chapter 8

# ‘PILGRIMS OF THE OCEAN’

# 海洋里的朝圣者

‘Early on the morning of the 7th of July [1841],’ Ross wrote, ‘we weighed, and stood down the river; his Excellency Sir John Franklin and many of our friends, came on board for the purpose of seeing us fairly off, and bidding us a long farewell.’

“（1841年）7月7日清晨，” Ross写道，“我们权衡利弊后，再次来到了河的下游；John Franklin爵士阁下和我们的许多朋友都上船来为我们送行与告别。”

Ross and the men of *Erebus* and *Terror* were leaving Tasmania for the last time. Nearly two years had passed since they had left England, and at least one more Antarctic season lay ahead. It was a chance to build on the successes they had already achieved; to find a way to the South Magnetic Pole; to learn more about the ice barrier and the mountainous land that lay beyond it; to be able to confirm, once and for all, that a new continent lay beneath the ice.

这是Ross和*厄瑞玻斯号*以及*恐怖号*上的成员们最后一次离开塔斯马尼亚进行远征。他们离开英国已经快两年了，而现在的南极至少还有一段适宜的季节期。这是他们在之前的成功基础上再接再厉的机会；为了找到一条通往南磁极的路线；为了更了解冰障和它后面的山地；为了能一劳永逸地确认冰层下确实有一块新大陆。

It must have been a difficult leave-taking. The island had been good to them, comfortable and friendly. Now they were to exchange it once again for the risks of ice and snow. ‘I experienced Great Kindness in Tasmania,’ Cunningham wrote in his diary. McCormick confided to his journal how much he would miss the convivial company of the Gregson family in Risdon, where he spent his last day. Hooker had made a good friend of a Lieutenant Breton, whose house he described as ‘perfectly English . . . the drawing room table covered with as many new periodicals and knick-knacks as we are accustomed to see at home . . . a pleasing change after four months of our narrow cabins’.

当时的告别场景一定很难过吧。这座岛屿对于他们来说是很棒的地方，舒适且友好。而现在，他们又要再次面对冰天雪地里的重重危机了。Cunningham在日记中写道：“我在塔斯马尼亚感受到伟大的善意。” McCormick在他的日记透露，他是多么怀念在旅行前的最后一天——在里斯顿的Gregson家里度过的美好时光。Hooker结识了一位来自布列塔尼的中尉好友，据他描述，中尉的房子“完全是英式的风格……客厅的桌子上摆满了各种最新期刊和小饰品，就像我们每个人家里常见的那样……在经历了四个月的狭窄船舱的住宿生活后，能再次看到这种画面是一件让人身心愉悦的事情”。

Crozier would have mixed feelings on leaving. Although Sophy Cra croft had turned him down, his infatuation with her remained – an infatuation that he would now have to keep to himself through another long Antarctic journey.

对于Crozier来说，他离开时的心情一定是很复杂的。虽然Sophy Cracroft拒绝了他，但他对她的迷恋依然存在——而现在他不得不怀揣着这份迷恋独自踏上另一次漫长的南极之旅。

Lady Franklin said her farewells the night before they left, confessing later that ‘Our last evening I found a very melancholy one.’ She was to try and keep up a correspondence with Ross, though from a letter she sent to him two months after he’d left, it’s clear that he was to be the less active participant. ‘My dear Captn Ross,’ she chided him, ‘let me have the nice, long, gossiping letter you have promised – I have been writing to Captn Crozier . . . Assure all my friends of the *Erebus* that I hold them in very kind remembrance . . . May heaven bless you, dear Captn Ross – your very affect and sincere friend, Jane Franklin.’

在他们离开的前一天晚上，Franklin夫人向他们告别，后来她承认，“我们的最后一个晚上，这人我感到非常忧郁。”她试着与Ross保持联系，然而从她在Ross离开的两个月后给他写的信中来看，很显然他并没有做出积极的回应。“亲爱的罗斯船长，”她责备他说，“别忘了把你答应过的那封内容有趣、丰富的闲聊书信寄给我——我一直在给Crozier船长写信……请代我向*厄瑞玻斯号*上所有的朋友们问候，我非常的怀念他们……愿上帝保佑你，亲爱的Ross船长——你的挚友，Jane Franklin。”

Her husband’s hospitality had made a universally favourable impression. Ross was particularly appreciative of his hands-on support for the observatory, and Hooker was gushing in his praise. ‘Were I to devote a whole letter to the subject,’ he wrote to his sister, ‘I could not say too much of Sir John Franklin . . . He is in all respects a good man and an ornament to his profession as a Christian and a sailor.’ Hooker went on to recall the warmth of Franklin’s greetings and farewells, especially on their return from the first Antarctic voyage. ‘You would have smiled to see with what alacrity he came up the ship’s side and welcomed us all, hat in hand, with the heartiest (to use a vulgar expression) pump-handle shake.’

她丈夫的热情好客给大家留下了很不错的印象。Ross特别感谢他对于观测台的倾力支持，Hooker对他的赞美也一直滔滔不绝。“我可以用一整封信来讨论这个话题，”他在给妹妹的信中写道：“但我也不能过多地对John Franklin爵士评头论足……他在各方面来看都是一个好人，并且作为基督徒和水手也做到了十分优秀。” Hooker继续回忆起Franklin热情的问候与告别，特别是他们第一次南极探险返航的时候。“他轻快爽朗地走到船舷边，手里拿着帽子，发自内心地欢迎我们每一个人，握手时就像在摇水泵柄（用粗俗的话来说）一样，你看了也一定会忍不住笑起来的。”

Perhaps the greatest regrets at the expedition’s departure would have been those of Franklin himself. That final party had been a triumph, but now he had to face up to increasingly bitter opposition to his governorship, both from disaffected locals and from an unsympathetic Colonial Office; this was to end in his dismissal from the post, and his own final departure from Tasmania, within two years. It was something that he, and his wife, would never come to accept. And something that would ultimately ensure that, although HMS *Erebus* was now sailing away, Franklin had not seen the last of her.

也许最大的遗憾是Franklin的远走。那次最后的聚会确实取得了成功，但现在他必须面对反对他担任总督的日益激烈的声讨，这些声讨主要来自心怀不满的当地人和冷漠无情的殖民办公人员；最终不到两年，他就遭到解雇并离开了塔斯马尼亚。这是他和他的妻子所无法接受的。这也最终导致了，在这次*厄瑞玻斯号*远航后，Franklin再也没有见到过她。

As instructed by the Admiralty, Ross first set course north-east, for Sydney, where he had orders to set up a station ‘eminently fitted for the determination of all the magnetic elements’. The two ships reached Botany Bay and a week later were passing through the Heads into what Ross called ‘one of the most magnificent harbours in the world’. The wind had dropped completely, and *Erebus* and *Terror* had to be towed into this magnificent harbour by their own boats.

根据海军部的指示，Ross首先需要沿着东北方向行驶，并在达到悉尼后奉命建立一个“适宜测定所有地磁要素”的站点。两艘船到达了博坦尼湾，一周后穿过海岬，进入了被Ross称为“世界上最壮观的港口之一”的地方。风被彻底阻拦在外面，以至于*厄瑞玻斯号*和*恐怖号*不得不用被小船拖着，才得以进入这个美丽的港口。

Cunningham liked the activity in Sydney harbour: ‘Every one Seems on the Move’. He noted the regular arrivals of new settlers on ships that had come from Britain. ‘An Emigrant Vessel came in the afternoon from Scotland with a great many emigrants in her of both sexes.’ A few days later, on 26 July: ‘a large emigrant ship came in from England’. That night a grand dinner was given for all the Commissioned Officers at the Australian Club. Cunningham, though not invited, ferried some of the officers to the event: ‘went up to the Town in the Dinghy at night: likes the appearance of the place very much’.

Cunningham十分喜欢悉尼港的活力：“每个人似乎都在忙个不停”。他注意到这里定期会有来自英国的新移民乘船抵达。“下午，一艘移民船从苏格兰驶来，搭载着形形色色的移民”。几天后，也就是7月26日， “一艘大型移民船从英国驶来”。当晚，澳大利亚俱乐部为所有现役军官举办了一场盛大的晚宴。Cunningham虽然没有收到邀请，但还是陪着一些军官参加了这次活动：“晚上坐着小艇去了镇上：非常喜欢这个地方的景色”。

Hooker thought Sydney compared unfavourably with Hobart. He found the streets badly maintained, and the shops poorly stocked compared to those in the Tasmanian capital. He was very happy, however, to be introduced to Alexander MacLeay, an ex-Colonial Secretary who was not only full of interest in Hooker’s collections, but gave him the run of his 25-acre garden, which proved to be a botanist’s paradise. Through him, Hooker met some interesting and unusual men of science, including a Dr Buckland, ‘who could tell the age of a skull by the taste’.

Hooker认为，悉尼相比于霍巴特镇还存在差距。他发现与塔斯马尼亚首府相比，悉尼的街道维护不够完善，商店的货物品类也不全。然而，他还是很高兴结识了Alexander MacLeay，这位前殖民部部长不仅对Hooker的收藏品十分感兴趣，还委托他经营自己的25英亩花园，这片花园可是植物学家的天堂。通过他，Hooker也认识了一些有趣而特别的科学家，其中包括一位“能通过味觉判断头骨年龄”的Buckland博士。

They completed their business in Sydney within three weeks and set sail for the Bay of Islands in New Zealand on 5 August 1841. *Erebus* was never one of the swiftest ships afloat, and Ross complained that even under full sail she could not make much more than eight knots across the Tasman Sea – and *Terror* even less. However, there was much to see and do. Flying fish landed on the deck, albatrosses and sperm whales were constant companions, and on 9 August a meteor was seen to burst in the south-western sky. It was a prelude to a shower of shooting stars that was expected in the middle of the month. Ross made sure he had instructed all the men on watch what to look out for. So zealously did they throw themselves into their task that one of the men was reluctant to be relieved from his post, saying he was sure two or three stars were about to fall, as ‘he’d been watching them and could see they were shaking!’

 他们在三周内就完成了在悉尼的相关任务，并于1841年8月5日启程前往新西兰的群岛湾。*厄瑞玻斯号*的航行速度从来算不上快，Ross抱怨说，即使是满帆状态下，她也不能在塔斯曼海上以超过8节的速度航行——而*恐怖号*的速度就更慢了。然而，这里还是有很多值得一提的事情。有时飞鱼会直接摔落在甲板上，它们经常会与信天翁和抹香鲸一起出没，而在8月9日那天，一颗流星在天空的西南方向划落。预计在本月中旬会出现一场流星雨，而这是它的前奏。Ross需要确保他已经向所有的值班人员说清楚注意事项。而大伙也都十分热情地投入到这项任务中，甚至没有一个人愿意换岗，他说他肯定至少会有两颗或三颗星星坠落，因为“他一直在对它们进行观测，并看到它们有在晃动！”

Whilst taking measurements of depth and water temperature, they discovered a coral reef growing out of the seabed, of such an extent that Ross estimated it might ‘in future ages form an island between New South Wales and New Zealand’. It is almost heartbreaking to read of coral growing, when now it seems almost everywhere to be shrinking.

在测量水深和水温时，他们发现了一处从海床上长出来的珊瑚礁，根据它的规模Ross估计“将来可能会在新南威尔士州和新西兰之间形成一个岛屿”。读到珊瑚生长这里的时候，我十分难过，因为现在几乎世界上所有地方的珊瑚都在萎缩。

Twenty-one days after leaving Sydney they reached the Bay of Islands, on the northern tip of New Zealand. The first British settlement in the country, it was principally used by whalers. As they turned into the bay, Cunningham was impressed by a large American whaling ship with nine whale-boats around it, and almost equally impressed by the unusual sight of a vessel fitted up as a grog shop. ‘I thought at first she was a chapel.’

离开悉尼的第21天后，他们到达了新西兰最北端的群岛湾。这里是英国在这个国家的第一个殖民地，主要被捕鲸船使用。当他们驶进海湾的时候，一艘来自美国的大型捕鲸船给Cunningham留下了深刻的印象，这艘船周围还有其他九艘捕鲸船，而另一艘被改装成酒吧的船也同样令人印象深刻。“我一开始还以为那是个小教堂呢。”

The whalers had lived in relative harmony with the local Maoris, but lately the British government had moved to formalise its claim to the whole of New Zealand. Eighteen months before the Ross expedition arrived in the Bay of Islands, Captain William Hobson had concluded a treaty with the Maori chiefs, guaranteeing them protection and secure possession of their lands in exchange for British sovereignty. Implementation of the Treaty of Waitangi, as it was known, led to tensions, particularly over the definition of property and the pressure on Maoris to sell their lands. By the time Ross and his men arrived, these tensions had boiled over into violence between the Maoris and the colonial settlers.

捕鲸者与当地的毛利族人之间的相处还算和谐，但最近英国政府在着手正式确立对整个新西兰的主权。在Ross的探险队抵达群岛湾的十八个月前，William Hobson船长与毛利族首领签订了一项条约，保证了他们的安全和对土地的安全占有，以此来换取英国的主权。而这个后来被称为《怀唐伊条约》的条约实施导致了当时局势的逐渐紧张，特别是在财产的定义和迫使毛利族人出售土地等方面。当Ross和他的手下抵达那里时，这种紧张的局势已经演变成了毛利族人和殖民定居者之间的暴力冲突。

Ross, aware of the volatile situation, ordered his men not to stray far from the ships and to be armed at all times. This didn’t cramp McCormick’s style, and the day after they arrived he was up and about: ‘called at Colenso’s printing office,’ he noted, ‘walked over the hills . . . which are clothed with what is here called the tea-scrub, a fragrant aromatic plant bearing a pretty white bloom’. In the afternoon, ‘I again landed by the Observatory . . . and shot two of the tui or parson bird, a beautiful bird about the size of our starling.’ He fell in with an ex-Royal Navy lieutenant-turned-missionary called Williams – ‘a fine dignified-looking man, inclined to be stout’ – who held Sunday services in Maori and claimed remarkable success in converting the indigenous population to Christianity. McCormick invited Williams and his wife on board and gave them some of his Antarctic specimens, whilst Ross showed them the magnetic instruments in the observatory. McCormick’s collection had grown so extensive that he (and perhaps his fellow officers) must have been relieved that a few days later he was able to offload several boxes of specimens onto HMS *Jupiter*, recently arrived from Auckland and bound for London.

Ross意识到了局势的动荡，他命令手下的人不要远离船只，并要随时携带武器。但这并没有影响McCormick的一贯行事作风，在他们到达后的第二天，他就起床出去闲逛：“拜访了科伦索的印刷厂，在山上散步……山上长满了一种叫做茶树的植物，这种植物闻起来很香，开着漂亮的白色花朵。”而到了下午，“我再次在观测台附近登陆……还射死了两只新西兰蜜雀，那是一种外形漂亮，并且尺寸和八哥差不多的鸟。” 他还结识了一位“相貌端庄，身材有些粗壮”名叫Williams的传教士，他还曾是一位皇家海军中尉。Williams在用毛利族语举行礼拜，并宣称在推动当地居民信仰基督教方面取得了显著的效果。McCormick邀请Williams和他的妻子上船，并赠予了他们一些属于他的南极标本，而Ross也向他们展示了观测台的一些磁性仪器。几天后，McCormick卸下几箱标本，并装载到最近从奥克兰驶往伦敦的*木星号*上，他的标本藏品实在是太多了，以至于卸下一部分能让他(或许还有他的同事们)松了一口气。

Meanwhile Hooker, having taken on supplies of bottles and jars at Sydney, was busy with a collection of his own, mainly fish and insect specimens. Captain Ross offered him every encouragement. His captain was, as Hooker put it, ‘indefatigable in walking along the beach collecting everything and sending it to me to stow away’, whilst ensuring that there was space in his cabin for Hooker to work. He had the use of a large drawing table under the starboard-side window, ‘where no-one is allowed to interrupt me’. He also had drawers, a locker and a bookshelf in the cabin, so that ‘no excuse is left for my not working. Captain Ross never permits even his own meal hours to disturb me, and at night I have one end of his table and may keep the light burning as long as ever I choose.’

与此同时，Hooker在悉尼也在忙于自己的收藏，他在处理以鱼和昆虫标本为主的各种瓶瓶罐罐。Ross船长对此也给予了鼎力支持。正如Hooker所说，他的船长“不知疲倦地沿着海滩收集各种东西，然后交给我进行收纳整理”，同时船长还确保他的船舱里有充足的空间方便Hooker工作。Hooker有权利使用右舷窗户下的一张大画桌，“禁止任何人打扰我”。他还在船舱里准备了抽屉、储物柜和书架，这样“我就更没有理由不刻苦工作了。Ross船长甚至在他自己吃饭的时候也从不打扰我，晚上的时候我可以坐在他桌子的一边，并且只要我愿意，我就可以一直开着灯。”

The second anniversary of their departure, duly noted by Cunningham (‘Two years from England this Day’), was marked by tragedy. Two Marines were returning to the *Erebus* when their dinghy capsized. One of them, George Barker, was drowned and the other was saved only by the providential intervention of soldiers who had witnessed the accident from the shore. Cunningham, a Marine himself, mourned a man ‘much regretted by his Shipmates, as he was a merry lively fellow and one of the strongest men in the expedition’. John Davis, the twenty-five-year-old Second Master on *Terror*, concurred. In a letter home to his sister Emily he described Barker as ‘one of those jovial characters that by his jokes kept the mess continually laughing round him’.

Cunningham注意到，这是他们离开英国两周年的时候（“今天正好离开英国两年了”），但却出现了一场悲剧。两名海军陆战队员在返回*厄瑞玻斯号*时，不幸小艇倾覆了。其中一名被淹死了，他叫做George Barker，而另一名则被一位正好在岸上目睹事故发生的士兵救下。Cunningham自己也是一名海军陆战队员，他为这名战友表示哀悼，“大家都感到很痛惜，因为他是一个快乐活泼的家伙，也是远征队中最强壮的人之一”。恐怖号上的 25岁的二副John Davis也深表赞同。在一封给他妹妹Emily的家信中，他形容Barker是“一个开朗的人，他的玩笑能引得周围的人哄堂大笑”。

Further tragedy struck a few days later. The home of an English woman, Mrs Robertson, was set on fire by natives, and she, her manservant and three children were all murdered. Fearing an escalation in violence, the expedition, escorted by HMS *Favourite*, set sail from the Bay of Islands just before five o’clock on the morning of 23 November 1841. ‘Our decks had all the appearance of a farm-yard,’ wrote McCormick, ‘. . . consisting of oxen, sheep, goats, pigs, and poultry, and each quarter was festooned with a line of pumpkins.’

几天后，更多的悲剧发生了。来自英国的Robertson夫人的家被当地人纵火烧毁，她和她的男仆以及膝下的三个孩子都惨遭毒手。由于担心暴力事件进一步升级，探险队在*偏爱者*（*Favourite*）军舰的护送下，在1841年11月23日凌晨5点前从群岛湾起航。 “甲板上看起来就像一个农场小院，” McCormick写道，“……各种牛、绵羊、山羊、猪和家禽都在上面，每个区域还都装饰着一排南瓜。”

Once out of the bay, HMS *Favourite* raised the traditional three cheers, before heading off to Auckland. *Erebus* and *Terror* continued south and west towards Chatham Island, which Ross was keen to visit for magnetic observations and to explore its potential as a whaling station.

驶出海湾后，*偏爱者*在返回奥克兰之前，按照传统进行了三声欢呼。而*厄瑞玻斯号*和*恐怖号*则继续向西南航行，前往查塔姆岛——Ross一直很想去那里进行磁观测，并探索它作为捕鲸站的潜力。

Two stop-offs in quick succession seem briefly to have undermined Second Master Davis’s constitution. ‘I was of course very seasick,’ he recalled; ‘we had been with little intermission six months in harbour, and I expected it. I shall never entirely get over it; I am very unfortunate that way.’ The time ashore also seems to have undermined discipline on board – understandable perhaps, given the challenge of readjusting to the daily grind after quite long periods of relative freedom. At any rate, on their second day at sea James Rogers, one of the quartermasters on *Erebus*, who had been recently demoted and given thirty-six lashes for ‘mutinous conduct’, was being hauled on deck for more punishment, when he threw off his guards and hurled himself off the stern of the ship. He was rescued and brought back, but the whole incident caused John Davis to draw invidious comparisons between his own ship, *Terror*, and *Erebus* : ‘that ship is not nearly in such good order as this ship,’ he argued. ‘There is too much familiarity between the men and the officers to please me.’

连续的两次停靠似乎暂时影响了二副Davis的体质。“我当时一直在晕船，”他回忆说；“我们在港口呆了六个月，却几乎没有休息，所以我也有所预料到了。我可能永远也克服不了；某种角度上来说，我实在是太不幸了。”岸上的日子似乎也影响了船上的纪律性——这其实也可以理解，因为在经历了相当长的一段相对自由的时光后，再想重新适应每天的工作是没那么容易的。无论如何，在出海的第二天，James Rogers——作为*厄瑞玻斯号*上的一位军需官——因为“违反纪律”而被降职处分并遭到三十六次鞭打，当他摆脱警卫企图从船尾跳下去逃跑后，又被拖在甲板上并受到了更严厉的惩罚。他最终侥幸逃过一死，但整个事件使John Davis把他所在的*恐怖号*和*厄瑞玻斯号*进行了令人反感的对比：“那条船远在秩序方面远不如这条船，”他争辩道。“士兵和军官之间太亲密了，我不喜欢。”

In fact, this seems to have been the only time Ross felt it necessary to punish one of his sailors (his great-grandson, Rear-Admiral M.J. Ross, said that he was not a fan of public punishments, though he was a firm disciplinarian). Ironically enough, a week later came the first instance of corporal punishment on HMS *Terror*. Crozier’s log records: ‘Punished Jn Irvine with 48 lashes for theft’. Cunningham mentions it in his diary as ‘a very unusual thing with us but the individual richly deserved it, his crime being Theft Robbing his comrade, dirtiness and general irregular conduct’.

事实上，这似乎是Ross唯一一次觉得有必要惩罚他的水手（他的曾孙，海军少将M.J. Ross说，他不喜欢公开惩罚，尽管他确实是一个纪律严明的人）。讽刺的是，一周后，*恐怖号*上也出现了第一起体罚事件。Crozier的日志记录：“因盗窃罪罚Jn Irvine 48鞭”。Cunningham也在他的日记中提到“这件事情对于我们来说，是很不寻常的，但这个人确实是罪有应得，他的罪行是偷盗、抢劫他的同伴、肮脏和违反纪律”。

Cunningham’s disgust at Irvine’s dirtiness underlines the importance of personal hygiene aboard ship. The crew were usually split into ‘divisions’, supervised by an officer who made sure that healthy standards were maintained, and with different days of the week set aside for washing, shaving and mending. Some of the officers had washbasins in their cabins, but the men would usually bathe in basins or tubs on the forecastle, if it was warm enough. The colder it became, the more the men were confined, and the more necessary it was to keep checks on cleanliness. Parry, in his first over-wintering voyage in 1821, put in place a regular system. As he described it in his journal: ‘Three quarters of an hour being allowed after breakfast for the men to prepare themselves for muster, we then beat to divisions punctually at quarter past nine when . . . a strict inspection of the men took place, as to their personal cleanliness and good condition as well as sufficient warmth of their clothing.’

Cunningham对Irvine的肮脏罪行十分反感，并强调了船上个人卫生的重要性。船员们通常被分成几个“组”，由一名军官负责监督，确保其他人符合健康标准，每周会有几天用来清洗、剃须和缝补。有些军官的船舱里有盥洗盆，但如果天气够暖和的话，船员们通常会在前甲板用盆或者桶来洗澡。天气越冷，船员们就越被限制出去，也就越有必要进行卫生检查。Parry 在他1821年的第一次越冬航行中，建立了一套常规制度。正如他在日记中所描述的那样：“早餐后有三刻钟的时间让船员们准备集合，然后我们准时在九点一刻时分组……对所有人进行了严格检查，检查包括他们的个人卫生问题、身体健康状况以及他们的衣服是否足够保暖。”

So influential was Parry that Ross and Crozier would almost certainly have taken similar precautions.

Parry这一制度的影响十分深远，以至于Ross和Crozier也肯定采取了类似的预防措施。

Three weeks out of New Zealand, they had their first taste of things to come as they emerged from dense fog to find themselves confronted by three massive flat-topped tabular icebergs. The largest of them, dead ahead of the ship, contained deep caverns carved by the sea water, and it was shedding columns of ice. Passing within a halfmile of it, Ross estimated its height at 130 feet, with a circumference of three-quarters of a mile. Temperatures fell and they woke on 18 December to find themselves surrounded by pack-ice. Light and easily dispersed at first, it became heavier as they ploughed on, sufficiently so to force Ross westwards on an avoiding course.

离开新西兰的三个星期后，他们有生以来第一次遇见了这样的情况：当他们从浓雾中出来时，发现自己面对着的是三座巨大的扁平冰山。其中最大的一座，就在船的前方，里面包含着海水侵蚀出的溶洞，还有正在脱落的冰柱。在经过离冰山不到半英里的地方，Ross估计它的高度为130英尺，周长为四分之三英里。气温持续下降，在12月18日醒来的时候，他们发现自己已经被堆积的冰层包围了。起初的冰层很轻，很容易开散，但随着他们继续前行，冰层变得越来越厚，最终迫使Ross向西迂回前进。

The ships slowly picked their way through, guided from patch to patch of open water by the shouts from the crow’s nest. Tern, cape pigeon and white petrel flew around the ship. Seals on the ice were so slow to take fright that they were easily bludgeoned on the head and brought on board for food. In the stomach of one of them they found 9 lb of granite stones, which puzzled Ross, as they were a thousand miles from the nearest land.

船只在瞭望台的喊叫声指引下，选择在开阔的水面上慢慢航行。燕鸥、海角鸽和白海燕盘旋在船的上方。冰面上的海豹行动迟缓，很容易就被人用棍棒打中脑袋，然后被带到船上充作食物。他们在其中一只海豹的肚子里发现了一块9磅重的花岗岩石，这让Ross感到很是困惑不解，因为这群海豹距离最近的陆地也有至少一千英里。

The temperature was now sinking below freezing. Davis wrote to his sister complaining of chilblains, ‘which were very troublesome and annoying’. ‘I tried to keep them away by soaking my feet in rum every night,’ he went on, ‘but to no purpose. If you had met me at this time you would not have known your brother: my hair was very long and I had allowed my beard to grow all round under my chin for warmth: thick boots and Jim Crow hat, with a check shirt . . . we all cut very pretty figures, like a masquerade.’ He went on to complain that the ship’s cat got into his drawer and tore up six of his charts, but the cat was soon forgiven, for on the 19th she presented them with three kittens. ‘Such an event as that you may think nothing of, but to us it is a great deal, for a kitten tends to relieve the monotony of such a cruise as this.’ The next day ‘they were shown on a warmed clean plate to Captain Ross’.

气温现在已经降到零点以下了。Davis写信跟他的妹妹抱怨他身上的冻疮，“令人感到非常麻烦和苦恼”。“为了治好冻疮，我每天晚上都要用朗姆酒泡脚，”他后面继续写着，“可是根本不起作用。如果你现在遇见我的话，你可能都认不出你的哥哥了：我现在头发很长，并且为了保暖，我的胡子布满整个下巴：我还穿着厚靴子，戴着Jim Crow式的帽子，穿着格子衫……我们都装扮的很有特点，就像一场化装舞会。” 他接着抱怨船上的猫钻进了他的抽屉，撕毁了他的六张航海图，但很快他就原谅了这只猫，因为19号那天，它生下了三只小猫。“这样的事你可能觉得不以为然，但对我们来说可是一件大事，因为一只小猫往往就能让原本单调无味航行变得更加轻松。”第二天，“它们被放在一个温暖干净的盘子里展示给Ross船长看”。

Christmas Day, described by Cunningham as ‘anything but a pleasant one’, was spent negotiating tightly packed ice, close to a line of eleven icebergs, with much of the day in thick fog. Captain Ross joined some of the officers and midshipmen for a lunch of roast goose in the gun-room, but it was a muted celebration, with grey skies and the decks particularly cold and chilly from the ice-blocks stored there to provide them with drinking water. It was already much colder than it had been the same time the previous year. When a couple of days later McCormick and Ross set to work skinning and preserving three large penguins they had caught, their hands were so clumsy with cold that it took about four hours to process each bird. McCormick noted finding pebbles and half-digested fish in the birds’ stomachs. Thanks in part to the specimens Ross and others brought home, people soon learned that small stones play an important part in penguins’ nestbuilding, and the half-digested fish would have been food intended for their young.

这次是一个被Cunningham形容为“一点也不愉快”的圣诞节，他们一直在磋商有关冰层逐渐密集的问题，当天的大部分时间都是在浓雾中度过的，还有十一座冰山围绕在四周。Ross船长和一些军官以及军官候补一起在炮房里吃了一顿烤鹅作为午餐，但这是一场死气沉沉的庆祝会，天空也一直灰蒙蒙的，甲板上储藏着供他们饮用的冰块，尝起来也特别冷。和去年同期相比，今年的天气要冷的多。几天后，McCormick和Ross开始着手剥皮并保存他们抓来的三只大企鹅，但是他们的手因为寒冷显得很笨拙，每只企鹅都要花大约4个小时进行处理。McCormick注意到，在这些企鹅的胃里存在一些鹅卵石和消化到一半的鱼。多亏了Ross和其他人带回家的标本，人们才能这么快了解到小石头对于企鹅筑巢的重要性的，而这些消化到一半的鱼应该是为幼崽准备的食物。

Progress slowed to a trickle. The ships had run into pack-ice much earlier than during the previous summer and although they had now negotiated 250 miles through it, only thirty of those had been in the past week. They were still short of the Antarctic Circle as the old year came to an end. And things were getting worse.

进展十分缓慢。与去年夏天相比，船只更早地遇到了浮冰。尽管他们已经协商决定只航行250英里，但过去一周的时间只前进了30英里。随着新的一年的到来，他们还是没有到达南极圈。而且情况在变得越来越糟糕。

‘Friday 31st December. New Year’s Eve . . . ice closed entirely around us,’ wrote Cunningham in his memorandum book. They were caught in a hard, barely moving pack, with slabs of ice squeezed together, occasionally cracking like gun-shots as they erupted into jagged pyramids on the surface. Nevertheless, Ross was bullish. They would find their way out soon, and morale was holding: ‘The New Year was hailed by us all with . . . feelings of confident hope and cheerfulness.’

“12月31日，周五。新年前夕……冰层将我们完全包围住了，”Cunningham在他的回忆录中写道。他们被困在一片坚硬无比且几乎无法移动的冰块中，冰块挤压在一起，冰层表面偶尔还会产生锯齿状的锥形突起，并伴随着像枪声一般的爆裂声。尽管如此，Ross还是很乐观。他们应该很快就会找到出路，大家的士气也一直很高涨：“我们所有人都心怀着希望和愉快……欢庆着新年。”



Second Master Davis shared this upbeat mood. Revelling in the fact that he could actually walk between the two ships, he dined on *Erebus* and afterwards went out with Joseph Hooker to ‘cut out in the hard snow the figure of a woman, which we called our “Venus de Medici”. She was made sitting down and about eight feet long.’ They then dug down into the ice and carved out a room with an ice-table and an ice-sofa in it. The celebrations that followed were unconfined. A passing penguin would have observed sailors blowing horns, beating gongs, holding pigs under their arms to make them squeal, as each ship tried to outdo the other in sheer volume of noise. High spirits, but also a resounding affirmation of their existence in a silent, stationary world. The penguin, and any other living creature nearby, would have fled long before the cacophony climaxed with both ships sounding forty-two bells to see in the New Year.

二副Davis也保持着这种乐观的情绪。他十分自得于自己可以在两艘船之间穿行，他在*厄瑞玻斯号*上用餐，然后和Joseph Hooker一起在“坚硬的雪地上凿出一个女人的身影，我们称之为‘美第奇家族的维纳斯’。她保持着坐下的姿态，身长大约有八英尺。”然后他们在冰里挖出了一个房间，里面还有一张冰桌和一个冰沙发。随后便是无拘无束的庆祝活动。一只企鹅路过的话，大概会看到水手们在那吹喇叭，敲锣打鼓，用胳膊夹住猪让它们尖叫，因为每艘船都试图在绝对的噪音量上超过另一艘船。他们保持着高亢的情绪，可能也是想通过响彻这个沉默、寂寞的世界来证明自己的存在。在嘈杂的声音达到巅峰之前，附近的企鹅和其他生物早就逃之夭夭了，而两艘船也都敲响钟声四十二下，以迎接新年的到来。

As midnight struck, Captain Ross joined the two crews in the newly dug ice-room to shake hands all round and raise a toast to the health of all the men. Uniquely, as Davis noted, they were ‘all up’: no one was asleep, and no one was on duty, either – the enforced confinement on the ice meant there was no need to climb rigging, or furl sails, or man the ship’s wheel, or keep lookout. The Clark Ross Expedition thus entered 1842 as a tableau in the ice, with everyone of whatever rank or station playing a part. According to Cornelius Sullivan, some of the *Terror*’s crew came across to *Erebus* and danced on the deck until five in the morning, after which there were one or two ‘Pugialistic matches in the forecastle which peaceably ended’. As Sergeant Cunningham put it, ‘Saturday Jan 1st. Was ushered in with joviality and hilarity. I hope it will go out so.’

在午夜来临之际，Ross船长和两位同伴一起在新挖的冰室中与大家握手，并为所有船员的健康干杯。值得一提的是，根据Davis的记录，他们当时“全员到场了”：没有人在睡觉，也没有人值班——被强制困在冰面上也就意味着没有必要再攀爬索具，收帆，操纵舵轮或者保持瞭望了。Clark Ross的探险队就这样在一片热闹的场景下进入了1842年。每个人都在其中扮演着重要的角色，不论是什么身份或地位。据Cornelius Sullivan的说法，*恐怖号*上的一些船员来到了*厄瑞玻斯号*，并在甲板上跳舞直到凌晨5点，之后在“水手舱里进行了一两场拳击比赛，并在最后以和平的方式结束”。正如Cunningham中士所说，“1月1日，星期六。我们在欢快的氛围中迎来了新的一天。我希望这一天也能在欢快的氛围中结束。”

After breakfast on New Year’s Day all the men were issued with a new set of cold-weather clothing – a jacket, a pair of trousers, two pairs of boot hose, two comforters, two pairs of mittens, a Welsh wig, a knife and some thread and a red shirt. Second Master Davis was particularly pleased with the red shirt: ‘very handy as they last a fortnight’. Between washes, I assume that means.

在元旦的早餐后，所有人都领到了一套全新的御寒衣物——一件夹克，一条裤子，两条靴子袜，两套被子，两副手套，一顶威尔士圆帽，一把刀和一些线和一件红汗衫。二副Davis对那件红汗衫特别满意：“非常方便，可以持续整整两个星期。”应该是指两次洗涤的时间间隔吧，但愿如此。

The crews had been out on the ice first thing, clearing away the snow to create an ice-ballroom, and building a pub to go with it. A sign, hanging from a boat hook and an ice-axe, and illustrated with Bacchus in one corner and Britannia in the other, proclaimed the pub’s name as ‘The Pilgrims of the Ocean’. On the other side it was called ‘The Pioneers of Science’, which, according to Davis, greatly amused Captain Ross.

船员们在冰面上做的第一件事就是清理积雪，他们建造一个冰上舞厅，还配了一个酒吧。还有一个牌子，挂在船钩和破冰斧之间，牌子的一角画着酒神Bacchus，另一个角上写着大不列颠，牌子上宣称这家酒吧的名字叫做“海上的朝圣者”。而牌子的另一面上，叫做“科学的先驱”，据Davis说，Ross船长对此感到非常高兴。

For once, the leader of the expedition was happy to let down his luxurious hair. ‘Captain Crozier and Miss Ross opened the ball with a quadrille,’ wrote Davis to his sister. Ross, despite his Presbyterian earnestness, was not unfamiliar with drag. On the first Parry expedition, while still a midshipman, he had taken two female roles in plays put on during the Arctic winter, playing Mrs Bruin in *The Mayor of Garratt* and Poll in *The North­West Passage, or The Voyage Finished*. Once he had stepped out with Crozier, the floor was opened. Reels and country dances followed and, appropriately, ice-creams were handed round.

这一次，探险队的队长兴致高涨地解开了他那豪华的头发。“Crozier队长和Ross小姐以四对方舞开场，” Davis在给他妹妹信中写道。尽管Ross是位虔诚的长老会教徒，但他对变装并不陌生。在Parry的第一次远征的时候，当时他还是一名海军军官候补，在北极的冬天里他就扮演过两名女性角色，分别是在《*加勒特市长（The Mayor of Garratt）*》中的Bruin夫人以及《*西北航道，航行的终末（The North­West Passage, or The Voyage Finished）*》中的Poll。当他和Crozier一出场的时候，气氛就活跃了起来。接着上演的是里尔舞和乡村舞，还有适时分发的冰淇淋。

Thanks to the graphic talents of Second Master Davis, we have not only a written but also a visual reminder that exploration is not just about what is in the official reports. His watercolour ‘New Year’s Day on the Ice 1842. Lat. 66.32.S Long. 156.28. W’ is, considering the circumstances, one of the most heart-warming paintings I know, with the flags flying, musicians playing and a Marine landing on his backside. Davis’s letter to his sister Emily captures a spirit of sheer delight: ‘you would have laughed to see the whole of us, with thick overall boots on, dancing, waltzing and slipping about . . . and the best of it was there was not an ill word the whole time’.

感谢二副Davis的绘图天赋，让我们不仅有了文字记录，还通过图画让我们了解到，探索不仅仅只有官方报告中的内容。考虑到当时的情况，他的水彩画《1842年的冰上新年，南纬66.32西经156.28》是我所知道的最温暖人心的画作之一，画面上有飘扬的国旗、演奏的音乐家，还有一名海军陆战队员摔了四脚朝天。在Davis写给妹妹Emily的信中能捕捉到了一种纯粹的喜悦之情：“如果看到我们所有人，穿着厚厚的靴子，跳着华尔兹，还脚底打滑，你一定会笑掉大牙……最棒的是，在这段时间里，没有一个人会说脏话。”

What I remember most from my own travels in the Antarctic is the stupendous scale of the whitened landscape, and the huge overarching silence – a silence broken only by the creaking, cracking and groaning of the shifting ice. As I picture the sailors capering about, dancing waltzes and eightsome reels, the only human beings in the whole southern end of the earth, it seems a stunningly surreal image: ice, so often portrayed as a grim adversary, transformed briefly into a shining white dance-floor.

而在我自己的南极之旅中，我印象最深刻的是那一片白茫茫的大地，还有那种仿佛包罗万象的寂静——一种偶尔会被浮冰的咯吱声、破裂声和呻吟声打破的寂静。我尝试想象着水手们在那欢呼雀跃地跳着华尔兹以及八人里尔舞，他们应该是当时整个地球南端唯一存在的人类，这似乎是一个令人惊叹的超现实画面；冰，这个经常被认定为对手的可怕存在，暂时地成为了一个闪光夺目的白色舞池。

For this night, at least, all were equals. ‘At about one o’clock as the captains left we first pelted them with snowballs and then cheered them, both of which honours they took with equally good humour,’ wrote Davis. Even Ross, who airbrushed most frivolity from his later account of the expedition, was caught by the mood. ‘If our friends in England could have witnessed the scene, they would have thought, what I am sure truly was the case, that we were a very happy party.’ The festivities continued the next day, with a sort of slapstick Antarctic Olympics. There were greasy poles to climb and greased pigs to catch, and all to the raucous accompaniment of gongs (otherwise used in thick fog to keep contact with other ships) and cow-horns for trumpets.

至少在这一夜，所有人都是平等的。“大约一点钟的时候，船长们离开了，我们先向他们扔雪球，然后向他们欢呼，他们毫不介意，并且心情很愉快。” Davis写道。就连Ross也被这种情绪所感染，并在他后来的探险日志中抹去了大部分过于轻浮的部分。“如果我们在英国的朋友能看到了这一幕，他们肯定会认为我们在进行一场非常快乐的派对，而事实也的确如此。” 庆祝活动在第二天继续进行，并举办了一场滑稽的南极奥运会。比如爬上油腻腻的杆子，或者抓住涂了油的猪，所有这一切的进行都伴随着刺耳的锣声（本来是用于在浓雾中与其他船只保持联系的）和吹牛角声。

The ice-pack showed no sign of releasing them. On 3 January, McCormick noted that he could walk from *Erebus* for at least half a mile in all directions. And, not being a man to stay on board if there were opportunities elsewhere, that’s exactly what he did. Taking care always to keep a gun to hand, it is hardly surprising that when a white petrel flew past him he took a pot-shot at it. But this time something was different. The petrel fell onto an inaccessible part of the floe:

冰层没有任何溶解的迹象。1月3日，McCormick指出，他可以从*厄瑞玻斯号*出发，前往各个方向步行探索至少半英里。而且，身为一个男人，如果有其他地方可能存在机会，那就不应该坐以待毙，而他也正是这么做的。他总是谨慎的随身带着枪，也难怪当一只白海燕从他身边飞过时，他能直接开枪射中了。但这一次情况稍有不同。海燕落到了浮冰上一处难以接近的地方：

but its mate, flying in company with it at the time, instantly alighted near the wounded bird, and placing its own beak in juxtaposition with the dying creature’s, began a painful lamentation over its dying companion, curving its own neck over the prostrate form, and giving expression to a plaintive, murmuring, cackling note . . . then as if acted upon by some impulse or instinctive feeling . . . that this was death, and it could be of no further use, it took wing and flew straight away. Whilst I was endeavouring to get round the sludge-ice to pick the other up . . . the poor thing feebly raised its head, after slowly staggering along the ice for a few paces, apparently its last effort.

但当时陪它一同飞着的伴侣，立刻落在了受伤的鸟附近，并将自己的喙朝向垂死的同伴，开始了痛苦的哀鸣，它弯曲着自己的脖子贴向那早已倒伏的身影，叽叽咕咕的嘟囔着内心的悲伤之情……然后，仿佛是受到某种冲动或者本能的驱使……它明白了这就是死亡，而它再怎么做也无力回天了，于是它震动翅膀，径自飞走了。当我尽可能地绕过各种浮冰，将那只鸟捡起来的时候……这只可怜的小家伙慢吞吞地在冰面上摇摇晃晃地走了几步后，仍虚弱地抬着头，那显然是它最后的挣扎了。

What follows sounds something like a Damascene conversion. ‘How little do we know of animal life and mind! For mind they have unquestionably, call it instinct or what you will. They are constructed on a very similar type to their lordly master, man . . . The same brain and nerves, which in common with him render them sentient beings, must also endow them with the power of thought.’

下面的内容听起来有点像是一种幡然悔悟。“我们对动物的生活和心灵的了解是多么得少啊！他们无疑是具有心灵的，也可以称之为天性或者其他你觉得合适的称呼。它们的构造和它们高贵的主人——人类非常相似……这种相似的大脑和神经，使得它们成为和人类一样有意识的存在，也一定使得它们掌握了思想的力量。”

For a trigger-happy bird slayer, this was quite an admission, and there was more to come as McCormick laid into people like himself: ‘Many of these much-wronged and under-estimated beings should make him blush, exhibiting, as they often do, moral attributes of a high order.’

对于一个经常开枪的猎杀鸟的人来说，这是一种坦白，除此之外McCormick还对像他自己这样的人进行抨击：“这么多被低估的冤死的存在令他对自己感到羞愧，因为这些存在经常展现出高尚的道德品质。”

It was another three days before the wind changed to the east and they were able to find sufficient open water to cast off from the floe, leaving Venus de Medici and the ice-ballroom to float away, a tiny, tenuous reminder of the rarest of New Year celebrations.

In the days that followed, those happy memories must have seemed like fickle fantasies as the ships were dragged back into the ice-pack. They made slow progress. Sometimes they were reduced to tacking about in small pools of open water, like specimens trapped in one of McCormick’s jars. The one positive thing – as they found themselves drifting all the way back to the point they had reached on Christmas Day – was that the ships were able to keep together. There was regular traffic across the ice between *Erebus* and *Terror*. Seals were hunted wherever possible, most successfully by Mr Oakley and Mr Abernethy. One of them weighed 850 lb and yielded more than 16 gallons of oil. Another, when opened up, was found to have 28 lb of fish in its stomach.

又过了三天，风向逐渐偏转向东，而他们也才找到了足够开阔的水域，并摆脱了浮冰的困扰，只留下逐渐漂远的“美第奇家的维纳斯”和冰上舞厅，还在悄声地提醒着那次珍贵的新年狂欢时刻。在接下来的一段日子里，随着船再次被困在冰层中，那些原本美好的回忆似乎也变成了会令人浮躁不安的幻想。他们进展非常缓慢。有时，他们甚至就只能在一小片如同水塘般的水域里不断抢风调向，就像被困在McCormick的罐子里的标本一样。不过万幸的是——当他们发现自己又漂流着回到了圣诞节那天所在的地方时——两艘船一直在一起。而*厄瑞玻斯号*和*恐怖号*也通过她们之间的冰面互相往来。人们会尽可能地猎杀他们所遇到的海豹，其中成果最丰硕是Oakley先生和Abernethy先生。其中有一只海豹重达850磅，产油量超过了16加仑。而另一只被开膛破肚后，人们发现它的胃里有多达28磅重的鱼。

On 12 January 1842 the ice broke up sufficiently for the ships to make progress southwards. *Erebus* made 20 miles in one night, but by morning the ice was offering more resistance, and men were deployed with poles and boat hooks to try to push it aside. Both ships were now confined to a half-mile of open water and, to reduce any chance of collision, Ross ordered the ships to be made fast on either side of the same ice-floe. Which is how they were on the 17th when a heavy swell and a rapidly descending barometer warned of the approach of a strong north-easterly gale. It was preceded by an eerie calm. The temperature rose above freezing, dense fog enveloped the ships and snow began to fall. A huge iceberg loomed out of the mist, so close that all Ross could do was order all sails to be set on both ships and hope for the best. They avoided being crushed by only a few feet, the tip of *Erebus*’s spanker boom actually grazing the ice as it swept past.

1842年1月12日，冰层大量破裂，足以让船只继续向南航行。*厄瑞玻斯号*一个晚上的行程就达到了20英里，但到了第二天早上的时候，冰层产生的阻力变大了，人们只好用杆子和船钩试图把冰层推到一边。两艘船现在都被限制在了半英里的水域中，为了减少碰撞的可能性，Ross命令两艘船都紧紧地停在同一块浮冰的两边。这就是他们在17日所遇到的种种情况，而一个汹涌的浪花和迅速下降的气压警告表明一场强烈的东北风即将来临。在此之前，则出现了一种诡异的平静。气温提高到了零度以上，浓雾一直笼罩着船只，然后开始下雪。一座巨大的冰山在雾气中若隐若现，并且离船十分得近，而Ross唯一所能做的就是命令两艘船都挂上帆，并祈祷能有一个好结果。他们离被压碎仅仅只差几英尺的距离，当*厄瑞玻斯号*经过冰山时，她的后纵帆桁的顶端甚至擦着冰面。

Next morning the swell grew so strong that two of the 8-inch hawsers holding *Erebus* snapped under the strain and carried away two of the ice-anchors. Twelve hours later the gale finally struck, whipping up towering seas that sent waves smashing over the tops of the highest icebergs: ‘little short of a West India hurricane in its force,’ wrote McCormick.

第二天早上，海水变得更加汹涌，以至于绑在*厄瑞玻斯号*上的两根8英寸长的缆索在因为压力太大而断开，还带走了两个冰锚。12个小时后，狂风终于来了，掀起滔天巨浪，拍打着最高的冰山。McCormick写道：“就强度而言，几乎相当于西印度的飓风。”

Cornelius Sullivan was below decks on *Erebus* when the storm hit: ‘Every crash threatening to Shake her timbers to pieces we Expected to see the masts fall overboard Every moment.’ On *Terror*, John Davis recorded equally apocalyptic fears. ‘Sometimes,’ he wrote, ‘we thought that the pieces we came against would grind us to powder.’ This was the man who had so joyfully described the frolics on the ice less than three weeks earlier. ‘Here we were then, two unmanageable ships drifting about in an unknown sea . . . and no possibility of helping ourselves.’

风暴来袭时，Cornelius Sullivan就躲在*厄瑞玻斯号*的甲板下面：“每一次撞击都仿佛想要把船身震得粉碎，我们甚至以为桅杆已经掉到了海里。”而在*恐怖号*那边，John Davis也记录下了那种对于末日的恐惧。“有时候，”他写道，“我们以为那些撞击会把我们碾得粉碎。”而在不到三个星期前，他还在愉快地描述了在冰上的嬉闹。“两艘难以驾驭的船在一片未知的海洋中随意漂流，那是我们当时的处境……而那种情况下没有人能帮助到我们。”

Ross was understandably worried. ‘Soon after midnight,’ he later wrote, ‘our ships were involved in an ocean of rolling fragments of ice, hard as floating rocks of granite . . . and the destruction of the ships seemed inevitable.’ For twenty-eight hours the fate of the two ships hung in the balance. Ross could only pray as he watched ‘our ships still rolling and groaning amidst the heavy fragments of crushing bergs, over which the ocean rolled . . . dashing and grinding them together with fearful violence’. ‘Each of us secured our hold,’ he recalled, ‘waiting the issue with resignation to the will of Him who alone could preserve us and bring us safely through this extreme danger.’

Ross也是同样的忧心忡忡。“午夜过后不久，”他后来写道，“我们的船就陷入了一片由不断翻滚的冰块构成海洋中，这些漂浮的冰块就像花岗岩一样坚硬……船只的毁灭似乎是不可避免的。”这两艘船的命运在28个小时内悬而不决。Ross只能祈祷，看着“海浪翻卷，冰山破碎成许多巨大的碎片，而我们的船只能在其中起伏、挣扎……一种可怕的力量不断猛烈冲击，并将这一切都碾在一起，”他后来回忆，“我们只能听天由命的等待上帝的安排，只有他才能保护我们，让我们安全度过这个巨大的难关。”

By the morning of 21 January, the tempest had subsided a little. *Erebus*’s stern had been badly damaged as she ducked and dived, and signals from *Terror* indicated that her rudder had been shattered beyond repair. A boat was therefore lowered to take Captain Ross over to examine the damage. It certainly seemed more serious than on his own ship. *Terror*’s rudder was in pieces and her sternpost so wrenched and twisted that it would be difficult to fit the spare. Apart from that, he was surprised and relieved to see how little serious damage either ship had sustained, considering their ordeal, and he was impressed with the way Crozier had kept his ship steady during the storm, carefully re-stowing the hold to give her maximum stability. They had, of course, survived wild weather in the South Atlantic before. But this was the first time that blocks of ice had bombarded the ships day and night, whilst frozen splinters, as hard as granite, waited to spear them from beneath.

直到1月21日早晨，暴风雨才稍微平息了一些。*厄瑞玻斯号*的船尾因为撞击和猛降遭到了严重的损坏，根据*恐怖号*发出的信号，她的船舵已经被毁坏，无法修复。于是，他们放下一艘船，载着Ross船长前去检查损坏情况。情况看起来比在他所在的船更严重。*恐怖号*的船舵已经支离破碎，而艉柱也已经严重扭曲，也很难用备用零件修好。不过考虑到这两艘船所遭受的严峻考验，而两艘船居然都没有出现太过严重的损坏，这让他感到惊讶和宽慰。对于Crozier在风暴中保持船体稳定的方式——将货舱内的物品仔细地进行重新堆放，以使得船只保持最大程度上的稳定，他也感到十分敬佩。当然，他们以前也曾在南大西洋的狂风暴雨中幸存了下来。但这种情况他们还是第一次遇到，冰块昼夜不停地撞击船只，同时还有像花岗岩一样坚硬的冰块碎片埋伏在船地下，随时有可能刺上来。

Most of the crew were exhausted. They had been at emergency stations throughout the night and the previous day. Ross, too, was tired out. Davis recorded how ‘The usual smile had gone from Captain Ross’s countenance and he looked anxious and careworn.’ Ross sent as many as could be spared below decks to rest. The others were put to work to repair the ships.

大多数船员都已经疲惫不堪。包括整个晚上和前一天，他们都处于高度紧张的状态。Ross也很累。Davis记录了“Ross船长脸上已经没有了往日的笑容，他看起来很焦虑，也很疲惫。” Ross尽可能让人们回到甲板下面去休息。而其他人则继续投入到了修理船只的工作中去。

The broken rudder was hoisted aboard and the carpenters set to work stripping away splintered wood and replacing sections, whilst the armourers and Cornelius Sullivan, the blacksmith, forged new parts to hold it all together. They finished the work that same day, but there was still much to do. Some of the copper sheeting on both ships had simply been peeled away by the action of the ice and needed to be replaced. The carpenters on *Terror* were fashioning a completely new rudder.

船上断裂的船舵被吊起，而木匠们也开始拆除断裂的部分并替换木头，同时军械士和铁匠Cornelius Sullivan锻造了一个用来连接的部件。他们当天就完成了这部分工作，但仍然还有很多事情要做。两艘船上的镀铜被冰块撞得脱落了一部分，需要进行更换。而*恐怖号*上的木匠们正在制作一个新船舵。

The following days were calmer, but no less frustrating. The expedition remained at the mercy of the ice and the winds, unable to make much progress. Concentrated vigilance was required, twenty-four hours a day, to keep on the lookout for leads – those cracks in the ice that provided pathways for the ships – and for any heavy icebergs driven towards the ships by the swell. As if this wasn’t enough, *Terror* nearly caught fire. The Sylvester’s Patent Heating Apparatus, which had been in use around the clock to dry out the damp below decks, became so hot that parts of the ship were rendered untouchable and some blocks of wood ignited. Smoke billowed out, and water had to be poured into the hold to prevent it from catching fire. Nothing they had experienced on the first voyage had prepared them for anything like this.

接下来的几天比较平静，也同样让人感到很挫败。探险队仍然只能任由冰块和狂风的摆布，无法取得很大进展。一天二十四小时都需要集中精力保持警惕，即是为了寻找线索——也就是冰层上可供船只通行的裂缝——也是为了防止被海浪驱使着撞向各种巨大的冰山。更加雪上加霜的是，*恐怖号*还差点起火。出品自西尔维斯特的加热装置需要昼夜不停地一直运行，用来去除甲板下面的湿气保持干燥。而温度过高的加热装置导致部分船体的部分木头被点燃，令人难以靠近。浓烟滚滚，为了防止船舱着火，大家不得不往里面注水。他们在第一次航行中没有遇到过这种事情，所以也完全没有准备。

It wasn’t until the first day of February that there were signs of change. By the evening they could tell they were close to the edge of the ice-pack. Perimeter ice was always heavier, and *Erebus* took a few hard knocks before she at last broke through into open water at two o’clock the next morning.

直到二月的第一天，情况才出现了转机。傍晚的时候，他们发现并逐步接近一处冰层的边缘。由于周围的冰层都比较厚，*厄瑞玻斯号*被接连撞了几下，才终于在次日凌晨两点的时候进入了一片开阔的水域。

Cornelius Sullivan expressed the general feeling of relief: ‘Thank God and British Built Ships we See Ourselves Once more in the boosom [*sic*] of the open Sea after being closed up in the center of our Enemy for the space of 47 days.’ For his part, Davis wrote of his inexpressible delight, but also his despair at their paltry progress. They had gained only 100 miles since Christmas Eve.

Cornelius Sullivan表达了大家心中的宽慰之情：“感谢上帝和英国建造的船只，在被封锁在敌人的中心长达47天之后，我们又一次回到了广阔的海上。”至于Davis，他也写了自己无以言表的喜悦，同时也表达了他对于他们进展缓慢的绝望。因为自平安夜以来，他们只前进了100英里。

The cold was intense. A 1½-inch rope swelled with ice to at least 1 foot in circumference. When the sea broke over the decks, the men on watch, or the helmsmen at the wheel (there was no covered wheelhouse on either ship), were transformed into moving lumps of ice. One morning, as ice was being chipped away from the bows, a fish was found perfectly frozen to the side of the ship. It was removed with great care, thawed out and, as a sketch was about to be made to record this phenomenon, the ship’s cat leapt forward and ate it.

气温下降地很快。一根1½英寸的绳子被冰包裹住后，周长至少有1英尺。当海浪冲上甲板时，值班的人和舵手（两艘船上都没有带顶棚的舵手室）都会变成移动的冰块。某一天早晨，当船头的冰被凿开时，人们发现了一条完全冻在船边的鱼。人们小心翼翼地把它取出来并进行解冻，在正准备画张草图记录这一现象时，船上的猫跳上前去把它吃掉了。

Just after midnight on 22 February they came through another gale, to hear a cry from the lookout announcing that the Great Barrier was in sight. But they still could not find a way through it. Ross persevered for a while, in the forlorn hope that he might find access, but the ice was thickening fast and he realised that the Barrier seemed to have no end. On 23 February, standing 1½ miles out from the ice-wall, *Erebus* waited for *Terror* to catch up, so that the two ships could record their position at the same time. They were at 161°W and 78°9'30"S – 6 miles further south than their previous record. Second Master Davis, aboard *Terror*, recounted his feelings in his letter to his sister. ‘The *Erebus* sounded, and we tacked in the spot she did, so that neither ship could say she was beyond the other. No one will ever beat that in this longitude, that I may safely say.’ To an extent, he was right. No other sailing ship would ever get as far south as *Erebus* and *Terror* did that day. In fact no ship of any kind reached that far south for almost sixty years. Ross, who had already reached a record 82.43°N in 1827, could now claim to have achieved a feat shared only by his shipmates Edward Bird and Thomas Abernethy: to have been further north and further south than anyone else on earth.

2月22日刚过午夜，在又遭遇了一场大风后，人们听到了望哨处在大喊大叫，声称前方已经靠近大屏障了。但他们仍然找不到一条通道。Ross抱着渺茫的希望还想再坚持一段时间，但冰层正在迅速地变厚，而他也意识到这道屏障似乎没有尽头。2月23日，*厄瑞玻斯号*在离冰墙12米远的地方停下，等待*恐怖号*，这样两艘船就可以同时记录下他们的位置——西经161°和南纬78°9'30"，这比之前的记录还要往南6英里。*恐怖号*上的二副Davis，在写给他妹妹的信中描述了他的感受。“*厄瑞玻斯号*传话，让我们就向它停的地方划过去，这样，两艘船能在记录上保持一致。我可以很自信地说，没有人能超过这个经度。”在某种程度上，他是对的。其他的帆船都做不到像那一天的*厄瑞玻斯号*和*恐怖号*那样如此深入南方。事实上，在之后的近60年时间里，没有哪只船还能抵达如此遥远的南方。Ross在1827年就已经创造了了北纬82.43°的纪录，现在他可以宣称，他实现了只有他的船友Edward Bird和Thomas Abernethy才有的壮举：同时拥有地球上最南端和最北端的探索记录。

Nevertheless, the second expedition had not lived up to the expectations of the first. The South Magnetic Pole remained tantalisingly out of reach; ice had trapped the ships for too long; and at one point they had come closer to disaster than at any time since leaving England. It was now time to extract themselves from the risk of further damage and head to a safe haven to refit and resupply. The season was over. Ross signalled to Crozier that he planned to make for the Falkland Islands.

然而，第二次探险并没有达到最初的期望。南磁极对他们来说仍然遥不可及；船只被冰层困住的时间太长了；他们甚至一度面临离开英国以来所遇到的最大危机。现在是时候在更糟糕的危机出现前摆脱现状，前往一个安全的避风港进行整修和补给。这次的时机已经错过了。 Ross向Crozier发出信号，他打算前往福克兰群岛。

Later that day, as they were taking soundings, the ever-curious Surgeon McCormick took one last look at the implacable ice barrier that had been beside them for so long and that had, at every turn, thwarted their chances of landing on the Antarctic continent. It provoked one of the finest descriptive passages in his journal:

那天晚些时候，当他们在进行探测时，一向好奇的外科医生McCormick最后看了一眼旁边陪伴他们许久的坚不可摧的冰障，这冰障每一次都断绝了他们登陆南极大陆的可能。这促使他写下了日记中最精彩的一段：

The day was cloudless, a bright sun in a clear blue sky, the rays of which, falling on the barrier, gave a beautiful effect to its steep, indented sides, the various angles and abutments of which stood boldly out in relief, alternately in light and shade forming a long, zigzag perpendicular wall of ice upwards of 100 feet in height . . . Along its base numerous fragments of ice, of every form and size were scattered or piled together in the wildest confusion . . . leaving recesses in these stupendous cliffs, hollowed out by the terrific power of these heavy seas which gales of wind have set in motion when sweeping over the vast and mighty surface of the southern ocean.

那一天晴空万里,唯有一轮明日挂在湛蓝的天空中，将阳光洒在大障碍上,令其犬牙交错的陡峭边缘熠熠生辉，也凸显出其形状各异的棱角和扶垛轮廓，它们在光暗交替间，组成了一道高达100英尺的曲折、漫长而又陡峭的冰墙。……沿着冰墙的底部，无数大小、形状不一的冰块碎片或分散一边，或混杂地堆在一起……在这些巨大的悬崖峭壁上遗留着很多凹坑，那是狂风在席卷南大洋广阔而强大的海面时，引发的汹涌海浪中所蕴含的恐怖威力造成的。

The brief Antarctic summer was over and the size and frequency of the icebergs were increasing. On the last day of February, as Davis recalled, ‘we got amongst a great number . . . some of them were several miles in extent, and at one time we counted ninety’. It was a highly dangerous time. They avoided one iceberg by less than 30 yards. ‘I hardly breathed while we were passing it,’ Davis wrote. ‘The hands were on deck to tack, but she would not have gone round.’ *Erebus* had already got past and her crew could only watch as *Terror* battled with the cauldron of water between her and the iceberg: ‘They said in the *Erebus* that it was a very pretty sight, but more interesting to those safe than to those present.’

南极短暂的夏季已经结束，而冰山的规模和出现频率也都在增加。据Davis回忆，在2月的最后一天，“我们遇到了大量冰山……其中一些冰山的规模达到了数英里，有一个甚至有九十英里长”。那是一段非常危险的时期。他们在避开一座冰山时距离甚至少于30码。 “当我们经过它时，我吓到几乎喘不过气来，”Davis写道，“船上的水手都在甲板上准备抢风调向，但她还是没能调向。”*厄瑞玻斯号*已经过去了，而她船员们只能眼睁睁地看着*恐怖号*和冰山之间的搏斗：“根据*厄瑞玻斯号*上的人所说，当时的场景非常美丽，或许相比于身处其中的人来说，那些相对安全的人大概也会觉得更有趣吧。”

It’s tempting to assume that as the ships made their progress north in the early days of March, the dangers lessened. In fact, the opposite was the case. There were fewer icebergs, but it was becoming harder to spot them, particularly as the nights lengthened to eight hours. Nevertheless Sergeant Cunningham felt confident enough to conclude his diary entry for 12 March: ‘Making a beautiful passage so far for the Falkland Islands.’ That reassuring entry was followed by a very different one: ‘13th Sunday: Such a one as I hope I may never spend again.’

人们很容易认为，随着船只在三月初向北航行，危险就会慢慢减少。但实际情况却正好相反。冰山的数量是减少了，但是提前察觉它们变得越来越困难，尤其是当夜晚的时间延长到8小时的时候。尽管如此，Cunningham中士还是自信满满地在他3月12日的日记留下这样的结语：“到目前为止，这是一条通往福克兰群岛的美丽航道。”而在此之后，又出现了一篇论调截然不同的日记：“13号星期天，我希望我再也不要经历这种日子了。”

With a strengthening wind, *Erebus* was still making seven knots when, just before 1 a.m., James Angelly, the man at the foretop, shouted a warning from 100 feet above them. ‘All hands on deck!’ was sounded. Men asleep in their hammocks were roused, and turned out half-naked and utterly confused. Among them was John Davis. ‘I was in bed and on the sick list with my hand,’ he later wrote. ‘I had been awoken by the noise of reefing topsails, and lay awake listening. I knew something must be wrong, by the constant commands to the helmsman. At last someone regularly screamed down the fore hatchway, “All hands bear a hand on deck, every one!” – and immediately after came a crash. “Good God”, cried I, “we are foul of an iceberg.”’

当快到凌晨1点的时候，风力逐步加强，而*厄瑞玻斯号*还在以七节的速度航行，位于前桅楼上的James Angelly在大家上方100英尺的高空发出了警告。他大喊着“全体船员到甲板上集合!”。在吊床上熟睡的人们被惊醒，他们半裸着身子，迷迷糊糊的。John Davis就是其中之一。 “我躺在床上，手里还握着病号名单。” 他后来写道，“我被收帆的声音吵醒，之后躺在那听着动静。根据舵手不断发出的命令，我知道一定是出事了。最后，有人在前舱口大声叫道：‘所有人都到甲板上来帮忙，每个人！’——紧接着就传来一阵撞击声。‘天哪，’我喊道，‘我们撞到冰山上了。’”

Things now happened very fast. Ross heaved his ship over to port to avoid being crushed, only to find that HMS *Terror*, under topsail and foresails, had heaved to starboard and was bearing down on them. There was no chance of her avoiding both the iceberg and *Erebus* . A collision was inevitable. On board *Terror*, John Davis recalled what happened next. ‘I opened my door to prevent it being jammed, and hurriedly put on two or three articles of dress and jumped up the hatchway, fully expecting to see the cliff of an iceberg over our heads, instead of which just abreast the gangway were the bows of the *Erebus* . . . as far as the copper above our gunwhale, her fore topmast and bowsprit gone. Down we came crash, with a shock that nearly knocked me down.’

事情发生得很突然。Ross指挥他的船只进行左转舵以回避撞击，却发现*恐惧号*在上帆和前帆的作用下，已经进行了右转舵，并向他们冲来。她不可能同时避开冰山和*厄瑞玻斯号*。碰撞已经是不可避免的。而在*恐怖号*上，John Davis回忆了接下来发生的事情。“我打开舱门，防止门被卡住，然后匆匆穿上两三件衣服,就跳上舱口,并且做好了冰山的峭壁已经悬在我们头顶的准备，却没想到跟在舷梯后面的竟是*厄瑞玻斯号*的船头……她的船身已经凌驾在我们的鲸枪之上，而她的前桅和船首斜桅也都不见了。因为已经被我们撞倒了，而我也因为这次撞击差点摔倒。”

Captain Ross described the moment of impact:

Ross船长也描述了撞击的瞬间：

The concussion when she struck us was such as to throw almost everyone off his feet; our bowsprit, fore-topmast, and other small spars, were carried away; and the ships hanging together, entangled by their rigging, and dashing against each other with fearful violence, were falling down upon the weather face of the lofty berg . . . against which the waves were breaking and foaming to near the summit of its perpendicular cliffs. Sometimes she rose high above us, almost exposing her keel to view, and again descended as we in our turn rose to the top of the wave, threatening to bring her beneath us, whilst the crashing of the breaking upperworks and boats increased the horror of the scene.

我们相撞时的冲击，几乎使得每个人都站不稳；我们的首斜桅、前桅顶和其他小桅杆都被撞坏了。两艘船因为索具而缠绕在一起，并且还在可怕的外力作用下互相冲撞着，之后跌落在饱经风雪侵蚀的冰山表面……她们面对着海浪的冲击时溅起的浪花，直冲向那陡峭冰崖的顶端。有时她因为巨浪抬得很高，甚至都快露出了自己的龙骨，然后又落了下来，因为我们又被抬高到了浪顶，而她则又被拖到我们下面，随时面对着种种潜在的危机。同时，破裂的干舷和船只的撞击声也使得这一景象变得更加可怕。

In trying to avoid the iceberg, the ships had been put on a collision course and these two stout vessels, which had survived everything nature could throw at them, were now being repeatedly smashed against each other by the waves. On *Erebus*, Cornelius Sullivan watched in horror as *Terror* met his ship with sufficient force to drive her anchor deep into the 8-inch planking of the hull. *Erebus*’s bowsprit ‘snapped to atoms’, her foretopmast and all the booms, stays and rigging were torn away. ‘At this moment,’ Sullivan recalled, ‘we poor pilgrims of the Ocean thought it was our last in this Life.’

为了躲避冰山，这两艘坚固的船被迫走到了相撞的航道上，从大自然的各种摧残中幸存下来，现在却还在因为海浪冲击而不断地撞来撞去。在*厄瑞玻斯号*上，Cornelius Sullivan惊恐地看着*恐怖号*与他所在的船相撞，其中携带的恐怖力道使得船锚都深深地扎进了8英寸厚船板里。*厄瑞玻斯号*的首斜桅“被撞得粉碎”，而她的前桅和所有的帆桁、支架和索具也都被扯断。“在那一刻，” 根据Sullivan回忆，“我们这些可怜的海上朝圣者都以为那是我们此生的最后一刻。”

From the vantage of *Terror*, Sergeant Cunningham described what happened next. ‘They then recoiled from one another for a moment (which was one of awfull Suspense to the poor half-naked beings that crowded these decks). She took us again then on our main beam with a most terrible crash . . . nearly Staving our side in, breaking our rubbing pieces right up and tearing the iron Sheathing into ribbons.’ The two ships hung together for a few moments, before tearing apart again, cracking the masts and bringing spars crashing onto the deck. Then, in the midst of the chaos and disorder, Captain Crozier seized the moment to take *Terror* towards a frighteningly narrow gap in the advancing wall of ice. Recalling that agonising moment for his sister, Davis described the thoughts that had run through his mind: ‘Emily, what were my fears? I was afraid to stand before a severe though merciful and just God; I was not fit to die. What would I not have given at that time for a single day to prepare myself for such an awful change! What thoughts passed in rapid succession through my brain! The events of a life passed in review before me in a few moments, and what had I to trust to except mercy?’

Cunningham中士从*恐怖号*的角度描述了接下来发生的事情。“然后，他们互相往后退缩了一阵（这对于挤在甲板的那些可怜的半裸生物来说，是一种极度的惶恐）。伴随着可怕的冲击，她再次载着他们撞向我们的主梁……船身的一侧都快被击穿了，护舷材被撞坏了，内衬铁板也被撞得七零八落。”两艘船纠缠在一起一会儿后，又被撕开，桅杆因此折断，还导致帆横杆重重地砸落在甲板上。接着，在一片嘈杂和混乱之中，Crozier船长抓住机会，冲向前方冰山的一处狭窄得可怕的缺口。因为妹妹而回忆起那个痛苦时刻的Davis，描述了他脑海中闪过的想法:“Emily，我所恐惧的是什么？我不敢站在一个严厉、仁慈而公正的上帝面前；我还没打算死。之前的我为什么不能抽出一天做好面对这一刻的准备呢!我脑子里接连不断地闪过各种念头！一眨眼的工夫，我就回顾了一生中所经历的一切，除了上帝的怜悯之外，我还能期待什么呢?”

*Terror* slipped through the gap by a hair’s breadth. It wasn’t apparent, though, whether *Erebus* would be as fortunate. Indeed, as Marine Sergeant Cunningham strained his eyes into the darkness behind him, it looked to be all over: ‘we could see nothing of the poor “Erebus” and in fact we could see no means how she could be safed’.

*恐惧号*从毫厘之差成功地从缝隙里溜了出来。不过，*厄瑞玻斯号*是否也能如此幸运就不清楚了。当时，海军陆战队的Cunningham中士一直紧盯着他身后的一片黑暗，一切似乎都结束了：“我们看不见可怜的‘*厄瑞玻斯号*’，事实上，我们也想不出有什么可以保护她的办法。”

*Erebus* was in critical danger. The collision had almost completely disabled her, bringing down spars that had become entangled in the lower yards, preventing the crew from hoisting sail. Like Crozier a few moments before, Ross had to think fast, and in his subsequent account of the expedition, he described in detail what happened next:

*厄瑞玻斯号*的处境非常危险。这次的碰撞使得她的功能近乎瘫痪，那些倒下的桅杆和低层的帆桁缠绕在一起，导致船员们无法升帆。就像刚才的Crozier一样，Ross也必须快点想出办法，在他后来对这次探险的回忆中，他详细描述了接下来发生的事情：

The only way left to us to extricate ourselves from this awful and appalling situation was by resorting to the hazardous expedient of the sternboard [the equivalent of putting the ship into reverse] . . . The heavy rolling of the vessel, and the probability of the masts giving way each time the lower yard-arms struck against the cliffs which were towering high above our mastheads, rendered it a service of extreme danger to loose the main-sail; but no sooner was the order given, than the daring spirit of the British seaman manifested itself – the men ran up the rigging with as much alacrity as on any ordinary occasion; and although more than once driven off the yard, they after a short time succeeded in loosing the sail. Amidst the roar of the wind and sea, it was difficult both to hear and to execute the orders that were given, so that it was three quarters of an hour before we could get the yards braced bye, and the maintack hauled onboard sharp aback – an expedient that perhaps had never before been resorted to by seamen in such weather: but it had the desired effect; the ship gathered stern-way, plunging her stern into the sea, washing away the gig and quarter boats, and with her lower yard-arms scraping the rugged face of the berg … No sooner had we cleared it, than another was seen directly astern of us, against which we were running; and the difficulty now was to get the ship’s head turned round and pointed fairly through between the two bergs the breadth of the intervening space not exceeding three times her own breadth; this, however, we happily accomplished; and in a few minutes after getting before the wind, she dashed through a narrow channel, between two perpendicular walls of ice . . . and the next moment we were in smooth water under its lee.

我们要想摆脱这种糟糕而又可怕的处境，唯一的方法就是依靠应急后退（相当于把船倒回去）赌赌运气)……由于船身剧烈摇晃，再加上底层的桁臂一旦碰撞到高耸的峭壁，桅杆就有可能折断，所以松开主帆是一件非常危险的事情。但命令刚一下达，英国水手的勇敢精神就表现出来了——水手们就像平常一样，敏捷地爬上索具;虽然他们不止一次地被从帆桁上赶下来，但没过多久，他们就成功地把帆松开了。在狂风的呼喊和海浪的咆哮,人们很难听到和执行命令,所以花费了接近四十五分钟我们才把帆桁固定好,并且通过抢风调向艰难地往回航行——船员们从来没在这种天气下采用过这种紧急手段：但它已经达到了预期效果；船身在聚力后退，船尾也已经进入海里，鱼叉和小艇都被冲走了，而船上低层的桁端不断刮蹭着冰山粗糙的表面……没过多久我们就克服了种种险境，然后就看见另一只船在我们船尾的方向，而我们正朝向她航行。现在的困难是要把船头调过来，使得船头平稳地穿过两边冰山之间的空隙，而空隙的宽度不超过船身宽度的三倍；不过，很高兴地是我们做到了这一点；几分钟后，她乘风航行顺利冲过了两个陡峭的冰壁之间的狭窄的海峡……下一刻，我们就来到了背风处的平静水面上。

*Terror* burned a blue light to indicate that she was safe. When he saw a similar blue light shining not far away, Cunningham knew his worst fears had proved unfounded and that *Erebus* had made it, too (‘which made every heart bound again with joy’). Staring back into the darkness, they could see just how lucky an escape it had been for both ships. The iceberg was not a lone drifter, but part of a long and continuous chain, with no way through other than the narrow slit that had saved them from destruction.

*恐惧号*点燃了蓝色的光，表示她是安全的。而当他看到不远处同样的蓝光闪烁时，Cunningham知道他最担心的事情已经不会发生了，而*厄瑞玻斯号*也成功脱险了（“这使得每个人都心怀喜悦之情“）。回头凝视那片黑暗，他们明白这两艘船都能逃生是多么幸运的一件事。冰山并不是一个孤独的漂流物，而是一条漫长而连绵不断的链条的一部分，除了那处使他们侥幸逃生的窄缝之外，没有其他出路。

Sullivan had no doubt who was responsible for their survival: ‘God Almighty, My friends, alone that Saved us from a miserable death 3000 miles from any land.’ Cunningham concurred: ‘I must here say that it was a most wonderful interposition of Divine providence that we were not all Sent into the presence of our Maker.’ And Davis too: ‘After daylight and we had signalized the *Erebus*, I went to my cabin; and never did a sinner offer up to the throne of the Almighty more sincere thanks.’

Sullivan 坚信他们是被拯救了：“我的朋友们，是全能的上帝，只有他才能在距离任何陆地都超过3000英里的地方，将我们从悲惨的死亡中拯救出来。” Cunningham对此表示赞同：“我必须在此承认，我们之所以没有被送到造物主面前，这一定是上天的眷顾。”还有Davis：“天亮后，我们看到了*厄瑞玻斯号*发出的信号，我回到了自己的船舱里。如同一名急需救赎的罪人般向全能的神表达自己最为虔诚的感谢。”

When McCormick came to write up his account of this narrowest of escapes, his praise was directed closer to home:

当McCormick开始记录他这次死里逃生的经历时，他的赞扬则更加地直接现实：

At such a perilous crisis a captain’s responsibility is assuredly not one to be envied . . . However, Captain Ross was quite equal to the emergency, and, folding his arms across his breast, as he stood like a statue on the afterpart of the quarter-deck, calmly gave the order to loose the main-sail. His whole bearing, while lacking nothing in firmness, yet betrayed . . . the all-but despair with which he anxiously watched the result of this last and only expedient left to us.

在这样一个如此凶险的危机时刻，没有人会再羡慕船长的责任……不过，Ross船长能从容应付这种紧急情况。他双臂交叉在胸前，像一尊雕像般站在后甲板上，沉着地下达了松开主帆的命令。他的整个举止，虽然不够坚定，但却流露出……他带着几近绝望的心情焦急地等待着这个留给我们的最后的、也是仅有的应急方案的结果。

The sternboard manoeuvre that Ross and his crew executed in the most dire and dangerous situation would have been a great gamble at any time. It was this almighty risk, rather than the Almighty himself, that saved the lives of his men.

Ross和他的船员在最严峻危险的情况下实施的后退策略在任何时候都是一场豪赌。不过正是这高额的风险，而不是万能的神，拯救了他的船员们的生命。

Crozier had been equally cool on *Terror*. ‘The Captain, when it was all over, said that he had not the slightest idea what he did during the hour and how we got through,’ wrote Davis. But he went on to give a hint of what a terrifying experience it had been for those on board: ‘only one was running out of his senses, but two or three were crying’.

Crozier在*恐怖号*上同样也难以冷静。 “当一切都结束后，船长说他完全不知道他在这一小时里做了什么，也不知道我们是如何通过的。” Davis写道。但他之后又继续示意，对于那些在船上的人来说，这是一次多么可怕的经历：“只有一个人失去了理智，但有两三个人在哭。”

Signals exchanged between the two ships confirmed that *Terror* was not seriously damaged, and *Erebus*, safe now in the lee of the icebergs, already had men on deck clearing the broken spars and the shredded rigging, whilst others waited to replace them.

两艘船之间通过信号交流确认，*恐惧号*并没有受到严重破坏，而现在正安全停泊在冰山背风处的*厄瑞玻斯号*则已经派人在甲板上清理断裂的桅杆和破碎的索具，而其他人则在等待着更换它们。

A meteor shot across the sky.

一颗流星划破天际。

Throughout the next day, despite it being the normally sacrosanct Sabbath, the crew worked on repairs. Whilst some set to work refitting the rigging, the carpenters were fashioning a replacement bowsprit and others were looking for the cause of a leak on the starboard bow. It was traced to the anchor that had rammed into her side during the collision. In the end they decided it was safer not to remove it and the anchor stayed embedded in *Erebus*, a defiant symbol of their near-death experience. Both ships had damaged their rudders, *Terror*’s so severely that a spare one had to be created out of oak planks, held together with ice-saws. The copper on both ships had, as Davis described it, ‘curled up like brown paper’.

第二天，尽管这一天通常是神圣的安息日，但船员们仍在努力维修。有些人在重新安装索具，而木匠们正在制作一个新的船首斜桅，其他人则在寻找右舷船首漏水的原因。经查证，漏水是因为碰撞时船锚撞到了船舷。最后，他们决定为了安全起见，不移动船锚更好，于是船锚就留在了*厄瑞玻斯号*上，这也成了他们面对死亡时一种不屈的象征。两艘船的船舵都被撞坏了，由于*厄瑞玻斯号*的船舵损坏得过于严重，只好用橡木板做了一个备用的船舵，再用冰锯把它们固定在一起。根据Davis的描述，两艘船上的镀铜层都“像牛皮纸一样卷曲起来”。

Within two days *Erebus* had her foretopmast up again and sails set on the topsail yard, ready to take advantage of the strong westerlies, which pushed her along at a brisk seven to eight knots. She might be bruised and battered, but she was making up to 160 miles a day.

两天之内，*厄瑞玻斯号*就再次竖起了前桅杆，并在上桅帆桁上挂好了帆，准备借助强劲的西风，以七到八节的速度快速前进。虽然她已经伤痕累累，但她每天还是能航行160英里。

As they approached Cape Horn, with its fearsome reputation, they expected the weather to worsen, but instead found clear skies and gentle breezes. ‘Nearing the Horn fast,’ noted Cunningham. ‘Going 7 knots.’ On 29 March, as Captains Ross and Crozier and the officers took measurements of the depth and temperature of the sea, Cunningham seized the opportunity for some household maintenance. ‘Aired bedding. Slung clean hammocks and scrubbed the dirty ones. All of which I am very well pleased is done.’

当他们接近恶名远扬的合恩海角时，他们本来预计天气会恶化，但结果却遇到了晴朗的天空和柔和的微风。“快到好望角附近了。” Cunningham写道。“航速7节。”3月29日，当Ross船长、Crozier船长和其他船员测量海水的深度和温度时，Cunningham抓住这个机会做了一些房间保养工作。“寝室通风。换上干净的吊床，清洗换下的脏吊床。我很高兴这些都完成了。”

If the weather continued fair, the safe haven of the Falkland Islands was now only a week away, and with it the chance to rest, recuperate and repair the damage from the last four turbulent months. They could be forgiven for thinking the worst was over.

如果天气一直保持晴朗，那只需一个星期的时间他们就能到达福克兰群岛的安全港，同时还有机会休息、休养和修复过去四个月的闯荡所导致的损害。他们认为最糟糕的时期已经过去了，这么想也是理所应当的。

But then, as dawn broke on 2 April, a gale blew in. They were familiar enough with gales by now and the men, accordingly, were up in the main yard shortening the sails as they’d done a thousand times before. This time, however, something went wrong. James Angelly, one of the quartermasters on *Erebus* and the man who had first spotted the icebergs that near-catastrophic night just a few weeks before, was high up on the rigging when the unthinkable happened. Despite his experience as one of the elite ‘top men’, he missed his grip, slipped and fell like a stone into the water. A lifebuoy was tossed out to him and at first it seemed that he had found it and was clinging on. *Erebus* tacked as fast as she could and turned towards Angelly – the sea was running too high for them to launch a cutter safely. They were 200 yards away from him when the wind swung round and forced them to manoeuvre again. As they turned, Ross saw Angelly ‘seated firmly on the buoy’, but noted in some alarm that ‘he had not lashed himself to it with the cords provided for that purpose’. By the time the ship closed in once more, there was no one clinging to the buoy: ‘to our inexpressible grief,’ Ross recorded, ‘our unfortunate shipmate had disappeared from it’.

但是，4月2日黎明时分，一阵大风刮来。这时的他们对大风已经很熟悉了，水手们就站在主帆桁上缩帆，就像他们之前千百次所做的那样。然而，这一次却出了问题。*厄瑞玻斯号*上有一位名叫James Angelly的军需官，他也是在几个星期前那个噩梦般的夜晚第一个发现了冰山的人。当意外发生时，Angelly正站在帆索上。尽管作为一名 “高层人物”中的精英，但他还是因为没能抓住绳索而摔下来，就像一颗石头掉进水里。一个救生圈抛向了他，起初他似乎已经找到了救生圈，并且紧紧地抓住它不放。而*厄瑞玻斯号*也尽可能快地调转船头，朝向Angelly——因为海浪太高了，所以他们无法安全地下放小艇。而当他们离他200码时，风向突然变了，这迫使他们只能再次调整。当他们扭过头时，Ross看到Angelly “牢牢地坐在救生圈上”，但他十分警觉地注意到“他并没有用专门准备的绳子把自己绑在救生圈上”。而当船再次靠近时，已经没有人在紧紧抓住救生圈了：“我们内心的悲痛无以言表，” Ross记录道，“我们同船的船友就这么不幸地消失了”。

Cunningham, on board the *Terror*, could not help observing that the *Erebus* had had more than her share of misfortune, ‘having lost three men by drowning and one by suffocation and one seriously injured’. Marine George Barker, Boatswain Roberts, Edward Bradley, Captain of the Hold, and now Quartermaster James Angelly had all perished. ‘Thanks be to God we as yet met no accident of any Kind.’

在*恐怖号*上Cunningham，不禁注意到*厄瑞玻斯号*的不幸已经超过了她的承受范围，“有三个人溺水而死，一个人窒息而死，还有一个人重伤”。海军陆战队员George Barker、Boatswain Roberts、货舱管理Edward Bradley以及现在的军需官James Angelly都遇难了。“感谢上帝，保佑我们所有人都能逢凶化吉。”

Two days later they sighted Beauchene Island, the most southerly of the 700 or so that make up the Falklands archipelago. Spirits should have risen, but any celebration on the *Erebus* was muted by the loss of one of their own. John Davis’s words, written aboard HMS *Terror*, though a touch melodramatic, must have reflected the feelings of many, as the two tired ships approached the first human settlement they had seen since November. ‘We have had a disastrous though successful cruise, and have had one of the most apparently miraculous escapes that the annals of any naval history in the world can record. It is that that has thrown us all into such low spirits.’ The rain and thick fog that greeted them as they sought out an anchorage cannot have lightened the mood. There was no welcoming fanfare, the visibility being so bad that no one on the shore could see them.

两天后，他们看到了博谢讷岛，那是组成福克兰群岛的700个岛屿中最南端的一个。人们的本应该情绪高涨起来，但由于他们中有人，因此*厄瑞玻斯号*上的任何庆祝活动都显得有些黯然失色了。John Davis在*恐怖号*上写下的那段话，虽然有点耸人听闻，但一定反映了许多人的内心感受，这两艘疲惫的船驶近了他们自去年11月以来看到的第一个人类定居点。“我们经历了一次虽然成功但却损失惨重的航行，也经历了一次可以载入世界上任何一本海军史书的奇迹般的脱险。但也正因如此，才使得大家的情绪如此低落。”在他们寻找锚地的时候，迎接他们的是大雨和浓雾，而这只能加剧他们心情的沉重。没有大张旗鼓的欢迎，由于能见度太差，岸上的人甚至都看不见他们。

A sketch, thought to be by

*Terror*

’s John Davis, of Port Louis, where Ross’s expedition

dropped anchor on

6

 April

1842

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A sketch, thought to be by *Terror*’s John Davis, of Port Louis, where Ross’s expedition dropped anchor on 6 April 1842

1842年4月6日，Ross的探险队在路易斯港抛锚，据说这幅素描的作者是恐怖号上的John Davis。