A triumphant moment in polar exploration: James Clark Ross’s discovery of the North

Magnetic Pole in

1831

.

A triumphant moment in polar exploration: James Clark Ross’s discovery of the North Magnetic Pole in 1831

极地探险的辉煌时刻: James Clark Ross于1831年发现了北极

chapter 2

第二章

# MAGNETIC NORTH

# 北极往事

If the years in which *Erebus* patrolled the Mediterranean were ones of comparative idleness for the Royal Navy, there were certain benefits. Press gangs became a thing of the past. Men could choose their ships. The Navy became more specialised, more professional. And with the Napoleonic Wars over, a non-militaristic area of maritime activity started to open up, offering opportunities for the able, the adventurous and the better-qualified to use Britain’s naval superiority to pursue new goals: to extend man’s geographical and scientific knowledge by exploration and discovery.

虽然说*厄瑞玻斯号*在地中海上巡逻的那几年对皇家海军来说比较清闲，那这种情况也是有一定的好处。拉帮结派已经成为过去式了，如今的人们可以自由选择自己的船，皇家海军也变得更加专业化、职业化。随着拿破仑战争的结束，非军事化的海上活动逐渐活跃起来，那些精明能干、资历丰富又富有冒险精神人们抓住机会，利用英国海军的优势来追求新的目标——通过探索和发现来扩充人类的地理和科学知识。

The impetus for this new direction came largely from two remarkable men. One was the polymath Joseph Banks, the embodiment of the Enlightenment. An author and traveller, botanist and natural historian, Banks had circumnavigated the globe with Captain Cook in 1768, bringing back a huge amount of scientific information as well as mapping previously unknown corners of the planet. The other was one of Banks’s protégés, John Barrow, an energetic and ambitious civil servant, who in 1804, at the age of forty, had been appointed Second Secretary at the Admiralty.

有两位杰出的人物积极地向这个新兴方向推进。一位是知识渊博的Joseph Banks，被人称为“启蒙运动的化身”。Banks是一位作家、旅行家、植物学家和自然历史学家。1768年，他和Cook船长一起环游地球，带回了大量的科学信息，并制作地图描绘了那些地球上曾经不为人知的角落。另一位是Banks的门生John Barrow，他是一位精力旺盛并且富有雄心壮志的公务员。1804年，时年40岁的他被任命为海军部的二等秘书。

Barrow and Banks formed around them a circle of enterprising scientists and navigators. Much inspired by the work of the German naturalist Alexander von Humboldt, their aim was to assist an international effort to chart, record and label the planet, its geography, natural history, zoology and botany. They were to set the agenda for a golden period of British exploration, motivated more by scientific enquiry than by military glory.

在Barrow和Banks的周围逐渐形成了一个积极进取的科学家和航海家的圈子。他们深受德国博物学家Alexander von Humboldt的工作启发，他们的目标是协助国际社会对地球进行绘制、记录和标示，包括地球的地理、自然史、动物学和植物学。他们出于科学探索的目的，而不是军事荣誉，在英国探索的黄金时期进行了各种日程表的安排。

Barrow’s priority was the partly explored Arctic region. Ever since John Cabot, an Italian who settled in Bristol, had discovered Newfoundland in 1497, there had been keen interest in discovering whether there might be a northern route to ‘Cathay’ (China) and the Indies to compete with the southern route via Cape Horn (dominated at that time by the Spanish and Portuguese). From his desk at the Admiralty, John Barrow championed the cause, using every conceivable contact and pursuing every line of influence to make it happen. If the Navy could discover a Northwest Passage linking the Atlantic and Pacific Oceans, he argued, the advantages to Britain in terms of safer and shorter journeys to and from the lucrative East would be immense.

Barrow的首要任务是进一步探索北极地区。自从John Cabot——一位定居在布里斯托尔的意大利人——在1497年发现了纽芬兰,人们就对是否存在一个能媲美南部路线（经过好望角的南部路线，当时正处于西班牙和葡萄牙的控制中）的通往“契丹（中国）”的北部路线存有浓厚的兴趣。John Barrow借助自己在海军部的地位，并联系尽可能多的资源和人脉来推行这件事。他认为，如果海军能够发现一条连接大西洋和太平洋的西北航道，那么英国将更快更安全地来往于具有丰厚利润的东方，而这对英国来说将会是一个巨大的优势。

Around 1815, the year of Waterloo, whalers – the forgotten men of polar exploration, but the only ones to keep a regular eye on Arctic and Antarctic waters – returned from the north with reports of the ice breaking up around Greenland. One of them, William Scoresby, was of the opinion that if one could get through the ice-pack that lay between latitudes 70 and 80°N, there was clear water all the way to the Pole, offering the tantalising prospect of a sea passage to the Pacific. He backed this up with evidence of whales harpooned off Greenland appearing, with the harpoons still in their sides, south of the Bering Strait.

大约在1815年，也就是滑铁卢发生的那年，捕鲸者——被人们遗忘的极地探险家，却也是唯一定期观察北极和南极海域的人群——从北方归来，带来了格陵兰岛周围冰层破裂的消息。其中一个名叫William Scoresby的人认为，如果能穿过北纬70度至80度之间的冰层，就会有清澈的海水一直流到南极，这使人看到通向太平洋的海上通道的诱人前景。他在白令海峡以南的格陵兰岛附近发现了被鲸鱼叉叉中的鲸鱼，而这能佐证他的观点。

Barrow, attracted by the idea of an ice-free polar sea, persuaded the Royal Society to set a sliding scale of rewards for penetration into Arctic waters. These ranged from £5,000 for the first vessel to reach 110°W, to a £20,000 jackpot for discovering the Northwest Passage itself. With the backing of Sir Joseph Banks, he then approached the First Lord of the Admiralty, Robert Dundas, 2nd Viscount Melville, along with the Royal Society, with a view to commissioning two publicly funded Arctic expeditions: one to search for a sea passage from the Atlantic to the Pacific, and the other to make for the North Pole to investigate the reports of clear water beyond the ice.

Barrow被不结冰的极地海洋的想法所吸引，他说服英国皇家学会制定了探索北极水域的奖励标准。这些奖金从第一艘到达110°W的船只奖励的5000英镑，到发现西北航道奖励的2万英镑不等。在Joseph Banks爵士的支持下，他随后又和英国皇家学会一起联系上英国海军大臣——Melville子爵二世Robert Dundas，希望能委派两支由政府资助的北极探险队：一支去寻找从大西洋到太平洋的海上通道，另一支前往北极，调查冰层那一边有清澈的海水的报告。

For Robert Dundas, this suggestion must have seemed a heavensent opportunity. A Scot whose father had enjoyed the dubious distinction of being the first minister ever to be impeached for misusing public funds, he had been at the Admiralty for six years, where he had spent much of his time resisting cuts to the Navy. Barrow’s proposals offered a means of keeping some existing ships busy, and thus fending off any criticism that the Navy had considerably more than it knew what to do with. He therefore took kindly to Barrow’s new proposals.

对于Robert Dundas来说，这个建议简直是天赐良机。作为一个苏格兰人，他的父亲曾是首位因为滥用公款而被弹劾的大臣，他在海军部呆了六年，在那里他的大部分时间都在抵制海军开支的削减。Barrow的建议提供了一个让现有船只保持忙碌的方法，这能避免了有人批评海军的数量远远超过了它应有规模。因此，他欣然接受了巴罗的新建议。

To lead one of the expeditions the Admiralty turned to a Scottish mariner, John Ross. The third son of the Reverend Andrew Ross, he came from a family who lived near the town of Stranraer in Wigtownshire, whose fine natural harbour would have been a regular port of call for Royal Navy vessels. It was common then for families to let their children join the Navy as part of their general schooling, and John had joined up as a First-Class Volunteer at the age of nine. By the time he was thirteen he had been transferred to the 98-gun warship *Impregnable*. A distinguished career, in and out of battle, followed. In late 1818, when he received the letter appointing him leader of the Admiralty-backed expedition to search for the Northwest Passage, he was forty years old, well regarded and had spent most of his life in service.

海军部委托苏格兰水手John Ross来带领其中的一支探险队。他是Andrew Ross教士的第三个儿子，来自一个住在威格敦郡的斯特兰莱尔镇附近的家庭，那里的天然良港是皇家海军船只的固定停靠港。在当时，很多家庭都会让孩子们加入海军，作为常规教育的一部分。而John在九岁时就成为了一名优秀的志愿兵。在他十三岁的时候，身强体壮的他就已经被调到配有98口径火炮的军舰*无敌号*上。随后，他在战场内外都经历了出色的职业生涯。在1818年末，当他收到海军远征队队长的任命通知时，他已经40岁了，他的一生大部分时间都在服役，十分受人尊敬。远征队在海军的支持，将负责搜索西北航道。

Ross was given command of HMS *Isabella* and proceeded to use a little nepotism to bring on board his eighteen-year-old nephew, James Ross. Inspired and encouraged by his uncle’s example, James had joined the Navy at the age of eleven, and had served an apprenticeship under his uncle in the Baltic and the White Sea, off northern Russia. He joined *Isabella* as a midshipman, traditionally the first step to becoming a commissioned officer.

Ross被任命为皇家海军*伊莎贝拉号*的指挥官，并利用裙带关系，把他18岁的侄子James Ross拉上了船。在叔叔的鼓励下，James在11岁时加入了海军，并在俄罗斯北部的波罗的海和白海跟着他的叔叔当学徒。他作为一名海军军官候补生加入了*伊莎贝拉号*，这也是传统上成为一名军官的第一步。

James was tall and well built, and his education in the Navy had served him well. He had learned a lot about the latest scientific advances, especially in the field of navigation and geomagnetism. The ability to understand and harness the earth’s magnetic forces was one of the great prizes of science in the early nineteenth century, and one in which James Clark Ross (he added the ‘Clark’ later, to distinguish himself from his uncle) was to become intimately involved.

得益于优秀的海军训练，James身材高大，体格健壮。他也曾了解过很多最新的科学进展，尤其是在航海和地磁领域。理解和利用地球磁场的能力是19世纪初科学界的一项伟大成就，James Clark Ross (为了方便和他的叔叔区分，他后来给自己加上了“Clark”)也为其做出了重要贡献。

In charge of HMS *Trent*, one of the ships entrusted with reaching the North Pole, was another career sailor, thirty-two-year-old John Franklin. Like John Ross, he had seen action during the Napoleonic Wars, being thrown in at the deep end aboard HMS *Polyphemus* at the Battle of Copenhagen when he was only fifteen, before being taken on as a midshipman with Matthew Flinders as he mapped much of the coast of Australia (or New Holland, as it was then). Young Franklin learned a lot from Flinders, who had himself learned a great deal from Captain Cook. Before he was twenty, Franklin had gained further battle experience as a signals officer on HMS *Bellerophon* at the Battle of Trafalgar. He was a lieutenant by the time he was twenty-two. When the strikingly handsome James Ross first encountered the round-faced, chubby, prematurely balding John Franklin at Lerwick in the Shetlands in May 1818, as *Isabella* and *Trent* prepared to set out for the Arctic, he must have regarded him as something of a hero. He can have had no idea that their paths would cross again in the future, or that they would be the two men to become most closely associated with the dramatic career of HMS *Erebus.*

另一艘被委托前往北极的船只则是*特伦特号*，她的负责人是另一名职业水手，32岁的John Franklin。和John Ross一样, 他也曾经历过拿破仑战争，在哥本哈根战役中，年仅15岁的他就被调入了*波吕斐摩斯号*上，在被选为海军军官候补生之前，他和Matthew Flinders一起绘制了澳大利亚（即当时的新荷兰）的大部分海岸线。年轻的Franklin因为Flinders教导而受益颇丰，而Flinders自己也从Cook船长那里学到了很多。不到20岁的Franklin在英国皇家海军*柏勒罗丰号*上的特拉法加战役中担任信号官，积累了更丰富的战斗经验。他22岁时就已是中尉了。1818年5月，当*伊莎贝拉号*和*特伦特号*准备出发去北极时，英俊非凡的James Ross在德兰群岛的勒威克小镇第一次见到圆脸、胖乎乎、过早谢顶的John Franklin时，他一定把他当成了某种英雄。他可能不知道他们会在未来再次相遇，也不知道他们会成为与*厄瑞玻斯号*的戏剧生涯最密切相关的两个人。

Like many of the senior naval men of the time, Franklin was a well-educated polymath with a particular interest in magnetic science. This was his first Arctic commission and he took it seriously. Andrew Lambert, his biographer, assesses his state of mind at the time: ‘He might not have a university pedigree, or the status of a Fellow of The Royal Society, but he had been round the world, made observations and fought the king’s enemies. He was somebody, and if this venture paid off he could expect to be promoted.’ Unfortunately, the voyage, which he had hoped would eventually reach the far east of Russia, never got past the storm-driven icebergs around Spitsbergen, and John Franklin was back in England within six months.

和当时的许多高级海军一样，Franklin是一个受过良好教育的知识渊博的人，他对磁学特别感兴趣。作为他的第一个北极任务，他很认真地对待它。他的传记作者Andrew Lambert对他当时的心理状态进行了评估：“他可能没有大学背景，也没有英国皇家学会会员的身份，但他曾环游世界，见多识广，还曾与国王的敌人作战。他算得上是个人物，如果这次冒险成功了，他就有望得到提拔。” 不幸的是，他曾希望这次航行最终能到达俄罗斯的远东地区，却最终止步于斯匹次卑尔根群岛附近震荡的冰山，John Franklin在六个月内就回到了英国。

The John Ross expedition to the Northwest Passage was initially more successful. Having reached 76°N and safely crossed Baffin Bay, *Isabella* and her companion *Alexander* found themselves at the head of an inlet on the north-western side of the bay. This was the mouth of Lancaster Sound, later to become known as the entrance to the Northwest Passage. But it was also the place where Ross made a serious error that was to prove a lasting blot on his reputation. When looking west down the inlet, he came to the conclusion that there was no way through, because there appeared to be high mountains ahead. In fact they were thick clouds. So convinced was he, however, that not only did he fail to bring his officers up on deck to confirm what he thought he’d seen (they were below, playing cards), but he even gave the imaginary range a name, Croker’s Mountains, after the First Secretary to the Admiralty. It was a bizarre episode. Ross, on his own initiative, then ordered the ship to turn and head for home, though not without adding insult to injury by naming an imaginary gulf Barrow’s Bay. When the error was revealed, Barrow was furious and never trusted John Ross again.

John Ross的西北航道探险一开始非常顺利。在到达北纬76°并安全越过巴芬湾后，*伊莎贝拉号*和她的同伴*亚历山大号*在海湾的西北边发现了一个小湾口。这是兰开斯特海峡的入口，也就是后来所谓的西北航道入口。但Ross在这里犯了一个严重的错误，这给他的声誉带来了难以抹去的污点。当他沿着小湾往西看时，他得出了结论是：此路不通，因为前面似乎有高山阻拦。而事实上，那只是些厚厚的云层。他是如此确信，以至于他不仅没有让他的军官们来甲板上确认他所看到的(他们当时在下面打牌)，甚至还以海军部一等秘书的名字给这个想象中的山脉命名——克罗克山脉。这段情节令人感觉匪夷所思。而后来Ross更是主动下令掉头返航回家，更加雪上加霜的是他又给那个想象中的海湾起名为“巴罗海湾”(Barrow’s Bay)。当这个错误被揭穿时，Barrow勃然大怒，并不再信赖John Ross。

But the lure of the Northwest Passage remained strong and Barrow’s largesse next fell upon William Edward Parry, captain of the Ross expedition’s second ship, *Alexander*, who was duly invited to lead a fresh attempt. At thirty, Edward Parry, as he was usually known, was of a younger intake than John Ross or John Franklin, though he had been with the Navy for more than half his life, having joined when he was thirteen. James Clark Ross was once again engaged as midshipman. One of his fellow officers on the *Alexander* was a well-regarded Northern Irishman, Francis Rawdon Moira Crozier. He and James Ross were to become lifelong friends and, like Ross, Francis Crozier would go on to play a major role in the destiny of *Erebus* and that of her sister ship, *Terror*.

但是西北航道的诱惑力依然很强，所以后来Barrow又慷慨解囊，把希望寄托在Ross探险队的第二艘船*亚历山大号*的船长William Edward Parry身上，他应邀领队去进行一次新的尝试。人们通常称他为Edward Parry，他时年三十岁，比John Ross和John Franklin都要年轻。他13岁就加入了海军，并在海军里待了大半辈子。James Clark Ross也被再次任命为海军军官候补生。他在*亚历山大号*上的一位同事是颇受尊敬的北爱尔兰人Francis Rawdon Moira Crozier。他后来和James Ross成为了终身挚友，Francis Rawdon也像Ross一样，在*厄瑞玻斯号*和她的姐妹船*恐怖号*的坎坷命运中扮演了重要的角色。

Parry’s expedition took two ships, *Hecla* and *Griper*, on what proved to be one of the most fruitful of all Arctic voyages. Not only did they pass through Lancaster Sound, removing Croker’s Mountains from the map, but they also penetrated deep into the Northwest Passage. They took the unprecedented step of overwintering on a bleak and previously unknown island far to the west, which they named, after their sponsor, Melville Island. Fortunately, they were well prepared. Each man was issued with a wolfskin blanket at night and great care was taken with the supplies, which included Burkitt’s essence of malt and hops, and lemon juice, vinegar, sauerkraut and pickles to stave off scurvy. By the time Parry and his ships arrived back in the Thames estuary in November 1820, they had penetrated hundreds of miles of previously unknown land.

Parry的探险队带上了两艘船，一艘是*赫克拉号*，另一艘是*格力珀号*，这是所有北极航行中收获最多的一次。他们不仅穿过了兰开斯特海峡，将克鲁克山脉从地图上移除，而且还深入西北航道。他们将在遥远的西部一个荒无人烟的岛上过冬，而这是史无前例的一件事。他们借用赞助人的名字给这个岛命名为梅尔维尔岛(Melville island)。幸运的是，他们提前准备地十分充分，因此每个人在晚上都会领到一张狼皮毯子，还有十分齐全周到的物资，包括Burkitt的麦芽和啤酒花精华、柠檬汁、醋、泡菜和咸菜，用来预防坏血病。1820年11月，当Parry和他的船队回到泰晤士河口时，他们已经深入探索了数百英里曾经未知的土地。

Meanwhile John Franklin, despite his underwhelming achievement on the North Pole expedition, had been offered another chance by Barrow. Along with George Back and Dr John Richardson, he was given command of a land expedition to map the north-flowing Coppermine River to its mouth in the Arctic Sea. It was wild and difficult country, and as Franklin’s working life had so far been spent at sea, he was not perhaps the ideal man for such demanding terrestrial exploration. Moreover he was encumbered by the heavy equipment that was needed to fulfil the scientific obligations of the mission.

与此同时，尽管John Franklin在北极探险中并未取得出彩的成就，但Barrow却给了他另一个机会。他受命指挥一支陆地探险队，与George Back和John Richardson博士一起绘制铜矿河向北经入海口流入北冰洋的地图。那是片蛮荒而艰苦的地方，并且因为Franklin的职业生涯一直都是在海上度过的，他也不太适合这种高强度的陆地探险。此外，为了科学任务所携带的重型设备也经常困扰到他。



In the event, much new land was mapped, along the river’s course and along the Arctic coast, but Franklin left his return too late and his men were caught in vicious weather conditions as winter approached. Their food ran out and they were reduced to eating berries and lichens wherever they could find them. Franklin recalled later that one day ‘the whole party ate the remains of their old shoes [moccasins of untanned leather] to strengthen their stomachs for the fatigue of the day’s journey’. The dreadful conditions produced bitter divisions. Ten of the accompanying Canadian voyageurs (fur traders who also acted as scouts and porters) died on the march home, and one of those who survived, Michel Terohaute, was believed to have done so by cannibalism. He then shot an English member of the expedition, Midshipman Robert Hood, before being shot in turn by Dr John Richardson, second-in-command of the party.

在这次任务中，他们沿着河流和北极海岸，将许多新的陆地都绘制了下来，但是Franklin返程太晚了，随着冬天的临近他的部下由于恶劣的天气条件而陷入了困境。他们的食物耗尽，只能遍地寻找能用于果腹的浆果和地衣。Franklin后来回忆其中的一天，“所有人都在吃自己的旧鞋子（未鞣制的软皮鞋），用来填充胃并应对一天旅途的疲劳”。 恶劣的条件造成了严重的分裂。随行的加拿大船夫(毛皮商，同时也负则侦察和搬运) 有10名在返航途中死亡，其中有一位名叫Michel Terohaute一开始苟活下来，但大家都认为他曾吃过人。后来，在他射杀了探险队的一名英国成员——海军军官候补生Robert Hood后，接着被探险队的二号指挥官John Richardson射杀。

The disorganised chaos at the end of the expedition was seen by some at the time as the result of Franklin’s obstinacy and unwillingness to listen to the voyageurs or the local Inuit. More recently, the editor of a 1995 edition of Franklin’s journals summed him up as ‘a solid representative of imperial culture, not only in its many positive aspects, but in its less generous dimensions as well’. But when he arrived back home a year later and told his side of their fight for survival, his book became a bestseller and, far from being criticised for jeopardising himself and his men, John Franklin quickly became a popular hero: The Man Who Ate His Boots.

有人认为，当时探险临近结束时的混乱局面，是由于Franklin的固执并且拒绝听从航海者或当地因纽特人的意见造成的。最近，1995年版的Franklin日记的编者将他总结为“帝国文化的典型代表，有许多优点，却也有不够大度的一面”。在他回到家乡的一年后，他讲述了他的队伍顽强求生的故事，他的书也成为了畅销书。他非但没有因为将整个队伍陷入危险之中而受到批评，反而突然成为了一个受人欢迎的英雄：一位吃了自己靴子的勇士。

Barrow’s multi-pronged attack on the Northwest Passage had brought results and, even when unsuccessful, had so firmly gripped the public imagination that men like Parry and Franklin and James Clark Ross were becoming shining lights in a new firmament – a world in which heroes fought the elements, not the enemy.

Barrow对“西北航道”多方面的努力逐渐带来了回报,即使最终失败了,也牢牢把握到了公众的想象力,每个男人像都希望像Parry、Franklin和James Clark Ross一样在一片全新的天空中闪耀——这是一个充满英雄的世界，他们在与自然相抗衡。

In 1824, as *Erebus* was being carved into shape in a quiet corner of south-west Wales, two of her fellow bomb ships, *Hecla* and *Fury*, were once more to go into action against the ice. Impressed by their sturdy design and reinforced hulls, Edward Parry, the explorer of the moment, chose them to spearhead yet another assault on the Northwest Passage.

1824年，在威尔士西南部一个安静的角落里，*厄瑞玻斯号*正被逐渐雕刻成形，而与此同时她的另外两艘炸弹船同伴——*赫克拉号*和*狂怒号*则再一次开始了破冰行动。当时的探险家Edward Parry注意到了她们坚固的设计和加固的船体，于是选择了这些船作为进军西北航道的先锋。

This new journey represented a step up for the young James Clark Ross, he of the tall, straight back and leonine thatch of thick dark hair, for he was appointed Second Lieutenant on the *Fury*. But the expedition itself was not a success. First, the ships were held up by thick ice in Baffin Bay. They attempted to warp themselves through by driving anchors into the ice and pulling themselves along using the ships’ hawsers, but it was a dangerous technique, which, as Parry himself admitted, could go quite violently wrong: on one occasion, he recorded, ‘three of *Hecla*’s seamen were knocked down as instantaneously as if by a gunshot, by the sudden flying out of an anchor’. Then *Fury* was driven ashore and had to be abandoned on the coast of Somerset Land. After just one winter, the decision was taken to return home.

年轻的James Clark Ross在这次旅程中成长了很多，当时的他被任命为*狂怒号*的少尉，他有着高大挺拔的后背，并且还有一头狮子般浓密的黑发。但是这次探险本身并不顺利。首先，船只在巴芬湾被厚厚的冰层阻挡。他们试图把锚钉进冰里，然后借助船上的缆绳拉着自己前进。但正如Parry自己所承认的那样，这是一种危险的技术，甚至会酿下大错，他记录中显示，“有三名*赫克拉号*的海员被突然飞起的锚撞到，就像被炮击中了一样” 。后来*狂怒号*被迫上岸，并被遗弃在了萨默塞特郡的海岸上。仅仅过了一个冬天，大家就决定返航回家。

Barrow, however, remained convinced that Parry could do no wrong. With the strong support of Sir Humphry Davy of the Royal Society, he therefore entrusted him with an attempt on the North Pole. The other man of the moment, James Clark Ross, was appointed as Parry’s second-in-command. Also on board were Ross’s friend Francis Crozier and a new assistant surgeon, Robert McCormick, who would go on to play an important part in Ross’s subsequent adventures.

然而，Barrow仍然相信错不在Parry身上。在皇家学会的Humphry Davy爵士的大力支持下，他再次委托Parry去北极探险。而James Clark Ross则被任命为Parry的副手。当时Ross的朋友Francis Crozier和新晋外科医生助理Robert McCormick也在船上。Robert McCormick在Ross后来的冒险中扮演了重要角色。

The expedition reached Spitsbergen in June and from there the men headed off on reindeer-drawn sledges, aiming to make about 14 miles a day on their way to the Pole. They continued north, travelling by night and resting by day to avoid snow blindness. Unfortunately, the reindeer proved less than ideal for towing the sledges and were later killed and eaten; and by the end of July the party’s progress had slowed to one mile in five days. The decision was taken to turn back. A loyal toast was drunk, and the standard they had hoped to run up at the Pole was hoisted.

探险队在6月份的时候到达了斯匹次卑尔根岛，从那里开始，他们乘坐用驯鹿拉着的雪橇继续前进，目标是每天前进大约14英里并到达北极。他们一路向北，为了避免雪盲而晚上行进，白天休息。不幸的是，驯鹿由于不太适合拉雪橇，所以后来被杀死并吃掉了；到七月底，他们的前进速度逐渐放缓到五天只能前进一英里。于是众人决定返程。他们喝掉了原本的庆功酒，并升起了原本想插在北极点的旗帜。

Even though they hadn’t achieved their goal, Parry and his men had scored a considerable achievement. They had reached a new furthest north of 82.43°, some 500 miles from the North Pole, a record that was to stand for nearly fifty years. As for Ross, he had survived forty-eight days in the ice and had shot a polar bear. Yet the fact remained that another attempt on the North Pole had failed, leading *The Times* to state in a prescient editorial: ‘In our opinion, the southern hemisphere presents a far more tempting field for speculation; and most heartily do we wish that an expedition were to be fitted out for that quarter.’ That, however, was to be a long time coming.

尽管他们没有达到目标，Parry和他的队员们还是取得了相当大的成就。他们创下了82.43°的最北的探索记录，距离北极点仅差约500英里，这一记录保持了近50年。至于Ross，他在天寒地冻的环境里生存了长达48天，甚至还射杀了一只北极熊。然而，这次北极的又一次尝试实际上还是失败了，《时代周刊》上也因此发表了一篇很有预见性的社论:“在我们看来，南半球才是一个更值得探索的领域;我们衷心希望能有一支远征队探索那片区域。”不过，那会是一个漫长的过程。

On his return in October 1827, James Ross was promoted to commander, but, with no immediate prospect of further work, was stood down on half-pay. Thanks to his uncle, however, he didn’t have to kick his heels for long. Just a few months later John Ross, who had been cold-shouldered by Barrow and most of the Admiralty after the Croker’s Mountains fiasco, won financial support for a new polar expedition from his friend Felix Booth, the gin distiller. One of the conditions Booth imposed was that Ross should involve his nephew – a condition that the bluff and curmudgeonly John swiftly agreed to, even though he hadn’t asked James first. He even promised that James would serve as his second-in-command. Fortunately for everyone, James, now in the prime of life and in need of money, accepted. Booth agreed to invest £18,000 of his gin fortune in fitting out *Victory* – not the legendary flagship of Lord Nelson, but an 85-ton steam-driven paddle-steamer, previously employed on the Isle of Man–Liverpool ferry service. Ross’s idea was that because the *Victory* was not wholly dependent on sail power, it would be able to push its way more easily through the thicker ice. The principle was sound enough, but the crew began to have trouble with the engine the morning after they left Woolwich. Even with it working flat out, they could only make three knots. Before they had left the North Sea they discovered that the boiler system was leaking badly (one of its designers suggested they stop up the hole with a mixture of dung and potatoes). And they were still within sight of Scotland when one of the boilers burst – as did John Ross’s patience, on being told the news: ‘as if it had been predetermined that not a single atom of all this machinery should be aught but a source of vexation, obstruction and evil’. In the winter of 1829 they dumped the engine altogether, to general relief.

1827年10月，James Ross回国后就被提拔为海军中校，但由于没有下一步的工作安排，他的薪水被扣掉了一半。不过，多亏了他的叔叔，他也没有坐冷板凳太久。虽然因为克罗克山脉惨败的影响，包括Barrow在内的大多数海军部的人都对他十分冷淡，但几个月后， John Ross还是在他的朋友Felix Booth的资助下，又开始了新一轮的极地探险。Booth的条件之一，就是希望Ross能让他的侄子也参与其中——尽管John还没告诉他的侄子James，但性格直率而又乖戾的John还是很快先应承了下来。他承诺James将担任他的副手。幸运的是，James当时也正值壮年，而且急需用钱，所以他接受了邀请。Booth同意从他的杜松子酒资产中拿出1.8万英镑来投资*胜利号*——这不是Nelson勋爵的那艘传奇旗舰，而是一艘85吨的蒸汽船，之前在利物浦和曼岛之间进行轮渡服役。Ross认为*胜利号*并不完全依靠风帆驱动，所以她将更容易地通过厚厚的冰层。这个原理听起来很不错，但船员们在离开伍尔维奇的第二天早上就开始出现引擎故障。即使火力全开，他们也只能跑三节（译者注：一节就是一海里/小时）。在离开北海之前，他们又发现锅炉系统出现了严重的泄漏问题(其中的一位设计者建议他们混合粪便和土豆用来堵住这个洞)。当他们还没离开苏格兰的视野范围时，其中的一个锅炉就爆裂了,而得知这一消息的 John Ross也心态炸裂:“这仿佛是命中注定一般,这台机器简直就是一个彻头彻尾的废物，只会带来各种麻烦的绊脚石，令人恼怒的万恶之源”。直到1829年冬天，他们决定彻底放弃了这台发动机，所有人也都松了一口气。

Despite these teething problems, they went on to have their fair share of success. John Ross, perhaps a little sheepishly, sailed *Victory* through the non-existent Croker’s Mountains and out the other side of Lancaster Sound. En route he mapped the west coast of a peninsula to the south, which he named Boothia Felix, shortened later to Boothia, but still the only peninsula in the world named after a brand of gin. They made contact with the local Inuit, to the benefit of both sides. One of the Inuit was particularly impressed that Ross’s carpenter was able to fashion him a wooden leg to replace one he’d lost in an encounter with a polar bear. The new leg was inscribed with the name ‘Victory’ and the date.

尽管前期遇到了种种问题，但他们最终还是取得了一定的成果。John Ross驾驶着*胜利号*，穿过了并不存在的克罗克山脉，驶过了兰开斯特海峡的一边，或许当时他还带着几分惭愧。在途中，他绘制了南部的一个半岛的西海岸，他把它命名为布西亚费利克斯，后来简称为布西亚，至今这仍是世界上唯一一个以杜松子酒命名的半岛。他们与当地的因纽特人进行接触，这对双方都是互利互惠的。其中一位因纽特人对Ross的木匠为其打造的那条木制的腿印象特别深刻，这条腿是Ross在遭遇北极熊时失去的。这条新腿上刻着*胜利号*的名字和日期。

Their greatest achievement was still to come. On 26 May 1831, two years into what was to be a four-year expedition, James Clark Ross set off on a twenty-eight-day expedition by sledge across the Boothia Peninsula, with the intention of pinpointing the North Magnetic Pole. Just five days later, on 1 June, he successfully measured a dip of 89°90'. He was as close as it was possible to get to the Magnetic Pole. ‘It almost seemed as if we had accomplished everything we had come so far to see and do,’ John Ross later wrote; ‘as if our voyage and all its labours were at an end, and that nothing now remained for us but to return home and be happy for the rest of our days.’

而他们最大的成就还在后面。1831年5月26日， James Clark Ross乘坐雪橇开始了为期28天的布提亚半岛探险，这次的目的是确定北极的位置。仅仅5天后的6月1日，他成功地测量到了89° 90'的倾角。这已经非常接近极点的位置了。 “似乎我们远道而来的所有目标都已经完成。” John Ross后来写道；“好像我们的航程已经走向尾声，而所有辛勤劳作也画上了圆满的句号，现在我们唯一需要做的就是返程回家，然后安享之后的幸福生活。”

The raising of the Union Flag and the annexing of the North Magnetic Pole in the name of Great Britain and King William IV should have been the prelude to a hero’s return, but the capricious Arctic weather refused to cooperate. The ice closed in and the expedition’s survival began to look increasingly precarious. As the prospect of a third winter trapped in the Arctic turned into reality, elation gave way to bitter resignation. In June, James Ross had been triumphant. Just a few months later his uncle John wrote with feeling: ‘To us, the sight of the ice was a plague, a vexation, a torment, an evil, a matter of despair.’

随着英国国旗的冉冉升起，宣告着大不列颠占据了北极，本来英国国王威廉四世国王正准备欢迎英雄的凯旋，但变幻莫测的北极天气却不太配合。北极冰封了，而探险队的生存处境也开始变得越来越危险。因为预感到这个冬天（那是旅程的第三年）将被困在北极，大家原本喜悦的心情变成了一种忍耐的苦涩。那年6月James Ross意气风发。而仅仅几个月后，他的叔叔John就感概道:“对我们来说，冰封的景象是一种灾难、烦恼、折磨、不幸和绝望。”

It was worse than anyone could have expected. Had it not been for their close contact with the local Inuit, and the adoption of a diet that was rich in oil and fats, they would surely have perished. Indeed, it was to be nearly two years before the Rosses and their companions, ‘dressed in the rags of wild beasts . . . and starved to the very bones’, were miraculously rescued by a whaling ship. This turned out to be the *Isabella* from Hull, the ship that John Ross had commanded fifteen years earlier. The captain of the *Isabella* could scarcely believe what he saw. He had assumed that uncle and nephew had both been dead for two years. So many had despaired of ever seeing them again that there was national astonishment when they sailed into Stromness in the Orkney Islands on 12 October 1833. When they arrived in London a week later, their reception was nothing less than triumphal. Their remarkable fortitude in surviving four years in the ice, their scientific achievements and their skills as explorers were all praised and celebrated. This near-disaster, far from deterring future expeditions, ensured that the Arctic would remain a potent target for the Admiralty’s ambitions and, years later, would profoundly change the course of many lives.

情况比大家预料的都糟糕。如果不是因为他们与当地的因纽特人的关系亲密，并且采用富含油脂的饮食习惯，死亡将难以避免。事实上，直到两年后，Ross叔侄和他们的同伴“穿着各种野兽皮毛和破衣烂衫……瘦得皮包骨头”，并奇迹般因为一艘捕鲸船而获救。这艘船是来自赫尔的*伊莎贝拉号*，也就是John Ross 15年前指挥的那艘船。*伊莎贝拉号*的船长简直不能相信他所看到的。他以为这对叔侄在两年前就已经去世了。许多人都对他们的生还不抱希望，所以当他们于1833年10月12日驶进奥克尼群岛的斯特罗姆内斯时，引起了全国的震惊。而当他们一周后抵达伦敦时，他们受到了隆重的接待。他们在冰天雪地里坚持了四年，他们的科学成就和探险技巧得到了极高的赞扬。这次灾难非但没有阻碍未来的探险，反而使北极地区成为海军部野心勃勃的必争之地，并在未来的几年里，深刻地改变了许多人的生活轨迹。

John Ross, now rehabilitated, was awarded a knighthood. His moment of triumph was, however, marred by an unpleasant fallingout with his nephew over who should receive credit for the discovery of the North Magnetic Pole. James claimed sole recognition, for pinpointing its position. His uncle insisted that if he had known his nephew was intending to go for the Pole, he would have accompanied him. To official eyes, it was James who was the coming man. Alongside his prickly and impulsive uncle, he appeared dependable and decisive – a safe pair of hands. At the end of 1833 he was promoted to post captain and given the task of conducting the first-ever survey into the terrestrial magnetism of the British Isles.

John Ross疗养康复后被授予骑士爵位。不过这份胜利的喜悦却因为一场与他侄子的争吵而被破坏，他们在争吵谁才应该因为北极点的发现而受到褒奖。James因为准确地指出了它的位置而声称自己是唯一的功臣。但他的叔叔坚持说，如果他当时知道他的侄子目的是极点，他也一定会参与其中的。在官方看来，James才是真正的后起之秀。相比于他那冲动易怒的叔叔而言，他显得更为可靠而果断——很适合作为接班人。1833年底，他荣升船长，并受命对不列颠群岛的地磁进行第一次调查。

He had barely begun the work when word came of twelve whaling ships and 600 men trapped in the ice in the Davis Strait, between Greenland and Baffin Island. The Admiralty agreed to a rescue mission and, predictably, turned to James Clark Ross to lead it. He chose a ship called *Cove*, built in Whitby, and picked Francis Crozier as his First Lieutenant.

他的工作才刚刚开展，就传来消息说有十二艘捕鲸船和六百人被困在格陵兰岛和巴芬岛之间的戴维斯海峡的冰层里。英国海军部同意执行营救任务，并不出所料地选择James Clark Ross来进行领导。他选择了一艘在惠特比建造的船，名为*科夫号*，并任命Francis Crozier作为他的大副。

As Ross and Crozier made their way north from Hull to Stromness and into the North Atlantic, the Admiralty looked around for suitable back-up vessels, should extra effort be required. Of the two bomb ships that had been converted for Arctic travel on Parry’s expeditions, one, HMS *Fury*, had been dashed against the rocks on Somerset Island, and the other, *Hecla*, had been sold a few years earlier. That left HMS *Terror*, one of the Vesuvius Class, built in 1813, with plenty of active service behind her; and the as-yet-untried and untested *Erebus*. On 1 February 1836 a skeleton crew was despatched to Portsmouth to dust *Erebus* down and haul her round to Chatham to await the call. *Cove*, meanwhile, ran into ferociously bad weather, one gale battering her so severely that it was generally reckoned it was only James Ross’s cool, calm captaincy that saved the ship from going under. After returning to Stromness for repairs, Ross, Crozier and the *Cove* set out again for the Davis Strait. By the time they reached Greenland they learned that all but one of the whalers had been freed from the ice.

当Ross和Crozier从赫尔向北驶往斯特罗内斯并进入北大西洋时，海军部还在四处努力寻找合适的备用船只。在Parry为北极探险而改装的炸弹船中，一艘名为*狂怒者*的炸弹船在萨默塞特岛触礁沉没，另一艘名为*赫克拉号*的炸弹船在几年前被卖掉了。这就只剩下*恐怖号*了，作为建造于1813年的维苏威级战舰之一，这一类战舰仍有大量现役;此外还有尚未下水和测试的*厄瑞玻斯号*。1836年2月1日，一名骨干船员被派往朴次茅斯，把尘封已久的*厄瑞玻斯号*拖到查塔姆，等待调用的指令。与此同时，*科夫号*遭遇到了恶劣的天气，狂风猛烈地袭击着她，人们普遍认为，是当时冷静沉着的James Ross船长救了这艘船，避免了沉没的厄运。在回到斯特罗姆内斯进行修复后，Ross、Crozier又乘坐*科夫号*出发前往戴维斯海峡。当他们到达格陵兰岛时，他们得知除了一名捕鲸船外，其余所有捕鲸船都已从冰层中解救出来。

Despite this, the rescue efforts were seen as heroic. Francis Crozier was promoted to commander (confusingly, the rank below captain) and James Ross was offered a knighthood. Much to the dismay of his many supporters, he turned it down, apparently because he felt the title of Sir James Ross would mean that he might be mistaken for his pugnacious and recently ennobled uncle.

尽管如此，这次的救援工作仍被视为英勇之举。Francis Crozier荣升为海军中校(令人困惑的是，居然不是海军上校)， James Ross被授予了骑士头衔。但令他的拥护者们失望的是，他拒绝了这份荣誉，显然是因为他觉得James Ross爵士这个头衔会导致他容易被误认为是他那争强好斗、最近刚被授予爵位的叔叔。

‘The handsomest man in the navy’ – according to Jane Griffin, the future wife of John Franklin – was, however, rather less successful in his private life. In between his many journeys, Ross had met and fallen in love with Anne Coulman, the eighteen-year-old daughter of a successful Yorkshire landowner. Ross had done the decent thing and written to her father, expressing his feelings for Anne and hoping that he might visit her at the family home. Coulman had written back indignantly, firmly shutting the door on the liaison and expressing his shock that Ross should harbour such feelings ‘for a mere schoolgirl’. His opposition was multi-pronged. ‘Your age [Ross was thirty-four] compared with my daughter’s, your profession and the very uncertain and hazardous views you have before you, all forbid our giving any countenance to the connection.’

据John Franklin未来的妻子Jane Griffin所说，这位“海军里最帅的男人”在个人生活上似乎就没那么顺利了。在他的多次旅行中，Ross遇见了Anne Coulman并与之相爱，这位18岁的姑娘是约克郡一位非常成功的地主的女儿。Ross非常正派地写信给Anne的父亲，表达了他对Anne的爱意，并希望他能去Anne的家里看望她。Coulman愤怒地写了回信并与之断绝了联系，并表示他对于Ross居然“面对一名女学生”而心怀不轨感到分外震惊。他的反对是多方面的。“跟我女儿相比，你的年龄(Ross当时三十四岁)，你的职业，你的不稳定以及随时都可能处于危险之中的境遇，都不允许我们对这种交往抱有一丝希望。”

Anne, however, was as much in love with James as he was with her. For the next few years they continued to meet secretly. Coulman’s stubborn opposition to their relationship drove Ross to write to Anne in angry frustration: ‘I could not have believed it possible that worldly emotions could have had so powerful an influence as to destroy the most endearing affections of the heart, and cause a father to treat his child with such unfeeling hardness and severity.’ Fortunately, one of James Ross’s great qualities was his determination. Once he had set his mind on something, he was not easily deflected. He continued to keep in contact with Anne, and she with him. Their perseverance was eventually rewarded.

然而，Anne对James的爱相比于James对她的爱也毫不逊色。在接下来的几年里，他们经常偷偷私会见面。因为Coulman对他们的关系坚决反对，也使得Ross在给Anne写的信里也显得十分恼火：“我难以想象到,俗世间的情感会有如此大的影响，以致于破坏了这世间最可爱的感情, 以致于让一个父亲对他的孩子如此地冷酷无情。”幸运的是，James Ross的一大优点就是他的决心。他一旦下定决心，就会贯彻下去。他继续与Anne保持联系，而她也与他保持联系。他们的坚持最终得到了回报。

HMS *Terror* was soon in action on another mission, leaving the Medway in June 1836 as the flagship of George Back’s latest ambitious expedition to extend his survey of the north-west Arctic. By September she was beset in the moving ice and was severely knocked about throughout the winter. She eventually broke free of the ice-pack and, still encased in a floe, drifted into the Hudson Strait. With her hull damaged and secured with a chain, *Terror* just about made it to the Irish coast, where she unceremoniously ran aground.

*恐怖号*开始执行另一项任务。George Back 自1836年6月离开了*麦德威号*后，意图进一步扩大对北极的西北地区的调查，因此展开了又一次雄心勃勃的北极之旅。到了九月，她被移动的冰层困住，各种猛烈的撞击贯穿了整个冬天。虽然她最终挣脱了冰层的束缚，却仍然被浮冰包裹着，并漂流到了哈德逊海峡。由于船体受损，并受到各种束缚，*恐怖号*最后几乎到达了爱尔兰海岸，并不幸搁浅。

Before disaster struck, George Back had some kind words for *Terror* that could have been applied to all the bomb ships: ‘Deep and lumbered as she was, and though at every plunge the bowsprit dipped into the water, she yet pitched so easily as scarcely to strain a ropeyarn.’ His description of her in fine weather made the frog sound like a prince: ‘The royals and all the studding-sails were for the first time set, and the gallant ship in the full pride of her expanded plumage floated majestically through the rippling water.’

在灾难来袭之前，George Back曾如此形容*恐怖号*，这同样适用于所有炸弹船：“它又深又重，但是每一次下水，船头的斜桅都会浸到水里去，她还非常容易倾斜，几乎很难拉紧绳子。”天气好的时候他对她的描述则完全相反，彷佛青蛙变王子一般：“顶桅和所有的侧帆都在第一时间配置好，这艘威风凛凛的船高傲地展开了它那丰满的羽毛，庄严肃穆地漂浮在波光粼粼的水面上。”

*Erebus* had no such chance to impress. Though she had come tantalisingly close to seeing some action, in the end she had merely exchanged one dockyard for another. De-rigged at Chatham and back In Ordinary again, she was becoming the ‘nearly ship’ of the British Navy.

*厄瑞玻斯号*就没有这样的展示机会了。虽然她眼看着就要参与一些行动，但最后只是把她从一个船坞换成了另一个。在查塔姆她解开帆缆，但随后它又恢复了往日的平淡，差点就成为英国海军的“正备舰”。

Throughout the early nineteenth century, the Antarctic remained

*terra incognita*

. James

Weddell’s

1822

–

4

 voyage in search of the South Pole – depicted here in his

1825

 memoir

– penetrated further south than any previous ship, but failed to sight land.

Throughout the early nineteenth century, the Antarctic remained *terra incognita*. James Weddell’s 1822 4 voyage in search of the South Pole – depicted here in his 1825 memoir – penetrated further south than any previous ship, but failed to sight land.

在整个19世纪早期，南极仍然是一片*未知领域*。James Weddell 在1822年曾进行了4次南极探险之旅——在他1825年的回忆录中有这样一段描述——比以往的任何一艘船都要向南深入，但却依然看不到陆地。