chapter 11

# HOMEWARD BOUND

家的方向

If Ross’s men assumed they would now be setting off straight for home, they didn’t know their leader. As *Erebus* and *Terror* were towed out of Simon’s Bay on 30 April 1843, Ross definitively recorded that ‘we had now turned our backs on the Antarctic regions and had fairly begun our homeward way’, but he then added, ominously, ‘though we had one object yet to fulfil, which was to go to Rio de Janeiro for magnetic purposes’. Can we hear the distant gnashing of teeth in the officers’ mess at this news?

如果Ross的手下们认为他们现在会直接回家，那说明他们并不了解自己的领队。1843年4月30日，在*厄瑞玻斯号*和*恐怖号*被拖出西蒙湾的时候，Ross明确地记录了这么一段：“如今，我们已经背离南极地区并开始朝着回家的方向的前进”,但是他又令人不爽地补充了一段，“但是我们还有一项任务没有完成，那就是去里约热内卢观测地磁”。我们仿佛听到了在听闻这个消息后，远处军官食堂里发出了咬牙切齿的声音?

Their roundabout route to Rio took them via one of Britain’s loneliest outposts, Ascension, a volcanic peak rising from a mid-Atlantic seabed 4 miles deep. In 1815 it had been garrisoned on the orders of the British Admiralty because it was the nearest land to Napoleon’s island prison of St Helena. The fact that St Helena was 800 miles away shows just how paranoid they were about possible rescue missions.

他们绕道前往里约热内卢岛时，途经了一处英国最孤独的前哨——阿森松（Ascension）岛，阿森松岛是大西洋中部从4英里深的海底升起的一座火山。1815年，英国海军部下令在这里驻军，因为这里是距离关押拿破仑的圣赫勒拿监狱所在的岛最近的陆地。事实上圣赫勒拿距离此处足有800英里远，这也表明了他们对于可能发生的营救事件似乎过于偏执和多疑。

Even today, Ascension Island remains pretty inaccessible. When I make a visit, my only option is to fly on a twice-weekly RAF service that refuels there before going on to the Falklands. The onscreen map for the seventeen-hour flight is quite eccentric, showing initially only Brize Norton, Washington and Ankara, before giving up on names altogether, once over the Atlantic. For several hours the screen resembles an Yves Klein canvas, before a tiny dot appears in the top right-hand corner, followed, minutes later, by one of the more surreal in-flight announcements: ‘We will soon be starting our descent into Ascension.’

即使在今天，阿森松岛仍然很难抵达。当我想访问该岛时，唯一的选择就是搭乘每周两次的英国皇家空军（RAF）所属航班，航班会在前往福克兰群岛之前在那里加油。在长达17个小时的飞行过程中，屏幕上显示的地图相当古怪，最初只显示了布雷兹诺顿、华盛顿和安卡拉，而一经跨过大西洋后，这些名字也都消失了。只有屏幕的右上角出现了一个小点，几分钟后，屏幕上传来了一则让人感到不太真实的飞行通告：“我们很快就要开始降落到阿森松岛了。”

To my surprise, the airfield at Ascension is huge, with a long runway and an enormous tarmacked apron. This, I later learn, dates from the days when the island was one of the designated landing strips for returning US Space Shuttles. During the Falklands War it was one of the busiest airfields in the world, a vital link in a round-the-clock shuttle of Vulcan bombers.

令我惊讶的是，阿森松岛的机场非常大，有一条长长的跑道和一处宽阔的柏油停机坪。后来我才了解到，原因可以追溯到很早的时代，当时这座岛是美国航天飞机返航时几个指定的着陆跑道之一。在福克兰群岛出现冲突的时候，它是世界上最繁忙的机场之一，也是火神式轰炸机能够全天候运转的重要一环。

This morning there’s one lone C-17 freighter squatting on the tarmac as we taxi towards a group of temporary-looking service buildings. One of these is the transit lounge, known, invitingly, as the Cage, where passengers are held whilst the plane is refuelled before the next eight-hour leg to the Falklands.

当天早上，停机坪上只有一架C-17 式货机孤零零地停在那，而飞机则朝着几栋临时的服务性建筑设施滑去。其中一栋是中转休息室，很有趣的是它被称为“笼子”，为了完成后续的8小时航程以抵达福克兰群岛，飞机需要补充燃料，而乘客们都要被关在这里。

Instead of spending an hour in the Cage, I’m welcomed by a tanned, enthusiastic young man who introduces himself as the Administrator of Ascension. He indicates his car, registration A1, and whisks me off on a whistle-stop tour of the island. It begins with a visit to the elegant, well-appointed Government House, which is about halfway up the peak of the extinct volcano they call Green Mountain. From a lush garden there is a fine view out over the dry, brown-baked desert-like coastal plain below. Any higher ground bristles with masts, aerials, early-warning domes and satellite dishes. The war may be over and the American Space Shuttles a thing of the past, but Ascension’s central position at the narrowest point between Africa and South America makes it a communications hot-spot. A tiny speck of Empire, but a speck worth having.

我没有在笼子里呆上一个小时，而是受到了一位皮肤黝黑、充满热情的年轻人的招待，他介绍称自己是阿森松岛的管理者。他指了指他的车，车牌号是A1，接着他带我在岛上进行短暂巡游。我们首先参观了优雅讲究、设备齐全的政府大楼，它位于一座被称为绿山的死火山半山腰处。从一个郁郁葱葱的花园，可以看到下方干燥、炙烤得如同沙漠般的海岸平原，景色特别美。岛上只要是地势较高的地方都布满了桅杆、天线、预警穹顶和圆盘式卫星。战争或许已经结束了，而美国的航天飞机也成为了过去，但阿森松岛作为非洲和南美洲之间最窄的中心位置，成为了一处通讯热点。这是整个帝国的一小部分，却也有其独特的意义。

On 28 May 1843, *Erebus* would have stood out in the deep-blue sea below, and Surgeon McCormick would have been taking in this same view in reverse. He walked up Green Mountain, as did Charles Darwin, who had been here some ten years earlier. This steep volcanic slope, rising to nearly 3,000 feet, is a naturalist’s paradise, with a whole chain of ecosystems, ranging from virtual desert to tropical rainforest.

1843年5月28日，*厄瑞玻斯号*在下方这片深蓝色的海面上应该会显得格外醒目，而外科医生McCormick也会从他的角度欣赏到同样的风景。他会爬上绿山，就像十年前来过这里的Charles Darwin所做的那样。这个陡峭的火山坡高达3000英尺，是自然主义者的天堂，这里有一套完整的生态系统，既有和沙漠相差无几的地貌，也有酷热的热带雨林。

The other great attractions of this tiny but bountiful island are its giant turtles. McCormick saw several hundred of them, and estimated the largest at over 400 lb. At dawn, on a return visit from the Falklands, I witnessed a score of these turtles, which had come ashore to lay their eggs under cover of darkness and were now dragging themselves back towards the ocean. Exhausted after digging in the sand and giving birth, they moved infinitely slowly, their heads drooping every now and then as they contemplated the distance ahead. With the approach of daylight and the growing heat, they had to redouble their efforts. Frigate birds circled overhead, waiting to pick off the young as they hatched. Apparently only one in a thousand survives to adulthood.

这个富饶的小岛的另一处吸引人的地方就是巨型海龟。McCormick看到过数百只，其中最大的估计超过400磅。黎明时分，当我从福克兰群岛回访时，曾亲眼看见了几十只这样的海龟，它们趁着夜色的掩护上岸产卵，现在正拖着身子返回大海。它们在沙子里挖洞产卵后已经十分疲惫，所以现在动作特别缓慢，时不时地耷拉着脑袋，似乎是在思考前方还有多远的距离。随着天亮的临近，天气变得越来越热，它们不得不加倍努力。军舰鸟在头顶盘旋，等待啄食孵化出来的幼崽。似乎只有千分之一的海龟能最终活到成年。

Surgeon McCormick dined on turtle soup the night before they left for their last port of call. Rio de Janeiro, to the south and west, was a bigger and better source of provisions than the islands and the only place where *Erebus* could have a new bowsprit fitted. McCormick took the opportunity to experience some city life, stopping to investigate Pharoux’s, a ‘capital large new hotel’, before going on to Madame Finot’s in Rua do Ouvidor to purchase a box of insects. As he passed one shop his attention was caught by the sight of thirty Creole girls making flower wreaths out of feathers. One can only imagine what the sight of thirty Creole girls might have meant to a young man who had been sailing the Antarctic for three years. But beyond noting them, McCormick tells us nothing more, other than that later that day he bought two parrots, one grey, one green.

在出发前往最后一个停靠港的前一天夜里，McCormick医生吃了海龟汤。西南方向的里约热内卢是一个比这座岛屿更广阔、优质的补给来源，也是唯一可以给*厄瑞玻斯号*安装新船首斜桅的地方。McCormick趁机体验了一番城市生活，在前往欧维大街上的Finot夫人那购买一盒昆虫的途中，他还停下来探查了一番Pharoux开的一家“巨资打造的新兴大型酒店”。 在经过一家商店时，他的注意力被三十名正用羽毛做花环的克里奥尔姑娘所吸引。我们可以想象，对于一个在南极航行了整整三年的年轻人来说，看到三十个克里奥尔姑娘意味着什么。但是除了注意到她们，McCormick并没有透露给我们更多的细节，只是继续说那天晚些时候他买了两只鹦鹉，一只是灰色的，一只是绿色的。

Ross, for his part, recorded his deep frustration that all the letters for the two ships had been mistakenly sent to Montevideo, and could not be returned to Rio for a month. He decided this was too long to wait, and as soon as his magnetic observations were completed and the new bowsprit fitted, he wasted no time in hoisting sails and, taking advantage of some unusually strong southerly winds, they put Sugar Loaf mountain behind them and set course for London.

Ross则记录下了他深深的挫败感，因为有关两艘船的所有信件都被误寄到了蒙得维的亚，至少一个月内是无法寄回里约热内卢了。他觉得这样需要等待的时间太长了。所以他一完成磁观测，装上新的首斜桅，便立刻扬帆，趁着一阵异常强劲的南风，他们把面包山抛在脑后，径直向伦敦驶去。

They were still more than 5,000 miles from home, but the winds were favourable and just over two months later, on 30 August, they were within sight of St Agnes Lighthouse on the Isles of Scilly. Ross’s long account, almost at an end, records that at first light on 2 September ‘the shores of Old England came into view’. McCormick, as ever, adds a little more colour to the moment: ‘Very fine day, but with light, contrary airs. At nine a.m., upon going up on deck, I saw the land of old England again, after some four years’ absence.’ Two days later they were close to Beachy Head, and McCormick found the words to match the moment. It was a day to celebrate: ‘the sea smooth as a lake, and studded with countless vessels; whilst the line of coast, displaying the rich, golden-yellow fields of corn, some in sheaf, some still standing, altogether gave animation to the scene’. At Folkestone, Ross left his ship and caught the train to London. He went straight from the station to Somerset House, overlooking the Thames, to report to the Admiralty. Here, as he later remembered it, he received ‘the most gratifying reception from Lord Haddington, Sir William Gage and my highly valued friends Admiral Beaufort and Sir John Barrow’.

他们现在离家仍有5000多英里，但风向对他们很有利。所以仅仅两个月后，也就是8月30日，他们就看到了位于锡利群岛的圣艾格尼丝灯塔。Ross的长篇记叙也接近了尾声，他记录了9月2日天亮的时候，“古老的英格兰海岸映入眼帘”。McCormick一如既往地为这一时刻增添了几分趣味：“非常晴朗的一天，迎面吹着柔和的风。上午九点，当我登上甲板的时候，我终于再次看见了阔别四年之久的古老的英格兰大陆。”两天后，他们开始接近比奇角，McCormick对此刻的形容非常恰当贴切。这是一个值得庆祝的日子：“海面像湖泊般平滑，无数船只点缀其间；而海岸上则是丰收的金黄色玉米地，有的被捆成一堆，有的还尚未收割，这一切都使得眼前的景象充满活力。”在福克斯顿，Ross下了船，搭上了去往伦敦的火车。他从车站直奔能够俯瞰泰晤士河的萨默塞特宫，向海军部报道。据他后来回忆，他在这里受到了“Haddington勋爵、William Gage爵士以及我极为尊敬的朋友Beaufort海军上将和John Barrow爵士的周到接待”。

It was on the morning of Thursday 7 September 1843 that *Erebus* and *Terror* arrived at Woolwich, and in the early afternoon that they weighed anchor. Their long voyage was finally over. For four years *Erebus* had been home to sixty-three men: a cramped and crowded home that had been flung about in countless storms, lashed with breaking waves, bent by shrieking winds, bruised and buffeted by advancing ice, frozen stiff and smashed in collision. And, throughout the journey, no words but praise for her performance. In the obligatory Sailing Quality Report for the Admiralty, filled out by Charles Tucker, her master, and the ship’s carpenter, and signed by Ross as captain, *Erebus* received a solid, if laconic end-of-term report. ‘Does she roll easy or uneasy in the trough of the sea? *Easy.* Does she pitch easy? *Easy.* Is she, generally speaking, an easy or uneasy ship? *Very easy*.’

1843年9月7日星期四的早晨，*厄瑞玻斯号*和*恐怖号*抵达了伍尔维奇，并在午后不久的时候抛锚。他们漫长的航行终于结束了。四年来，*厄瑞玻斯号*成为了63个人的家：这个狭小而拥挤的家在无数次的风暴雨中被甩来甩去，被破碎的海浪拍打，被呼啸的狂风吹得变形，在冰山、严寒、撞击中她被折磨得遍体鳞伤。所以在整个旅程中，我们无以言表，只能最大程度地感谢她的表现。舵手Charles Tucker和船上的木匠填写了一份海军部强制要求的航行质量报告，并由船长Ross签字。“她在海洋里是否容易摇晃？*很容易*。她是否容易倾斜？*很容易*。总的来说，她是否是一艘舒适的船？*很舒适*。”

For most of those who had called *Erebus* and *Terror* home for the past four years, this was the moment to say goodbye. The leader of the expedition, though only forty-four, certainly had no intention of going to sea again – and was in no shape to travel anyway. The long voyage had exhausted him.

对于那些在过去四年里一直把*厄瑞玻斯号*和*恐怖号*当成家的人来说，已经到了告别的时刻。这位探险队的队长虽然只有44岁，但显然已经无意再次出海——而且他的身体状况也不再适合航行。漫长的旅程已经令他筋疲力竭。

Ross was awarded a knighthood (which he accepted this time round) and a plethora of honours from various bodies, including medals from the Royal Geographical Societies of both London and Paris and an honorary doctorate from Oxford University. John Murray commissioned a book from him, for the sizeable advance of £500, but it took Ross four years to complete it. He wasted no time, however, in marrying his patient fiancée, Anne Coulman, having finally won her father round by promising that from now on he would stay at home. The marriage, more than anything, signalled his future intentions. Ross was hanging up his boots.

Ross被授予了爵士头衔（这次他选择了接受）和来自各种机构的众多荣誉，包括伦敦和巴黎皇家地理学会颁发的勋章和牛津大学授予的荣誉博士学位。John Murray以高达500英镑的预付稿费委托Ross写了一本书，不过Ross花了四年时间才完成。但他没有丝毫耽搁地迎娶了他那充满耐心的未婚妻Anne Coulman，并最终赢得了她父亲的青睐，他承若从现在起他将留在家里。这桩婚姻最能体现他对于未来的打算。Ross准备金盆洗手，退隐江湖了。

Francis Crozier, best man at Ross’s wedding, was to have his own future much influenced by a woman, but in his case it didn’t end as happily. Sophy Cracroft, with whom Crozier had been so smitten in Tasmania, returned to London with the Franklins in June 1844. Though she had rejected him once before, Crozier once again tried to win her favour, writing letters and arranging meetings with her throughout that summer. But nothing much had changed since Tasmania and she turned him down again, insisting that she would not want to marry a man who spent his life at sea. Was she just being polite? Crozier’s biographer, Michael Smith, hints as much: ‘Crozier in 1844 was not an attractive proposition. His grey hair and middleaged spread hinted at someone carrying the burdens of an exacting life, and looking a little more than his 47 years.’

作为Ross婚礼上的伴郎，Francis Crozier的未来还会极大地受到一个女人的影响，而属于他的结局却并不如人意。1844年6月，曾让Crozier在塔斯马尼亚时就非常倾心的 Sophy Cracroft和Franklins一家回到了伦敦。尽管她曾经拒绝过他一次，但Crozier还是再次试图赢得她的好感，整个夏天他都在写信，希望能和她见面。但自塔斯马尼亚岛以来，一切都没有发生改变，她再次拒绝了他，坚持说她不想嫁给一个在海上度过了一生的男人。她只是出于礼貌吗？Crozier的传记作者Michael Smith也曾暗示：“1844年时的Crozier并没有太大的魅力。他的灰白头发和中年身材表明他承受着艰苦生活的重担，以至于看起来比他的实际年龄还要稍长一些。”

That he was a hugely capable, decent man was not in question. His ability was recognised by his election as a Fellow of the Royal Society. Nor is there any evidence of the equivocal niggles over his leadership that Hooker revealed about Ross. Crozier had a good relationship with all his men, exemplified by his gift of his silver watch, which he’d carried for fifteen years, to Sergeant William Cunningham, the Marine from Belfast whose daily diary remains one of the most honest accounts of the Antarctic expedition.

他是一个非常有能力的正派人士，这一点是毋庸置疑的。被选为皇家学会院士，就是对他能力的认可。根据Hooker的记叙显示，也没有任何可疑的细节能显露出Ross对其领导才能的质疑。Crozier和手下的关系都很好，他还将自己佩戴了15年的银表作为礼物送给了William Cunningham中士，这位来自贝尔法斯特的海军陆战队员的日记至今仍是南极探险中最真实的记录之一。

Whether or not Crozier’s Irish origins counted against him in the medals and promotion stakes or whether he was simply not pushy enough, we shall never know, but the success of the expedition was not enough to overcome the failure of his pursuit of Sophy Cracroft. He became seriously depressed and, rather than sail again, took a year’s leave from the Navy, on half-pay, and set off to travel in Europe.

到底是Crozier的爱尔兰血统对他的授勋和晋升产生阻碍，还只是他不够进取，我们已经永远无从得知，但这次远征的成功不足以弥补他在追求Sophy Cracroft时的失败。他变得严重抑郁，没有再次出海，而是向海军休了一年的假，拿着半薪，开始在欧洲旅行。

The recipient of Crozier’s watch never went to sea again. Sergeant Cunningham married two years after his return home. Promoted to Quartermaster Sergeant and later becoming a Yeoman of the Queen’s Body Guard, he died of cirrhosis of the liver in 1884 at the age of seventy-five. His shipmate, the painter and lively correspondent John Davis, had an illustrious career, becoming Naval Assistant to the Hydrographer and inventing a new, improved sextant. He died in 1877 at the age of sixty-three.

Crozier手表的接收者也没有再出海。Cunningham中士回国两年后结婚。他晋升为军需士官，后来成为女王卫队的侍卫，1884年，他死于肝硬化，享年75岁。而他的船友、擅长绘画、充满活力的记者John Davis，实现了事业上的辉煌，作为水道学者成为了海军的助手，并发明了一种新型的改进六分仪。他死于1877年，享年63岁。

The year after their return Robert McCormick was elected to the Royal College of Surgeons. His hopes for promotion in the Navy rested largely on his work as a naturalist, but the naval establishment decided that any advancement had to be on his medical qualifications, which, through no fault of his own, had hardly been tested. His persistence in pleading his case didn’t help and, when he finally received promotion in May 1859, it was to the office of Deputy-Inspector of Hospitals, from which he was retired at the age of sixty-five. Ironically even his contribution as a naturalist was overshadowed by others – Hooker included – and his autobiography had to be self-published.

他们回国后的第二年，Robert McCormick被选入皇家外科医生学院。他希望能依赖他作为一名博物学家的工作成果在海军中晋升，但海军当局认定，他的任何晋升都必须以他的医学资质为依据，而他的医学资质几乎没有用武之地，但这也并不是他自己的过错。1859年5月，他终于得到晋升，当上了医院的副巡视员。他在65岁时从该职位退休。具有讽刺意味的是，即便是他作为博物学家的贡献成果也被其他人（包括Hooker）所掩盖，以至于他不得不自行出版自己的自传。

He nevertheless outlived many of his more successful contemporaries, dying in 1890 at the age of ninety.

不过，他的寿命却超过了很多同时代的成功人士，于1890年去世，享年90岁。

The other great survivor was Joseph Hooker. In the last letter to his father he had sounded disillusioned. ‘I have received a great deal of kindness from Captain Ross for which I thank you,’ he wrote, acknowledging his father’s help in securing him a place on the voyage; ‘had others, who deserved it better, received the same, this Expedition would have been a very happy one. To conclude, I may and will honor and thank Captain Ross very much, but love him I never can or could.’ But if there was now little trace of the youthful joy and enthusiasm with which he had left home, Hooker had at least discovered his calling. ‘Botany alone has rendered many months tolerable which otherwise might have been to me, as they were to others, scarcely endurable.’ Now the young assistant surgeon was set to become the most successful botanist of the Victorian era, producing *Flora Antarctica*, a handsome four-volume account of his researches on the voyage, and later succeeding his father as director of Kew Gardens, a position he held for twenty years. He was showered with honours and medals, including a knighthood and the Order of Merit. Hooker was twenty-two when *Erebus* set off for the Antarctic, and he was ninety-three when Captain Robert Falcon Scott, preparing to set off for the South Pole, asked him to raise the flag that marked the start of the expedition. Born in the reign of George III, Joseph Dalton Hooker died in the reign of George V, on 10 December 1911.

另一位著名的幸存者是Joseph Hooker。在他给父亲的最后一封信中，他似乎有些失望。“我从Ross船长那里得到了很多恩惠，对此我非常感谢，”他在信中感谢父亲帮助他在航行中获得了一席之地；“如果是其他人得到同样的机会，他们可能会收获更多，而这次远行也将会是一次非常幸福的旅程。总之，我非常的尊敬和感谢Ross船长，但是我却永远也不会再爱戴他。” 虽然Hooker离开家时的那份属于青春的欢乐和热情已经荡然无存，但他至少找到了自己的使命。“植物学陪我度过了很多时光，不然我肯定和别人一样，变得难以忍受。”现在，这位年轻的助理外科医生成为了维多利亚时代最成功的植物学家，他撰写了四卷《南极植物志（*Flora Antarctica*）》，讲述了他在这次航行中进行的研究。后来，他接替父亲成为英国皇家植物园的主管，并担任这个职位长达20年。他获得了很多的荣誉和勋章，包括骑士爵位和功绩勋章。当*厄瑞玻斯号*出发前往南极时，Hooker 才二十二岁；而当准备前往南极的Robert Falcon Scott船长邀请Hooker升起标志着远征开始的旗帜时，Hooker已经九十三岁了。Joseph Dalton Hooker生于乔治三世统治时期，于1911年12月10日乔治五世统治时期逝世。

The reception of the returning expedition was respectful, but muted. They had been away a long time. Their greatest successes had been in the early stages of the voyage and, despite much good work after that, Ross had not been the sort of man to court public opinion with constant reports of progress. Hooker complained more than once of what he called ‘Ross’s foolish jealousy of not sending news’. Promotions were made and men commended, but no great interest was shown in mounting exhibitions or lecture tours and, apart from Ross’s own account of the voyage, precious little was written about it at the time.

回归的探险队受到了恭敬的接待，但没有引起轩然大波。他们已经离开很长时间了。他们最大的成果是在航行的早期阶段，尽管在那之后也做了很多工作，但Ross不是那种用不断的进展报告来迎合公众舆论的人。Hooker不止一次抱怨他认为的“Ross对于传递消息的愚蠢戒备”。虽然也有升职和表彰，但没有多少人愿意举办展览或巡回演讲，而且当时除了Ross自己对这次航行的有所描述外，关于这次航行的文章也很少。

It was to be almost twenty-five years after the ships returned before all the data they had gathered on terrestrial magnetism was analysed and published. By that time the Magnetic Crusade had lost its urgency. The whaling business shrank, as gas began to replace oil for lighting, and there was less reason to send so many ships so far south. The right whale, from which so many whalers made their livelihood, was ruthlessly exploited in northern waters and few made their way to the South Atlantic any more.

直到返航的25年后，他们收集的所有地磁数据才被分析并发表。而到那时，地磁界的十字军东征已经不再是那么紧迫的事情。捕鲸业也变得萎靡不振，因为天然气开始逐步取代石油用来照明，这样也就没有理由把这么多船派到遥远的南方去了。许多捕鲸者赖以为生的露脊鲸，仍在北方水域遭到了无情的剥削，也导致很少有人再去南大西洋了。

For the next sixty years the Antarctic remained virtually forgotten.

在接下来的60年里，南极几乎被人遗忘了。

Most of those who served on the Ross expedition were long dead by the time a new generation of explorers revived public interest in Antarctica, but their successors were only too aware of the debt they owed to the efforts of Ross and Crozier and the men of *Erebus* and *Terror*. Roald Amundsen, the most accomplished polar traveller of them all, paid his own tribute in his book *The South Pole* nearly seventy years later.

当新一代探险家再次引发公众对南极洲的兴趣时，Ross探险队中的大多数人都早已去世，但他们的继任者非常清楚，他们的成就都离不开Ross和Crozier以及*厄瑞玻斯号*和*恐怖号*上所有船员们的努力。Roald Amundsen，是其中最有成就的极地旅行者，在将近70年后的《南极（*The South Pole*）》一书中表达了自己的敬意。

With two ponderous craft – regular ‘tubs’ according to our ideas – these men sailed right into the heart of the pack, which all previous explorers had regarded as certain death. It is not merely difficult to grasp this; it is simply impossible – to us, who with a motion of the hand can set the screw going and wriggle out of the first difficulty we encounter. These men were heroes – heroes in the highest sense of the word.

他们乘坐着两艘笨重的船——在我们看来，就相当于普通的“桶”——径直驶入了冰山的核心地带，而以前所有的探险者都认为这么做必死无疑。这不仅仅很困难；在我们看来简直是不可能的事情，这些先辈们凭借双手拧紧了螺丝，并克服了我们也在面对着的第一道难关。他们是英雄——最崇高的那种英雄。

Captain Scott concurred, describing the Clark Ross expedition in his introduction to *The Voyage of the ‘Discovery’* as one of ‘the most brilliant and famous that have been made’. ‘Few things,’ he went on, ‘could have looked more hopeless than an attack upon that great icebound region which lay within the Antarctic Circle; yet out of this desolate prospect Ross wrested an open sea, a vast mountain range, a smoking volcano and a hundred problems of great interest to the geographer.’ His conclusion was generous: ‘It might be said it was James Cook who defined the Antarctic Region, and James Ross who discovered it.’

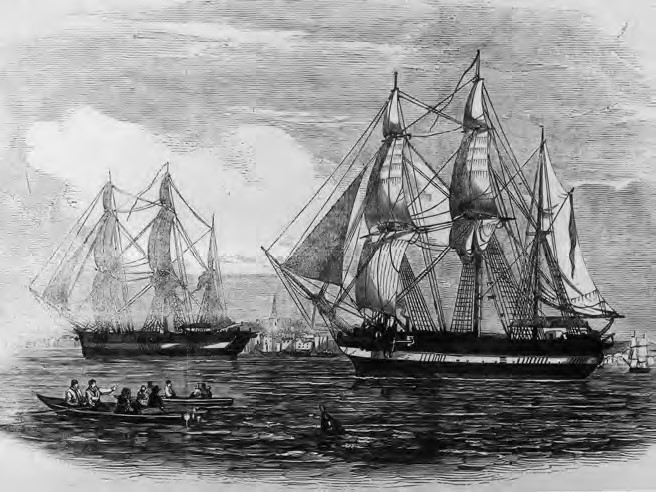
Scott船长对此表示赞同，他在《*发现号*的航行之旅（*The Voyage of the ‘Discovery’*）》一书的导言中将Clark Ross探险描述为“迄今为止最辉煌、最著名的一次探险”。“没有什么事情，”他继续说，“比向这个位于南极圈内的冰封地区发起进攻更让人绝望的了。然而，在这片荒凉的景色中，Ross看到了广阔的海洋、巍峨的山脉、冒烟的火山，以及令地理学家非常感兴趣的上百个问题。”他的结论也很慷慨激昂：“可以说是James Cook定义了南极地区，而James Ross发现了它。”

HMS *Erebus*, with a token crew aboard, was towed downriver from Woolwich to Sheerness, where she had her copper repaired, before she was stripped down, cleaned out and her rigging and upper parts of the mast dismantled.

*厄瑞玻斯号*连同船上的船员，被从伍尔维奇顺流而下拖到希尔内斯。在那里，它的镀铜层得到了修理，之后她被拆卸、清理，船上的帆索和桅杆上部也都被拆除。

For four years she had resounded to shouted orders, thudding feet, slapping sails and the ship’s bell sounding the half-hour. Now, as 1843 drew to a close, and Londoners rushed to buy their copies of *A Christmas Carol*, she lay silent, her broad beam and squat stocky lines rocking gently off the coast of Kent, where the Thames estuary becomes the North Sea. Just another ship waiting for work. Except for one thing that marked *Erebus* out. Never again in the annals of the sea would a ship, under sail alone, come close to matching what she and *Terror* had achieved.

四年来，船上一直回响着高喊的命令、砰砰的脚步声、风帆的拍打声和半小时被敲响一次的钟声。现在，随着1843年接近尾声，伦敦的市民们争相购买他们的《圣诞颂歌》，而她静静地躺在那里，宽阔的梁木和粗壮的线条轻轻地摇晃在肯特郡的海岸，摇晃在泰晤士河汇入北海的河口。看着就像是一艘普普通通、等待任务的船。但她是*厄瑞玻斯号*，她曾经的所做的那件事让她变得不再平凡。在海洋的历史上，再也没有一艘船，能够在独自航行的情况下，企及她和*恐怖号*所取得的成就高度。



*Erebus*

and

*Terror*

set sail for the Northwest Passage.

*Erebus* and *Terror* set sail for the Northwest Passage.

厄瑞玻斯号和恐怖号起航前往西北航道。