

The book has a valuable and comprehensive index, but it lacks many words and related information — such as “Thule culture,” an internationally acknowledged term for the immediate predecessors of the present-day Inuit in the Eastern Arctic. The Greenland Home Rule system is only briefly referred to in the book and is in no way described or commented upon.

The book is of general interest to everybody interested in the High Arctic, in the history of arctic exploration, and in the development of an originally isolated hunters' culture. The user of arctic libraries will find it excellent as a reference book concerning the scientific exploration and investigations of topics directly important to the local population, but not in other important fields, such as geodetic and geological mapping and geophysical investigations, including environmental studies and solar-terrestrial relations, for which the Thule District has a unique position because of its geomagnetic location.

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THE VOYAGES OF THE DISCOVERY: THE ILLUSTRATED HISTORY OF SCOTT'S SHIP. By ANN SAVOURS. Foreword by H.R.H. THE DUKE OF EDINBURGH. Preface by SIR PETER SCOTT. London: Virgin Publishing Ltd., 1992. 384 p., maps, illus., index, bib. Hardbound. £25.

Since the fame of the *Discovery* stems from the fact that she was specifically built for Scott's Antarctic expedition of 1901-04, it is natural that an account of that expedition should occupy a substantial portion of this book. Scott's own *The Voyage of the Discovery* has been reprinted many times, and the conduct of both his expeditions has been subjected to much critical examination in recent years. So the author must have found some difficulty in deciding how much to put in and what to leave out. She has preserved a balance that should satisfy those who already know the story (and its critics) well and those who do not.

Discovery was designed by the chief constructor at the Admiralty, after various Norwegian vessels and Scottish whalers had been considered and rejected, and was built by the Dundee Shipbuilders Company, one of the very few then capable of building wooden ships. Great stress was laid on the need to design the vessel not only to compete with the expected ice conditions but to be suitable for long ocean passages. She had a sharp overhanging bow for forcing her way through ice and a rounded overhanging stern to give protection to the rudder and screw. She was barque rigged (i.e., square rigged on the foremast and mainmast and fore-and-aft rigged on the mizzen) and proved a very sluggish sailer. Scott said that the masts should have been placed farther forward and were too short — she could have carried more sail. Bilge keels were not fitted, for fear of entanglement in the ice, and she rolled heavily. The triple expansion engines proved very successful. Her role during the National Antarctic Expedition was largely a passive one as winter quarters. She had a long, active life before her.

Although it had been hoped that *Discovery* would continue as an exploring ship, the Joint Committee of the National Antarctic Expedition was forced to sell her. The purchaser was the Hudson's Bay Company (HBC), and each summer from 1905 to 1911 *Discovery* undertook the annual supply voyage from England to Hudson Bay. In order to serve this role she was converted to a cargo ship. No attempt was made to retain her scientific equipment, the lifting propeller was replaced by a conventional type and the wardroom and between-decks accommodation were removed to provide hold space. Enough coal was carried for passage through the hazardous waters of Hudson Strait and the Bay, sail alone being used for the trans-Atlantic passages. The logs

of the 1906-11 voyages (with the exception of 1909) have survived and are quoted extensively. The author also provides a good history of the HBC and of its ports.

In 1915, *Discovery* made a voyage to Archangel. In 1916, the HBC lent the ship free of charge to the British government to rescue the men from Shackleton's *Endurance* expedition stranded on Elephant Island, but at Montevideo her mission was cancelled because the rescue had been achieved by a Chilean naval vessel. In 1918-19, she performed her last supply voyage to Hudson Bay, and in 1919-20 she saw service in the Black Sea during the Russian civil war. The author provides an interesting historical background to the two Russian voyages. From 1920 to 1923, *Discovery* was laid up in London — “a vessel of peculiar design, limited cargo capacity and speed, unable to compete with modern ships.”

However, she was bought by the Crown agents and was virtually rebuilt to fit her for oceanographical and biological research in the whaling grounds of the Southern Ocean. Her masts were moved forward and sail area increased, hull replanked, new decks laid and laboratories provided. A trawl winch, powered reels and other oceanographical equipment were fitted.

During 1926 and 1927, *Discovery* made two voyages from Cape Town to the Falkland Islands and back, taking different routes. The first full account of the expedition appeared forty years later in Sir Alistair Hardy's book *Great Waters*; Hardy had been on the scientific staff and was a first-rate writer. Quotations from his book and diaries enhance Savours's own vivid account of these voyages. She summarizes the results of the expedition as having “yielded a very detailed picture of the whole living community of the whaling grounds and its physical and chemical background.” The pioneering work of this expedition was followed by a regular program of research by *Discovery*'s successors, with their scientific reports finally covering half a century.

Discovery's next service was with the British, Australian and New Zealand Antarctic Research Expedition (BANZARE). The expedition had two objectives — geographical and scientific research along the coast of Antarctica south of Australia, and taking formal possession of lands earlier discovered by British sailors and of others not yet claimed. The leader was the Australian scientist Sir Douglas Mawson, who had led an important Antarctic expedition in 1911-14. During two voyages in 1929-31, important geographical discoveries were made, together with valuable scientific research. The difficulty of conducting a maritime expedition under the leadership of a landsman was often apparent, leading to friction between scientists, intent on their own desired program, and master, responsible for the safety of the whole enterprise.

Discovery's seagoing days were now over. She became a familiar sight on the Thames embankment in London, where she served as a training ship. Between 1979 and 1986, she was restored to her 1925 condition and then transferred in a floating dock ship to Dundee, where her long life had begun.

The book is well produced and the illustrations justify its subtitle. Sketch maps of the ship's voyages to Hudson Bay and Russia and on the oceanographic expedition of 1925-27 fulfill their purpose. Maps of Scott's expedition and the BANZARE expedition, from originals, are reproduced as end-papers, but on such a reduced scale that they cannot be read without a magnifying glass. There is a chronology of the ship's life, extensive source notes and references, a selected reading list and a good index.

This book is the result of years of research by an author with exceptional qualifications for writing it. Few ships have had such an interesting and varied life as the *Discovery*; she has got the biography she deserved.

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