825.

Bypassing Pond Inlet, *Advice* proceeded slowly south-east along the Baffin Island coast, whaling at Home Bay and eventually Exeter Bay, where they spent 10 days. Heavy ice prevented whaling further south along the Baffin Island coast, and *Advice* accordingly set sail for home, returning to Dundee in, apparently, mid-November.

Although Goodsir was unsuccessful in his attempt to acquire information on his brother or other Franklin expedition members, the narrative is nevertheless of interest for a number of reasons. There is a wealth of first-hand information on the stalking and killing of bowhead whales, and on flensing procedures, as well as details of their behavioural and physical characteristics. Although this, and other, information is presented in the reserved style typical of nineteenth-century expedition narratives, a sense of humour nevertheless emerges on occasion, as, for example, when Goodsir describes the initial processing of a putrefied, bloated bowhead carcass: 'it was bagpipes to a note — to a tone. I almost thought I could recognize a long-remembered strathspey; but where could be the bagpipes?'

In addition, the narrative is very informative of life generally aboard a whaler, and on the hazards typically faced by nineteenth-century seafarers. Within two weeks after sailing (and by page 4 of the narrative), for example, *Advice* was struck by a violent storm, resulting in two seamen being washed overboard and another two seriously injured.

Finally, although very little information about William Penny is presented in the narrative, there are sufficient references to indicate that his seamanship and Arctic expertise were held in high regard by Goodsir.

The book is a handsome reproduction of the original, and The Arctic Press is to be highly commended for making available a book that is otherwise rare and, for most readers interested in polar exploration, prohibitively expensive. (James M. Savelle, Department of Anthropology, McGill University, 855 Sherbrooke Street West, Montreal, Quebec H3A 2T7, Canada.)

ANTARCTICA OFFSHORE: A CACOPHONY OF REGIMES? R.A. Herr (Editor). 1995. Hobart: Antarctic Cooperative Research Centre. vi + 101 p, illustrated, soft cover. ISBN 0-85901595-5. \$Aus15.00.

During the past decade, the past, present, and future of the Antarctic Treaty System (ATS) has attracted considerable debate, even sharp controversy. However, most publications, going over the same old ground, have repeatedly

ignored certain themes, most notably the nature and development of national policies towards Antarctica. This booklet, originating from papers delivered to a conference organised by the University of Tasmania's Antarctic Cooperative Research Centre (ACRC), reminds us about another hitherto overlooked topic: the ever-increasing overlap of regimes covering Antarctica offshore, particularly regarding the management of its marine environment. It is a topic that promises to become more significant in the near future. Indeed, perhaps it has reached a critical phase already.

The value of this book is reinforced by the manner in which contributors were encouraged by the conference organisers to stand back from developments in order to provide a sense of perspective regarding one basic question: do the various overlapping regimes affecting Antarctica offshore possess the potential for harmony or discord? Despite the prime focus on practical aspects, readers are helped by the theoretical insights furnished on inter-regime relationships by Oran Young, one of the leading experts on regime theory. His chapter, presenting overlap as the consequence of inadvertence rather than design, and drawing on examples taken from both poles, illuminates ways of managing developments to maximise benefits and contain conflict.

Young's examination of the relative claims to priority of, say, narrow and broad regimes, or long-established and newer regimes, prepares the way for other contributors, like Alan Hemmings, whose green credentials explain his emphasis upon the undoubted primacy of the Environmental Protocol's core values, even to the extent of over-riding pre-existing ATS principles. For Hemmings, the Protocol offers the 'new departure point for environmental protection across Antarctica' (page 35); thus, CCAMLR should take up its standards, while the Convention for the Conservation of Antarctic Seals should be 'subsumed within the Protocol' (page 38). By contrast, Patrick Quilty, noting the increased 'stress or potential conflict between groups of scientists or institutions' (page 85), regrets that Antarctic 'science has become much less important' (page 82) in the ATS. Quilty's status as its vice-president reinforces the impact of his demand for a review of SCAR's role and *modus operandi*.

Traditionally, overlap has been seen as both a problem and a source of weakness. However, contributors to *Antarctica offshore* encourage us to adopt an alternative perspective, that is, to treat overlap as equally capable of yielding a window of opportunity, as argued by, say, Peter Bridgewater and Bruce Buchan regarding Antarctic whaling and shipping, respectively.

Conference-based publications frequently suffer from a lack of overall coherence, as well as from the variable quality of contributions. This booklet, although helped by Richard Herr's editorial skills and overview, is no exception. Nevertheless, this relatively short publication, amounting to a mere 101 pages of double-spaced text, represents a useful opening shot on an emerging topic. The basic