

A picky reviewer of this volume could point to examples of repetition, lack of cross-references, and problems with the reproduction of some of the maps. Such a reviewer would not only be picky, but churlish. To publish a well-produced, indexed volume of some 400 pages of conference papers little more than a year after their delivery is an achievement that calls for warmest congratulations to the editor. A final thought relates to a point made during the conference, that the time is now ripe for a new, general study of Bering. For the non-specialist, certainly, such a book would help to bring together some of the threads that dangle so tantalisingly from the pages of this volume. (Glyndwr Williams, Queen Mary and Westfield College, Mile End Road, London E1 4NS.)

THE FALKLAND ISLANDS/MALVINAS: THE CONTEST FOR EMPIRE IN THE SOUTH ATLANTIC. Barry Gough. 1992. London and Atlantic Highlands, New Jersey: Athlone Press. xvi + 212 p, maps, hard cover. ISBN 0-485-11419-4. £32.00.

During 1992 the tenth anniversary celebrations commemorating the 1982 Falklands War recalled a conflict responsible for restoring British control over the Falkland Islands, South Georgia, and the South Sandwich Islands. It resulted also in a difficult period of Anglo-Argentine relations, or rather virtual non-relations, until 1990, when the restoration of diplomatic relations between London and Buenos Aires was followed by rapid progress in a range of fields. However, this contemporary rapprochement cannot disguise the continuing Anglo-Argentine divide over sovereignty. In fact, a so-called 'sovereignty umbrella' freezing their respective legal positions proved a major element in the arrangements reviving diplomatic links between the two countries.

More recently, in January 1993, the visit to Buenos Aires undertaken by Douglas Hurd, the British foreign minister — this represented the first British ministerial visit since the war — merely highlighted the ambiguities in the relationship. The two governments, divided and imprisoned still by history, continue to provide conflicting answers to the central question: 'Which country has the rightful claim to the Falklands/Malvinas?' For Britain, the matter is not negotiable, particularly as its traditional concentration upon territorial rights has been reinforced by a stress on the islanders' rights to self-determination. Argentina takes a different position. Despite military defeat in 1982 and the subsequent politico-economic transformation, Argentina neither withdrew its claim to the *Islas Malvinas* nor went away. The claim, deeply embedded in all sectors of society and pressed repeatedly in Argentine policy statements and publications, remains on the table.

Historical anniversaries are increasingly exploited by publishers. Although the Falklands question has become more peripheral during the past decade, the tenth anniversary of the Falklands War was no exception, even if few of the resulting publications added much to what we know already. However, Barry Gough's book was an exception,

for it illuminates in an authoritative manner a number of historical controversies relevant to understanding the nature and development of an ongoing sovereignty dispute dating back at least to the 1820s.

Hitherto, Gough, a historian based at Wilfrid Laurier University in Canada, has published mainly on the higher northern latitudes. This book, arising out of his 1990 article examining the Falklands question between 1832–1843, marks a confident entry into the affairs of the southern hemisphere. The title, like the preface's mention of 'a five-sided study of Spanish, French, British, American and Argentine aspirations and enterprises in regards to the Falklands Islands or *Las Islas Malvinas*' (page xi), encourages readers to expect a wide-ranging historical monograph surveying the Falklands problem from its origins until the present day. But readers should not expect too much from a book in which the detailed coverage of developments is confined to the allegedly crucial decades centred on the 1760s–1770s and the 1820s–1840s. Other periods are covered less fully in terms of either in-depth analysis or reliance upon primary source materials. Nor is the promise of a five-country study really fulfilled, given Gough's concentration upon the British dimension.

Nevertheless, this British focus, alongside the clear, concise, and confident manner in which Falklands events are related to the wider colonial scene, helps Gough to satisfy his promise of a 'contribution to the literature of British naval, imperial and colonial history' (page xi). The evolution of British policy, insofar as there was a 'policy' as opposed to what might be described as a 'reactive pragmatism,' is well covered for the 1820s onwards. Particular attention is devoted to the post-1833 uncertainties of what to do with the islands as well as to moves culminating in the reluctant decision to make the islands part of the British empire.

The basic story is well told, but the continuing dispute means that readers in Argentina, Britain, and the Falklands will seek to assess the study's implications for the sovereignty problem. Those located on opposing sides of the controversy will find some material to reinforce their respective viewpoints, although the book's value would have been improved if sections dealing with historico-legal criteria like discovery and occupation were elaborated and analyzed in a fuller and more critical manner. Points meriting further consideration include Gough's assertion concerning 'probable' prior discovery in 1592 by the British navigator, John Davis (page 3); the likely existence of a secret Anglo-Spanish agreement of 1770–1771 promising future British withdrawal from the islands (page 24); the legal significance of the reference to 'Falkland's Island' (in the singular rather than the plural) on the plaque deposited when Britain evacuated the islands in 1774 (page 25); and the validity of the 'irrefutable' Argentine claim to actual occupation before 1833 (page 155). Readers familiar with the topic will know that such aspects remain the subject of considerable academic and political controversy.

The strength and quality of any work of history is a function largely of its sources. In fact, the book's focus on Britain is both explained by and explains reliance upon primary sources drawn predominantly from British Admiralty, Colonial Office, and Foreign Office files alongside a selection of private papers (for example, Woodbine Parish). Analyses of the policies of the other four countries mentioned in the preface are neither as detailed nor as strongly founded on source materials. It is perhaps doubtful whether the use of other archives would radically alter the study's conclusions — the reviewer has selectively consulted American and French archives — but at some stage there is a need to incorporate primary source materials from other countries into the story. For example, the policy and attitudes of the United States government should be considered upon the basis of materials consulted in the National Archives housed at Washington, DC (many of which are on microfilm) rather than, as here, filtered through published collections like that edited by William Manning. Also, Gough's mention of five countries might prompt some to argue the merits of a 'six-sided study' in view of the islanders' increasingly important and autonomous role in the question.

Samuel Johnson is often quoted by writers on the Falklands Islands. This reviewer is no exception, for one of Johnson's remarks made during the 1770s seems particularly appropriate: 'The time is now come when Falkland's Islands demand their historian.' Gough has carried the story forward from existing work; indeed, when John Muffly's forthcoming book based on his recent University of Teeside MPhil thesis is published — Muffly pursues certain elements further than Gough — we shall possess through their joint research efforts a reasonably complete picture of the British part of the story for the late eighteenth and early nineteenth centuries. However, as pointed out by the reviewer in 1988, we await still an in-depth, critical, balanced, and wide-ranging history drawing upon all relevant sources and treating the topic on its academic (rather than political) merits. (Peter J. Beck, Faculty of Human Sciences, Kingston University, Kingston upon Thames KT1 2EE.)

THE VOYAGES OF THE *DISCOVERY*: THE ILLUSTRATED HISTORY OF SCOTT'S SHIP. Ann Savours. 1992. London: Virgin Publishing. xvi + 384 p, illustrated, hard cover. ISBN 1-85227-117-5. £25.00.

Discovery is one of Britain's favourite historic ships, although partly for the wrong reason. There is a widespread misconception that her close association with the name of Scott resulted from her participation in that most famous of all expeditions, Scott's last, whereas she really took part in Scott's worthy, but less glamorous, first expedition. That illusion was not entirely discouraged by the old museum on board *Discovery*, which also practised the sly deception of printing the names of Scott and his illustrious officers and staff of 1901–1904 above the cabins, as if they had occupied them; the cabins were

actually built more than 20 years later during a major refit. It was not a very satisfactory museum; she is a grand old ship and deserved better. Now, thanks to some dedicated hard work during the last 15 years, she has a second chance at an honourable retirement as a museum. She is being thoroughly overhauled and restored to her 1925 post-refit condition, and has quite rightly been taken 'home' to Dundee, where she will be permanently displayed, and has spearheaded the city's recent tourist campaigns under the slick slogan 'City of Discovery.' Ann Savours' new 'biography' marks the ship's new lease on life, and it is a very fine tribute indeed.

Discovery was built in Dundee in 1900–1901 for Scott's National Antarctic Expedition of 1901–1904. It is surprising how few good studies of that expedition exist, and the author has quite justifiably used her history of the ship as a vehicle for a fine new scholarly account of the expedition in all its aspects, making considerable use of unpublished materials. This account occupies one-third of the narrative part of the book — 100 out of 310 pages — and that large proportion, too, can be justified, for *Discovery*'s first voyage was also her best known and, as it later emerges, probably by far her most interesting, with the possible exception of Mawson's British, Australian, New Zealand Antarctic Research Expedition of 1929–1931. Mawson's voyage, too, occupies a substantial part of the book, about 60 pages, and is also a fine, original contribution to knowledge. There is some excellent scholarship elsewhere in the book, but these two sections are outstanding.

Those already familiar with these major expeditions might have started the book hoping for a different balance, with far more attention given to *Discovery*'s many lesser known polar and non-polar voyages, but the balance is right; most of the rest of her life was pretty dull by comparison. Much of her 18 years in Hudson's Bay Company (HBC) ownership was occupied with regular, annual trading voyages between Britain and Hudson Bay — which were by then a commonplace HBC routine, well established for more than 200 years. There is not much one can say about most of them, and thankfully Savours does not try to. She does her duty and, quite rightly, relates each voyage from start to finish, but does it, one is glad to find, briefly. She tries, rather too transparently, to enliven this section with some barely relevant second-hand chunks of earlier HBC history; it needed something to brighten it up, but not, I think, that. There was quite an interesting little spell when the ship was lent to the Admiralty during the First World War, but mostly this reader looked forward keenly to the year when the HBC sold *Discovery* back into science. This happened in 1922, after which came the long, major overhaul to re-equip the ship for research. The research in question was on oceanography and whales in the Southern Ocean, the beginning of a long and important series of voyages, the *Discovery* Investigations, later taken over by other ships. The author again handles difficult material well. As with the HBC voyages, there is little inherently interesting to most people in day-to-day life on