

shenanigans, Australian Antarctic Territory was surveyed, and the total of sound and innovative science done in the 50 years of ANARE's existence is impressive.

This book gives much information and insight into the personnel, organisation, and politics of ANARE, which will be of great interest to the general reader on Antarctic matters and of particular value to the historian concerned with the interaction of science and politics. It has been carefully researched and annotated; the lists that attracted my initial attention should not have been disparaged — they are useful records and are properly confined to appendices. The book is beautifully produced and the main text is enlivened by reminiscences and anecdotes. I was particularly fascinated by Syd Kirkby's report on the conditions encountered at the bottom of sleeping bags used as emergency photographic darkrooms. My only criticism is that in accounts of the science, the boundaries between the necessary background information and the achievements of ANARE are blurred so that it is difficult to know to what country specific advances are to be attributed. Not that this matters very much; Antarctic science has become an international venture to which Australia has made a worthy contribution. (G.E. Fogg, Bodolben, Llandegfan, Anglesey LL59 5TA.)

**NATIVE LIBRARIES: CROSS-CULTURAL CONDITIONS IN THE CIRCUMPOLAR COUNTRIES.** Gordon Hills. 1997. London and Lanham, MD: Scarecrow Press. xvi + 361 p, illustrated, hard cover. ISBN 0-8108-3138-4. \$US59.50.

In this book, author Gordon Hills raises issues of what an ideal library serving indigenous peoples should be. Drawing largely upon his personal experiences as a librarian working in several native American communities, Hills comments not just about libraries, but also about cultural identity, social conditions, multiculturalism, literacy and orthographies, and other topics. The book is a series of bibliographies coupled with essays, photographs, and appendices.

Although much of the book focuses upon Alaska, library-related topics of other circumpolar regions are covered: pre- and post-perestroika Russia, Canada, Greenland, and contemporary library services in northern Scandinavia. Hills' selectively annotated bibliographies in multiple sections reveal the literature in English about libraries and circumpolar native peoples through 1995. These bibliographies are the substance of the book and will be of particular interest to researchers and librarians.

The chapter 7 title, 'A potpourri...', best describes the book. The individual chapters are informative and provocative, and sometimes also redundant. Extraneous material clings to the chapters. An editor could have improved the book by fact-checking — such as 'village corporations were established by Alaska State law' (page ix) — paring the text, and unifying the sections.

Hills' chapter on oral and written traditions thoughtfully discusses the concept of a library in indigenous

communities. Native peoples' histories and contemporary experiences are being documented through 'traditional knowledge' programs that are increasingly common in the Arctic regions. Several native American groups are developing 'cultural centers' that collect the standard library references about their own cultures (many of which are rare and out-of-print but now available in microform or CD-ROM formats); these cultural centers also record elders on audio- and videotape, and provide the museum functions of collecting, curating, and interpreting cultural items.

Hills documents several attempts to provide library services during native peoples' transitions from subsistence to cash economies and migrations from rural to urban locations. He chronicles efforts to provide such services to the Alaskan Yup'ik Eskimo people in the delta of the Yukon and Kuskokwim rivers.

National library policy is an interesting thread throughout the book. Most of the circumpolar nations have such public policies, but the inclusion of native peoples has been largely recent and inadequate. Hills' reviews of Canadian, Greenlandic, and Russian policies are very informative. US library services to native peoples have been largely local or regional, serious national policy emerging only since the late 1970s.

Having selectively surveyed the literature on native peoples and libraries in the circumpolar north, Hills' work is a major contribution. (Ron Inouye, Bibliography of Alaska and Polar Regions, Rasmuson Library, University of Alaska Fairbanks, Fairbanks, AK 99775-6808, USA.)

**WAKE OF THE INVERCAULD: SHIPWRECKED IN THE SUB-ANTARCTIC: A GREAT-GRAND-DAUGHTER'S PILGRIMAGE.** Madelene Ferguson Allen. 1997. Montreal, Kingston, London, and Buffalo: McGill-Queen's University Press. 256 p, illustrated, hard cover. ISBN 0-7735-1688-3. \$Can 19.95.

The sub-Antarctic islands have been the scene of many shipwrecks, in particular during the nineteenth and early twentieth centuries, when maritime technology had advanced sufficiently to make navigation in the 'furious fifties' comparatively safe, but when it had not advanced to the point at which isolated islands (and icebergs) could be detected before it was too late. The motivating force behind the selection of routes that exposed ships to this risk was, of course, that of cost. If voyaging, for example, from the Cape of Good Hope to Australia, the great circle route offered considerable savings in distance covered and, hence, in time en route. However, there was always the concomitant risk of falling in with one of the many imperfectly charted island groups, and this could easily be fatal at night or in foul weather.

The Auckland Islands, in New Zealand's sub-Antarctic territories, were the scene of several such wrecks and one of them, that of *Invercauld*, which met her end in 1864, is the subject of this book. A seaman on board the vessel, Robert Holding, wrote an account of the voyage, of the

wreck, and of the privations of the survivors — of whom there were eventually only three out of a crew of 25 — when he was in advanced age. It is this document, which in original covers 115 pages, that is at the core of the volume. There is also printed, as an appendix, a much shorter account by Andrew Smith, the first mate, and this affords interesting comparisons.

In brief, *Invercauld*, which was a fine, well-equipped vessel, went ashore in extremely difficult conditions at the northwest tip of Auckland Island at the start of the austral winter. Nineteen of the crew were able to reach land, and during the next year all but the captain, George Dalgarno, Smith, and Holding had died of starvation and exposure. They were eventually rescued by a Spanish ship that was not only leaky but had plague on board. Despite these problems, they eventually reached Callao.

Holding's narrative is riveting. It implicitly ascribes the relatively large number of deaths to the facts that as *Invercauld* had wire rigging, etc, it was impossible for the castaways to secure much useful material from the wreck, and more seriously to the breakdown of discipline that took place both before the wreck and later on the island. Command seems effectively to have collapsed. The mariners appear to have wandered around in small groups, and there was little concerted effort systematically to secure food supplies. Holding, for his part, was obviously possessed of much more initiative and resource in that area and does not seem to have experienced the same level of privation as the others. He identified edible roots, shellfish, and other food sources, and appears to have acquired some skill at killing seals.

His account is excellently written. His style is simple, almost terse, and the story line is clear. He permits himself few digressions, most of which are on the inadequacies of the officers. His account of the actual wreck is detailed and matter-of-fact, and he does not at all ascribe to himself any merit for the undoubted fact that he kept several men alive for a long time due to his own efforts.

There is no doubt that there is considerable value in having Holding's narrative published in an easily accessible form. It will provide useful material for anyone researching wrecks in the sub-Antarctic and exploring the question of why some die and others do not under such circumstances. Moreover it is a valuable document relating to the history of the Auckland Islands.

There is also no doubt that if the author had confined herself to providing an edition of Holding's text, with the usual scholarly apparatus, then this would be a much more valuable and interesting book than it is. For she has chosen to submerge Holding in a mass of idiosyncratic verbiage relating to her own trip to the Auckland Islands conducted in order to 'trace' the exploits of her great-grandfather. Endless and mind-numbing detail is given, including extracts from rejection letters arising from grant applications and from a letter relating to the transfer of one of Holding's boots from one museum to another. The reader is given a full account, taking up more than a page, of the visit of the

author to the Invercauld estates in Aberdeenshire, the only connection of which with the ship was that it was the source of the timbers out of which she was constructed and after which she was named. Moreover her account is written in an inconsequential, chatty, and meandering style, which is surprising with the example of Holding's own style constantly before her.

The layout of the book is perplexing. There is no difference in typeface between Holding's account, which is divided up into small parts, and the author's writings. The only indication that a section of Holding's story is about to start is that his writing is prefaced by a small picture of a sinking ship. The result is that this is a difficult book to read. One jumps from an excellently written first-hand account to sections of long-winded triviality.

This is a pity since when the author reverts to an editorial role, she makes some interesting and astute comments. There is absolutely no doubt concerning her industry in scouring all possible places where sources for the study of the wreck and its aftermath might be found. She has found out virtually all that there is to know about the last voyage of *Invercauld* and the fate of her crew.

A further oddity of the book is that small pictures of, for example, seals and crabs, are distributed throughout it, and some appear in the middle of pages. There are several coloured illustrations, most of which relate to the author's own expedition to the islands; the author herself appears in some of them. They are interesting as far as they go, but the visual impact is diminished by the cluttering of small photographs on each plate. One turns with relief to the maps, which are better although the print is unclear.

The author has simply lost sight of what, in this reviewer's opinion, she ought to have been trying to achieve. This was the presentation of Holding's account with supplementary detail, for example Smith's account, and full critical apparatus. These should have been presented in a smaller typeface so as not to impede the reader's study of Holding's narrative. To that extent, her own voyage has relevance. She discovered interesting comparisons, and the experience enabled her to present the events of 1864–1865 in context. This should have assisted her as editor and not become, as it were, a *raison d'être*, for the publication: the 'pilgrimage' of the sub-title. But there should have been only the barest information about the mechanics of it, relegated to footnotes, and the reader should certainly not have been informed of, for example, the author's determination not to be seasick before her vessel left port!

The point is that the author seems to have believed that long sections of her own experiences would add 'human interest' to the book, especially in view of her relationship with Holding. She has seriously erred in that respect, since there is quite enough 'human interest' in Holding's own statement to maintain the reader's attention; her own activities only serve to reduce the impact of his narrative. She would have been aided by a stronger editorial input from the publisher.

Nevertheless the author is to be congratulated on her industry in completing the task she set herself and on publishing a hitherto unknown source for the study of sub-Antarctic shipwrecks. (Ian R. Stone, Laggan Juys, Larivane Close, Andreas, Isle of Man IM7 4HD.)

**A WINDOW ON WHALING IN BRITISH COLUMBIA.** Joan Goddard. 1997. Victoria, BC: Jonah Publications. viii + 114 p, illustrated, soft cover. ISBN 1-895332-14-1.

This is a very readable and well-illustrated account of whaling in British Columbia, dedicated by the author to the memory of her grandfather, a Newfoundlander who had been an active participant in whaling in the early part of this century. The publication was evidently produced largely as a piece of local history, but makes a fascinating addition to the world-wide picture of man's exploitation of the whale. Those wishing to research the subject in more detail are referred to archive deposits in the Vancouver Maritime Museum and the University of Washington.

After briefly sketching the evolution of commercial whaling in the Pacific, which started in the late eighteenth century, the author describes the six-year campaign by T.W. Roys, who brought his rocket harpoon methods to British Columbia in 1868. The twentieth century saw the arrival of the modern techniques, devised by Svend Foyn, involving fast catcher boats and explosive harpoons shot from a cannon mounted on the foredeck.

Two Nova Scotians established the Pacific Whaling Company in 1904, and the first shore station was constructed in Barkley Sound on the west side of Vancouver Island in the following year. Other stations followed, and by 1910 the company was operating 10 catcher boats and a freighter. The whale catcher boats were sailed from Norway, around the Horn, an epic voyage for such small craft, some 100 tons and 90 ft long, lasting four months. Once in British Columbia, they worked between 30 and 50 miles from the stations, bringing their catches for processing by shore crews largely made up of Japanese and Chinese labourers. The main quarry were sperm, blue, fin, and sei whales; the highly vulnerable populations of humpback that lived close to the shore were wiped out in one season.

Apart from the Norwegian gunners, who because of their expertise were rated as skippers, most of the boat crews were Newfoundlanders. Some of these initially came west to take part in the fur sealing, but this was an industry in serious decline; others came from the shore-whaling in Newfoundland (again, through over-exploitation, this lasted only six years and ended in 1904). Reluctantly, the Norwegians taught their skills to the Newfoundlanders and after 1910 were gradually replaced. After several company reformations, the west coast stations closed in 1946, although one enterprise was established at the northern end of Vancouver Island, 1957–1967.

This volume concludes with a summary of the whaling

species hunted, details of the whale products and their uses, a chronology of commercial whaling in the Pacific, a glossary, and suggestions for further reading. (Arthur Credland, Hull Maritime Museum, Queen Victoria Square, Hull HU1 3DX.)

**ANTARCTIC OASIS: UNDER THE SPELL OF SOUTH GEORGIA.** Tim Carr and Pauline Carr. 1998. New York and London: W.W. Norton. 256 p, illustrated, hard cover. ISBN 0-393-04605-2. £29.95.

This is an elegant and informative book. At first glance, thumbing the pages of striking photographs, one might surmise it is simply another coffee-table volume on the Antarctic or Southern Ocean. However, this book is a great deal more than that, as Tim and Pauline Carr's lively narrative portrays. On the one hand, this work is an account of the natural history and magnificent wildlife of South Georgia, and, on the other hand, it is a unique cruising guide and personal memoir about one of the most isolated islands on the planet.

Tim and Pauline Carr are internationally known sailors who have roamed the world's oceans during the past three decades. They have lived nearly all of this time aboard their stout Falmouth cutter (or, more correctly, quay punt) *Curlew*. During the past five years they have sailed the 28-foot *Curlew* in the waters around South Georgia and have worked as resident curators of the South Georgia Whaling Museum. South Georgia's location — south of the Antarctic Convergence, more than 720 nautical miles southeast of the Falkland Islands, and nearly 800 nautical miles northeast of the Antarctic Peninsula — makes it among the most remote destinations for any ship, let alone a small sailing cutter. The Carrs have written about many of the unique challenges they have met living year-round in such an isolated place. They have made the most of their stay on South Georgia: cruising the coast to unbelievably small harbours and coves, skiing, climbing several of South Georgia's peaks, photographing wildlife and scenery, and finding time to build the Whaling Museum at Grytviken. Their exploits during summer and winter 'cruises' are vividly told. All these adventures aboard *Curlew* require exceptional navigation and seamanship skills made all the more challenging since *Curlew* has no engine! Also quite unusual is the story of the cutter itself — in 1998 celebrating her centenary year since launching in the West Country of England. The book's final chapter is a tribute to this remarkable gaff-rigged boat, including deck and interior layouts and a sail plan. This history also includes the Carr's return in *Curlew* to Falmouth and a chance meeting with the relatives of the first owner, Frank Jose.

The subtitle 'Under the spell of South Georgia' is highly appropriate, since throughout each chapter the authors are in praise of South Georgia's abundant wildlife and majestic mountain scenery. Even HRH The Duke of Edinburgh's foreword notes the unique natural environment of South Georgia and that *Antarctic oasis* captures that essence. In addition to the nearly 200 stunning