chapter 13

# NORTH BY NORTH-WEST

The River Thames, from the Pool of London to the sea, has always been one of the world’s great maritime thoroughfares, and yet it has remained resolutely un-triumphal. Despite the exalted status of their mission, no lanes were cleared for *Erebus* and *Terror*. The best-equipped Arctic expedition ever to leave these shores picked its way between ferries, lighters, cutters, luggers, barges bringing sea coal from the north-east, newly built warships out on trial runs, tall and powerful clippers on their way to and from the Far East: all servicing, in one way or another, the world’s most prosperous city. And it was not just the surface of the Thames that was congested. All London’s waste, human and industrial, spilled unchecked into her waters, and would continue to do so until Sir Joseph Bazalgette provided the capital’s first effective sewage system twenty years later.

从伦敦池一直延伸到大海的泰晤士河，曾一度是世界上最伟大的海上通道之一，不过现在已经算不上了。尽管*厄瑞玻斯号*和*恐怖号*背负着崇高的任务，但也没能让河道特意为她们清出一条通道。这只有史以来装备最精良的北极探险队从海岸出发，穿梭在各种渡船、驳船、小艇、单桅船、从东北运来海煤的平底货船、试航的新型军舰、往返于远东的高大威猛的快船之间：她们都在以某种方式为这个世界上最繁荣的城市服务。拥堵的不仅仅只是泰晤士河的水面。伦敦所有人类和工业产生的废弃物，都肆无忌惮地排入了伦敦的这片水域，而且这种情况还将一直持续下去，直到20年后 Sir Joseph Bazalgette爵士为伦敦提供了首个高效的污水处理系统。

The Franklin expedition’s launch onto this toxic highway in May 1845 was decidedly ungraceful. Because of the enforced delay in departure, the Admiralty decided to minimise the vagaries of the winds by having the two ships towed by steamers until they were clear of British waters. The vessel charged with hauling the Franklin expedition out of London was HMS *Rattler*, a brand-new 9-gun sloop, one-third longer than *Erebus*, with the distinction of being the first steam- driven screw-propelled warship in the world. Among the ragbag of accompanying vessels was the *Barretto Junior*, a transport ship carrying supplies that would be transferred to *Erebus* and *Terror* when they reached Greenland. She was towed out by HMS *Monkey*, a tugboat rather appropriately named, bearing in mind Lady Franklin’s gift to the officers.

直到1845年5月，Franklin探险队才驶入这条乌烟瘴气的航道，这显然是不太光彩的事情。由于出发时间被迫推迟，海军部决定用汽船拖曳这两艘船，直到它们驶离英国的水域，以尽量避免反复无常的风向干扰。负责将Franklin探险队拖出伦敦的是*响尾蛇号*，那是一艘全新的9炮单桅帆船，比*厄瑞玻斯号*长三分之一，是世界上第一艘由蒸汽驱动的螺旋桨战舰。在随行的杂乱船只中，还有一艘载有补给的运输船*小巴雷托号*，当她们到达格陵兰岛时，补给才会被转移到*厄瑞玻斯号*和*恐怖号*那里。她被*猴子号*拖着，考虑到Franklin夫人送给军官的礼物，这是一艘名字很应景的拖船。

Once clear of the Thames estuary, the little armada turned north up the east coast, and was making fair progress until the approach of a severe storm forced them to drop anchor off the town of Aldeburgh in Suffolk. The deterioration of the weather all along the North Sea coast alarmed the Admiralty so much that word was sent to Franklin advising him to double back and take the more sheltered route along the English Channel, round Lizard Point and north through the Irish Sea. Franklin and Crozier were dead against any rerouting, being mindful of any further delay; and by the time the order was delivered to them, they were already on the move again.

离开泰晤士河口后，这支小舰队就沿着东海岸向北前进，并取得了不错的进展，直到一场猛烈的风暴来临，迫使他们在萨福克郡的奥尔德堡那抛锚停泊。北海沿岸不断恶化的天气使得海军部十分惊慌，于是派人给Franklin发了口信，建议他折返回去，走一条更加安全的路线——沿着英吉利海峡、绕过蜥蜴角，然后向北穿过爱尔兰海。Franklin和Crozier都坚决反对任何路线的改变，他们担心再进一步的延误；当命令传达给他们的时候，他们已经再次开始航行了。

The storm off Aldeburgh was Fitzjames’s first experience of *Erebus* in rough weather. He referred to her in his journal as ‘an old tub’ and, at the height of the storm, likened her and *Terror* to ‘little ships in musical clocks that bob up and down in a very solid green sea’. Sir John Franklin was more reassuring about his ship’s performance. In a letter to Jane, he described how, when they became temporarily separated from their escort vessels in fog off the Northumberland coast, ‘the old *Erebus* and *Terror* managed very well together’. They were never going to be the fastest ships on the water, but Franklin was respectful of the partnership. ‘It is satisfactory to perceive,’ he went on, ‘that the *Erebus* and *Terror* sail so nearly together that they will be good company keepers.’ The bad weather did, however, affect some of the other ships. As the conditions worsened and they battled on in the teeth of a persistent north-easterly, it was clear that *Monkey* would not be able to pull the bulky transport ship *Barretto Junior* all the way up to Scotland. She was sent back to Woolwich and was substituted by the paddle frigate HMS *Blazer.*

奥尔德堡附近的风暴是Fitzjames第一次体验到*厄瑞玻斯号*在恶劣的天气中的表现。他在日记中称她为“一个旧浴缸”，在风暴最猛烈的时候，他认为她和*恐怖号*就像是“音乐时钟里的小船一样在固定的绿浪中忽沉忽浮”。John Franklin爵士则觉得他的船的表现很可靠。在给Jane的信中，他描述了当他们在诺森伯兰海岸因大雾而暂时与护卫舰分离时的场景，“老伙计*厄瑞玻斯号*和*恐怖号*相处得很愉快”。 她们或许永远不会成为水上最快的船，但Franklin尊重这种伙伴关系。“看得出来，”他接着说，“*厄瑞玻斯号*和*恐怖号*航行的时候很接近，她们将会是很好的伙伴。” 然而，恶劣的天气确实影响了其他一些船只。随着条件的恶化，他们一直在东北风引导下的恶劣环境中奋力前进，*猴子号*显然已经不可能将笨重的运输船*小巴雷托号*一直拖到苏格兰了。她被送回伍尔维奇，取而代之是划桨式护卫舰*开拓者号*。

As the days went by, the officers and men acclimatised themselves to new surroundings and, in many cases, new colleagues. Fitzjames played chess with Charles Osmer, the forty-six-year-old purser. ‘I was at first inclined to think he was a stupid old man,’ he admitted, ‘because he had a chin [nineteenth-century slang for someone who talked a lot] and took snuff, but he is as merry hearted as any young man, full of quaint, dry sayings, always good-humoured, always laughing, never a bore, takes his “pinch” after dinner, plays a “rubber”, beats me at chess.’

随着时间的推移，军官和水手们都逐渐适应了新环境,也在各种情况下熟悉了新同事。 Fitzjames和46岁的事务长Charles Osmer下棋。“我起初以为他是一个愚蠢的老头,”他承认,“因为他总是嘚吧嘚（had a chin ，19世纪形容人话多的俚语），吸鼻烟，但他的心态就像年轻人一样快乐，嘴边总是说着各种古怪、枯燥的话，而且他脾气很好，一直笑眯眯的，让人很容易对他心生好感，晚饭后他经常吸点鼻烟，参加一些比赛，在下棋中把我耍得团团转。”

Once they were at sea, Franklin was transformed from the pastyfaced, uncomfortable figure that he cut in the daguerreotype portraits. Lady Franklin reported back to James Clark Ross: ‘You will be glad to hear that Sir John has entirely got rid of his cough . . . and takes but one pinch of snuff a day with which the purser tempts him.’ She quoted Dr Stanley’s diagnosis: ‘he has entirely thrown off every vestige of his influenza, was quite a different looking man from what he was at Greenhithe, and is in health and energy everything that could be desired.’ He held open house in his cabin, allowing Goodsir, the naturalist, to make use of one of the tables, and giving permission to Dr Stanley to dry out his stuffed birds on another. Lieutenant Edward Couch, one of the mates on *Erebus*, wrote approvingly of Franklin, calling him ‘an exceedingly good old chap. The captain leads church service morning and evening on Sundays. He is quite a bishop. They say we would sooner hear him than half the parsons in England.’

他们出海后，Franklin就神态一转，不再是他在银版照相上刻画出的面色苍白、浑身不自在的形象。Franklin夫人在寄给James Clark Ross报告中写道：“John爵士的咳嗽完全好了，相信你也很高兴听到……在事务长的引诱下，他每天都会吸一撮鼻烟。她引用了Stanley医生的诊断结果：‘他已经完全从流感中恢复了回来，和他在格林希特时候大不一样了，变得健康、精力充沛，是他最理想的状态。’ 对于自己的房间，他一直是开放参观的，允许博物学家Goodsir先生使用一张桌子，允许Stanley医生在另一张桌子上晾干他的鸟类标本。Edward Couc中尉是*厄瑞玻斯号*上的一员，他在信中称赞Franklin，称他“是一个非常好的老家伙。船长在星期天的早上和傍晚都要主持教堂的礼拜仪式。他是位优秀的主教。大家都说，英国至少有一半的牧师都不如我们积极。”

A week after setting out, as the ships were off the Farne Islands, Franklin reported to the Admiralty that the wind and sea had been so high that the hawsers keeping the ships apart were in danger of being carried away, creating a high risk of collision. He ordered the ships to uncouple from each other and make their own ways to Stromness in the Orkney Islands, their last assembly point before Greenland.

出发一周后，当船驶离法恩群岛时，Franklin向海军部报告称，当时的风浪太大，分隔船只的船索有被卷走的危险，这样很有可能导致碰撞。他命令两艘船解开船索，分开前往奥克尼群岛的斯特罗姆尼斯，这是他们在到达格陵兰岛之前的最后一处集结点。

The wind dropped as they sailed north, and by the time they reached the Orkneys, Lieutenant Fairholme was waxing lyrical: ‘I never saw anything more lovely than the scene last night, as we ran through the narrow passages among these little islands. In themselves there is nothing of the beautiful, as they are perfectly bare, but there was such a sky, and such a summit or such a glass-like sea that it was quite worthy of the Gulf of Smyrna.’

随着他们向北航行，狂风逐渐平息，当他们到达奥克尼群岛时，Fairholme中尉抒情地写道：“当昨晚我们穿过这些小岛之间狭窄的通道时，我看到了此生最美的景色。它们本身没太有美感，因为都是光秃秃的，但是配上那一刻的天空和山穹，以及堪比士麦拿海湾的玻璃般的海面。”

They put into Stromness harbour on Saturday, the last day of May 1845. There was a longer-than-expected delay here as they regrouped after the stormy passage from London. The *Barretto Junior* had been carrying ten live bullocks, which were intended to be slaughtered and their meat preserved. Four of them, however, had died on the way north and needed to be replaced. But the God-fearing people of Stromness would not trade cattle on the Sabbath, so replacements could not be found until after the weekend. Another reason for the delay is suggested in a letter from James Reid, the ice-master, to his wife. Noting that his captain ‘allows no swearing on board’, he added that ‘Sir John Franklin will not start on a Sunday.’

1845年5月的最后一天，星期六，他们驶进斯特罗姆内斯港。他们从伦敦来的路上因为遭遇了暴风雨需要重新集结，所以在这里耽搁的时间比预期的要长。*小巴雷托号*载着十只活公牛，现在需要将其屠宰然后把肉保存起来。然而，其中四头在北上途中死亡，需要换掉。但是斯特罗姆内斯这里的人敬畏上帝，不会在安息日买卖牛，所以要到周末以后才能找到替代品。极地专家James Reid在写给妻子的一封信中，提到了延期的另一个原因。他声称他的船长“不允许在船上骂人”，并补充说，“John Franklin爵士不会在星期天的时候开船。”

Officers were allowed ashore, but Crozier would not allow any of the ordinary seamen from *Terror* off the ship, for fear of drunkenness. Aboard *Erebus*, on the other hand, when Robert Sinclair, Captain of the Foretop, and Able Seaman Thomas Work, both Orkney men, requested compassionate leave to visit, in one case, a wife not seen for four years, and in the other a mother not seen for seventeen years, Fitzjames acceded. They returned safely to the ship by Monday, but, because of unfavourable weather, departure was delayed by yet another day. That night the lights of Stromness proved too much of a temptation. Thomas Work unloosed one of the ship’s cutters and took three other sailors ashore, returning later in the night clearly the worse for wear.

军官们被允许上岸，但Crozier不允许*恐怖号*上的任何一名水手离开船，因为担心他们喝醉了。而另一方面，在*厄瑞玻斯号*上，因为前桅舰长Robert Sinclair和一级水手ThomasWork都是出身自奥克尼，他们一位去见见四年未见的妻子，另一位则去探望十七年不见面的母亲，出于同理心Fitzjames批准了他们俩的请假。他们星期一安全地回到船上，但由于天气不利，出发又推迟了一天。那天晚上，斯特罗姆内斯的灯光充斥着太多的诱惑。Thomas Work解开船上的一艘小艇，带着另外三个水手上岸，当晚回来时几人已是筋疲力尽。

It is not recorded whether Franklin knew about this, but when Fitzjames discovered their misdemeanour he was lenient. Admitting that ‘according to the rules of the service, these men should have been severely punished’, he judged that, on this occasion, ‘Men know very well when they are in the wrong.’ At four in the morning he ordered David Bryant, the Sergeant of Marines, and Lieutenant Gore to scour the ship for any spirits and throw them overboard. It took two hours to rid the ship of illegal alcohol, but the offenders were allowed to stay with the expedition, for which they were duly grateful. In view of what lay ahead, a sterner disciplinarian than Fitzjames might have saved their lives.

没有记录显示Franklin是否知道这件事，但当Fitzjames发现他们行为不端时，对他们进行了宽大处理。他承认“根据服役的规定，这些人应该受到严厉的惩罚”，但他认为，在这种情况下，“人们很清楚地自己什么时候可以犯错。” 凌晨4点，他命令海军陆战队中士David Bryant和Gore中尉在船上搜寻烈酒，然后把它们扔到海里。他们花了两个小时用来清除船上的非法烈酒，但违规者被允许继续留在探险队，对此他们深表感激。考虑到未来将要发生的事情，一个比Fitzjames更严厉的惩戒者可能会挽救他们的生命。

Stromness is a sturdy little town with a long seafaring tradition. Situated on the western side of the largest of the Orkney Islands, the town is cradled in the arm of a south-east-curving promontory that protects it from the full force of the Atlantic. When I visited the islands, the winds on the low hills were strong, sending the turbines spinning and clearing the skies. Sharp, bright sunlight spread across the green and treeless fingers of land running down to the sea, and picked out complex patterns in the ancient rock on cliffs near the town. *Erebus, Terror* and their accompanying flotilla would have dropped anchor close to the tight network of streets at the centre of Stromness, where their masts would have towered above the gabled and chimneyed stone-walled houses that run down to the sea. They would have been aware of a plain stone-built warehouse with its own pier, standing end-on to the water. This was the headquarters of the Hudson’s Bay Company, which had virtually run the Arctic trade since the end of the seventeenth century. The company recruited many men from the Orkneys, who were often happy to take on the privations of ice and snow rather than try and eke out a livelihood from the small farms on the island.

斯特罗姆内斯是一个有着悠久航海传统的坚固小镇。这座小镇位于奥克尼群岛的最大岛屿的西侧，坐落在东南一处弯曲海岬的臂弯中，保护着小镇免受大西洋的猛烈冲击。当我访问这些岛屿时，低矮山丘上吹着强劲的风，带动着涡轮机旋转，也让天空变得更清澈。刺眼明亮的阳光洒在绿油油的、树木稀疏的大地上，一直绵延到海边，并在小镇附近的悬崖上的古老岩石上点饰出复杂的图案。*厄瑞玻斯号*、*恐怖号*和随行的船队曾在斯特隆内斯中心附近抛锚，距离那些密集的网状街道很近，在那里，砌着三角墙、带着烟囱的石墙房屋一直排列到海边，而她们的桅杆比这些都要高出许多。他们还有一个靠在海边的码头，码头里有一座石头砌成的朴素仓库。这里是哈德逊湾公司的总部，该公司自十七世纪末就开始经营北极贸易。公司在奥克尼群岛招募了许多人，他们往往乐于承担冰雪的苦难，而不是靠着岛上的小农场勉强维持生计。

Though the officers remained resolutely positive about their mission, a hint that the ordinary seamen had a more realistic take on what was to come can be found in a last letter home from Alexander Wilson, the assistant carpenter on *Terror*, to his wife Sarah. It begins with the constant anxiety of men at sea – the unreceived letter:

尽管军官们对他们的任务抱有坚定的信心，但从*恐怖号*上的助理木匠Alexander Wilson写给妻子Sarah的最后一封信中，我们可以看出，普通海员们对即将发生的事情有着更现实的看法。比如海上的水手们一直都在焦虑的事情——那些未收到的信：

Dear Wife I fully expected a letter here for when I arrived, but I hope I will get one tomorrow from you. I hoop the children is quite well and I hoop Sarah’s face has got better and I hoop you send them to school regular. I hoop Dear Wife you will go to a place of worship as often as you can and put your trust in the Lord . . . If it is God’s will that we should not meet again I hoop we will meet in heaven their to enjoy life everlasting. Dear Wife every night I lay down in my hammock I offer up a silent prayer for you and my Dear children. Dear Wife I know this voyage will be a severe trial for us all but there is everything here to make us comfortable.

亲爱的妻子，我本以为到了这里能收到你的来信，可惜没有，希望明天能收到你的来信吧。希望孩子们都过得很好，也希望Sarah的气色有所好转，但愿你有定期送他们去学校。我亲爱的妻子，希望你还是会去经常礼拜的地方表达对主的信仰……如果此刻我们不能相见是上帝的旨意，那我期望我们将在天堂相逢并享受永生。亲爱的妻子，每天晚上我都会躺在吊床上，为你和我亲爱的孩子们默默祈祷。亲爱的妻子，我知道这次航行对我们所有人来说，都将是一次严峻的考验，但这里的一切都让我们感到舒适。

As a frontier port for the North Atlantic, Stromness was used to arrivals and departures, but because the ocean beyond the red sandstone portals of Hoy Sound is so fierce, it was necessary to employ twenty-six pilots in Stromness and at various points around the Atlantic coast to help shepherd ships out to sea. The waves were often so rough that it was impossible for the pilots to get back safely, and they would therefore have to stay on board ship until the return journey, from Newfoundland or New York or wherever. The perils of the ocean nurtured superstitions. There was a lady called Bessie Miller who lived in a hovel on a hill above Stromness and ‘sold’ winds to sailors. If you wanted a favourable wind, it was worth paying Bessie to fix one for you. So strong was the tradition that even those who didn’t believe a word of it still walked up the hill to see her. Just in case. There is no record of anyone from the Franklin expedition going to see Bessie.

作为北大西洋的边陲港口，这里有很多船只往来，但由于霍伊湾红砂岩入口处的海域波涛汹涌，所以有必要在斯特罗姆内斯和大西洋沿岸雇佣26领航员，帮助引导船只出海。但有时候海浪会很汹涌，即使领航员也不能保障能安全回来，因此他们不得不继续留在船上，然后从纽芬兰、纽约或其他地方返回。海洋的过分危险滋生了迷信。有一位名叫Bessie Miller的女士，她住在斯特罗姆内斯山上的一间小茅屋里，向水手们“出售”风向。如果你想要顺风航行，可以考虑花钱雇Bessie，帮你修正一下风险。这个传统是如此的根深蒂固，以至于连那些本来不信这一套的人也为了以防万一而上山去找她。没有记录显示Franklin探险队中有人去见过Bessie。

On Tuesday 3 June 1845 the ships were at last ready to go. Alexander Wilson just had time to add a breathless postscript to his letter: ‘Monday Night. My Dear Wife I have not received a letter from you yet and we are going to sail in the morning. So goodbye goodbye but if you have sent one perhaps it will follow us and if it does not return to you you may be sure I have got it goodbye and god bless you.’

1845年6月3日星期二，船只终于准备出发了。Alexander Wilson只来得及在信中加上了一段附言：“今天是星期一晚上。我亲爱的妻子，我还没有收到你的来信，我们将在明天早上启航。所以，别了，别了，但是如果你曾寄出一封信，也许它会跟着我们，如果它没有回到你那，就说明这封信我已经收到了，再见，愿上帝保佑您。”

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At first light *Erebus, Terror* and *Barretto Junior* were towed out into Hoy Sound by *Blazer* and *Rattler*. On their starboard side were the last lights of Stromness, to port the dark, majestic silence of the hills and cliffs of the island of Hoy. Beneath them, the currents of the Atlantic and the North Sea swirled to meet each other. Beyond the headlands were whitecaps and blustery, salty winds. There could scarcely be a more epic location for a last glimpse of Britain and it must have stirred mixed emotions, especially for those who had never been to the Far North before.

天一亮，*厄瑞玻斯号*、*恐怖号*和*小巴雷托号*被*开拓者号*和*响尾蛇号*拖到霍伊湾。在她们的右舷边，闪烁着斯特罗姆内斯最后的一座灯塔，照亮了霍伊岛黑暗、庄严、寂静的山崖与峭壁。在它们下方，大西洋和北海的洋流相互涡旋，然后交汇在一起。而在海岬之外，是白色的浪花和略带咸味的海风。对于那些从未到过如此遥远的北方的人来说，这绝对是一个能让你一睹英国风采的绝佳之地，也会激起人们内心种种复杂的思绪。

Fifty miles west of the island of North Rona, when they were judged to be clear of offshore rocks and contrary winds, the time came for *Rattler* and *Blazer* to take in their tow-lines and head back home. Everyone knew that this was more than a routine farewell. Owen Stanley, an officer on the *Blazer*, painted the ships rising and falling on the swell, a smudge of smoke emerging from *Rattler*’s funnel, and an eyewitness described it:

在北罗纳岛以西50英里的地方，当判定他们已经避开了近海礁石和逆风时，*响尾蛇号*和*开拓者号*就收好他们的拖索准备回家了。每个人都知道这不仅仅是一次例行的告别。Owen Stanley，*开拓者号*上的一名军官，绘制了船只随着波涛起伏的场景，*响尾蛇号*的烟囱还冒出了一团烟，一名目击者描述称:

At the sound of the boatswain’s pipe, the shrouds of the *Rattler* and *Blazer* were in one instant lined by their crews, all anxious to out vie each other in the pleasing task they were about to perform. The word was given, and three cheers, loud and hearty as ever escaped the lungs of British tars, saluted the ears of Sir J Franklin and his gallant colleagues.

在水手长的哨声中，水手们在*响尾蛇号*和*开拓者号*两侧排成一排，对于即将开始的轻松愉快的任务，大家都争先恐后、跃跃欲试。伴随着命令下达，三声热切而响亮的欢呼声从英国人的肺腑中传出，那是在向J Franklin爵士和他英勇的同仁们致敬。

The escort vessels took back with them an able seaman from HMS *Terror* who was feared to be suffering from tuberculosis, or consumption as it was commonly known. This was something to be seriously avoided on tightly packed ships embarking on a long voyage. In the officers’ mess on *Erebus* they joked about the illness, passing around a rumour that the ship’s monkey, Jacko, might be suffering from consumption, too. After examining the monkey, the ship’s doctor reported to Fitzjames that ‘he certainly has a very bad cough, but the only other symptom I see of it is the rapid consumption of everything eatable he can lay his paws on’.

护卫舰从*恐怖号*上带回了一名优秀的海员，因为他担心自己患上肺结核，也就是人们常说的痨病。对于即将开始长途航行并且空间狭窄的船只来说，这是需要认真对待并且避免的事情。在*厄瑞玻斯号*的军官食堂里，他们拿这种病开玩笑，散布谣言称船上的猴子Jacko可能也患有肺病。在对猴子进行检查后，船医向Fitzjames报告说：“它确实咳嗽得很厉害，但除此之外，我唯一看到的症状是它吃起手头的东西时特别快。”

Lieutenant Fitzjames watched the escorts go: ‘in an hour or two they were out of sight, leaving us with an old gull or two and the rocky Rona to look at; and then was the time to see if anyone flinched from the undertaking. Every one’s cry was, “Now we are off at last!” No lingering look was cast behind. We drank Lady Franklin’s health at the old gentleman’s table, and, it being his daughter’s birthday, hers too.’ The wind strengthened, turning to the north. *Erebus* led, with *Terror* following behind. They were not quick ships, and *Barretto Junior*, despite being heavily laden, had to keep as little sail as possible in order not to outrun her companions.

Fitzjames中尉看着护送的船只远去：“一两个小时后，他们就离开了我们的视线，现在我们周围只剩下一两只老海鸥和远处罗纳岛的山岩。然后是时候看看有没有人在这项任务面前退缩了。大家都在大声呼喊着喊：‘现在我们终于出发了！’没有人向身后投去留恋的目光。我们在老绅士的餐桌上为Franklin夫人干杯，因为今天是她和他们女儿的生日。”风力在逐渐增强，并且向北刮去。*厄瑞玻斯号*领头，*恐惧号*紧随其后。因为她们的船速都不是很快，所以*小巴雷托号*尽管满载沉重的货物，却也不得不尽可能少放帆，以免超过同伴。

One can imagine James Fitzjames at the table in his narrow cabin, about a quarter the size of the great spread of the captain’s cabin next door, but snug enough, with a bookshelf in an alcove above the bed, and on the bulkhead a picture of his closest friend and foster-father, William Coningham. He had promised Elizabeth, William’s wife, that he would keep an account of the journey for her. This was the day he was going to start. He picked up a porcupine quill and dipped it in the inkwell:

我们可以想象一下，在狭窄的房间里，James Fitzjames靠着桌子，房间大小虽然只有隔壁船长房间的大概四分之一，但却足够舒适温暖，在床上方的凹槽里有一个书架，隔板上还有一张照片，是他最亲密的朋友和养父，William Coningham。他答应过William的妻子Elizabeth，要为她记下这次旅行的情况。而今天是他记录的第一天。他拿起一支豪猪毛笔，在墨水瓶里蘸了蘸。

Her Majesty’s ship *Erebus*, at sea, June 8th 1845, Ten p.m.

You appeared very anxious that I should keep a journal for your especial perusal. Now, I do keep a journal, such as it is, which will be given to the Admiralty; but, to please you, I shall note down from time to time such things as may strike me, either in the form of a letter, or in any other form that may at the time suit my fancy.

1845年6月8日晚上10点，女王陛下的*厄瑞玻斯号*，海上航行。

你似乎很希望我能写本日记，供你专门阅读。现在，我确实开始写这么一本日记了，也就是现在这本，虽然这本日记本可以交给海军部。但是，为了让您开心，我将时不时地把我所想到的事情记下来，可以用信件的形式，也可以是其他我当时所喜欢的形式。

We can only be thankful that Fitzjames wrote so attractively and so diligently, by his own account regularly staying up until two in the morning to record his thoughts and observations, before going on watch at five.

我们现在只能感谢Fitzjames能够如此声情并茂并勤勤恳恳地写日记，根据他自己的记录，他经常熬夜到凌晨两点记录他的想法和观察，然后到五点的时候再去值班。

I commence to-night, because I am in a good humour. Every one is shaking hands with himself [presumably a metaphor for confidence and self-congratulation].

记录从今天晚上开始，因为我现在心情很好。每个人都在和自己握手（大概是在隐喻自信和沾沾自喜)。

We have a fair wind, actually going seven knots, sea tolerably smooth, though we do roll a little; but this ship has the happy facility of being very steady below, while on deck she appears to be plunging and rolling greatly.

我们这边还挺顺风的，每小时实际上会有七节的速度，海面也相对平静，不过也确实会有一些颠簸。但这艘船有个优点就是下盘很稳，就是甲板上的颠簸和起伏会更明显。

Now that the prolonged leave-takings were over, the work of the expedition began. Sir John Franklin called his officers together to talk through the instructions from the Admiralty, ‘and the necessity of observing everything from a flea to a whale’. He also emphasised how important it was for every man to take notes, write journals and make sketches and paintings of what they observed.

现在，漫长的休假已经结束了，而考察工作正式开始了。John Franklin爵士把他的军官们召集在一起，讨论海军部的相关指示，“包括从跳蚤到鲸鱼等一切事物的观察的必要性”。他还强调，每个人都要记笔记、写日记，描绘他们所观察到的东西，因为这是非常重要的。

His scientific zeal was matched only by his evangelical enthusiasm. Whatever the weather, he would preach a sermon on Sundays. As far as Fitzjames was concerned, Franklin was a more-than-impressive speaker. ‘Sir John Franklin read the church service today and a sermon so very beautifully,’ he recorded on one occasion, ‘that I defy any man not to feel the force of what he would convey.’ Franklin’s openness, good nature and enthusiasm for what lay ahead, moreover, won over officers and crew alike. Fairholme wrote home approvingly: ‘Sir John is a new man since we left . . . looks 10 years younger and takes part in everything that goes on with as much interest as if he had not grown older since his first Expedition.’ Franklin himself clearly basked in the goodwill on board, writing to Sir Edward Parry that ‘It would do your heart good to see how zealously the officers and men, in both ships, are working, and how amicably we all pull together.’

他对科学的热情，只有他对福音派的热情才能与之媲美。无论天气如何，他都会在礼拜日进行说教。在Fitzjames看来，Franklin是一位令人钦佩的演讲者。“John Franklin爵士今天礼拜和布道时进行的解读非常优秀，”他的某次记录显示，“我敢说大家都能感受到他所传达的那种力量。” 此外，Franklin的坦诚、善良和对未来的热情，也都赢得了军官和船员的一致好评。Fairholme在写给家里的书信中就曾赞许道：“自从我们出发后，John爵士就像换了一个人一样……看起来年轻了10岁，对每一件事都表现出极大的兴趣，一直保持着初次探险的状态，就好像从来就没有变老过一样。” Franklin本人显然也沉浸在船上的友好气氛中，他在给Edward Parry爵士的信中说道：“两艘船上的军官和船员都十分热心事业，齐心协力地把工作做好，相信如果你看到了的话，也会感到很高兴的。”

Sir John enjoyed, and expected, company. He was always available in his cabin and every evening would invite three officers to dine with him. Captain Crozier was one of those regularly invited to these evenings, but, perhaps not surprisingly, as he had to be ferried over to dinner and back in a small boat across a frequently choppy North Atlantic, he found such relentless hospitality a bit of a trial. His reluctance might well also have had something to do with Franklin’s propensity to buttonhole his diners with his mistreatment in Van Diemen’s land, and with the pamphlet that, once completed, was going to vindicate him. At any rate, while admitting to his old commander, James Clark Ross, that ‘Sir John is very kind and would have me dining there every day if I would go’, Crozier made it plain that ‘I cannot bear going on board *Erebus*.’ On several occasions he actually feigned illness.

John爵士喜欢也期待着有人作伴。每天晚上，他都会邀请三位军官在他的舱室里同他一起吃饭。Crozier船长就经常被邀请参加这些晚宴，但是他发现这种热情的款待也是一种考验，也许并不奇怪——为了赶赴晚宴，他必须乘坐小船来往穿行在波涛汹涌的北大西洋中。他的不情愿也可能与Franklin的一些嗜好有关，比如用餐者不得不听他讲述他在塔斯马尼亚岛所做的各种苛政，还有那本一旦完成就会为他平反的小册子。无论如何，Crozier向他的老船长James Clark Ross承认，“John爵士非常仁慈，如果我愿意去的话，他会每天请我在那儿吃饭”，同时他又明确表示，“我不能忍受再去*厄瑞玻斯号*了。”甚至有几次，他真的假装生病了。

The constant presence of Fitzjames at Sir John’s side could well have been another reason for Crozier’s reluctance. There was no open warfare between them, but the Admiralty’s express wish that Fitzjames should be put in charge of the magnetic observations had put Crozier’s nose out of joint. And understandably so. After four years on the Clark Ross expedition, he was a far more experienced seafarer than Fitzjames. He had been elected a Fellow of the Royal Society for his work on terrestrial magnetism.

Fitzjames经常出现在John爵士身边，这很可能是Crozier不情愿的另一个原因。他们之间并没有公开的争执，但是海军部曾明确表示要让Fitzjames负责磁观测的事宜，这使得Crozier感到很不满。这也是可以理解的。陪同Clark Ross经历了四年的探险，他是一位比Fitzjames更有经验的航海家。他还曾经因为地磁方面的工作成果，被选为了英国皇家学会的成员。

Once the weather moderated, they were able to drop a net to a depth of 300 fathoms (1,800 feet). Harry Goodsir, the resident naturalist, was delighted, as the ‘catch’ revealed molluscs and plankton, whose role in the marine ecology he couldn’t wait to reveal to his fellow officers. Fitzjames was less impressed, teasing Goodsir as being ‘in ecstasies about a bag full of blubber-like stuff, which he has just hauled up in a net, and which turns out to be whales’ food and other animals’.

等到天气转好的时候，他们就能把网撒到300英寻（约合1800英尺）的深处。常驻的博物学家Harry Goodsir很高兴，因为他看到了许多“捕获”的软体动物和浮游生物，他迫不及待地想把它们在海洋生态中的作用告诉他的伙伴们。而Fitzjames则没那么敬佩，他取笑Goodsir“对用网捞到的一袋鲸脂状的东西欣喜若狂，结果发现那只是鲸鱼的食物残渣和一些别的动物”。

It’s hard to know how the wretched bullocks on board the *Barretto Junior* were faring as the ships rode the storms, but the domestic livestock on *Erebus* were, according to Fairholme, finding their sea legs. Neptune the dog, already known as Old Nep, was running up and down the ladders with ease: ‘he is the most loveable dog I ever knew,’ wrote Fairholme, ‘and is a general favourite’. Jacko the monkey was ‘a dreadful thief’ and ‘the annoyance and pest of the whole ship, and yet not a person in here would hurt him for the whole world’.

很难知道*小巴雷托号*上那些可怜的公牛是如何在暴风雨中生存的，但据Fairholme描述，*厄瑞玻斯号*上的家畜已经适应了海上生活。那条名叫尼普顿的狗，已经被称为“老尼普”了，它在梯子上轻快地跑上跑下的。 “它是我所认识的最可爱的狗，” Fairholme写道，“而且也是大家的最爱。”猴子杰克是“一个可怕的小偷”，“在整条船各种骚扰和捣乱，但这里的任何人都不会伤害它的”。

Over the next few days, as the ships navigated an uncomfortable combination of fog and foam, work went on below decks to prepare for the long days, months, even years ahead. The books selected for the voyage were taken out of storage and arranged on shelves in the mess. Reid, the bluff Scottish ice-master, continued to amuse the much younger officers with his knowledge of the lore and language of the sea – like how best to get the salt out of a very salty fish, and how to identify ice-blink, the polar mirage caused by light reflected off the ice-cap. Occasionally there would be a great event to celebrate: the thirtieth anniversary of the Battle of Waterloo, for example, was marked on 18 June by the drinking of the Duke of Wellington’s health at the captain’s table.

在接下来的几天里，船只一直在令人不安的迷雾和水沫中航行，甲板下的工作也仍在继续着，为未来漫长的日子进行数月甚至数年的准备。专为这次航行所挑选的书籍都从库房里拿了出来，摆放在食堂的书架上。极地大师Reid，作为一名爱虚张声势的苏格兰人，继续借助他对海洋知识和语言的了解和一群年轻的军官们插科打诨——比如如何更好地把盐从咸鱼中提取出来，以及如何识别冰原反光——冰盖上折射的光所造成的极地海市蜃楼现象。偶尔也会举办活动来庆祝某些重大的事件：比如6月18日是滑铁卢战役三十周年纪念日，大家都齐聚在船长的餐桌周围，举杯祝福Wellington公爵。

That day was a significant occasion for James Fitzjames, too. In a letter to William Coningham he spoke of a possible promotion. ‘There was a talk before we left England of a brevet on this day [a brevet being a promotion without additional pay]; if this be true, I think it more than probable that I shall get the rank of captain. With this idea I took a glass of brandy and water at half-past ten and drank your health.’ He added that his habit of late-night letter-writing had not gone unnoticed, ‘for Reid has just said, scratching his head, “Why, Mr Jems, you never seem to sleep at arl; you’re always writin!” I tell him that when I do sleep, I do twice as much as other people in the same time.’

那天对James Fitzjames来说也是一个重要的日子。在给William Coningham写的信中，他提到自己有可能晋升。“在我们离开英国之前的那一天，有一次关于名誉晋升（名誉晋升是一种报酬不上涨的晋升）的谈话；如果这是真的，我想我很可能会晋升为上尉。怀着这个想法，我在晚上十点半的时候喝了一杯白兰地和水，也为你的健康干杯。” 他还说，他在深夜写信的习惯并没有被人忽视，“因为Reid刚才搔着头说，‘Jems先生，为什么你似乎从来都不睡觉；你总是在写东西！’我告诉他，只要充分利用睡觉的时候，在同样时间内我能做的事情就是其他人的两倍。”

Gradually they edged towards Greenland. Fitzjames, for one, was much taken by the clarity of northern waters: ‘The sea is of the most perfect transparency – a beautiful, delicate, cold-looking green, or ultramarine. Long rollers, as if carved out of the essence of glass bottles, came rolling towards us; now and then topped with a beautiful pot-of-porter-looking head.’ With the likelihood of ice approaching, a crow’s nest, invented by William Scoresby, the whaler-turned-Arctic-explorer, in 1807, was installed on the main top-gallant masthead. It consisted of a hooped canvas cylinder, which, 100 feet above the deck, would be Ice-Master Reid’s domain.

他们慢慢地向格陵兰岛靠近。Fitzjames被北部清澈的海水所吸引：“大海的透明度是最完美的——一种美丽、细腻、冷峻的绿色，或者说是深蓝色。长长的浪柱，仿佛是用玻璃瓶的细致雕刻出来的一般，向着我们滚滚而来；上方时不时地还顶着一个像罐子般优雅的浪头。”为了警惕冰山的逼近，1807年由捕鲸者转型为北极探险者的William Scoresby曾发明了一种安置在主桅顶上的望台。它由一个带箍的帆布圆筒组成，在甲板上方100英尺处，那里将是极地大师Reid的领地。

By the last week in June the winds turned to the south-west and blew them through rough seas round Cape Farewell at the southern tip of Greenland and on into Davis Strait. Franklin, it seemed, had been expecting the conditions, writing home that ‘It would have been contrary to the long experience of the Greenland Seamen if we had gone round Cape Farewell unattended by a gale.’

到了6月的最后一周，风向转为西南风，他们借风航行经过了格陵兰岛南端的费尔韦尔角附近的波涛汹涌的海面，最后抵达了戴维斯海峡。Franklin似乎已经预料到了这种情况，他在寄回家的书信中写道，“如果我们在没有大风的情况下绕过费尔韦尔角，这将有违一位格陵兰水手的长期经验。”

At eleven o’clock on the 25th, and with the sun just setting, Fitzjames wrote excitedly to Elizabeth Coningham: ‘I am very sleepy and tired but did not like to go to bed without writing on the first day on which we have seen Arctic land. The air is delightfully cool and bracing, and everybody is in good humour, either with himself or his neighbours. I have been on deck all day taking observations.’ His fellow officers were fishing, after a fashion. ‘Goodsir is catching the most extraordinary animals in a net . . . Gore and Des Voeux are over the side poking with nets and long poles, with cigars in their mouths and Osmer laughing.’ He summed up a general mood of excited anticipation: ‘We bounded along merrily, shaking hands with ourselves and making imaginary shortcuts through America to the Pacific.’

25日上午11点，太阳刚刚落山，Fitzjames兴奋地给Elizabeth Coningham写信说：“我很困，也很累，但今天我们首次看到了北极大陆，所以睡觉前必须写点什么。今天空气非常凉爽，包括我在内的所有人也都心情很好。我一整天都在甲板上观察。” 他的同僚们在换着花样钓鱼。“Goodsir正在用网捕捉一些很奇特的动物……Gore和Des Voeux嘴里叼着雪茄，在那边用网和长杆戳弄着，而Osmer在一旁大笑。”他总结了大家激动期待的心情：“我们欢呼雀跃，自鸣得意，想象着从美洲到太平洋的捷径。”

Even Captain Crozier seems to have been affected. Writing to his nephew as he guided *Terror* up the Davis Strait, he assured him that ‘All is getting on as well as I could wish. Officers full of youth and zeal . . . If we can only do something worthy of this country which has so munificently fitted us out, I will be only too happy.’ Being Crozier, though, he couldn’t help qualifying his optimism: ‘it will be an ample reward for all my anxieties,’ he added, ‘and believe me . . . there will be no lack of them’.

甚至Crozier船长也似乎受到了这种情绪的感染。在给他的侄子写的信中，他率领*恐怖号*来到了戴维斯海峡，他很确定地表示“一切都如我所希望的那样顺利。年轻而热忱的军官们……这个国家慷慨地为我们提供了各种帮助，如果我们能为此做些什么，我将非常高兴。”不过，身为Crozier，他还是忍不住对自己的乐观态度加以修饰。“我所有渴求都将有一个丰厚的回报，”他还补充道，“相信我……他们一个人都不会少的。”

The warm weather passed. Thick fog came down, taking the daytime temperatures close to freezing. They passed a brig out of the Shetlands and hove-to, to allow the captain to come aboard. He was fishing for cod on the banks and for salmon in the fiords – ‘a new scheme quite in these parts,’ noted Fitzjames. It turned out that he had once sailed with Thomas Work, ‘the little old man’ who hadn’t seen his wife for four years, and was very pleased to find him aboard.

温暖的天气过去了。浓雾开始降临，使得白天的气温接近冰点。他们遇到了一艘来自德兰群岛的船只，那艘船顶风停驻还邀请船长上船。船长当时在钓鱼，主要是在浅滩钓鳕鱼，还有在峡湾钓鲑鱼……“令人出乎意料的事情发生了，” Fitzjames写道。原来，他曾经和“小老头”Thomas Work一起航行过。那个有四年没见过妻子的Thomas，发现他在船上后也非常高兴。

The next day they crossed the Arctic Circle and entered a new world of icebergs and constant daylight. Fitzjames, like many others on board, had never seen such scenes before. ‘I had fancied icebergs were large transparent lumps, or rocks of ice,’ he wrote, before going on in some wonder: ‘They look like huge masses of pure snow, furrowed with caverns and dark ravines.’ As the Greenland coast came in sight, disappointingly indistinct under thick, low cloud and with the peaks of its mountains concealed, he could pick out glaciers and fiords. A little later they sailed through a shoal of some hundred walruses, ‘diving and splashing with their fins and tails, and looking at us with their grim, solemn-looking countenances and small heads, bewiskered and betusked’.

第二天，他们穿过北极圈，进入了一个冰山林立和日光炫目的新世界。Fitzjames和船上的许多人一样，都是第一次看见这样的场景。“我以前以为冰山只是巨大透明的冰块，或者是结冰的岩石，”他写道，然后又有些惊奇继续描述：“它们看起来像一团巨大的雪块，其中充满各种洞穴和黑暗的沟壑。”格陵兰岛的海岸逐渐进入眼帘，令人失望的是，因为厚重且低垂的云层，导致山峰被完全遮盖住，他只能依稀辨认出冰川和峡湾。不一会儿，他们经过了一处浅滩，那里有一群数量约有几百头的海象群。它们“用鳍和尾巴潜水，溅起水花，留着小胡子的小脑袋上露出一副冷酷、严肃的面孔”。

Now that they were north of the sixty-fifth parallel, Franklin set about complying with the Admiralty’s instructions to make regular drops of tin cylinders containing a record of their position. Crozier would have been familiar with the process from his days in the Antarctic. Reports were to be written on specially issued stiff blue paper. Directions, printed in six languages (English, French, Spanish, Dutch, Danish and German) asked the finder to send the canister to the Secretary of the Admiralty in London. Four years later one of Franklin’s cylinders washed up on the Greenland coast, less than 200 miles from where it had been dropped. It was the only one ever to be found.

现在它们已经抵达了六十五度纬线以北的位置，Franklin开始遵照海军部的指示，定期制作锡制圆筒，以记录他们的位置。Crozier在南极的时候就对这个流程很熟悉。报告要写在特制的硬皮蓝纸。内容说明用六种语言（英语、法语、西班牙语、荷兰语、丹麦语和德语）进行印刷，要求发现者将这个罐子转寄给伦敦的海军部大臣。四年后，Franklin的一个圆筒被冲上了格陵兰岛海岸，距离它被扔下的地方不到200英里。这是唯一一个被发现的圆筒。

Fairholme, meanwhile, was spellbound by the ever-increasing number of icebergs, the likes of which he’d never seen before: ‘While passing near one of these, which I had just remarked was about the size of the North Foreland, it suddenly fell to pieces with an awful crash, sending the spray up to a great height, and leaving a field of sharp and broken ice.’

同时，Fairholme也被逐渐增多的冰山所吸引，那是他此前从未见到过的喜：“当经过附近的一座冰山时，我注意到这座冰山的大小和北海角差不多，然后它突然在一阵可怕的撞击中粉碎，溅起的水花喷到了很高的地方，并且留下满地的破碎的冰块。”



Almost halfway up the west-Greenland coast is Disko, the largest of Greenland’s offshore islands. In 1845 it was a Danish trading and seal-catching station supporting a native population of some 100 people. A few miles south, in Disko Bay, are the Whalefish Islands. Sir Edward Parry had been this way before and recommended them to Franklin as a safe and sheltered place in which to transfer materials from the *Barretto Junior*, for the building of an observatory and for the final stocking of the ships for the Arctic. The squadron weighed anchor in the bay, with the intention of proceeding on towards the Whalefish Islands the next morning.

格陵兰岛西部海岸几乎有一半都是迪斯科岛，它是格陵兰岛最大的近海岛屿。1845年，这座岛作为丹麦的一个贸易和海豹捕捉站，在本地养活了大约100名居民。捕鲸群岛则在往南几英里的迪斯科湾那边。Edward Parry爵士以前曾来过这里，他向Franklin推荐这里，并称这里是一处安全、隐蔽的地方，可以从*小巴雷托号*上转移材料，用于建造天文台，并为前往北极的船只提供最后的补给。于是舰队就在海湾里起锚，打算第二天早晨就接着前往捕鲸群岛。

This proved to be much easier said than done. Owing to an unusual error on the part of the experienced ice-master, James Reid, *Erebus* mistakenly started to lead the ships in the wrong direction towards the northern end of Disko Bay. Rather strangely, Captain Crozier, who had been here before, and who must have been aware that they were sailing in the wrong direction, made no signal, but merely followed on. He may simply have been doing what he did best: following the lead of others. But from what we know of his feelings about *Erebus*’s second-in- command, it’s tempting to think that he wanted to leave it to Franklin and Fitzjames not only to work out their mistake for themselves, but to experience the embarrassment that acknowledging it would cause.

事实证明，有些事说起来容易做起来难。由于经验丰富的极地大师James Reid的一次不常见的失误，*厄瑞玻斯号*开始引导大家朝着迪斯科岛北端这一错误的方向行驶。奇怪的是，Crozier船长以前来过这里，他一定知道他们走错了方向，却没有发出任何信号，只是继续向前走。或许他只是在做他最擅长的事：跟随别人的脚步。但从他对*厄瑞玻斯号*副指挥的不待见，我们不难怀疑他是想把这个问题留给Franklin和Fitzjames，不仅让他们自己去解决错误，还让他们去经历这份错误所带来的尴尬。

Once the error was spotted, they turned about, headed south and found the islands, but were unable to locate the anchorage. A cutter was lowered from *Erebus*, and Lieutenant Le Vesconte rowed out to take a closer look. He was met by five Inuit, paddling kayaks, two of whom led the ships into a narrow, well-protected, almost land-locked channel where they finally moored.

意识到错误后，他们又掉头向南，并找到了岛屿，但无法确定锚地的位置。一艘快艇从*厄瑞玻斯号*放下来，中尉Le Vesconte划过去仔细观察。他遇到了五名划着独木舟的因纽特人，其中的两个人引导船只来到了一处狭窄的、安全严密的、几乎被陆地包围的海峡，他们最后停泊在那里。

‘The scenery is grand, but desolate,’ wrote Fitzjames, adding that it was populated by very large mosquitoes. James Thompson, engineer on board *Terror*, bore this out, sending home a graphic description of mosquitoes that ‘bite very bad my arms are very much bitten with them and they are more enormous than the English Bugg’. Ice-Master Reid complained to his wife that ‘I have been sadly annoyed by them and my face and hands are all swollen with their bites.’ All of which made the building of the observatory, and the repetitive tasks of measuring magnetic field, dip and variation uncomfortable as well as irksome.

“景色很壮观，但很荒凉。” Fitzjames写道。他还补充称那里有很多个头很大的蚊子。*恐怖号*上的工程师James Thompson证实了这一点，他在给家里寄的信中对蚊子进行了生动的描述，这些蚊子“咬人很厉害，我的胳膊被它们狠狠地咬了一口，然后它们变得比英国的瓢虫还要大”。 极地大师Reid也对他的妻子抱怨称：“我被它们咬得很难受，脸和手都因此肿了。”所有的这一切都让天文台的建造，以及测量磁场、磁倾角和磁场变化的重复性任务变得既难受又令人厌烦。”

The contact with the Inuit was put to good use. Goodsir and Fairholme spent time at the local settlement compiling a dictionary of Inuit words and phrases that might come in useful. Fitzjames and Fairholme tried out the kayaks. Fitzjames, in particular, found them a tight fit and tricky to navigate: ‘They have the smallest possible canoes here, into one of which I was determined to get last night, so got my trousers off and paddled about for some time, but at last over I went, head downwards, where I remained till rescued.’

他们很好地利用了与因纽特人的接触。Goodsir和Fairholme在当地的定居点花了些时间编纂一本词典，里面包含了很多可能用得到的因纽特单词和短语。Fitzjames和Fairholme还尝试用了用独木舟。尤其是Fitzjames，发现这种船太贴身了，很难控制：“他们的独木舟特别小，昨晚我下定决心坐进了其中的一个，我脱掉裤子然后划了一阵子，但最终还是翻了过来，头一直朝下直到获救。”

The work of transferring the *Barretto*’s cargo took nine days, with the men working from four in the morning until six in the evening. ‘We are fully occupied in filling up every hole and corner of the ship with stores,’ wrote Franklin. ‘I have taken into my cabin . . . potatoes which are packed in ten cases and store conveniently without interfering with either Mr. Goodsir’s table or my own, or another at which I think Mr. Le Vesconte will take up his position and make the charts.’ Seven of the bullocks taken on board at Stromness had perished by the time they reached Disko. Now the remaining three were slaughtered, each ship being given three or four quarters of beef to hang up in the rigging and provide fresh meat for the expedition’s first Christmas.

把*小巴雷托号*上的货物转移走花了九天的时间，工人们从早上4点一直工作到晚上6点。 “我们正忙着把船上的每个洞口和角落都填满货物。” Franklin写道，“很多都放在了我的船舱里……土豆装在十个箱子里，储存起来很方便，既没妨碍Goodsir先生的桌子，也没妨碍我自己的桌子，也不妨碍到另一张桌子——我想Le Vesconte先生会在那张桌子上做图表的。”在斯特罗姆尼斯上船的公牛其中有七头在到达迪斯科岛的时候就已经死了。现在剩下的三头也被宰杀了，每艘船都得到四分之三左右的牛肉挂在索具上，这也为探险队的第一个圣诞节提供了新鲜的肉。

Despite the work of loading and the daily routine of taking magnetic measurements, the young officers were having the time of their lives. ‘You’ve no conception of how happy we are,’ wrote Fitzjames. ‘Osmer has just come from on deck (midnight) and is dancing with an imaginary skipping rope. I said to him “What a happy fellow you are, always in good humour.” His answer is “Well sir, if I’m not happy here, I don’t know where else I could be.”’

尽管有装货的工作和每天例行的磁测量，但年轻的军官们还是过得很愉快。“你都不知道我们有多幸福。” Fitzjames写道，“Osmer刚刚从甲板上（午夜的时候）过来，现在正在用一根想象中的跳绳跳舞呢。我对他说：‘你总是那么快乐，也总是那么幽默。’他的回答是：‘先生，如果我在这里还不快乐，那我都不知道我还能去哪里。”

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But what was on the minds of the two captains, who were infinitely more experienced in the conditions that lay ahead?

但是，阅历更为丰富的两个船长此刻面对现状，心里又在想什么呢？

Knowing that once they parted from their transport ship it might be months, even years, before they could get letters home again, Sir John Franklin spent much of his time in the Whalefish Islands in copious correspondence with friends, family, business associates and naval colleagues. The longest letter was to his wife Jane. It ran to some fourteen pages, and from it we can form a pretty good idea of the things that preoccupied him as he prepared to take his men through the Northwest Passage.

John Franklin爵士知道，一旦他们离开了运输船，可能要几个月，甚至几年之后才能再收到来自家乡的信，所以他在捕鲸群岛上的大部分时间，都在给朋友、家人、商业伙伴和海军同事写信。最长的一封信是写给他的妻子Jane的。这封信长达十四页，从中我们可以很好地了解到，当他准备带领他的部下通过西北航道时，他心中所思所想。

Sir John was clearly very concerned to do the best by his wife, and although she might not have been on *Erebus* in person, her spirit was there in almost everything he did. ‘My dearest love,’ the letter starts, ‘I begin the month in your service.’ He is aware that she wants to be viewed as very much a part of the whole enterprise, and likes to be seen as everyone’s friend. ‘Fitzjames has been making a sketch of the harbour of which he intends sending you a copy. Mr Gore has made a very faithful drawing for you of our parting with the Blazer and Rattler. I feel very much gratified by the kind feeling of the officers towards you.’ ‘I’m sure there is nothing they would not do to please you,’ he assures her.

John爵士显然非常关心他的妻子，尽管她可能没有亲自登上*厄瑞玻斯号*，但她的精神几乎在他所做的每件事上都有体现。“亲爱的爱人，”信的开头是，“从本月开始我将为你服务。”他知道她希望在这整个探险事业中能被重视，也知道她喜欢交朋友。“Fitzjames正在画港口的草图，打算寄给你一份。Gore先生已经为你画了一幅非常写实的画作，描绘了我们告别开拓者号和响尾蛇号的情景。军官们都对你非常友善，这也让我感到非常欣慰。”他向她保证：“我相信他们所做的事情都会让你满意的。”

Much of the letter is taken up, not with things naval or explorational, but with the constant revisiting of his treatment in Van Diemen’s Land or, more significantly, *her* treatment in Van Diemen’s land. He had to hand a copy of the pamphlet they had written, stating their case against Montagu and Lord Stanley, and he tells her that he has canvassed the opinions of his colleagues about it. Fitzjames has read it, of course, as have Gore and Fairholme, ‘and one and all of them exclaimed what a villain that Montagu must be’. He has also shared it with Crozier, who has been similarly sympathetic: ‘we had a little conversation about the Pamphlet when alone together. He repeated that the conduct of Lord Stanley and Mr. Montagu was disgraceful. I think he intends writing a few lines to you.’ It’s hard to know how strongly Franklin himself felt about the pamphlet. His wife was the driving force behind it. At one moment he echoes her anger, and the next he seems to be humouring her.

信中的大部分内容和海军或者探险没太大关系，反而是不断地在回顾他在范迪门斯之地的遭遇，或者更重要的是——*她*在范迪门斯之地的遭遇。他一定会上报他们一起写的那份小册子，上面将陈述了他们反对Montagu和Stanley勋爵的理由。他告诉她，他已经就此事征询了同事们的意见。Fitzjames当然也已经读过了，Gore和Fairholme也读过了，“他们全都惊叹于Montagu是一个品行如此卑劣的人。”他还和Crozier分享了这本小册子，Crozier也同样深表同情：“我们单独在一起的时候，曾就这本小册子进行了一番讨论。他反复重申Stanley勋爵和Montagu先生的行为是可耻的。我想他肯定也打算给你写些东西。”我们很难知道Franklin本人对这本小册子抱有多么强烈的感情。他的妻子在背后起到了推波助澜的作用。有时他会回应她的愤怒，有时他又似乎在迁就她。

His fitness for leadership is something else that Sir John dwells on. Even at this stage, with the enterprise well under way, one gets the impression that he constantly needs to reassure himself that he’s the right man to lead the expedition. He’s acutely aware that reservations about his age and lack of recent experience were voiced before he landed the commission, and clearly these still rankle. So, too, does the existence of a more suitable candidate – someone his wife and the world admire inordinately: James Clark Ross.

他是否具备领导能力是John爵士所探讨的另一个问题。随着探险的顺利进行，即使到了现在这个阶段，人们也会留下这样的印象：他需要再三确保自己才是这次探险的最佳领导人选。他敏锐地意识到，在他担任这个职位之前，就有人对他的年龄和缺乏近期经验持有保留意见，显然这种态度至今仍让他耿耿于心。此外，也确实存在一位更合适的人选——一个他的妻子和全世界都无比钦佩的人：James Clark Ross。

His feelings about Ross are ambivalent. On the one hand, Franklin is appreciative of the fact that Ross recommended him in the first place. ‘His conduct towards me has been kind throughout as regards the Expedition,’ he writes, ‘and he has acted as a man ought to do who is convinced that I should have spurned taking the least advantage of him by proposing my own services had he the last desire to have gone.’ On the other hand, knowing that Ross had been first choice is still proving quite a bitter pill to swallow. And it’s made more unpalatable by Ross letting slip that he had turned down tempting inducements from the Admiralty and a promise to postpone the expedition for a year, if he agreed to lead it. Ross’s observation that ‘the navigation of the Arctic Sea is not near so full of danger as that of the Antarctic’ had done nothing to boost Sir John’s sense of self-worth.

他对Ross的感情是矛盾复杂的。一方面，Franklin感激Ross当初推荐他的事实。“对于这次冒险他自始至终都对我表现出了友善的态度，”他写道。“他的举止是得当的，此外如果他真的想去的话，我也不会占他便宜让他帮我这个忙。” 另一方面，因为心中明白Ross才是首选，也让他有种难以下咽的苦涩。更让人难以接受的是，Ross曾无意中透露，他拒绝了海军部的诱人条件，而即使他同意领导这次远征，也希望能把远征的时间再推迟一年。Ross认为“北冰洋的航行并不像在南极那样充满危险”，很显然这不利于John爵士提高自我价值感。

To battle his various demons, Sir John turns to what he believes to be his own strengths: ‘I think perhaps that I have the tact of keeping the officers and men happily together in a greater degree than Ross – and for this reason – he is evidently ambitious and wishes to do everything by himself – I possess not that feeling.’

为了打败内心的各种恶魔，John爵士转而讨论起他自认为的优点：“我想，相比于Ross，也许我更容易比军官和水手们打成一片——至于原因嘛——他显然是雄心勃勃，并希望事必躬亲——而我不会这么觉得。”

And that, judges Franklin, is not the only difference: ‘my officers are from a different class of society and better educated than those on any former Expedition – so says Parry – and certainly if we call to mind those officers who were with Ross – there was scarcely one with the exception of Hooker above the ordinary run of the service’. This revealing little glimpse of prejudice is so uncharacteristic of what we otherwise know of Franklin that one can only assume it was drawn out of him by some quite deeply felt need for self-justification.

Franklin判断，这也并非唯一的区别：“我的部下来自社会的不同阶级，相比于以往的探险队都受过更好的教育——Parry是这么说的——当然如果我们回想那些和Ross在一起的军官，几乎只有Hooker在平均水准之上”。这句话似乎透露出某种偏见，因为我们的见解和Franklin之间存在一定分歧，以至于我们只能认为，这是出于一种非常强烈的自我辩护的需要。

Franklin’s relationship with Francis Crozier, and Crozier’s enigmatic behaviour, is another nagging concern. He has not been blind to the constant absence of his second-in-command from his dinner table. He is, after all, an inclusive, clubbable man who regards his gettogethers as a way of binding together what nowadays would be called his team, and the fact that Crozier has only made two appearances bothers him. ‘Entre nous,’ Sir John confides to his wife, ‘I do not think he has had his former flow of spirits since we sailed, nor that he has been quite well.’ Franklin suspects that Crozier’s unrequited love for Sophy lies at the bottom of it, but he can’t find a way of talking to him about it. ‘He has never mentioned Sophy – nor made the slightest allusion to her and I sometimes question myself whether or not it would be agreeable or proper for me to speak of her to him.’

另一个令人担忧的问题是Franklin与Francis Crozier之间的关系，以及Crozier的诡异行径。对于他的副手经常不出席他的晚宴这一点，他并没有忽视。毕竟他为人包容并且善于交际，他把他的聚会看作体现他所谓的团队的凝聚力的一种方式，而实际上Crozier却只露面过两次，这让他感到困扰。“这话我只跟你说，” John爵士向他的妻子吐露道，“我认为自从我们出海以来，他就没有以前那股精气神了，身体状况也每况日下。” Franklin怀疑Crozier对Sophy的单相思是症结所在，但他想不出该怎么和Crozier谈论此事。“他从来没有提起过Sophy——也从来没有暗中指向她。我有时甚至自己怀疑，我跟他提起她，究竟合适不合适。”

Crozier’s aloofness has manifested itself in another way, too. Given how much time he spent with the Franklins in Hobart, Sir John has clearly been hoping that Crozier would send some sort of message to Lady Franklin. Yet when they were ashore collecting plant specimens, he reports Crozier telling him ‘that he had last evening been writing to you but had torn his letter up for fear you should judge from it that he was not in good spirits’. He returns to what he prefers to think of as the reason for Crozier’s coolness: ‘I have no doubt if there be any cause for lowness of spirits on his part as connected with Sophy, that he will give me by and bye an opportunity of conversing with him on this subject.’

Crozier的冷淡还表现在另一个方面。考虑到Crozier曾在霍巴特镇与Franklins夫妇相处过一段时间，John爵士显然希望Crozier能给Franklin夫人传递一些书信。然而，当他们上岸收集植物标本时，他宣称Crozier告诉他，“他昨晚一直在给你写信，但因为担心你会从信中判断出他状态不好，所以把信撕了，”然后他又回到他所偏向的那个Crozier冷淡的理由：“毋庸置疑的是，如果他情绪低落的原因真的和Sophy有关系的话，那他一定会给我个机会，让我们就这个问题探讨交流一番。”

That Crozier was not happy is unquestionable, but given the range of his grouses, I wonder whether even he could have put his finger on precisely what was wrong. He clearly resented being passed over in favour of Fitzjames as officer in charge of magnetic observations. Equally clearly, he perceived slights that weren’t there: ‘My sugar and tea have not made their appearance,’ he wrote on one occasion. ‘I cannot at all accounts say much for Fortnum and Mason’s punctuality – they directed my things to Captain Fitzjames’s *Erebus*, but by some strange accident they discovered my name sufficiently accurately to send me the Bill.’ He had not approved of Fitzjames granting shore leave to the men in Stromness, and he was critical of the way in which *Erebus* was run (‘Look at the state our commander’s ship is in,’ he wrote on one occasion; ‘everything in confusion’). Nor was he any friend of the auxiliary steam engines, which he saw as adding extra weight, with little return: ‘how I do wish the engine was again on the Dover line and the Engineer sitting on top of it; he is a dead and alive wretch full of difficulties and is now quite dissatisfied because he has not the leading stoker to assist him in doing nothing’.

毫无疑问的是，Crozier很不高兴，但考虑到他抱怨的范围，我怀疑就连他自己也不能准确地指出到底是哪里出了问题。但很明显，他对Fitzjames成为磁观测的负责人而自己却被忽略这一点很不满。同样明显的是，他感受到了一些本不存在的蔑视：“我的糖和茶不见了，”有一次他写道。“Fortnum和Mason很守时，对此我没什么可多说的——但他们居然把我的东西送到了*厄瑞玻斯号*的Fitzjames那，而且很奇怪的是，对于账单他们总能准确地认出我的名字并寄给我。”他不赞成Fitzjames准许人们在斯特罗姆内斯上岸休假，他还对*厄瑞玻斯号*的管理方式提出了批评（“看看我们指挥官的船现在是什么个样子吧。”有一次他写道：“简直是一团糟”）。他对辅助蒸汽机也不太待见，因为他认为这些蒸汽机只会徒增重量，却根本没什么用：“我真希望这个蒸汽机能再回到那个多佛线上，然后让工程师坐在上面；现在他就是一个面对重重困难半死不活的可怜虫，因为没有司炉的协助他什么都做不了。”

Crozier’s general discontent and malaise come over most clearly in one of the last letters he wrote from the Whalefish Islands. It’s addressed to his old friend and fellow explorer, James Clark Ross. Crozier and Franklin had recently heard news that although spring and the breakup of the ice had come at the right time, the last winter in the Arctic had been severe and the next one could be worse. Timing was essential. ‘All things are going on well and quietly, but we are, I fear, sadly late . . .’ he writes. ‘What I fear from being so late is that we shall have no time to look around and judge for ourselves, but blunder into the ice and make a second 1824 of it [a reference to Parry’s expedition, on which Crozier was serving as a midshipman, which took eight weeks to cross from Greenland to Lancaster Sound and remained trapped in the ice throughout the next bitter winter]. James, I wish you were here, I would then have no doubt as to our pursuing the proper course . . . I am not growling, mind. Indeed I never was less disposed to do so.’

Crozier在捕鲸群岛写的最后某封信，最能体现他的不满和忧郁。这封信是写给他的老朋友兼探险家James Clark Ross。Crozier和Franklin最近听到的消息是，虽然他们正好赶上了春天和冰层破裂的时候，但北极的上一个冬天情况不容乐观，而下一个冬天可能会更糟。时机是至关重要的。 “一切都在悄无声息地顺利进行着，但我担心的是，或许我们已经来迟了……” 他写道，“我担心的是来得太晚了，以至于我们来不及对周围进行观察和判断,而导致可能误入冰层，进而导致1824年的悲剧重演（这里是指 Parry的探险队, Crozier曾在其中担任海军军官候补生，他们历时八周从格陵兰岛穿越到兰开斯特海峡，然后在接下来的整个寒冬里被一直困在冰层中）。James，我希望你在这里，那样我就不会怀疑我们要走的道路是否正确了……请注意，我不是在咆哮。事实上，我从来没有这么想过。”

He perks up briefly at a memory of their previous voyage together. ‘Goodsir in *Erebus* is a most diligent fellow . . . he seems much in his habits like Hooker, never idle, making perfect sketches of all he collects very quickly . . . He has [the] happy knack of engaging everyone around him in the same pursuit.’ But the doubts return with a vengeance. ‘James, dear, I am sadly alone, not a soul have I in either ship that I can go and talk to . . . I know not what else I can say to you I feel that I am not in spirits for writing but in truth I am sadly lonely and when I look back to the last voyage *I can see the cause* [my italics] and therefore no prospect of having a more joyous feeling.’

一想起他们以前一起航海的情景，他的精神就短暂地振奋了起来。“*厄瑞玻斯号*上的Goodsir先生是个非常勤奋的家伙……他的生活习惯和Hooker有些像，从来都不闲着，对他收集到的东西能很快地画出完美的草图……他有一种能让周围的人都来共同追求目标的魅力。” 但内心的疑虑很快变本加厉地卷土重来。“我亲爱的James，我现在很孤单，两艘船上都没有一个可以跟我说话的人……我不知道我还能对你说什么，我觉得我连写字的精神都没有了，而实际上，我是如此的孤苦伶仃，尤其是当我回忆起过去的航行时，*我就明白为什么了*（斜体）,那是一种对前景难以抱有乐观心态的感觉。

Crozier, it seems, was missing James Clark Ross quite as much as he was missing Sophy Cracroft. Franklin must surely have suspected this.

看来，Crozier失去了James Clark Ross，比起他失去Sophy Cracroft也不差多少。Franklin肯定也曾这样怀疑过。

Amongst the senior officers, Fitzjames remained the resolute cheerleader and the one whose eyes were most firmly fixed on the Pacific Ocean. His last letter to John Barrow junior asked him to pass on his kind regards to his parents. ‘We intend to drink Sir John’s health on the day we go through Behring’s Straits,’ he promised him, whilst acknowledging that the heavy loads now carried by both ships could bring risks. ‘If we get through this season,’ he went on, ‘we shall have to land somewhere or other to discharge some cargo – for it will not be safe to go into the Pacific laden as we are.’ If there were criticisms, they were not those one might expect to have been aimed at a fifty-nine-year-old. In one letter Fitzjames confided that he felt Sir John was taking undue risks by sailing too fast: ‘The only difficulty I had was to get Sir John to shorten sail when it was wanted.’

在那些高级军官中，Fitzjames仍然是一个坚定的乐天派，他的目光坚定地望着太平洋。在他给小John Barrow的最后一封信中，请他转达了对父母的亲切问候。“我们打算在通过贝林海峡的那一天为John爵士干杯祝福，”他向他保证，同时也承认现在两艘船所载的重负可能会带来风险。“如果我们熬过了这个季节，”他接着说，“我们就得找个地方靠岸卸货——因为像我们这样满载货物地进入太平洋是不安全的。”即便存在需要批评的地方，人们也不期望就这么针对一个59岁的人提出批评。在一封信中，Fitzjames透露，他觉得John爵士航行船速太快， 这将导致承担本不应有的风险：“我所面临的唯一困难是劝说John爵士在需要的时候收帆减速。”

Towards the end of his journal for Elizabeth Coningham we get a hint of other anxieties that underlay the carefully nurtured spirit of optimism and invincibility. Fitzjames reports a conversation with Franklin in which he talks of the ‘one great difficulty’ awaiting them. And that is the time it might take them to cross Baffin Bay to the mouth of Lancaster Sound, gateway to the Northwest Passage. On Parry’s first voyage it had taken him no more than ten days, but on his second he had spent fifty-four days picking his way through the ice.

在他为Elizabeth Coningham写的日记的结尾，我们看到了一些其他的焦虑的迹象，这些焦虑隐藏在他后天养成的乐观主义和不可战胜的精神状态之下。Fitzjames记录了他与Franklin的一次谈话，在谈话中他谈到了他们将要面临的“一个巨大的难题”。那就是他们穿过巴芬湾到兰开斯特海湾所需的时间，其中兰开斯特海湾是西北航道的门户。在Parry的第一次航行中，他只用了不到十天的时间，但是在他的第二次航行中，他整整花了五十四天的时间在冰上艰难前行。

Fitzjames was not an Arctic man, but he was beginning to learn that the one great unknown was the behaviour of the ice. ‘All is conjecture,’ he concludes; ‘we may do well this year, and again, we may not.’

Fitzjames不是北极本地人，但他开始了解到，最大的变数就是冰层的行为。“一切都是猜测，”他总结道；“我们今年可能会很顺利，也可能不会。”

With the transfer complete, it was time for *Barretto Junior* to return to London, carrying last-minute letters and four crew members who were too unwell to continue. There is no record of why or what was wrong with them, apart from Crozier’s breezy dismissal that ‘two were ill and two completely useless’. *Erebus* lost one man, reducing her muster-roll to sixty-seven, and *Terror* lost an armourer, a sailmaker and one of her mates, reducing hers to sixty-two.

货物转移完成后，*小巴雷托号*带着最后的一批信件和四名因为身体不适而无法继续工作的船员回到了伦敦。除了Crozier轻描淡写地提到“两个生病了，另外两个毫无用武之地”外，并没有记录说明他们为什么或发生了什么问题。*厄瑞玻斯号*失去了一名船员，总人数减少到67人；*恐怖号*失去了一名军械库工匠、一名制帆工匠和一名船员，总人数减少到62人。

‘We are now full,’ Fitzjames wrote on 11 July, ‘having three years provisions . . . The deck is covered with coals and casks, leaving a small passage fore and aft, and we are very deep in the water.’ Indeed, there had not been room for everything. Lieutenant Griffiths, captain of the *Barretto Junior*, reported that he was bringing back ‘2 Bower Anchors, 2 Chain Cables, 1 Boat, 2 Hawsers, some casks of Rum, Beef and Pork and various stores not required’.

 “我们现在准备充分，” Fitzjames在7月11日写道，“有三年的供应……甲板上堆满了煤和木桶，使得船头和船尾之间仅留下了一条狭窄的通道，我们吃水已经很深了。”确实没有多余的空间再放下东西了。来自*小巴雷托号*的中尉Griffiths记录显示，他带回了“两根船首锚，两根锚索，一条船，两根锚链，一些朗姆酒，牛肉，猪肉和其他不需要的物品”。

On the morning of 12 July, Lieutenant Griffiths was guest of honour at a farewell meal on HMS *Erebus*. They dined on beef, specially cured for them. Two days earlier he had been asked aboard to sample some of the tinned foods and had been generally complimentary. The carrots ‘were as good as if just removed from the ground, the potatoes also were good and sweet, but certainly with little flavour of the potato’.

7月12日上午，Griffiths中尉作为贵宾参加了在*厄瑞玻斯号*上举办的告别宴会。他们吃的是专门熏制的牛肉。两天前，他被请到船上品尝了一些罐头食品，并得到了大家一致的称赞。胡萝卜“就像刚从地里挖出来的一样好吃，土豆口感也很棒、很甜，不过真没多少土豆的味道”。

Emotions must have run high as the lunch drew to a close. Though only a humble part of a great enterprise, the commander and crew of the *Barretto Junior* had played a vital role in ensuring that *Erebus* and *Terror* had come safely across the stormy waters of the North Atlantic without being overburdened. Sir John Franklin showed his appreciation in his last letter to the Admiralty, in which he commended Lieutenant Griffiths for the ‘zealous manner . . . in which [he] has performed the service entrusted to him’, and recommended him for promotion. Griffiths was equally appreciative, and recognised that he and his ship had been part of something quite out of the ordinary: ‘A set of more undaunted fellows never were got together … God speed them! And send them back by Bering’s Strait to their native England, covered with imperishable fame. No man in Britain will hail their return with more cordial enthusiasm than myself.’

当午餐接近尾声时，大家也肯定情绪高涨。虽然只是作为一项伟大事业的一个微不足道的部分，但*小巴雷托号*的指挥官和船员们在确保*厄瑞玻斯号*和*恐怖号*安然渡过北大西洋的风暴海域方面发挥了至关重要的作用，不然可能两艘船早就不堪重负了。John Franklin爵士在他给海军的最后一封信中表达了他的感激之情，他称赞Griffiths中尉“态度热情……履行了委托给他的职务”，并推荐他晋升。Griffiths也同样表示了感激，并认为到他和他的船在参与一件非同寻常的事情：“从来没有过这么一群如此英勇无畏的人聚在一起……愿上帝保佑他们!”保佑他们返回白令海峡，然后带着不朽的名声回到他们的故乡英国。在英国，我们将以最热诚的方式欢迎他们的归来。”

That same afternoon *Barretto Junior* weighed anchor and turned for home. But her name was not lost to history. By a supreme irony, she was to turn up in Hobart five years later, carrying convicts to Van Diemen’s Land, where so many of Sir John Franklin’s problems had begun.

就在当天下午，*小巴雷托号*起锚返航。但她的名字并没有被历史遗忘。极具讽刺意味的是，5年后，她又运送着犯人来到霍巴特镇，而John Franklin爵士曾在那留下了很多的问题。

At six o’clock next morning, Sunday July 1845 ,*Erebus* and *Terror* hauled up their anchors and set sail, north by north-west, for Baffin Bay and Lancaster Sound. Finally, they were on their own.

第二天早上六点，也就是1845年7月星期天，*厄瑞玻斯号*和*恐怖号*拉锚启航，沿着由北向西北的方向，向巴芬湾和兰开斯特湾驶去。最后的时刻，他们只能依靠自己了。



An Admiralty poster offering a £20,000 reward to anyone able to offer ‘efficient assistance’ to the lost Franklin expedition. The reward for information was £10,000.

一张来自英国海军部的海报，悬赏2万英镑，奖励任何能为失踪的Franklin远征队提供“有效帮助”的人。 相关情报的悬赏报酬是1万英镑。