

law can be approached, for example, by using COIL's brief analysis of the 1979 Moon Treaty, which treats the resources of the Moon as a 'common heritage of mankind'. Antarctica is considered the same (see for instance Viikari 2012), begging the question of whether potential business ventures as regards resource exploitation in both 'common heritages' show parallels.

When taking the Arctic legal environment under closer scrutiny with the help of this outstanding book, a downside of the approach taken by COIL rises to the surface, however: its focus on state actors and treaty-based, 'hard' law, a focus COIL explicitly takes (see page 68). After all, as, for instance, shown by Hasanat (2013), Arctic law is to a large degree shaped by 'soft law' agreements. The Arctic Council as a key forum for Arctic cooperation furthermore goes beyond the nation states and includes the Arctic's indigenous peoples via the council's Permanent Participants. Notwithstanding, Koremenos' conjectures can nevertheless be tested also in a soft law context and are not *per se* confined to treaty-based law. If this fails, their further development is of course possible, underlining the book's importance for the analysis of Arctic law.

The book contains many elements which in one way or the other can be used for the analysis of international law pertaining to both polar regions. A brief review like the present does certainly not allow to go much in depth. Suffice it to say that this reviewer in his research will from now on make

frequent use of this book and the normative findings of the COIL project. As a consequence, *The continent of international law* should indeed be an inherent part of the analysis of polar legal design, contributing to the understanding of polar legal dynamics and actor behaviour (Nikolas Sellheim, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER, UK (nps31@cam.ac.uk)).

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**South to Franz Josef Land!** Valerian Albanov. 2016. Introduction Sergey O. Frank, foreword Nikita Bolotnikov, translated and edited William Barr. Moscow: Paulsen. 272p, hardcover, illustrated. ISBN 978-5-98797-141-3. 30US\$.

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All polar historians sit up and take notice when they are confronted by a volume with which Professor William Barr is associated, if not as author then as translator and editor. There will be few, if any, who can claim that they have acquired no new knowledge from one of his volumes and this reviewer freely admits that he approaches Barr's books with a mixture of pleasurable anticipation and trepidation, knowing that a fascinating tale will certainly be told but at the same time fearful that his own ignorance will be chastised yet again. And among all of Barr's voluminous output, this particular book is a real gem, worthy of the attention of all with interests in our area of concern.

The expedition of which this volume sets out to chronicle a part, was private and was initiated by Georgiy L'vovich Brusilov, an officer in the Russian navy. Luckily for him, his family was wealthy and the venture was generously funded by his uncle. The aim was to navigate the northern sea route from west to east. Valerian Albanov, born in Voronezh in 1881 and educated at the St. Petersburg Navigation College, was the navigator on board the expedition's vessel, *Sv. Anna*. It departed from St. Petersburg on 28 July 1912, rather late in the year, and having sailed round the Kola peninsula, reached Yugoskiy Shar on 2 September continuing into the Kara Sea and encountering very heavy ice. The vessel wintered in the ice in 1912–1913 and 1913–1914 by the end of which *Sv. Anna* had begun to drift west to the north of Franz Josef Land.

However matters on board were not harmonious and relations between Brusilov and Albanov had deteriorated to the point at which the latter sought and obtained permission to build a kayak and to leave the ship in spring 1914 with such of the crew as wished to accompany him. In the event he departed from the vessel on 10 April with 14 men plus kayaks and sledges. The party remaining on board was never heard of again and no relics of the ship have ever been found. The views of Albanov's party were far from coherent, however, and after 10 days, three men elected to return to the ship while one man chose to attempt to find his own route. Surely a gesture of desperation! None of these were ever seen again. The overall route of the party was south, hence the title of Albanov's book. After much suffering, the men remaining with Albanov arrived near Mys Garmsuort on Zemlya Aleksandry aiming to head for the famous Mys Flora where Albanov hoped to find provisions left behind by other expeditions. Due to a shortage of kayaks some of the party were forced to attempt this part of the journey on ski over fast ice. They, also, were never seen again and, after other losses, only Albanov himself and a sailor, Aleksandr Konrad, reached reasonable safety at Mys Flora on 9 July. Here their luck turned and they were incredibly fortunate. Preparing for yet another winter in the Arctic they were met by *Sv. Foca* the vessel of an expedition under Georgiy Yakovlevich Sedov that transported them back to Russia.

This book is Albanov's own narrative, originally published in 1917, of what was a disastrous expedition and one which contained familiar ingredients of such; suffering, courage, personal disputes and endless close encounters with death with an eventual, yet muted, triumph at the end. And of course one might expect that the account would be rather one sided and appreciate that this is incapable of being checked.

What sort of man was Albanov? How far can we judge him on the strength of his own writings? One quotation is indicative

in this regard and this reviewer knows of none other in polar literature that appears, at first sight, to be quite so hard hearted:

Nilsen was hauled to the grave on a sledge and buried; a heap of rocks was placed on the grave. Not one of us shed a tear over this remote lonely grave; we were all somewhat dulled and hardened. The death of our companion did not affect us much at all, it was as if something quite normal had happened (page 6).

But there is no doubt of Albanov's personal heroism during the journey towards Franz Josef Land but reading between the lines it is clear that leadership was not his strong point. He seems to have failed, if he ever attempted it, to build a coherent team. One gets the feeling that his party consisted of several men each of whom was following his own personal agenda and that there was little overall appreciation of the obvious benefits to be accrued in such circumstances from sticking together.

It is equally obvious, however, that Albanov was a truthful narrator and one who made no effort to embroider or embellish the facts. For example, he is completely honest concerning the breakdown of his relations with Brusilov even though when he wrote his account it seemed obvious that the latter would never reappear from the Arctic ice and he could, if he wished, place the blame wholly on his superior officer. He does not do this but admits that both of them were 'seriously neurotic' (page 35):

No matter how we tried, we were unable to control our sick irritability; we would suddenly suffer from severe shortage of breath, our voices would break, lumps would come to our throats, and each time we would have to discontinue our discussion without having clarified anything (page 36).

This plus the realisation that supplies on board were insufficient for another winter was the main reason for Albanov's desire to

leave the ship and the crew appears to have been motivated by the same problem concerning food.

This edition, translated and edited by Barr, in his usual meticulous style, fills in a major gap in Arctic literature, throwing light as it does on an expedition that seems doomed from the start but from which, unlikely as it seems, two men survived. But not only is Albanov's account printed but the book also includes Brusilov's own account of the ice drift of *Sv. Anna* up to the time of Albanov's departure. Clearly Brusilov, despite his obvious reservations concerning Albanov trusted him with his own journal. The book also includes informative introductions.

Albanov died in the autumn of 1919, having contracted typhus travelling between Omsk and Krasnoyarsk after a period of duty on an icebreaker. The last survivor, Konrad, served on ships of the Soviet merchant fleet and died in St. Petersburg in 1940.

A word about the volume itself. It is published under the auspices of the Russian Geographical Society with the support of the Sovcomflot Library. They are to be warmly congratulated on the venture. It is handsomely and solidly bound, with a critical apparatus, useful maps and interesting illustrations. Unfortunately the print run was very short and this reviewer believes that it is already out of print. But should any reader of *Polar Record* manage to secure a copy, that reader will possess an almost unknown but major work of expedition literature by a man who deserves to be much better appreciated than he is. The icebreaking oil tanker *Shturman Albanov* named after him, was recently put in service. One hopes that there is a copy of the book in the ship's library! (Ian R. Stone, Scott Polar Research Institute, University of Cambridge, Lensfield Rd, Cambridge CB2 1ER (irs30@cam.ac.uk)).

### North Atlantic Euroscepticism: the rejection of EU membership in the Faroe Islands and Greenland.

Christian Rebhan. 2016. Tórshavn: Froðskapur Føroye University Press. 230 p, softcover. ISBN 978-99918-65-76-8. £24.

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Faroese and Greenlandic decisions to stay out of – and in the case of Greenland: leave – the EC/EU is better explained by political concerns for sovereignty than by elite economic interests. Thus, the two autonomous territories of the Danish Realm are added to the category entitling the book, *North Atlantic euroscepticism*, including neighboring sovereign states Iceland and Norway, also self-identified fishing nations.

The argument of the book is based on a reading of political debates in parliament and media, supplemented with reports produced by expert committees and other material publicly available at the time of the debates. The book distinguishes seven rounds of debates (three in Greenland, four in the Faroe Islands), and analyzes each to evaluate the core claim of 'liberal intergovernmentalism' (LI), identified as the leading theory when it comes to explaining national participation in European integration: that political preference only counts when economic interests are weak, diffuse or indeterminate. Five of

the seven analyses are found to disprove rather than confirm the expectations received from LI.

The most immediate value of the book lies in the meticulous documentation of more than 50 years of debate in the two polities. Rebhan manages to select, paraphrase, and extract core points in such a way that the reader gets a real feeling for what matters to the politicians debating. Not all readers are likely to be equally interested in all periods of both cases. But the chapters on Greenland 1959–1967 and 1971–1972/1973–1985 effectively convey the massive contrast between colonial accept of Danish maternalism and the anticolonial youth rebellion: In 1972, Knud Hertling of the old generation could still warn against the risk that a separate day of referendum in Greenland would impose 'an insensible burden on the Greenlandic people to decide such an important matter [EC membership] on behalf of Denmark' (page 104). Meanwhile, Jonathan Motzfeldt of the new generation lamented how 'Denmark once again pretended to know what was good for the "poor Greenlander"' (page 110). In parallel, the chapter on the Faroes since 1989 gives an impression of resigned melancholia in the middle of a 'European policy deadlock' (page 137) produced by a micro-nationalism caught in a home rule arrangement in a world of sovereign states: The Faroese prime minister Kaj Leo Johannesen recently summarized the predicament of his own country stuck in the 'worst agreement' of all European countries as that of 'a banana republic' (page 149).