

'disastrous' charge into the ice of Franklin's expedition. This is ludicrous. The author is apparently unfamiliar with Isandhlwana, a much greater Victorian military blunder, nor has it occurred to him that while the charge certainly took place due to error, it was actually a part of a stunning victory. This is because, for the sacrifice of an under-strength brigade, a vastly stronger force of Russians were induced to depart from a position in which they had been threatening the allied rear and from which they could, had they been resolutely handled and not intimidated by the charge and other actions by small units, have cut the allies off from their supply bases, with appalling consequences. The conclusion one derives from the attitudes implicit throughout the book is that the writer is simply unable to get inside the worldview of the first part of the nineteenth century, a view in which words like 'sacrifice,' 'duty,' and 'resolve' had totally different connotations to the ones they have today. These attitudes lead one to reflect that, from what we know of Crozier's personality, he, himself, would not have associated with them.

The second reservation relates to the number of infelicities and errors that litter the work. The author consistently uses 'top' or 'above' when he means north, and 'below' when he means south, for example that the Northwest Passage is across the 'top' of America, or that Smith Sound is at the 'top' of Baffin Bay, or that Igloolik is at the 'top' of Melville Peninsula or that *Erebus* and *Terror* spent 63 days 'below' the Antarctic circle. Spitsbergen is always Spitzbergen (why do authors so seldom get this simple point right?) in the text, but it is labelled correctly in Map 6, on which what is claimed to be Hecla Cove is actually Wijdefjorden. HMS *Dorothea* was not *Dorethea*. Constantine Phipps' expedition certainly failed to reach the North Pole but to describe it as 'particularly unsuccessful' is unfair. Phipps, who was a Captain, and not a Lieutenant, was the first to provide a scientific description of the polar bear and named the ivory gull, among his other scientific achievements. The author uncritically repeats, although he does not attribute it, the old allegation of George Simpson that Franklin was incapable on his first expedition of travelling more than eight miles per day. This is incorrect. During their first 250-mile journey on foot in the northern winter, Franklin and his men 'averaged each day more than double the eight miles mentioned by Simpson' (Houston 1974: xxviii). He also asserts that Bellingshausen, whose name is incorrectly stated, was an Estonian: true he was born in what is now Estonia, but his ethnicity was that of a Baltic German. In the same paragraph we are assured that Bransfield was a Lieutenant: he was a Master, RN. With regard to Parry's 1827 expedition, the second sledge boat was named *Endeavour* not *Investigator*. The support vessel of Franklin's last expedition was *Baretto Junior*, not *Barretto Junior*. It would be tedious to continue to list everything to which exception might be taken, but the important point should be made that if an author permits such legions of errors, each one no doubt trivial in itself, to appear in his work, then he cannot reasonably

complain if those readers who have sufficient knowledge to detect them have suspicions concerning the validity of his judgements on more important matters.

A more subjective reason for adverse comment is that the author's prose is pedestrian. It simply does not grip the reader, and, in view of the fascinating events that are recounted in the book, that is a pity.

To sum up: this could have been an excellent book. The author is to be commended for determining on producing a biography of Crozier and on the research he has done on the life of a man who deserves to be better known than he is. If he had enlisted the services of an eagle-eyed editor competent in polar history and had made a serious attempt to look at the events he recounts through the eyes of the participants in them and not through those of a liberal commentator of the early part of the present century, his book would have been much more convincing as a portrayal of one of the most important polar explorers of the first part of the nineteenth century. (Ian R. Stone, Scott Polar Research Institute, Lensfield Road, Cambridge CB2 1ER.)

### Reference

Houston, C.S. 1974. Introduction. In: Houston, C.S. (editor). *To the Arctic by canoe, 1819–1821: the journal and paintings of Robert Hood, Midshipman with Franklin*. Montreal and Kingston: McGill-Queen's University Press: xxiii–xxxv.

**ANTARCTICA FROM SOUTH AMERICA.** Bernard Stonehouse. 2006. Originator Publishing. x + 182 p, illustrated, soft cover.  
doi:10.1017/S0032247407006882

In an age when many books carry obtuse titles that try to be clever (for example, the best-selling self-help book *Who moved my cheese?* (Johnson 1998), which is in no way dedicated to the shifting of cultured dairy products), it is refreshing to find a book title that tells it to you straight. And, with more than 95% of all Antarctic tourists starting their journeys to the deep south from South America, Bernard Stonehouse's *Antarctica from South America* is sure to appeal to many.

Anyone who has read Stonehouse's previous title, *The last continent: discovering Antarctica* (2000), will be familiar with the contents of this new book because they have been pretty much lifted straight out and republished. The author acknowledges this directly, stating that the new title and its streamlined focus, which now omits the Ross Sea and East Antarctica, is essentially a second edition of the earlier book from 2000. *Antarctica from South America* follows the same basic outline and many of the comments made in a review of that earlier work (Carey 2000) are still valid with this new book. The introductory chapters provide descriptions of the southern region, including the land, ice, and surrounding seas, as well as the soils, plants, and wildlife. Background

information is also provided on some of the human history of the continent, with a focus on the politics, Antarctic Treaty, and management. These are done with the same well-written prose that one expects from a Stonehouse book, and they do a fine job of educating the potential tourist about what to expect on a holiday to the Antarctic. A thorough index makes it easy to find what you are looking for, although the narrative style of writing makes this book more enjoyable when read from start to finish, rather than just dipping into it. The book does not set out to be a wildlife guide, but some basic identification and natural-history information is provided. One useful addition not found in the first book are black-and-white line drawings that show the scale of seabirds, seals, and whales, in relation to each other and a human figure. This is especially valuable for the large albatrosses, the gigantic stature of which is never fully appreciated from the deck of a ship.

Most people who buy travel guides do so in order to get some specific information about a place they intend to visit. The six chapters in the middle of this book are therefore the real 'meat' of the volume. Stonehouse starts by describing the South American ports that serve as the gateways for tourists. The information provided is fairly general and will give one a feel for the cities, but it will not be very helpful if you are looking for, say, a particular service or hotel. The lack of maps also limits the usefulness of these entries.

The next chapters describe a sample of destinations in the Falklands, South Georgia, and the Antarctic itself. Included are the most popularly visited sites, and the list of places is very similar to those covered in the previous book. The only changes are the addition of King Haakon Bay (South Georgia) and the deletion of Ronge Island (Antarctic Peninsula). Both of these modifications reflect changes in visitor trends. The site descriptions are of varying length and, unfortunately, not all are accompanied by photographs. In one case, a photo of Saunders Island is used (and captioned) in the entry for New Island (Falklands).

Eleven maps are included, ranging from a continent-wide perspective, to close-ups of specific areas like the islands around the Gerlache Strait, or the South Shetland Islands. Sadly, there are many short-comings with these. The first map, showing the entire continent, has been squished laterally, as if someone wanted to make it fit a vertical page. The clearly marked Antarctic Circle is actually an oblong. The second map, showing the length of the Antarctic Peninsula, is the best of the bunch, with generally accurate outlines and clear contrast between the white of the land and the blue of the sea. The remaining maps are difficult to read because of the poor contrast between the blue of the sea and green used for landmasses. Further, many of the landing sites described are not included on the maps, or in some cases (for example, Half Moon Island), are incorrectly marked. Map 10 (page 143) is perhaps the worst of the lot. Depicting the area around the Gerlache Strait, the labels for Pleneau and Petermann

Islands have made it on the map, but the landmasses they point to have not. And Paradise Harbour, one of the most-visited sites in Antarctica, is not labelled at all. Clear, easy-to-use maps are important if a travel guide is to do its intended job.

Occasionally, the book includes some outdated information. For example, the Antarctic Protected Management system no longer lists Sites of Special Scientific Interest (SSSI) — they are now Antarctic Specially Protected Areas (ASPAs), and the no-go area described for Pendulum Cove (page 126) does not include the burned out Chilean station remains. Another quibble about the text and content is the lack of visitor behaviour suggestions for individual landing sites. These are included for a few destinations, but with tourist numbers climbing sharply while the average experience of tour guides declines, more advice from seasoned professionals can only be a good thing.

What really disappoint are the illustrations. The book includes numerous colour photographs, but many are not sharp or their colours are washed out. Almost all of these pictures were included in Stonehouse's earlier book, and it is clear that the reproduction of many of them has been greatly improved for this edition, especially with regard to colour. But overall, the photos are not up to the same high quality as the text, and this discrepancy may hinder the book's appeal to the southern traveller. (Peter W. Carey, 8 Estuary Road, Christchurch 8061, New Zealand.)

### References

- Carey, P.W. 2000. Review of: *The last continent: discovering Antarctica*, by Bernard Stonehouse. *Polar Record* 36 (199): 357–359.
- Johnson, S. 1998. *Who moved my cheese? An amazing way to deal with change in your work and in your life*. New York: Putnam.
- Stonehouse, B. 2000. *The last continent: discovering Antarctica*. Burgh, Norfolk: Shuttlewood Collinson Publishers.

### BRIEF REVIEWS

**THE MYSTERIOUS CAPTAIN BROCKLEHURST: GENERAL GORDON'S UNKNOWN AIDE.** Jean Bray. 2006. Cheltenham: Reardon Publishing. 198 p, illustrated, soft cover. ISBN 1-873877-77-3. £9.99. doi:10.1017/S0032247407006894

Readers of *Polar Record* might ask straightaway why a book purporting to relate to Gordon of Khartoum is being reviewed in this journal. But the subject of this very interesting biography was one of those remarkable Victorian individuals who was involved in all sorts of noteworthy events in a variety of places stretching throughout the world, and although he never travelled to the Antarctic himself, he did play a role in one of the most