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AN ECHO OF SCOTT'S NORTHERN PARTY

THE WICKED MATE; THE ANTARCTIC DIARY OF VICTOR CAMPBELL. King, H. G. R. (editor). 1988. Alburgh, Bluntisham Books/Erskine Press. 192 p, illustrated, hard cover. ISBN 1-85297-030-8.

After leading the Northern Party of Scott's British Antarctic Expedition 1910-13 and distinguished service in the Royal Navy during World War I, Capt Victor Campbell RN retired in 1922 to make Newfoundland his home. He died in 1956, and in 1979 his library, journals and other personal papers were presented by his son to Memorial University of Newfoundland. This book is based on his Antarctic journals, now in the university library. They cover the period from 1 June 1910, while he was helping to fit out the expedition ship *Terra Nova*, to 28 November 1912 at Cape Evans, shortly before the expedition returned to New Zealand and home.

The Northern Party (which included also Surgeon Murray Levick, geologist Raymond Priestley, Petty Officers George Abbot and Frank Browning, and AB Harry Dickason), was originally scheduled to explore east of the Ross Ice Shelf. Finding Amundsen at the Bay of Whales, Campbell shifted operations to northern Victoria Land, giving Priestley opportunities to explore the coast from Cape Adare to southern McMurdo Sound. The journals cover their winter in a hut at Cape Adare, their sledging journey to Inexpressible Island, the winter they spent there in a snow cave, and their hazardous spring journey to rejoin the main party at Cape Evans in 1912. Harry King, the editor, has added useful background material including notes, photographs and contemporary press items. Campbell's entries are brief and laconic; we must still rely on Raymond Priestley's *Antarctic adventure* for details of this extraordinary story of Antarctic survival, but the journals add detail and were well worth publishing. (Bernard Stonehouse, Scott Polar Research Institute, University of Cambridge, Cambridge CB2 1ER UK.)

POLAR SHIP TECHNOLOGY

MARINE TECHNOLOGY SOCIETY JOURNAL. Issue on Polar Ship Technology: 21(3): 1-95, September 1987. Washington DC, Marine Technology Society Inc. ISSN 0025-3324

This issue of the *Journal* is a potentially interesting collection of papers covering the advancement of polar ship technology since the mid-1950s, with detailed analyses of four milestone examples of the genre, examination of some important aspects of design technology, and explanation of modern navigational techniques and policy. One would have expected particular care to be taken in preparation of such an issue, which was designed no doubt with one eye on promotion of the Society. Unfor-

tunately this one suffers from major flaws, especially in the very poor quality of halftones. The editing has been inadequate, with numerous typesetting errors and several frustrating transpositions of illustration titles, which are obvious from even a cursory inspection.

A promising opening paper is a well written and honest review of the design and operational problems encountered by *MV Arctic* (Martin P. Luce, Canarctic Shipping). This promise is not sustained in the remaining vessel reviews, which read as manufacturers' proclamations of the excellence of their products, having been written by the manufacturer or based on his publicity handouts. There is therefore a disappointing lack of comparative comment between the contributions and irritatingly misleading references such as that describing *MV Icebird* as 'the world's first vessel purposely built for polar resupply' (RRS *John Biscoe* was constructed in 1956; Lauritzen's *Dan* ships have operated in the Arctic and Antarctic for three decades).

Papers by Cynthia Lamson on 'Safe shipping in the Canadian Arctic: risks and responsibilities', and by Leavitt and McAvoy on 'Remote sensing in ice navigation', are well researched, readable and informative. Albert Free's 'Solving icebreaker design problems using ice model basins' is a good paper, the impact of which is effectively destroyed by the publishers' transposition of two complete pages. His conclusion that full scale instrumented trials are necessary to validate model tests in non-saline model ice types should be noted by the specialist ice class ship builders, who will eventually be the beneficiaries. Ghoneim on 'Instrumentation for measuring ice forces on icebreakers' and Voelker and others on 'Application of expert systems to ice piloting and ice navigation' are indicative of the type of concept which the expansion of shipping in polar areas is likely to require. Knowledge of these operating techniques should be acquired by all inexperienced designers, operators and officers.

Is there significance, I wonder, in the contributions of Canadian origin being a class above the remaining 50%? This special issue is a curate's egg, unfortunately scrambled; it does not inspire this reader to contribute \$50 for a subscription. (David Jones, British Antarctic Survey, High Cross, Madingley Road, Cambridge CB3 0ET UK.)

THE WORK OF SCAR

INTERNATIONAL RESEARCH IN THE ANTARCTIC. Fifield, Richard. 1988. Oxford, Oxford University Press, for the Scientific Committee on Antarctic Research (SCAR) and ICSU Press. 146 p, illustrated, hard cover. ISBN 0-19-854216-X. £25.00.

Richard Fifield starts his preface with the statement that he finds himself in a dilemma since, though his name appears on the title page, he is neither the author nor the editor of this book. Working largely from reports submit-