

of books taken on the disastrous Greely expedition to Fort Conger, Lady Franklin Bay, and with the role played by Robert Peary in its later disposal. Patricia Pierce Erikson's paper, "Homemaking, Snowbabies, and the Search for the North Pole," on the role of Peary's wife, Josephine, moves from Josephine's work in domesticating their living quarters in the Arctic to the birth of their baby at 77°44' N. It concludes with the symbolic importance of Josephine's gift to her husband of an American flag, pieces of which he deposited on his journey to the Pole.

In Part IV, "Popular Culture," Robert McCracken Peck's paper illustrates the Arctic scenes that decorated ceramics in Britain and the United States during the 19th century. Predictably, polar bears, Eskimos, and icebergs took pride of place on items that ranged from silver commemorative pieces to family tableware. The theme of the Arctic in domestic consumption is continued in Helen Reddick's study of "the polar trek" in children's books. She shows that from the early 19th century to the present day, writers have produced books for children—usually based on a real-life explorer—that sought to involve their young readers in a direct way in the story of Arctic voyages. The next paper shifts from individual readers to mass audiences, as Russell Potter examines the spectacular moving panoramas of Arctic scenes that toured Britain and the United States between 1820 and 1860. In a competitive business, great pains were taken to establish authenticity. Painted images were based on the voyage narratives, approving visits from the actual explorers were recorded, and items from the voyages ranging from ships' boats to husky dogs were incorporated.

Part V looks back to "Technological Advancements." In "The Balloonatic," Huw Lewis-Jones reappraises Commander John Cheyne's proposal for a balloon flight to the North Pole, 15 years or more before Andrée's pioneer attempt in 1897. Cheyne's ambitious scheme featured three linked balloons carrying six men, three tons of equipment, sledges, and a team of dogs. Facing opposition from traditionally minded Arctic enthusiasts, popular derision as well as public interest, and financial shortfalls, Cheyne failed to raise enough support. In her paper, Anne Witty praises the S.S. *Roosevelt* (in Peary's words, his "little black ship, solid, sturdy, compact, strong and resistant as any ship built by mortal hands can be," p. 383), which took him on his polar voyages of 1905–06 and 1908–09. Witty describes the advanced design of the vessel and how on her first polar voyage, despite some unexpected defects, she brought her crew safely home. In the longest paper in the volume, Susan A. Kaplan examines the technological advances associated with the three Arctic expeditions of Donald B. MacMillan between 1913 and 1924. Photographers took both still and moving pictures of the lands and peoples visited (5500 photographs and 12 000 feet of motion film on one expedition alone), while attempts at wireless communication finally succeeded on the last expedition. Audiences at home could view extraordinary scenes on film, and for the crew, two-way wireless links helped to remove the sense of isolation associated with Arctic ventures. One expedition

member went as far as to say, "The long Arctic night, so much dreaded by explorers of old, has no terrors for the crew" (p. 446).

In total, this miscellany shows a healthy disregard for the usual boundaries of Arctic exploration histories as the paper-givers pursue byways and detours that take them well away from mainstream accounts. The presentations in this volume are helped by an array of illustrations, the number and quality of which are beyond the reach of most publishers, and by plentiful annotations. These latter should be particularly helpful to younger scholars looking for promising research topics in less conventional fields of Arctic studies. One minor criticism might be made. The editors refer to the spirited and engaging discussions that followed the hearing of the papers; it is perhaps a pity that there is no record of them here.

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ICE SHIP: THE EPIC VOYAGES OF THE POLAR ADVENTURER *FRAM*. By CHARLES W. JOHNSON. Lebanon, New Hampshire: University Press of New England, 2014. ISBN 978-1-61168-396-7. xiv + 318 p., maps, b&w illus., notes, references, index. US\$35.00.

In early August of 1977, I walked along the shore of Fram Havn, a small, protected bay on the west shore of Rice Strait, where in the fall of 1998, Otto Sverdrup brought the sturdy vessel *Fram* into the first of four wintering sites on Ellesmere Island. Sverdrup's (1904) account of his expedition, with its excellent maps and notations of several ancient site locations, had brought us to this part of the High Arctic in search of evidence of prehistoric activities. During the following 12 summers, we were regular visitors to many of the places noted and recorded by Sverdrup and his men. All that to say that any new book about the amazing vessel *Fram*, and the three principal expeditions in which it played a most decisive role, was of personal interest.

One of the early works about the famous Norwegian vessel was written by Odd Arnesen (1942). In *Fram: Hele Norges Skute*, Arnesen provides a great many details about the design and construction of the vessel, but gives less attention to the three major expeditions in which *Fram* participated. Charles W. Johnson's "Ice Ship" deals far less with the construction and history of the ship and devotes most of the text to the three major expeditions associated with the vessel.

In the Prologue, the author describes how, in 1884, the discovery of a number of items from the crushed De Long expedition ship, USS *Jeannette*, found on an ice-floe by

Inuit hunters in southwest Greenland, eventually came to the attention of the Norwegian scientist and eventual explorer, Fridtjof Nansen. Polar exploration was a popular topic, perhaps more in Norway, a relatively new nation in need of heroes, than in most places. In 1888, Nansen made his mark in the polar annals by crossing the inland ice of Greenland from east to west. With him on the crossing was his countryman Otto Sverdrup, who would become an essential figure in Nansen's plan to drift onboard a vessel across the polar basin in order to discover how the *Jeanette* remains had appeared off the coast of southwest Greenland (and possibly answer other questions). In the final part of the Prologue, the reader is introduced to Colin Archer, the Norwegian shipwright who accepted the challenge of designing and building a wooden vessel specifically designed to survive the immense pressure pack ice could exert against the hull of trapped vessels, a force usually sufficient to crush and sink ordinary ships. On October 26, 1892, the newly christened vessel slipped down the shipyard ways in Rekkevik, Norway, and *Fram* was born.

The author has put together a compelling story about the three larger-than-life characters, Fridtjof Nansen, Otto Sverdrup, and Roald Amundsen, who carried out extraordinary polar adventures, to both north and south, in the ice ship. The book is divided into four parts, the first three of which are devoted to the expeditions in which *Fram* served as both transport and home for many years.

Part I describes the first expedition under the leadership of Nansen from 1893 to 1896, with Sverdrup as the ship's captain. The primary source for this part of the book is Nansen's own account of the drift across the polar basin and his departure from the vessel, accompanied by Hjalmar Johansen, in an unsuccessful attempt to reach the North Pole (Nansen, 1897). After Nansen and Johansen departed, it was left to Otto Sverdrup to take charge of the remaining drift expedition and return the ship and crew to Norway. The author correctly points out that tension onboard *Fram* eased considerably after Nansen's departure. It was Nansen's good luck that *Fram* survived the remaining drift under Sverdrup's superb leadership. As it was, Nansen's departure was seen by some critics as a rash abandonment of responsibility for the expedition.

Part II covers the second expedition from 1898 to 1902, under the exemplary leadership of Otto Sverdrup. The primary source is Sverdrup's own account of the four-year expedition, during which most of the Canadian High Arctic islands were mapped and studied. As a result of this expedition, Sverdrup urged the Norwegian government to lay claim to the entire region (Sverdrup, 1904). The claim played an important role in Canada's quest to secure the High Arctic Islands as sovereign territory, a claim that was finally settled by the Canadian government's payment to Sverdrup (and his estate upon his death) to cover expenses incurred during the expedition and resulting production of maps and pertinent information about the region.

In Part III, the author tells the story of Roald Amundsen's amazing and deceptive dash to the South Pole. As is

the case throughout Johnson's book, his telling of the principal expeditions goes well beyond the part that involves *Fram*. In the case of Amundsen, the reader is first introduced to the explorer's participation in the earlier Belgian Antarctic Expedition. This is followed by an account of Amundsen's journey through the Northwest Passage in *Gjøa*. Eventually the reader is brought back to the point when Amundsen was able to acquire Nansen's blessing for the use of *Fram*, in which he and his men and dogs were transported to Antarctica. While the Amundsen shore party was busy getting to the South Pole ahead of Robert Falcon Scott, *Fram*, under the leadership of Captain Thorvald Nielsen, headed out on an exceptional survey of the stormy seas surrounding Antarctica and a trip to Buenos Aires for repairs and supplies. Greater coverage of this part of the "Ice Ship's" activities would have been a suitable expansion of Part III.

In Part IV, the author provides a rather swift summary of the "post-expedition" lives of the principal actors in the "*Fram* saga," as well as a brief account of the final disposition of the vessel. This part of the book seems particularly rushed and attempts to cover too much material in a short space. The author is clearly very familiar with Arctic exploration literature. By using *Fram* as a centrepiece, he has broadened the scope of the book far beyond episodes directly related to the history of the vessel. His presentation includes many sidebar statements on topics such as polar ice in general, personal experiences in the Arctic, comments on polar seasons, and the general differences between the two polar regions. The importance of these sidebars to the overall presentation is not altogether clear. I suppose that for the reader not familiar with the Arctic and Arctic exploration literature, the coverage is commendable and should provide an incentive for additional reading.

## REFERENCES

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