

page 188, there is a potential source of confusion, in that the quote appears to refer to the longitude of Cape Horn rather than the latitude, but this, of course may have been an error in the original. One suspects that American readers may be amused by reference in the index to *HMS Constitution!*

This book is very worthy to be included in the lists of the Hakluyt Society and maintains the high standards of the Society's other publications. It is comprehensive, the subject matter is compelling, and the editor's writing is excellent. He has appreciated that early nineteenth-century journals and texts require considerable critical apparatus, and while this is all-embracing it is never intrusive. The editor's diligence in tracking down the very many difficult items referred to in the book is to be lauded, and an excellent contribution to polar history has resulted. It should be read by all with interests in that subject. (Ian R. Stone, Laggan Juys, Larivane Close, Andreas, Isle of Man IM7 4HD.)

Reference

Campbell, R.J. 1998. Voyage of Edward Bransfield in the hired brig *Williams*, 1819–1820: the journal of Midshipman C.W. Poynter, Royal Navy. *Polar Record* 34 (188): 60–61.

IN THE LAND OF WHITE DEATH. Valerian Albanov. Translated by Alison Anderson. 2000. New York: Modern Library. xxx + 205 p, illustrated, hard cover. ISBN 0-679-64100-9. US\$21.95; Can\$32.95.

In August 1912 the ship *Sv Anna*, commanded by Georgiy Brusilov and with a complement of 24, sailed from Alexandrovsk (now Murmansk), bound for Vladivostok with the goal not only of finding new hunting grounds for walrus and seal, but of becoming only the second ship to navigate the Northeast Passage. Less than two months later, west of Poluostrov Yamal, *Sv Anna* was caught in the ice and began to drift slowly north through the Kara Sea. During the next year, Brusilov and Valerian Al'banov — the navigator and second-in-command — fell out, and Al'banov was relieved of his duties. In January 1914, with the ship still drifting aimlessly, but now north of Zemlya Frantsa-Iosifa, Al'banov asked Brusilov for permission to build a kayak in which he wished to leave the ship when spring arrived. Brusilov consented, and, within two weeks, a number of other crew members decided to join Al'banov's venture.

On 10 April 1914, Al'banov and 13 other crew members left *Sv Anna* with five sledges and five kayaks to try to reach Zemlya Frantsa-Iosifa. Eleven days later, still only 28 miles from where they left the ship, three sailors decided to return to *Sv Anna*. The others continued their slow, agonising progress south, fighting against the rough ice on the surface and the currents that tended to carry them north. In mid-May one man disappeared searching for a route different than that Al'banov wished to take. Al'banov managed to hold the others together, and in late June they reached Zemlya Aleksandry, the western-most of the large

islands of the archipelago.

The party made for Mys Flora on Ostrov Nortbruk, where they hoped to find supplies left from the Jackson–Harmsworth Expedition (1894–97). They divided into two groups, half in the kayaks and the others on skis. In the next several days, one of the skiers died and then the other four disappeared before making a rendezvous with Al'banov's party at Mys Grant on Zemlya Georga. Three more died, two of them swept out to sea, before Al'banov and Aleksandr Konrad reached Mys Flora. Shortly thereafter, the two were met by members of Georgiy Sedov's North Polar expedition, and were taken south to Arkhangel'sk in the expedition ship *Sv Foka*.

This book is the first translation into English of Al'banov's account of the expedition, first published in Russian in 1917. Al'banov's diary made while aboard *Sv Anna* was lost on the retreat from the ship, so the book actually only tells the tale of the magnificent journey across the ice to Mys Flora. On the surface of it, this volume is a wonderful addition to the literature of Arctic exploration. Unfortunately, if one goes a bit below the surface, the picture is not quite as positive.

First of all, the editorial input (that is, the introduction and footnotes) is totally inadequate. Instead of giving a detailed and carefully documented background — such as the works translated and edited by William Barr regularly have — the introduction states: '...until 1997 I had never heard a word about the ill-starred journey of the *Saint Anna*, commanded by Georgiy Brusilov, nor of Albanov's daring flight from the doomed ship.' This story has, of course, long been known by serious historians of Arctic exploration, and has been mentioned in works as diverse as William Barr's translation of Brusilov's journal from this drift (Barr 1978), Clive Holland's *Arctic exploration and development* (1994), and Susan Barr's *Franz Josef Land* (Barr 1995). It is a disappointment that the background could not be supplied by someone more conversant with the history of the exploration of the area.

As it is, the reader gets no feel at all as to where this story fits into the exploration of the Russian Arctic. And there is little, if any, reference to previous events that shaped the course of the expedition. For example, while it is mentioned that Brusilov had some northern experience, it is not specified that he was an officer on board *Vaygach* in 1910 and 1911, and on the latter cruise had seen the entire coast from the Bering Strait to the Kolyma, that is, he had significant Arctic experience. Nor is there mention of the fact that in 1882–83 when *Varna* and *Dijmphna* were beset in the Kara Sea at much the same location as *Sv Anna*, they drifted in an anti-clockwise gyre, and that while *Varna* was crushed, *Dijmphna* emerged relatively unscathed. This probably influenced Brusilov in not trying to make greater effort to prevent being beset.

The few footnotes are also not carefully researched. Thus the note on page 12 states: 'Petermann Land and King Oscar Land had been reported by an Austrian expedition in 1873,' and the index indicates that that

expedition was in 1871. In reality, of course, Zemlya Frantsa-Iosifa had been discovered by the members of the Austro-Hungarian Exploring Expedition, which lasted from 1872 to 1874. Moreover, in the note on page 160 concerning the three fatalities on the Duke of the Abruzzi's expedition, the statement that three men 'died of starvation along the way' to Umberto Cagni surpassing Fridtjof Nansen's farthest north is very misleading. The support party of Francesco Querini, Henrik Stokken, and Felice Ollier simply did not return to Bukhta Teplitsa; how they died on the return is unknown.

Another editorial lapse is the failure to point out that the calendar used in this translation is the Julian (old style). In the Russian edition, both dates were provided for each day. This is quite important if one is trying to compare conditions during Al'banov's trip with those of another expedition.

Most importantly, the translation itself is considerably flawed. The translation was not made from the Russian original (Al'banov 1917), but from a French translation (Al'banov 1928), which was itself translated from a German translation (Breitfus 1925). It was inevitable that the end result of passage through three translations would differ from the original, but could it not have been checked against a copy of the original, which any competent inter-library loan department could have found?

As it is, so much flowery embroidery has been added that the style has been changed completely. The introduction mentions Al'banov's 'inborn knack for metaphor' and his 'apostrophic eloquence' (page xix). Nothing could be further from the truth. Much of this is 'embroidery' injected by the French translator (from the German). To give a couple of examples of passages that were inserted between the German and French versions and do not appear in the Russian: 'My pulse was racing in great anticipation, and when I fixed my apprehensive gaze once more on the vision that held such promise, I could discern a pale, silver strip with sinuous contours running along the horizon' (page 86), and

The men were completely transformed. A boisterous good humor replaced their disheartened lassitude; hope and courage blossomed before my eyes. Their spirits soared. I would never have believed that they could have enjoyed themselves so much. Heaven had sent us succor at a time of utter distress; and our gratitude for this miraculous gift was apparent in our overflowing happiness. (page 68)

Al'banov was a straight-talking sailor and could never have written such florid verbage. What makes it worse than putting it in this book is the emphasis placed in the introduction and the publicity material on a writing style that was simply not Al'banov's.

The translator also appears to be unfamiliar with standard nautical terminology. Thus passages on page 180 read: 'We had to lash up to the ice with our ice anchor,' instead of 'We had to make fast to a floe with ice anchors'; and 'piled in the coal bins,' instead of 'stowed in the coal bunkers.' On page 81 and elsewhere, 'plumb line' should

be 'lead line' or 'sounding line.' And on page 30 and elsewhere, the reference to 'oars' is clearly to 'paddles'; in the original kayaks are, naturally, paddled with paddles, not oars.

Then there are the totally incomprehensible mistakes in translation: on page 103 and elsewhere, the reference to a 'concave' ice cap actually reads 'convex' in the Russian; indeed a concave ice cap is a physical impossibility! On page 188, it should be stated that they obtained 'fresh fish' from the fishermen, rather than 'fresh milk.' And on page 182, the reference to flocks of fulmars wheeling overhead actually reads: 'There are fulmars swimming around the ship...they rock importantly in the slight swell.'

Probably the worst aspect of all of this is that much of the book is simply not Al'banov's, and the flavour is just not his. This is most troubling, because Al'banov clearly deserved better. His was an amazing story, and it is a shame that this is how it should first reach the English-speaking world. (Beau Riffenburgh, Scott Polar Research Institute, University of Cambridge, Lensfield Road, Cambridge CB2 1ER.)

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PROTECTING THE POLAR MARINE ENVIRONMENT: LAW AND POLICY FOR POLLUTION PREVENTION. Davor Vidas (Editor). 2000. Cambridge: Cambridge University Press. xxii + 276 p, hard cover. ISBN 0-521-66311-3. £45.00; US\$69.95.

The volume is published within the framework of an international research project on polar oceans and the law of the sea sponsored by the Fridtjof Nansen Institute. It contains an introduction and 11 essays written by nine experts from institutions located in Australia, Canada, Croatia, Norway, the United Kingdom, and the United States.

In light of the recent developments occurring in international environmental law in general, as well as in both polar areas — in particular the Arctic Environmental Protection Strategy (1991) and the Protocol on Environmental Protection to the Antarctic Treaty (1991) — the volume addresses two basic questions. The first is how *special* the polar areas are, namely to what extent the various global instruments of environmental protection are applicable to, or relevant for, the Arctic and the