chapter 12

# ‘SO LITTLE NOW REMAINS TO BE DONE’

一切都已准备就绪

One of the immediate, if seemingly paradoxical, consequences of the success of the Antarctic expedition was renewed interest in the Arctic. *Erebus* and *Terror* had barely docked before Captain Frederick Beechey, who had served with Sir John Franklin in the 1818 expedition to the North Pole, was using Ross’s achievement to drum up interest in another naval foray to the frozen north. Nothing came of it until the tireless Second Secretary at the Admiralty, John Barrow, became involved. He had encouraged Ross’s expedition to the south, but his heart – and his ambition – was always in the north. Now nearly eighty years old, he saw a last chance to achieve the goal to which so much of his life’s work had been directed: the conquest of the Northwest Passage. Such progress had been made over the past twenty-five years that now only 100 or so miles between east and west were still un- explored. All that remained, now, was to join the dots. This had proved easier said than done.

南极探险队的成功所带来的一个直接的后果——虽然看起来很矛盾——是重新燃起了人们对于北极的兴趣。*厄瑞玻斯号*和*恐怖号*刚停靠在码头，曾在1818年与John Franklin爵士一起参加过北极探险的Frederick Beechey船长，就利用Ross的成就来鼓动人们，进而激发海军再次进军北极的兴趣。直到精力旺盛的海军部二等秘书John Barrow参与其中，这件事才得以尘埃落定。他曾鼓励Ross向南远征，但他的心思——和他的抱负——还是一直在北方。如今他已经快八十岁了，他看到了实现他毕生为之奋斗的目标的最后一次机会：征服西北航道。在过去的二十五年里，西北航道的开发已经取得了很大的进展，现在东西方之间只有100英里左右的航道还没有探索清楚。现在，剩下的所需要做的就是把这些已探明的地方贯通起来。事实证明，这事说起来容易做起来难。

I can understand why. I went through part of the Northwest Passage in August 2017, in an ice-strengthened Russian ship called *Akademik Sergey Vavilov*. My first impression was how much greater the distances were than they appeared on the map. What looked to be an intricate, almost cosy lacework of islands and narrow channels was, in reality, an enormous area of wide seas and massive treeless plateaux. Lancaster Sound is more than 60 miles wide at its eastern end, and never less than 40 miles of water lie between the islands on either side of it. Devon Island, to the north, is the largest uninhabited island on the planet, a tundra-covered land mass the size of Iowa. To the south is Baffin Island, the fifth-largest island in the world, twice the size of Great Britain. We had all the modern apparatus of precise maps and charts, GPS location-finding, sonar soundings designed to make navigation as simple as possible, and a ship many times bigger and stronger than anything that Barrow could muster. But in practice our captain was having to adapt our route hour by hour to avoid build-ups of ice. Not a lot seemed to have changed.

对此我深表理解。2017年8月，我曾乘坐一艘冰区加强型的俄罗斯船*瓦维洛夫号*（*Akademik Sergey Vavilov*）穿过了西北航道的其中一部分。我的第一印象是这里看起来比地图上显示的要宽广得多。看似错综复杂、赏心悦目的岛屿花边和狭窄航道，实际上却是一片广阔的海域和树木稀疏的高原。兰开斯特海峡的东面至少有60英里宽，在它两边的岛屿之间的水域至少有40英里宽。北部的德文岛是地球上最大的无人居住的岛屿，那是一片苔原覆盖着的土地，岛屿面积和爱荷华州相当。南面是巴芬岛，世界第五大岛，面积是英国的两倍。我们有精确的地图和海图、GPS定位、声纳探测等现代设备，这些设备都是为了使得导航尽可能简单，还有一艘比Barrow旗下的任何船只都要大上许多倍、坚固许多倍的船。但实际上，我们的船长每小时都必须调整我们的航线，以避免冰层的堆积。似乎和以前相比没有什么变化。

With Ross’s safe return from the Antarctic showing what a wellplanned, publicly funded expedition could achieve, Secretary Barrow marshalled his formidable powers of persuasion for one final attempt to achieve his lifetime’s ambition. In December 1844 he submitted to Lord Haddington, the new First Lord of the Admiralty, ‘A Proposal for an attempt to complete the discovery of a North West Passage’. It opened with a clear statement of his case: ‘There is a feeling generally entertained in the several scientific societies, and individuals attached to scientific pursuits . . . that the discovery, or rather the completion of a discovery, of a passage from the Atlantic to the Pacific, round the Northern coast of North America, ought not to be abandoned, after so much has been done, and so little now remains to be done.’

Ross从南极的安全归来，证明了一个由政府资助的、精心准备的探险队可以取得怎样的成就。秘书Barrow借助其强大的说服力，为实现他的毕生抱负进行最后一次尝试。1844年12月，他向新任海军大臣Haddington勋爵提交了一份“关于试图完善西北航道开发的建议”。 这份建议开宗明义地陈述了他的观点：“多个科学团体以及从事科学研究人士普遍认为……这次开发，或者说是航道开发的完善，将实现一条环绕北美北部海岸经由大西洋贯通到太平洋的航道，在完成了如此多的工作，距离成功仅有几步之遥的情况下，我们不应该放弃。”

Barrow bolstered his case politically by raising the spectre of the Russians (who at that time owned Alaska) getting there first. A successful navigation of the Northwest Passage, he warned, ‘if left to be performed by some other power, England, by her neglect of it, after having opened the East and West doors, would be laughed at by all the world for having hesitated to cross the threshold’. He strengthened his case scientifically by arguing that a fresh expedition could help complete the magnetic survey of the globe – still a potent motive. To butter up the Admiralty, he drew attention to the training that an expedition like this offered to the seamen of the future, at a time when the Royal Navy had no wars in which to apprentice young officers. And to butter up the accountants, he argued that the journey could be accomplished within a year, and at one-third the cost of the recently returned Antarctic expedition. And last but not least, he pointed out that two ice-tested ships were ready and waiting in the Thames estuary. It was an impressive case, and it drew impressive support.

Barrow提出俄罗斯人（当时已占有阿拉斯加）有可能先下手为强的论调，以此来支持自己的政治主张。一旦西北航道被成功贯通航行，他警告称“如果是其他国家做到了这件事，而作为曾经打通东西方的英格兰，就会因为这一时疏忽受到来自全世界的嘲笑，嘲笑英国未能跨过这临门一脚的迟疑犹豫”。他从科学的角度进一步强调了自己的论点，一次全新的探险可以帮助完成全球磁场的调查——这仍然是一个很有说服力的动机。为了讨好海军部，他还提醒称这样一次远征为未来的海员提供培训，当时皇家海军因为没有战争，很难培养年轻军官。为了讨好会计们，他声称这次航行可以在一年之内完成，而且所需的费用只有最近返回南极考察队的三分之一。最后值得一提的是，他指出，有两艘经过冰雪考验的船已经准备就绪，正在泰晤士河口等待。这是一个令人钦佩的主张，也得到了许多强有力的支持。

Arctic heavyweights Sir John Franklin, Sir Edward Parry and Sir James Clark Ross gave full support to Barrow’s proposal. All of them, apart from Ross, recommended that steam propulsion, despite having failed on John Ross’s *Victory*, be considered an essential component for any future attempt. Colonel Sabine and the Council of the Royal Society endorsed the commercial potential of an exped ition, arguing the case for its contribution to the cause of magnetic observation and navigational improvements. The cumulative effect of such overwhelming enthusiasm persuaded the Prime Minister, Sir Robert Peel, to give the proposal his full backing. Sir John Barrow heard of his decision the day before he retired from the Admiralty. He could scarcely have wished for a better leaving present.

对北极很有话语权的人物John Franklin爵士、Edward Parry爵士和James Clark Ross爵士都全力支持Barrow的提议。除了Ross，他们都建议推行蒸汽技术，尽管这项技术在John Ross的胜利探险中没起到作用，但应该重视起来并尽可能进行尝试。Sabine上校和英国皇家学会理事会也都赞同这次探险的商业潜力，并论证了它对磁观测和航海进步的贡献。这种不断累积、势不可挡的热情，成功说服了英国首相Robert Peel爵士全力支持该提议。在John Barrow爵士从海军部退休的前一天得知了这一决定。这对他来说大概是最好的离别礼物了。

But time was tight. If the momentum of the go-ahead was to be maintained, the expedition had to be made ready within a matter of months. If they were to reach Lancaster Sound, the gateway to the Northwest Passage, before it iced over, they had to be away by early May 1845.

但是时间紧迫。如果要保持一鼓作气的势头，探险队就必须在几个月内准备妥当。如果他们要在结冰前到达兰开斯特海峡，也就是西北通道的入口，那他们必须在1845年5月初就离开。

The most pressing business was the selection of the new expedition’s leader. James – now Sir James – Clark Ross, was top of the list. He had been a key member of seven expeditions already and had proved a safe pair of hands in the Antarctic. Knowing what we now know of the state of his hands in Cape Town, it is perhaps not surprising that he turned down the offer. His promise to his new wife and her father-in-law was cited as his reason for refusing, as was his claim that he was, at forty-four, too old for this sort of thing. This seems like special pleading, given that he then threw his support behind his fiftynine-year-old friend Sir John Franklin. It seems more than likely that Ross had just had enough.

眼下最紧迫的任务是挑选出新的探险队领队。James Clark Ross——也就是现在的James爵士，在候选名单上名列榜首。他已经是七次探险的关键成员，在南极的探险证明他是一个可靠的帮手。但鉴于我们现在对他在开普敦的手的健康状况的了解，他拒绝这一提议或许并不太令人感到惊讶。他拒绝的理由是出于对新婚妻子和岳父的承诺，他声称自己已经44岁了，年纪太大所以不适合这份职位了。这似乎是一种特殊的辩解，因为他后来曾支持他五十九岁的朋友John Franklin爵士。所以更有可能是因为Ross已经厌倦了。

Franklin’s candidacy had another strong advocate, too. Lady Jane Franklin, now back in Britain, was lobbying hard on behalf of her husband, after he had been summarily dismissed from his governorship of Van Diemen’s Land by Lord Stanley, then Minister for the Colonies; and she proceeded to use her friendship with James Ross, which she had so assiduously cultivated in Tasmania, to call in a few favours. She spoke candidly about her husband: ‘what weighs most upon my mind,’ she wrote to Ross, ‘is that at the present crisis of our affairs and after being treated so unworthily by the Col Office, I think he will be deeply sensitive if his own department should neglect him . . . I dread exceedingly the effect on his mind of being without honourable and immediate employment.’

还有一个人非常支持Franklin作为候选。在Jane Franklin夫人现在回到了英国，由于之前他的丈夫被当时的殖民部长Stanley勋爵解除了范迪门斯领地总督的职务，所以她开始努力为她的丈夫游说；她还利用她在塔斯马尼亚与James Ross刻苦培养的友谊，以呼吁大家的帮助。谈及她的丈夫时她直言不讳:“最让我担心的是，”她写信给Ross，“在受到殖民地办公室如此无法接受的对待后的这么一段紧急时期，我认为如果他自己的部门不重视他，这将使得他变得非常敏感……我非常担心如果不能快点得到一份体面的工作，他的内心会受到怎样的煎熬。”

It’s not clear whether this entreaty came before or after Ross wrote to Sir Francis Beaufort, the Hydrographer of the Navy, commending Franklin for ‘being so pre-eminently qualified for the command of such an expedition’, but her pleadings clearly had the desired effect. Not that everyone was convinced. Lord Haddington at the Admiralty, for example, interviewed Franklin and expressed some concern that, at sixty, he might be too old for such an arduous task. Franklin replied, indignantly, that he was not sixty. He was only fifty-nine. For his part, Sir John Barrow had a clearly expressed preference for a rising star, thirty-two-year-old Commander James Fitzjames. But in the end it may well have been Sir Edward Parry who had the last word. He told Haddington that, in his opinion, Franklin was ‘a fitter man to go than any I know’, adding, ‘and if you don’t let him go, he will die of disappointment’.

Ross曾写信给海军的水道学家Francis Beaufort爵士，并在信中称赞Franklin “非常适合指挥这样的远征”，虽然不清楚Franklin夫人的恳求是在这封信之前还是之后，但很显然她的恳求达到了预期的效果。但并不是所有人都认可这一点。例如，海军部的Haddington勋爵会见了Franklin，并表达了他的一些担忧，他已经60岁了，可能年纪太大了，无法胜任如此艰巨的任务。Franklin气愤地回答说，他还不到六十岁。他只有五十九岁。至于John Barrow爵士则明确表示更偏爱另一位冉冉升起的新星——三十二岁的指挥官James Fitzjames。但最后很可能是Edward Parry爵士说了算。他告诉Haddington，在他看来，Franklin是“我所知道的最佳人选”，并补充道，“如果你不让他去，他至死都会很失望的。”

So despite the suspicion that he was chosen out of pity, Sir John Franklin was confirmed as leader of the latest Northwest Passage expedition, with James Fitzjames as his second-in-command on *Erebus*. The post of captain of HMS *Terror* andoverall second-in-command was initially offered to a Captain John Lort Stokes, who had captained the *Beagle* on her third Pacific journey, but when he turned it down, the inevitable choice was Francis Crozier. Crozier had in fact been offered the leadership of the entire expedition by Lord Haddington, and had agonised over his decision whilst he was on his emotional recuperation tour of Europe. Interestingly, James Clark Ross hadn’t supported Haddington: it’s as if he knew the fragile state Crozier was in and was trying to protect him from taking on too much. What we know of Crozier’s mood seems to support this. Writing from Florence late in 1844, he explained to Ross his decision to turn down the leadership role: ‘I sincerely feel I am not equal to the hardship. I am, in truth, still of opinion as to my own unfitness to lead. You, on that subject as well as all others, know my whole mind.’ Only a few months later Crozier felt sufficiently recovered to accept the role of second-in-command, and he was duly confirmed in his new post on 3 March 1845.

因此，尽管有人怀疑John Franklin爵士是出于怜悯才被选中的，但他还是被确认为西北航道探险的领队，James Fitzjames则是他在*厄瑞玻斯号*上的副手。*恐怖号*船长兼副指挥最初由John Lort Stokes船长担任，他曾在*比格尔号*进行第三次太平洋之旅时担任船长，但他拒绝了邀请，这样Francis Crozier就成为了不二之选。事实上，Crozier曾受到Haddington勋爵的邀请，担任整个远征队的队长。但他当时正在欧洲的疗养之旅中苦恼于自己曾经的决定。有趣的是，James Clark Ross并不支持Haddington：就好像他知道Crozier正处于脆弱状态，并试图保护他不让他承担太多。基于我们对于Crozier心境的了解，也似乎印证了这一点。1844年晚些时候，他在佛罗伦萨写信给Ross，向他解释了自己拒绝担任领队的决定：“我真诚地感到自己无法胜任这份职位。事实上，我一直认为自己不适合作为领袖。而你，是一如既往的，如此地了解我的想法。”仅仅几个月后，Crozier觉得自己已经完全恢复了元气，能够胜任副指挥的职位，于是他于1845年3月3日正式就任。

By comparison with the Antarctic voyage, the genesis of this latest expedition was full of doubts and compromises: about age, about mental and physical fitness and, in some cases, about the wisdom of such an expedition at all. Dr Richard King, an argumentative, opinionated character who had been on several overland Arctic expeditions, was adamant that the extent and thickness of the ice would doom to failure any maritime traverse of the Northwest Passage. He wrote to John Barrow warning him, quite graphically, that he was sending Franklin to the Arctic ‘to form the nucleus of an iceberg’.

与南极之旅相比，这次的远征在一开始就充满了各种疑虑和妥协：关于年龄的，关于心智和身体健康的，还有在某些情况下，关于这次的远征是否明智。Richard King医生是位善于争辩、固执己见的人，他曾多次参加北极地区的陆上探险，他坚信，冰层的范围和厚度注定了任何海上穿越西北航道的失败。他写信给John Barrow，非常形象地警告他，他这是在派Franklin前往北极“形成冰山的核心”。

But there was no time for a debate. The ships were being prepared, and officers and men were falling over themselves to be taken on. Even Crozier caught the mood, assuring Ross that ‘I feel quite satisfied in my own mind that I was right in volunteering to go second to Sir John, and also in not volunteering as leader, come of it what may.’ His happier state of mind might well have been influenced by the fact that whilst the preparations were going on at Woolwich Dockyard, Crozier stayed with James and Anne Ross at their house in nearby Blackheath.

但是来不及再进行辩论了。船只已经准备就绪，军官和士兵也都争先恐后地等着上船。就连Crozier也受到这种情绪感染，他向Ross保证说：“我自己觉得很满意，我也是自愿去担任John爵士的副手，而且不管发生什么情况，我也不愿意当领队。”在伍尔维奇船坞准备工作的过程中，Crozier与James以及Anne Ross住在布莱克希思附近的房子里，这可能有些影响Crozier的愉快心情。

One issue that was never in contention was the choice of vessels for the expedition. After their Antarctic success, *Erebus* and *Terror* had earned a formidable reputation as the toughest, most dependable iceresistant ships in the British Navy. On 5 February orders were issued for *Erebus* to be brought out of temporary retirement at Sheerness and towed upriver to Woolwich Royal Dockyard, where master shipwright Oliver Lang was put in charge of refitting her, and her sister ship *Terror*, for Arctic duty.

从来没有引起争论过的一个问题是选择远征的船只。在南极取得成功后，*厄瑞玻斯号*和*恐怖号*赢得了英国海军中最坚韧、最可靠的抗冰船的美誉。2月5日，政府下达了命令，要把临时退休停在希尔内斯的*厄瑞玻斯号*拖到上游的伍尔维奇皇家船坞，在那里将由造船大师Oliver Lang负责改装她和她的姊妹船*恐怖号*，以执行北极任务。

The London riverside has changed dramatically even in my lifetime. Into the 1940s the Port of London was the busiest in the world, extending along 11 miles of river bank; 60,000 ships were loaded and unloaded every year. Nowadays trade doesn’t reach this far upriver. Britain’s imports and exports come and go from Felixstowe and Tilbury and the London Gateway. Sentiment for the old days nevertheless lingers on, and this part of London is still dominated by the legacy of years gone by. Though there are no working docks any more, the modern railway that takes me to Woolwich is called the Docklands Light Railway. Its driverless trains pass through stations with names like Pontoon Dock, Canary Wharf and Heron Quays. From the train I can see the vast bulk of the Tate & Lyle sugar refinery, once the hub of a huge import business. Now the steam from its chimneys blows past a sign hanging from the walls: ‘Save Our Sugar!’ Then the railway line plunges under the Thames and I get off at the first station on the south side, Woolwich Arsenal. An eye-tighteningly icy wind sears off the river as I take my map out and make my way across General Gordon Square towards the old Arsenal buildings. Most of them have been pulled down and are being rebuilt as luxury apartments. A less luxurious development of seven tower blocks runs east alongside the river. They’re accessed via a street called Erebus Drive, so I guess this must be where the wharves and workshops stood, and where the ship was prepared for her last voyage. The river looks cold and choppy and colourless.

即使是在我所处的这个年代，伦敦河畔也在经历巨大的变化。在20世纪40年代，伦敦港是世界上最繁忙的港口，沿着河畔绵延11英里；每年装卸6万艘船。而现在，贸易已经到不了那么远的上游了。现在英国的进出口主要依靠费力克斯托港、蒂尔伯里港和伦敦门户港。尽管如此，人们对旧日的情怀依然挥之不去，伦敦的这一地区仍然被过去岁月的痕迹所主导。虽然现在已经没有了工作的码头，但还是存在一种叫做码头区轻轨（Docklands Light Railway，简称DLR）的现代铁路，并把我带到了伍尔维奇。这种无人驾驶火车会经过驳船坞、金丝雀码头和喜朗船坞等车站。从火车上我可以看到体量巨大的泰莱制糖厂，那曾一度是重要的大型进口业务。而如今，只有烟囱里的蒸汽吹过墙上挂着的一块标语：“拯救我们的糖！” 然后铁路猛地下沉从泰晤士河底部穿行，我在南部的第一站伍利奇兵工厂站下车。刺骨的寒风在河上呼啸而过，我拿出地图，穿过戈登将军广场，走向老兵工厂所在的建筑群。那里的大部分建筑都已被拆除，正在准备重建为豪华公寓。而一个相对差一点的开发项目是由七栋塔楼组成的，沿着河向东延伸。这片塔楼附近正好有一条名叫厄瑞玻斯大道（Erebus Drive）的街经过，所以我猜这里一定是码头和工厂所在的地方，也是那艘船准备最后一次航行的地方。这条河看起来有些冷清，波浪起伏不定，颜色黯淡不明。

At the entrance to the building site for the new residential development two of the original Arsenal buildings survive. One is now a pub called the Dial Arch. Its original purpose is evident from two mighty columns on either side of a sundial, topped with stacks of cannonballs. Adjacent to it is a low-roofed, characterful red-brick building with a lead-capped tower at one corner and a cannon on the grass outside. This is the Royal Brass Foundry, now an outstation of the National Maritime Museum, and here, if my information is right, are stored the only copies of the plans to convert *Erebus* from bomb ship to ice explorer.

在新住宅开发项目的建筑工地入口处，有两座原兵工厂的建筑幸存了下来。其中一座改为了一家名叫弧形表盘（Dial Arch）的酒吧。从日晷两侧的两根顶着一堆炮弹的威猛柱子，可以明显看出它最初的用途。与它相邻的是一座极具特色的低矮红砖建筑，有一座铅顶塔坐落在墙角，外面的草地上放着一尊大炮。这里曾是皇家黄铜铸造厂，现在是国家海事博物馆的一个分部，如果我的资料没错的话，这里保存着唯一一份的把*厄瑞玻斯号*从炸弹船改装成极地探索者的方案副本。

I ring a doorbell and am admitted to what is the most reassuring office environment I’ve seen in a long time. In a world where so many people sit in headsetted ranks at empty desks and full screens, the occupants of the Royal Brass Foundry potter about in a warm, friendly clutter, surrounded by kettles and jars of coffee on stained trays, boxfiles piled on copiers and pictures Sellotaped to the wall. Behind this laid-back ambience is an extraordinary archive of more than one million ships’ plans and a huge photographic collection, which is currently being digitised. A number of plans of both *Erebus* and *Terror* have been ordered up for me, and they are captivating.

我按响了门铃，进入了我最近见过的最让人安心的办公环境。在这个世界上，有太多人戴着耳机坐在满是屏幕的桌子面前，而皇家黄铜铸造厂的居住者则处在一种温馨、友好和略显杂乱的环境下慢条斯理地做事，彩色的托盘里摆满了各种水壶和咖啡罐，文件盒堆放在打印机上，而墙上用透明胶带贴满了各种图画。在这种悠闲的氛围背后，是一个非同一般的档案馆，里面有超过100万艘船只的图纸和海量的照片收藏，这些照片目前正在数字化处理。他们已经为我制定了一系列关于*厄瑞玻斯号*和*恐怖号*的图纸，这些图纸散发着迷人的魅力。

They are elegantly inscribed as the work of ‘Mr. Oliver Lang, Woolwich Yard, March 17th 1845’ (only two months before the expedition left), and I’m drawn in by the fine line of the detail, precisely inkdrawn on cartridge paper and still clearly legible, 170 years on.

上面优美地题写着，这是“Oliver Lang先生，伍尔维奇庭院，1845年3月17日（离探险队出发仅两个月）”的成果，我被精细的细节线条所吸引，这些线条使用墨汁精确地绘制在画纸上，直到170年后仍然清晰可读。

I find out a lot about *Erebus*’s exterior and interior. Shipbuilders have a language all their own. By the end of the morning I’ve learned about orlops, knees, rabbets, riders, pintles, gudgeons and scuttles.

我发现了很多关于*厄瑞玻斯号*的外部和内部的情况。造船工人有着独属于他们自己的语言。直到上午快结束的时候，我才大概明白哪里是下甲板、肘板、槽口、扶手、枢轴、舵栓、舷窗。

I know I won’t remember them all, and I can imagine that’s the way those who drew up these plans would like it to be. However much I want to know about *Erebus*, I’ll always be a landlubber. But this visit has brought me much closer to her. I’ve a better sense of her frame and how it was toughened, and how everything inside her was so carefully thought out. Here at the Brass Foundry I can see how a strong ship was made even stronger. I can see for myself why she was able to achieve so much. On these stiff sheets of cartridge paper is the formula for her survival.

我知道我不会把这些细节都记住，我可以想象，那些起草这些图纸的人也希望这样。不管我有多想了解*厄瑞玻斯号*，对于这艘船我永远都是一个陌生人。但这次的拜访让我和她更亲近了一些。我对她的身体结构有了更好的了解，也知道了她是如何变得那么坚韧，她内部的一切设计都是经过深思熟虑的。在黄铜铸造厂，我可以看到一艘坚固的船是如何被改造得更强大的。我自身也就更能明白为什么她能取得如此大的成就。在这一页页生硬的画纸上，记录着的是她生存的公式

Much of the work Lang and his men did was superficial, adding strength to the hull and decks, waterproofing bulwarks and augmenting the iron reinforcement in the bow. Internally, not a lot was changed from what had worked so well in the Antarctic. The Fraser patent cooking and water-production system was retained in the galley. It was designed to use the steam produced during cooking to distil water from snow and ice.

Lang和他的船员们所做的大部分工作都是针对表层的，比如增加船体和甲板的强度，提高舷墙的防水性，用铁加固船头。而从内部来看，相比于之前在南极成功航行时的构造，没有太大改变。厨房里保留了Fraser出品的烹饪和水生产系统。这个系统主要借助烹饪过程中产生的蒸汽来蒸馏出冰雪中的水。

Heating was provided by Mr Sylvester’s system, an early form of central heating, which took warm air from a brick furnace through ‘a square iron tube, above a foot in diameter, running all round the sides, and distributing a comfortable warmth to every berth in the ship’, as it was described by the makers in 1839. This had already proved its worth and came with an enthusiastic personal endorsement from a Captain James Ross of London. ‘The admirable performance of this most invaluable invention of Mr Sylvester cannot be mentioned in adequate terms of praise.’

供暖则主要依靠Sylvester先生发明的系统，这是一种早期的中央供暖方式，它从砖炉中抽取加热后的空气，并通过“一个直径超过一英尺、环绕船舷的正方形铁管，将舒适的暖气传导到船上的每处铺位”，以上来自制造商在1839年的描述。它的价值已经被证明，并得到了来自伦敦的James Ross船长个人的热情支持。“Sylvester先生这一发明非常宝贵，实际表现也十分令人钦佩，我对他的赞美之情简直无以言表。”

The most drastic alteration to the two vessels was the controversial installation of a steam-driven screw-propeller system, one of the first ever applied to wood-hulled warships. Sir Edward Parry, who had been given overall charge of the preparations, justified it in a letter to the Admiralty in January 1845: ‘I conceive that an advantage . . . may now be gained from the adoption of a small steam-power (equal to the production of a speed of 3 or 4 knots) in each of the ships employed on this service,’ he wrote, before going on to suggest ‘perhaps a pair of small locomotive engines of 50 horsepower, with a moveable screw propeller, all of which might be placed in a very small space and completely secured from injury by the ice; and no fuel to be used except for pushing through the narrow and ever- varying channels between the masses of ice, where there is no means of doing so’.

这两艘船最重大的改动是安装了一个较有争议的蒸汽驱动螺旋系统，这是有史以来最早应用在木壳战舰上的系统之一。1845年1月，被任命全权负责准备工作的Edward Parry爵士，在写给海军部的一封信中佐证了这一观点：“我认为这是一种优势……这条航线上的每艘船都采用了一种小型蒸汽动力（相当于3节或4节的速度），”他在信中写道，并继续建议“也许可以采用一对50马力的小型机车发动机，再配上一个可移动的螺旋桨，这些发动机可以安置在一个很小的空间里，而且完全不用担心被冰层破坏；这样除了通过巨大冰层之间狭窄而多变的通道时之外，燃料都不会被消耗，而真到那时也没有其他的选择。”

This was the brief to which Oliver Lang and his team had to work. And they had just three months to get it right. With no time to build new equipment, Parry suggested that they use second-hand locomotive engines – lighter and much smaller than the marine steam engines of the time. The firm of Maudslay, Sons and Field, which was in charge of the work, procured two locomotives, though there are different opinions as to where they might have got them from. In a letter to Ross, Crozier names the Dover Line. The *Illustrated London News* at the time credited them to the Greenwich Railway. Respected Franklin scholars Peter Carney and William Battersby have plumped for the London and Croydon Railway. Their well-argued conclusion is that the two locomotives that gave up their engines in the cause of Arctic exploration were No. 2 ‘Croydon’ and No. 6 ‘Archimedes’.

这就是Oliver Lang和他的团队要做的工作的简单介绍。而他们只有三个月的时间来完成这一切。由于没有时间制造新设备，Parry建议他们使用二手火车发动机——比当时的船用蒸汽机更轻、更小。负责这项工作的莫德斯莱（Maudslay）公司、桑斯（Sons）公司和费尔德（Field）公司购置了两辆火车头，但是对于火车头的来历大家众说纷纭。在一封写给Ross的信中，Crozier提到了多佛线。而当时的*伦敦新闻画报（Illustrated London News）*把它们归于格林威治铁路。而受人尊敬的富兰克林学者Peter Carney和William Battersby则更倾向于伦敦和克罗伊登铁路。他们论证充分的表示，为了北极探险而放弃发动机的两辆火车头分别是2号“克罗伊登”和6号“阿基米德”。

Whatever their source, the two engines arrived in Woolwich on 18 April and were taken to the quayside where the ships were moored. James Fitzjames noted the arrival of one of them from the window of his lodgings: ‘The engine is down alongside drawn by 10 coal-black horses and weighs 15 tons.’

无论来源如何，这两台发动机于4月18日抵达伍尔维奇，并被带到船只停泊的码头。James Fitzjames从他房间的窗户看到了其中一台的到来：“发动机被10匹乌黑的马拖了过来，放在一旁，重达15吨。”

The engines were then lowered into the hold of each ship, into a double-height compartment just aft of the mainmast, and connected by a 32-foot-long shaft with a 7-foot-high gun-metal propeller. Lang had redesigned the sterns of the ships to allow space for the propeller to be retracted when not in use. The *Illustrated London News* reported their Lordships at the Admiralty being particularly impressed by this ingenious solution to fitting a steam-drive propeller to sailing ships, ‘the objection and difficulty of shipping and unshipping it on the outside being completely obviated’.

发动机随后被下放到每艘船的船舱里，也就是主桅后面的一个双层高隔间内，并通过一根32英尺长的轴和一个7英尺高的炮铜螺旋桨连接起来。Lang对船尾进行了重新设计，以便螺旋桨在不使用的时候可以收起。据*伦敦新闻画报*报道，海军部的贵族们对这种在帆船上安装蒸汽驱动螺旋桨的巧妙解决方案印象特别深刻，“完全避免了在外面运输和拆卸螺旋桨时的缺陷和困难”。

Among those less excited about the installation of steam engines was Sir James Clark Ross, united for once with his uncle, Sir John. They took the view that the engines were heavy to carry and as yet unproven. Concerns were also expressed that the installation of the propeller lifting gear might weaken the sternposts and the security of the rudder. Then there was the question of the extra weight of coal required to drive the engines. This was partly solved by the creation of a lighter ‘patent fuel’, consisting of bricks made from compressed coal dust and coal tar.

而对于安装蒸汽机不太激动的人，还有James Clark Ross爵士，他和他的叔叔John爵士第一次联合在一起。他们认为这些发动机携带起来很重，而且还没有经过验证。他们还表示，螺旋桨升降装置的安装可能会削弱艉柱和船舵的安全性。还有一个问题是驱动发动机需要承担额外重量的煤。这个问题通过一种更轻便“专利燃料”的发明得到了部分解决，这种燃料主要是一些由压缩煤粉和煤焦油制成的砖块。

Whatever the doubts, the chunky bomb vessel that had slid down the slipway at Pembroke nearly twenty years earlier was now one of the best-equipped ships in the Navy. *Erebus* and *Terror* were at the cutting edge of maritime technology, with a 25-horsepower capacity to help them through the ice. Not exactly a game-changer, though. A modern ice-breaker has a capacity of 40,000.

不管有什么疑问，近20年前从彭布罗克船台上滑下来的那艘笨重的炸弹船，如今已是海军中装备最精良的战舰之一。*厄瑞玻斯号*和*恐怖号*坐拥最先进的海事技术，其25马力的动力可以帮助它们穿越冰层。不过，这也并不是什么颠覆性的技术。一艘现代化的破冰船的马力能达到40,000。

As work on the ships began, the selection of their officers and crew was also under way. Commander James Fitzjames, rather than Sir John Franklin himself, was charged with staffing, despite the fact that he had no Arctic experience. What he did have was the wholehearted support of Sir John Barrow, who had, of course, proposed him as leader of the expedition.

随着船上工作的开始，军官和船员的选拔也在进行中。尽管中校James Fitzjames没有探索北极的经验，但还是由他而不是John Franklin本人，负责人员的配备。他得到了John Barrow爵士的全力支持，当然，爵士之前就曾推荐他担任探险队的领队。

Sir John may have had a personal interest in doing so: there is evidence to suggest that Fitzjames had helped Barrow’s son, George, out of some embarrassment whilst stationed out in the East: ‘A matter of honour or maybe even a homosexual incident,’ suggests Fitzjames’s biographer William Battersby, who calls him ‘The Mystery Man of the Franklin Expedition’. It’s not even clear who Fitzjames’s parents were. Battersby suggests that he was the illegitimate child of the diplomat and womaniser Sir James Gambier, who served as British Consul-General in Rio. Fitzjames joined the Navy in 1825, around the age of thirteen, serving on an expedition to survey the River Euphrates early in his career, and then as a gunnery lieutenant in the China War, less opaquely known as the First Opium War.

John爵士这么做也有可能是出于个人利益考虑：有证据表明Fitzjames曾帮助过Barrow的儿子George，George似乎在驻扎东部时，遭遇了一些令人尴尬的事情：“有关于个人名誉，有可能是同性恋事件，”这是来自Fitzjames的传记作家William Battersby的一些见解，有人称他为“Franklin探险队中的神秘人”。我们甚至不清楚Fitzjames的父母是谁。Battersby认为他是外交官兼花花公子James Gambier爵士的私生子，后者曾任英国驻里约热内卢总领事。1825年，13岁左右的Fitzjames就加入了海军，在他职业生涯的早期服役于幼发拉底河考察队，后来作为一名炮兵中尉参加了中国战争（即第一次鸦片战争）。

By all accounts, Fitzjames was popular, good company, a legendarily good mimic, a man who could be all things to all men. He was an entertainer, with a sharp eye and a way with words. When he was serving on HMS *Cornwallis* during the First Opium War he put his impressions of Shanghai into verse:

从各方面来看，Fitzjames都是个受大家欢迎的好伙伴，他极为擅长模仿，为人处世八面玲珑。他还擅长表演，目光敏锐，善于言辞。在第一次鸦片战争期间，当他在*康沃利斯号*上服役时，他把自己对上海的印象写成了诗：

*To the south of the town, where Chinese take their tea And with grottoes and bridges, most curious to see.*

*Of a labyrinth form; in fact such a scene*

*As appears on our* *English* *blue plates (when they’re clean).*

*小镇，南方，中国人在品茶，*

*石窟，桥梁，好奇的心难耐。*

*难解的存在；不过是惊鸿一眼*

*彷佛英国瓷盘，跃然浮现眼前(当它们是干净的)。*

He was brave, too. In 1835 he dived into the Mersey to save a man from drowning. A grateful City and Corporation of Liverpool awarded him the Fitzjames Cup.

他也很勇敢。1835年，他曾跳入默西河，救下了一名溺水者。利物浦市政局为了表示对他的感激，授予了他一个奖杯。

As the expedition’s departure day drew closer, Fitzjames moved to Woolwich and took rooms at 14 Francis Street. Colonel Sabine, the chief scientific advisor to the expedition, was nearby, at the Woolwich Academy, where he set up a facility to train the newly appointed officers in the use of instruments for magnetic observation. Meanwhile Fitzjames moved fast to fill the various positions. On 4 March, Charles Osmer, aged forty-six (one of the oldest members of the expedition, but recently married and with a one-year-old child), was appointed as paymaster and purser on HMS *Erebus*. He had previous Arctic experience with Beechey in the Bering Strait. Charles Frederick Des Voeux, who had sailed with Fitzjames before, was chosen as First Mate on *Erebus*, and Henry Le Vesconte, who had been second-in-command to Fitzjames on a ship called *Clio*, was appointed lieutenant. Dr Stephen Stanley, who had sailed with Fitzjames on the *Cornwallis*, became chief surgeon, with Dr Harry Goodsir as his junior. Like Joseph Hooker in the Antarctic, Goodsir was a keen naturalist as well as a surgeon.

随着远征的临近，Fitzjames搬到了伍尔维奇并住在了弗朗西斯街14号。这次探险的首席科学顾问Sabine上校就在附近的伍尔维奇学院，他在那里建立了一套设施，以培训新任命的军官使用磁观测仪器。与此同时，Fitzjames迅速行动起来，填补各个职位的空缺。3月4日，46岁的Charles Osmer（他是探险队中年龄最大的一位成员，并且最近刚结婚，还有一个一岁的孩子）被任命为*厄瑞玻斯号*的出纳员和事务长。他之前曾在白令海峡与Beechey一起进行北极探险。曾与Fitzjames一同出航的Charles Frederick Des Voeux被选为*厄瑞玻斯号*的大副，曾在*克利俄号*上任Fitzjames副手的Henry Le Vesconte被任命为中尉。Stephen Stanley医生曾与Fitzjames一起在*康沃利斯号*上航行，被任命为首席外科医生，他的助手是Harry Goodsir医生。就像在南极之旅中的Joseph Hooker一样，Goodsir也是一位热衷博物学的外科医生。

Among others recruited in that breathless month of March were two whom Fitzjames knew well. James Fairholme, who had been with him on the Euphrates expedition, was chosen to be one of the three lieutenants on *Erebus*, and Edward Couch, who had served with him in the China War, was recruited as a mate. Fitzjames has been criticised for choosing old friends over old Arctic hands, but there was some logic in this. If you were going to spend many months, and possibly years, in close proximity, then it was as well to be surrounded by people you got on with. Not that those with polar experience were ignored. Apart from the captain himself and Charles Osmer, there was Second Master Henry Collins, who had served on whaling ships, and Lieutenant Graham Gore, who had sailed on George Back’s Northwest Passage expedition.

在这个令人窒息的三月招募人员中，还有两个人Fitzjames很熟悉。曾和他一起在幼发拉底河考察队的James Fairholme，他被选为*厄瑞玻斯号*的三名中尉之一，曾和他一起参加过中国战争的Edward Couch被选为助手。对于Fitzjames选择老相识而不是对北极经验丰富的老手这一点，受到了很多人的批评，但这其中也是有一定道理。如果你需要和一群人低头不见抬头见地相处几个月，甚至几年的时间，那选择一些你能相处得来的人也是不错的。并不是说那些有极地经历的人都被忽视了。除了船长本人和Charles Osmer,，还有曾在捕鲸船上服役过的二副Henry Collins，以及曾参与George Back的西北航道探险的Graham Gore中尉。

The six years between the Ross expedition and the Franklin expedition had seen the invention of a photographic process, called – after its inventor Louis Daguerre – the daguerreotype. In 1839, around the same time the Ross expedition was setting out for Antarctica, the first full-face photograph of a human being was taken by Robert Cornelius in Philadelphia. By the time the expedition returned, in 1843, photography was part of everyday life.

在Ross探险队和Franklin探险队之间的这六年时间里，有一种照相工艺被发明了出来，它的发明者Louis Daguerre将其命名为银版照相法。1839年，大约在Ross探险队出发前往南极洲的同一时间，位于费城的Robert Cornelius拍摄了第一张人类的正面照片。而到1843年探险队返回时，摄影已经成为日常生活的一部分。

Lady Franklin, always alert to the latest scientific advances, secured the services of a photographer, William Beard, to make three-quarter length daguerreotype portraits of the leading officers on HMS *Erebus*, and these were later published in the *Illustrated London News* for September 1851. The collection is invaluable in being the first such portrait gallery of its kind, but it is also infinitely poignant, as it introduces us to a group of largely young men full of confidence and expectation. It offers us a chance to put faces to names – the names of those who were never to come back.

Franklin夫人总是对最新的科学进展十分敏锐，她请摄影师William Beard为*厄瑞玻斯号*上的主要军官拍摄了一些3：4尺寸的银版照片，这些照片后来刊登在1851年9月份的*伦敦新闻画报*上。这本画集是非常宝贵的，因为它是世界上第一本肖像画集，但它也给我们带来了无限的悲痛，因为它向我们展现了一群充满信心和期待的年轻人。它让我们有机会将名字和真人对应起来——但那些名字代表了一群永远不会回来的人。

Franklin doesn’t come out of it well. Despite the impressive cocked hat and medals, his jacket looks uncomfortably tight, his face jowly and pasty. According to Lady Franklin, he’d been plagued by influenza since coming back to Britain. He had also been preoccupied since his return with trying to put his side of the story of what had gone wrong in Van Diemen’s Land and, urged on by his wife, was cooperating on a pamphlet of self-justification, the composition of which weighed heavily on his mind. In addition, he was on a rigorous schedule of personal appearances. Unlike the Antarctic expedition, this was a very public enterprise, and Sir John had to be available to greet a stream of prominent visitors to the dockyard and attend a host of official functions. On 20 March, with less than two months to go before departure, the Royal Artillery, anxious to assert its part in the magnetic work of the expedition, hosted more than a hundred officers and scientists at the Woolwich Officers’ Mess, with Franklin as guest of honour. A month later he was alongside the First Lord, raising money for a sailors’ church in Bishopsgate, and later that same day he dined at the Royal Geological Society. The camera, in this case, didn’t lie. Here was a man with the weight of the world on his shoulders.

Franklin的表现并不尽如人意。尽管他戴着的三角帽和勋章令人印象深刻，但他的夹克看起来紧绷得很不自在，面容也十分消瘦苍白。据Franklin夫人说，他回到英国后就一直饱受流感的折磨。回来后，他还一直专心致志地想把他对于范迪门斯之地变故的观点写下来。在妻子的敦促下，他正在配合着写一本进行自我辩护的小册子，这本小册子的内容让他一直心事重重。此外，他还在严格时间表安排下，进行各种个人的露面活动。与南极探险不同的是，这是一项非常公开的事业，John爵士必须在船坞迎接络绎不绝的知名访客，并出席一系列的官方活动。3月20日，离出发还有不到两个月的时间，皇家炮兵队急于在这次极具影响力的远征中展现自己的作用，在伍尔维奇军官餐厅招待了100多名军官和科学家，其中Franklin担任主宾。一个月后，他和第一勋爵一起在主教门为一个水手教堂筹集资金。同一天晚些时候，他在皇家地质学会用餐。在这种情况下，照相机不会撒谎。这个人肩上担负着世界级的重任。

By contrast, thirty-two-year-old Fitzjames – bare-headed and curly-haired, his long side-whiskers mirrored by long epaulettes – looks comfortably unrestricted, his jacket open to reveal a smart waistcoat, telescope in the crook of his left arm. It’s no surprise to learn that Fitzjames, amused, and amusing, composed short pen- portraits of his fellow officers, which help bring their formally posed photos to life.

相比之下，32岁的Fitzjames——留着卷发，没戴帽子，茂盛的络腮胡映衬着长肩章——看上去无拘无束，敞开的夹克，露出了里面精致的背心，左臂还夹着一个望远镜。Fitzjames给他的同僚进行一些很有趣的肖像描写，而且这些描述都很惟妙惟肖，也让每个人都显得更加鲜活，这很像Fitzjames的作风。

Twenty-nine-year-old Henry Thomas Dundas Le Vesconte, holding *Erebus*’s Signal Book in his left hand, is the only one photographed with a recognisable part of the ship in the background. It’s a valuable image, this one, as we can see over his right shoulder the double wheel with which the ship was steered. It is, unbelievably, the only photograph of the *Erebus* in existence. Fitzjames noted that Le Vesconte was ‘shy and reserved’ and had bow-legs.

29岁的Henry Thomas Dundas Le Vesconte左手握着*厄瑞玻斯号*的信号书，这是唯一一张能辨认出背景中包含船的照片。这张照片价值不菲，因为我们可以看到在他的右肩上有两个用来掌舵的轮子。更令人难以置信的是，这是现存的唯一一张出现*厄瑞玻斯号*的照片。据Fitzjames所描述，Le Vesconte 非常的“害羞、保守”，并且还有弓形腿。

James Reid, the ice-master from Aberdeen, looks out, eyeglass raised as if already searching for distant obstacles. ‘Rough, intelligent, unpolished with a broad north-country accent,’ Fitzjames thought.

来自阿伯丁的James Reid对极地非常熟悉，他向外望着，还举着眼镜，彷佛是在寻找远处的障碍物。“粗俗、聪明、不修边幅，带有浓重的北方口音，” Fitzjames如此认为。

Lieutenant Des Voeux, cap in left hand, thumb of right hand tucked inside his jacket, looks as if he’s trying to appear more mature than his nineteen-and-a-half years. ‘A most unexceptionable, clever, agreeable, light-hearted obliging young fellow,’ reckoned Fitzjames, adding that Des Voeux had one glass eye.

Des Voeux中尉左手拿着帽子，右手的大拇指塞在夹克里，虽然只有十九岁半，不过看起来他想要显得更成熟一些。 “他是个无可非议、聪明、随和、无忧无虑、乐于助人的年轻人。” Fitzjames如此认为，还补充称Des Voeux有一只玻璃眼睛。

Stephen Stanley, the surgeon, leans back comfortably, open-faced, hair carefully dressed and brushed forward in a curl over his ear. ‘He is rather inclined to be good-looking, but fat, with jet black hair, very white hands, which are always abominably clean, and the shirt sleeves tucked up; giving one unpleasant ideas that he would not mind cutting one’s leg off immediately, if not sooner.’

外科医生Stephen Stanley舒适地靠在椅背上，看起来很老实，头发经过了精心打理，前梳成卷状地盖在耳朵上。“他看起来挺帅气的，但是有些胖，头发乌黑，双手还很白，总是干干净净的，卷着衬衫袖子，有点惹人讨厌。一旦有人出言不逊，他恨不得马上砍掉那个人的腿。”

Lieutenant Edward Couch defies the fashion for facial hair and shows us a quiet smile. ‘A little, black-haired, smooth-faced fellow . . . Writes, reads, works, draws, all quietly. I can find no remarkable point in his character except, perhaps, that is, I should think, obstinate.’

中尉Edward Couch不喜欢当时留胡子的时尚，他向我们露出了一个恬静的微笑。“一个黑头发、平易近人的小个子……读书、写字、画画、工作的时候都很安静。在我看来的话，我在他的性格中找不到什么有特色的地方，除了固执。”

The third of the young lieutenants who served as mates on *Erebus*, twenty-one-year-old Robert Orme Sargent, was described by Fitzjames as ‘A nice, pleasant-looking lad. Very good-natured.’

在*厄瑞玻斯号*服役的第三位年轻中尉，是21岁的Robert Orme Sargent，Fitzjames描述他是“一个和蔼可亲的小伙子。脾气非常好。”

Dr Harry Goodsir, sitting in profile, leaning on his right hand, was an extremely well-qualified assistant surgeon. Aged thirty-eight and from a gifted Scottish family, he had already been Conservator of the Museum of the Royal College of Surgeons in Edinburgh. He was also the naturalist of the expedition. Fitzjames clearly had time for him. ‘He is long and straight, and walks upright on his toes, with his hands tucked up into each jacket pocket. He laughs delightfully.’

Harry Goodsir医生侧身坐着，身体靠在右手上，他是一位资质出色的助理外科医生。他今年38岁，来自一个人才辈出的苏格兰家庭，当时已经是爱丁堡皇家外科学院博物馆的管理员。他也是探险队的博物学家。Fitzjames显然经常和他一块。“他身材笔直修长，喜欢双手插在夹克的两侧口袋里，踮着脚尖走路。他的笑容很真诚欢快。”

Lieutenant Graham Gore, also thirty-eight, sits for the camera with arms tightly folded, as if huddled against the cold, the peak of his hat pulled down low, eyes on the middle-distance. Fitzjames, affably puncturing any vanity the older man might have, wrote of Gore, ‘he plays the flute dreadfully well, draws, sometimes very well, sometimes very badly, but is altogether a capital fellow.’

同样38岁的Graham Gore中尉在镜头前正襟危坐，双臂紧紧地交叠着，就好像在寒冷中缩成一团，帽顶压得很低，眼睛盯着不远处。Fitzjames友善地戳穿了这位老家伙的浮夸表现，并这样形容Gore：“他笛子吹得特别好，画画水平时好时坏的，但总的来说是个了不起的家伙。”

Captain Crozier is the only member of *Terror*’s crew to be photographed, which seems to confirm that, as far as Jane Franklin was concerned, this was Sir John Franklin’s expedition and, *Erebus* being his flagship, that was where the interest lay. Fitzjames offered no penportrait of Francis Crozier.

Crozier船长是*恐怖号*船员中唯一拍照的，这似乎也证实了，对于Jane Franklin来说，这是属于Jane Franklin爵士的远征，而*厄瑞玻斯号*是他的旗舰，也是他的利益要害所在。Fitzjames没有提供对于Francis Crozier的人物描写。

Information on the expedition’s officers is relatively easy to come by. To find out more about the crew, we have to rely on Muster Books and Description Books, kept by the paymaster and purser on every ship in the Navy. Though we shall never know what the rank-andfile seamen looked like, these records, painstakingly scrutinised by naval historian Ralph Lloyd-Jones, do help bring the often-ignored to life.

有关探险队军官的资料是相对容易获得的。为了进一步了解关于船员的信息，我们必须借助海军每艘船上的出纳员和事务长所保存的点名册和说明簿。虽然我们永远不知道水手们的真实样貌，但经过海军历史学家Ralph Lloyd-Jones的苦心研究，确实发现了一些记录，有助于让那些经常被忽视的人群更鲜活。

James W. Brown, listed as ‘Caulker’, was from Deptford, very close to Woolwich, and had been in the caulking trade for many years. The job involved keeping the ship’s seams watertight, using strips of old rope called oakum coated with tar. John Cowie, an able seaman aboard *Erebus*, was thirty-two, married and had his name tattooed on his right arm. This was quite common in the Royal Navy, as LloydJones suggests, matter-of-factly, ‘in case their mutilated body ever had to be identified’. Francis Pocock, another able seaman, was originally a fisherman on the mouth of the Medway. He was described as being 5 feet 4 inches, freckled, with hazel eyes, light-coloured hair and he had had smallpox. John Strickland from Portsmouth was twenty-one and had a ‘florid’ complexion, ‘Marked lightly with Smallpox’, whereas John Franklin’s steward, Edmund Hoar, who had an anchor tattooed on his arm, had been vaccinated (a vaccine against smallpox had existed since it was discovered, by Edward Jenner, in 1796). Joseph Lloyd, a twenty-five-year-old from Greenwich, was discharged from *Erebus* about ten days before they sailed, possibly because he was married and had had second thoughts about going to the Arctic. Or perhaps he was clairvoyant.

James W. Brown的职位是“捻缝工”，他来自德特福德，距离伍尔维奇很近，从事填缝工作已经很多年了。这项工作的主要内容是用涂有焦油的旧绳条（常被称为填絮）来保持船缝的防水性。John Cowie是*厄瑞玻斯号*上的一名出色水手，32岁，已婚，右臂上纹有他自己的名字。这在皇家海军是很常见的，就像LloydJones所说的那样，事实上，“这是为了在他们的尸体不完整的时候需要进行辨认”。 Francis Pocock，另一位出色的水手，最初是梅德韦河口的一名渔民。根据描述，他身高5英尺4英寸，满脸雀斑，有着浅褐色的眼睛和浅色的头发，他曾患过天花。来自朴茨茅斯的John Strickland今年21岁，肤色“气色很好”，“有轻微的天花痕迹”，而John Franklin的管家Edmund Hoar，手臂上有一个锚的纹身，并且已经接种过天花疫苗（自1796年Edward Jenner发现天花疫苗以来，天花疫苗就已经普遍存在了）。来自格林威治的25岁的Joseph Lloyd，大约在开船的十天前从*厄瑞玻斯号*上退伍，可能是因为他已经结婚而使得他对于前往北极的事情顾虑重重。也可能是因为他敏锐地洞察到了未来的结局。

Fourteen members of the crew of *Erebus* were ‘First Entries’ – men who had not served in the Royal Navy before, but many of whom had gained experience on whaling ships or might already have sailed in the Arctic as civilians. Most of the First Entry men were in their twenties, though the leading stoker on *Erebus*, James Hart, from Hampstead, was thirty-three.

*厄瑞玻斯号*上有14名船员是“首次入伍”——这些人以前没有在皇家海军服役过，但他们中的许多人都有过在捕鲸船上待过的经验，或者可能已经作为平民身份在北极航行过。除了来自汉普斯特德的James Hart已经三十三岁了，*厄瑞玻斯号*上的大部分新兵蛋子都是20多岁。

Though the ships had been crowded enough before, there were eleven more men on *Erebus* and *Terror* than there had been in the Antarctic, the additional posts being three first-class stokers on each vessel (presumably required to man the steam engines), one extra engineer on each ship and, for the first time, ice-masters, men whose speciality was navigating through ice: James Reid on *Erebus* and Thomas Blanky on *Terror*. Both had previously worked on whaling ships. Blanky, whose real name was Blenkinhorn, had also for a time kept a pub in Whitby. To take part in the expedition, James Reid had given up the offer of a job on *Neptune*, bound for Quebec, explaining in a letter to his wife, ‘A number of people think it strange of me going but they would go if they knew as much about ice as I know,’ before adding, with not altogether convincing bravado, ‘it will show that I am not frightened for my life like some men’.

虽然船只之前已经够拥挤了，但*厄瑞玻斯号*和*恐怖号*上的人员数量比起之前在南极的时候还要多十一个人，新增的职位是每艘船上多了三名一级司炉工（大概是负责操纵蒸汽机的），每艘船上还多了一名工程师，还有之前没有的极地专家，他们都很擅长在极地航行：James Reid在*厄瑞玻斯号*上，而Thomas Blanky在*恐怖号*上。两人都曾在捕鲸船上工作过。Blanky的真名是Blenkinhorn，曾经在惠特比开过一段时间的酒吧。为了参加探险，James Reid放弃了当时正准备前往魁北克的*海神号*提供的工作，并写了一封信给他的妻子解释,“很多人都觉得我很奇怪，但他们如果像我一样了解极地的话，他们也肯定会去的，”然后，他还毫无信服力地进行虚张声势，“这说明，我不害怕，因为我活得更像个男人”。

In addition to a boatswain, an engineer and a carpenter, all of whom were warrant officers, there were twenty-two petty officers on *Erebus*, with self-descriptive jobs like Sailmaker, Caulker, Cook and Blacksmith, and there were twenty able seamen. There were no ordinary seamen, the more junior, lower-paid rank, on either ship – an indication of the selective status of the expedition.

除了一名水手长、一名工程师和一名木匠（他们都是准尉）之外，*厄瑞玻斯号*上还有二十二名海军士官，以及从事着诸如修帆、填缝、厨师和铁匠等工作的二十名优秀水手。这两艘船上都没有普通水手，那种水手级别低，薪水也很低——这也表明了远征队地位很高，有选拔的余地。

Only nine men in the two crews had sailed with Ross in the Antarctic: five on *Terror* and four on *Erebus*. These included Richard Wall, aged forty-five, from Staffordshire, who retained the post of cook on *Erebus*. His conduct on the Antarctic voyage had been described as ‘Very Good’. James Frederick Elgar Rigden, thirty-four, who had served on *Erebus* throughout her Antarctic journey, was appointed captain’s coxswain. The Description Book noted him as being ‘5'7 and a half inch tall, with a fresh complexion, grey eyes, brown hair, with two sailors and his initials “JR”, tattooed on his right arm’. He was one of fourteen men aboard *Erebus* who came from the seafaring county of Kent. In addition, *Erebus* had seven Royal Marines and two Boys (midshipmen) aboard. A total of sixty-eight men. Their average age was twenty-eight.

两只队伍中只有九名船员曾与Ross一起在南极航行：五人在*恐怖号*上，四人在*厄瑞玻斯号*上。其中包括Richard Wall，四十五岁，来自斯塔福德郡，他在*厄瑞玻斯号*保留了厨师的职位。他在南极航行中的表现据说“非常出色”。三十四岁的James Frederick Elgar Rigden被任命为船长的舵手，他曾在*厄瑞玻斯号*前往南极的航行过程中服役。根据说明簿中的描述，他“身高5英尺7英寸半，面色红润，有着灰色的眼睛和棕色的头发，管着两名水手，右臂上刺着他名字的首字母‘JR’。他是*厄瑞玻斯号*上来自肯特郡的十四个人之一，而肯特郡被认为是航海之郡。此外，*厄瑞玻斯号*上还有七名皇家海军陆战队和两个男孩（海军军官候补生）。船上总共68人。他们的平均年龄是28岁。

With the men putting in eleven-hour days, the main engineering work had been completed in time for a high-level visit from all the Lords of the Admiralty in the third week of April. They visited a testing room for anchors, admired Sylvester’s heating apparatus and the Massey double-action brass bilge pumps, installed to deal with the inevitable intake of water leaking through wooden hulls. They also noted the ‘strong sheet iron’ reinforcing the bows and the removal of all copper sheathing around the hull, ‘as no danger is to be apprehended from the attacks of shellfish or barnacles’.

在工人们每天11个小时的高强度工作下，主要的工程工作已经按时完成，并赶上了海军大臣们在4月第三周要进行的高层访问。他们参观了一间锚的测试室，欣赏了Sylvester的供暖设备和Massey的双动力黄铜舱底泵，后者是用来处理木制船体中难以避免的渗水问题。他们还特别提到加固船头的“坚固钢板”和拆去船体周围的所有镀铜保护层，“因为来自贝类或藤壶的攻击不会带来危险”。

With the engines fitted, and the decks and bows strengthened, the emphasis now turned to taking on stores and provisions, for what the Admiralty calculated could be a three-year expedition. For lighting beneath the grey, overcast skies of the Arctic, 2,700 lb worth of candles made from whale or rapeseed oil were ordered, alongside hundreds of Argand lamps, oil lamps with wicks and glass funnels. To ensure the survival of sixty-eight men who would have no opportunity to restock on the way, *Erebus* alone was supplied with 18,355 lb of biscuits; 69,888 lb of flour; 612 lb of pemmican (a concentrate of fat and protein); 16,416 lb of beef in 8-lb pieces and 16,320 lb of pork in 4-lb pieces stored in casks full of brine; 11,928 lb of sugar; 4,822 lb of chocolate; and 10,920 pints of concentrated soup (in either vegetable or gravy form). And crucially, to help combat scurvy, there were 4,750 lb of lemon juice, cranberries, pickled walnuts, Normandy pippin apples and carrots stored in sand. In addition, nearly 8,000 tins of preserved meats were loaded on board. The formula for preserving food in tins had been discovered by a Frenchman, Nicolas Appert, in 1810, and they had proved their worth on two previous Arctic expeditions, as well as on the Ross expedition to Antarctica. Three tons of tobacco and 200 gallons of wine were also loaded and, to ensure the all-important grog rations could be maintained, the two ships between them carried 4,500 gallons of 130–140-proof West Indian rum.

随着发动机的安装以及甲板和船头的加固后，现在的重点转向了补给和供应，因为海军部估计这次的远征可能长达三年。而北极的天空经常是灰蒙阴暗的，所以为了确保照明，船上采购了价值2700磅的鲸油和菜籽油制成的蜡烛，此外还有数百盏阿尔冈灯、带灯芯的玻璃制油灯。因为船只在中途没有补给，所以为了确保六十八人的生存，仅*厄瑞玻斯号*就备有18,355磅饼干；69,888磅面粉；612磅的干肉饼（一种脂肪和蛋白质的浓缩物）；每份8磅共计16,416磅的牛肉和每份4磅共计16,320磅的猪肉，这些肉都存放在装满盐水的桶中；11,928磅的糖；4822磅巧克力；以及10,920品脱的浓缩汤（蔬菜汤或肉汁汤）。最重要的是，还有为了对抗坏血病准备的4750磅的柠檬汁、蔓越莓、腌核桃、诺曼底苹果点心和储存在沙子里的胡萝卜。此外，船上还装载了近8,000罐腌肉。1810年，法国人Nicolas Appert发现了用罐头保存食物的方法。在之前的两次北极探险和Ross前往南极的探险中，这些罐头证明了它们的宝贵价值。此外，船上还装载了三吨烟草和200加仑葡萄酒。为了能够维持非常重要的格罗格酒供应，这两艘船装载了4500加仑的130-140度的西印度朗姆酒。

Sir John Franklin was especially concerned with the educational and recreational well-being of his crews. There were state-of-the-art instruments for research into magnetism, geology, botany and zo ology. Mr Beard the photographer gave them a daguerreotype camera. Evening schools were to be held for the men during the winter months for which ‘Common Arithmetic’ books, paper, pens, ink, slates and slate pencils were provided.

John Franklin爵士特别关心他的船员们的教育和娱乐福利。准备了各种研究磁力、地质学、植物学和地学的最先进仪器。摄影师Beard先生给了他们一台银版照相机。在冬天的几个月里，还会为这些人举办夜校，提供《普通算术》教科书、纸张、钢笔、墨水、石板和石板铅笔。

Both vessels had extensive libraries. Most ships were issued with the basic ‘Seamen’s Library’, but on this expedition it was augmented to some 1,200 volumes per ship, with technical works on steam propulsion, accounts of previous Arctic expeditions, geographical and nautical magazines, the latest bestsellers, such as *The Pickwick Papers* and *Nicholas Nickleby*, and evergreen favourites like *The Ingoldsby Legends* and Oliver Goldsmith’s *The Vicar of Wakefield*. They also had stacks of the humorous satirical magazine *Punch*, which had first appeared four years previously and ran until 2002. And of course, given Franklin’s evangelical enthusiasm, there were religious works, too.

两艘船都有扩增的图书馆。大多数船都只配备了最基本的“海员图书馆”，但在这次考察中，每艘船的图书馆都增加了1,200册书籍，其中包括蒸汽技术推进技术著作、过往的北极考察记录、地理学和航海杂志、以及最近的畅销书，比如《匹克威克外传》和《尼古拉斯·尼克尔贝》，还有《玄怪录:印戈耳支比故事集》和Oliver Goldsmith的《威克菲尔德的牧师》等常青作品。此外这里还有一摞幽默讽刺杂志《笨拙》，该杂志于4年前首次出版，一直持续到2002年。当然，考虑到Franklin对福音派的狂热，也少不了宗教作品。

For entertainment there were two hand-organs, each with a repertoire of fifty different tunes. As on the Antarctic expedition, the officers would have had to contribute from their own funds towards personal supplies of food and drink, and little luxuries like dressingup outfits for on-board theatricals, musical instruments and, in Franklin’s case, a monogrammed china service and specially designed wine rack. All the officers were required to buy a set of silver spoons and forks.

娱乐方面主要是两架手摇风琴，每一个都备有50个不同曲调的常备曲目。和在南极探险时一样，官员们必须自己出资购买个人所需的食物和饮料，以及少量奢侈品，比如船上戏剧表演所需的化妆服、乐器，Franklin还需要一个带有花押字的瓷器和特别设计的酒架。所有的军官都需要买一套银制勺子和叉子。

The *Illustrated London News* of 24 May 1845 carried wood engravings of some of the accommodation. Fitzjames’s cabin looks cosy, despite the restricted space. It was about 6 feet wide, with a bed and bookshelves above, an oil lamp, a writing desk, a washbasin, and a porthole with additional light provided by a prism, known as a Preston Illuminator, set into the deck above. Sir John Franklin’s cabin, with double windows set into the stern, is shown spread across the width of the ship, with a bed on one side, lockers on the other and cupboards for charts. A chess set is seen, laid out on one of the side-tables.

1845年5月24日的*伦敦新闻画报*刊登了一些关于住宿的木版画。Fitzjames的房间看起来很舒适，尽管空间有限。它宽约6英尺，上面有一张床和书架，还有一盏油灯、一张写字台、一个脸盆和一处舷窗，舷窗上有一个被称为普雷斯顿照明器（Preston Illuminator）的棱镜，它被嵌在甲板上，用于增强光线。John Franklin的舱房则位于在船尾，带有双扇窗户，整个舱房横跨整个船尾，一边是床，另一边是储物柜，还有放海图的橱柜。一套国际象棋摆在一侧的桌子上。

It all added up to as well-appointed and carefully thought-out an enterprise as had ever been assembled.

而如此精良的设备和周全的考量，都是为了完成一项前所未有的事业。

As the date of departure drew closer, so did a growing sense of hope and expectation. The era of peace and progress, which was to reach its apogee in the Great Exhibition six years later, had created a mood of confidence in the country. But national confidence is precarious and needs to be fed a constant diet of achievement. A successful discovery of the Northwest Passage would be just the right sort of dish for the Admiralty to serve up – a glorious advertisement for a climactic coming-together of Britain’s naval, scientific and technological advances. It would confirm that Britain could be as great at peace as it had been in war. James Clark Ross’s Antarctic expedition was appreciated but barely noticed. The Franklin expedition was expected to be heroic.

随着出发日子的临近，人们的希望和期望也越来越强烈。和平与进步的时代已经到来，而且将会在六年后的大博览会（the Great Exhibition）中达到了顶峰，这让国家也产生了一种自信的情绪。但是这种民族自信并不稳固，需要通过不断地取得成就来支撑。西北航道的成功发现将会是海军部为此而提供的一道美味佳肴——就像是在极力宣传英国海军、科学和技术正在逐渐走向巅峰时刻。它将证实，英国在和平时期可以像在战争时期一样伟大。James Clark Ross的南极考察受到很多赞赏，但关注度不够。Franklin的远征队被寄予了成为英雄的期望。

Not everyone was carried along by this growing mood of selfbelief. There were some for whom ‘the aura of invincibility’, as Crozier’s biographer Michael Smith calls it, masked serious and possibly life-threatening misjudgements. Archibald McMurdo, Crozier’s trusted second-in-command in the Antarctic, doubted Franklin would return. Dr Richard King, who coined the phrase ‘nucleus of an iceberg’ to warn of Franklin’s fate, remained adamant that the expedition would be ‘a lasting blot in the annals of our voyages of discovery’. Less easily dismissed were the very similar views of Sir John Ross, veteran of two Arctic missions, who felt strongly that a smaller, more flexible expedition was the only way to approach the challenge. In his experience, some of the Arctic waterways were both narrow and shallow; the bigger and heavier the ships, the more chance of their getting stuck. John Ross met Franklin shortly before they sailed and urged him at the very least to leave indications of their progress, and depots of food and spare boats, along the way in case he should need to retreat. Franklin, harried on all sides no doubt, would not consider failure. John Ross’s last words to him reiterated his advice. ‘I shall volunteer to look for you,’ he promised him, ‘if you are not heard of in February 1847; but pray put a notice in the cairn where you winter, if you do proceed, which of the routes you take.’

并不是每个人都被这种日益增长的自信情绪所影响。正如Crozier的传记作者Michael Smith所说，某种 “不可一世的光环”掩盖了严重的、可能危及生命的误判。在南极航程中深受Crozier信任的副官Archibald McMurdo就对于Franklin是否能安全归来保有怀疑的态度。Richard King医生发明了“冰山核心”一词用来警告Franklin的命运，他坚持认为这次探险将是“我们航行探索史上的一个永久污点”。 John Ross爵士也持有相似的观点，并且更难被反驳。作为两次北极探险的老手，Ross爵士坚定地认为，规模更小、更灵活的探险才是应对挑战的唯一方法。根据他的经验，北极的一些水域既窄又浅；越大、越重的船只，被困住的可能性就越大。John Ross在他们起航前不久会见了Franklin，并敦促他至少在途中留下他们前进的标志，以及准备好食物补给点和备用船只，以备需要撤退时使用。毫无疑问，沉浸在不可一世中的Franklin根本没有考虑失败的可能。John Ross对他临别时重申了自己的忠告。“如果1847年2月没有你的消息，我愿意前去找你，”他答应了他，“但请在你过冬的地方贴上显眼的通告，并且如果你要继续前进的话，请注意说明清楚路线。”

After the naval lords’ inspection on 24 April, Franklin took up his quarters on *Erebus*. The publicity, thanks to such organs as the *Illustrated London News*, had made onboard visits a hot ticket. Sir John Richardson, who had been through hard times with Franklin on various Arctic adventures, brought his nephew, also called John, to see them off. Looking back on the visit many years later, John junior wrote to a friend, ‘My chief recollection . . . was that my uncle tipped me a golden half sovereign and that the ship smelt very nasty.’

4月24日海军大臣们视察后，Franklin在*厄瑞玻斯号*上住了下来。得益于*伦敦新闻画报*等媒体的宣传，这使得能够上船参观成为了热门话题。John Richardson爵士曾与Franklin一起经历了在北极探险的各种艰难时期，他带着他的侄子John来为他们送行。在多年后回忆这次访问时，小John在给朋友的信中写道：“我主要还记得的……就是我伯父给了我半金镑的零花钱，而那艘船闻起来很难闻。”

Out on the Thames, *Terror* tested her new engine. She was able to reach a top speed of four knots, but according to John Irving, one of *Terror*’s lieutenants, the ship made ‘dreadful puffings and screamings and will astonish the Esquimaux not a little’.

*恐怖号*在泰晤士河上测试了她的新引擎。她的最高时速现在可以达到四节，但据*恐怖号*的一位中尉John Irving说，这艘船发出了“可怕的咆哮声，少不了得让爱斯基摩人大吃一惊”。

Equally likely to ‘astonish the Esquimaux’ was Lady Franklin’s gift of a monkey to HMS *Erebus*. ‘I can easily conceive that the dressing him up would be a source of great fun to them,’ she wrote. ‘. . . I should like also to give something of the sort to the *Terror*, but not knowing whether Captain Crozier would approve of a monkey I think I had better get a cockatoo.’

同样可能“让爱斯基摩人吃惊”的还有Franklin人送给*厄瑞玻斯号*的一只猴子。 “不难想象，把它打扮一番的话一定会让他们觉得很有趣。” 她写道：“……我也很想送一个类似的东西给*恐怖号*，可是不知道Crozier船长是否会喜欢一只猴子，我想我最好还是送一只凤头鹦鹉。”

On 5 May 1845 the Admiralty issued its sailing instructions to Sir John. There were twenty-three clauses. The majority of them dealt with the importance of scientific research, and in particular measurements of terrestrial magnetism. There was also an instruction only to use the engines ‘in circumstances of difficulty’. Their lordships were quite adamant as to the route Franklin was to take. He should head due west through Lancaster Sound and Barrow Strait to Cape Walker and on to the Bering Sea. He was expressly instructed not to examine any channels leading northwards or southwards. No specific orders were issued to erect cairns or leave any indications of their progress, although one clause, after stating that ‘Any Eskimos or Indians whom he may meet are to be treated as friends and to be given presents’, includes the afterthought: ‘If possible he is to induce them by means of rewards to convey dispatches to the stations of the Hudson Bay Company.’

1845年5月5日，海军部向John爵士下达了航行的相关指令。指令共有二十三条。其中的大部分涉及到重要的科学研究，尤其是地磁的测量。还有一个指令是只有在“深陷困境的时候”才能使用发动机。他们的贵族们对Franklin要走的路线非常固执。认定他应该向西通过兰开斯特海峡和巴罗海峡到沃克海角，然后继续抵达白令海。他受到明确指示，不得调查任何通往北方或南方的水道。不能在凯恩斯发布任何具体命令或是留下任何暴露进展的迹象,甚至还有一个条款，需要说明清楚“他们遇到的任何一位友善相处并赠送礼物的爱斯基摩人或印度人”，甚至还包括一些马后炮：“如果可能的话，以奖励的方式尽可能诱导并派遣他们向哈德逊湾公司的各站传达消息。”

The normal practice of dropping overboard positional records in tin cylinders was to be maintained, although even this was judged to be less about rescue and more about ‘ascertaining the set of currents in the Arctic Seas’. The Admiralty was not interested in things going wrong. That would be defeatist. Their instructions embodied confidence and certainty. ‘When he has passed Bering Strait, he is to go to the Sandwich Islands [now Hawaii] . . . after leaving the Sandwich Islands he is to go to Panama and is thence to send an officer to England, while he himself is to return home round Cape Horn.’

用锡制圆筒记录落水位置的常规做法被保留了下来，尽管这样做也被认为是为了“确定北冰洋的洋流”而不是救援。海军部完全不顾事情出错的可能。那将是一种失败主义。他们的指令体现了自信和确定。“当他通过白令海峡，他要去三明治群岛（现在的夏威夷）……离开三明治群岛以后，他要去巴拿马，在那里派一名军官到英国去，而他自己则要绕过好望角回国。”

On 8 May, Lord Haddington, the First Sea Lord, hosted a reception in honour of Sir John Franklin, at which were gathered most of the great names of nineteenth-century polar exploration: Barrow, Parry, James Clark Ross, Sabine and Back all drank to the success of the expedition that would solve the puzzle of the Northwest Passage once and for all.

5月8日，海军大臣Haddington勋爵为表达对John Franklin爵士的尊敬举办了一场招待会， 19世纪最鼎鼎大名的一群极地探险家齐聚在此：Barrow、Parry、James Clark Ross 、Sabine和Back，他们都在为这次探险的成功而干杯，而这次成功的话将一举解决西北航道的难题。

Four days later, amidst huge public interest, *Erebus* and *Terror* were towed downriver to Greenhithe, a village on the south bank of the Thames, now midway between the Dartford River Crossing and the Bluewater Shopping Centre. Here final supplies, including gunpowder for her three six-pounder cannons (which every ship of the Royal Navy took as a precaution), were loaded. The crew were paid four months’ wages in advance, double pay for the Arctic – the balance to be given out to their families whilst they were away. There was then a delay of almost a week, owing to the late arrival of some food supplies. By now everyone was raring to go. Franklin, Fitzjames and Crozier knew that the earlier they could reach the mouth of Lancaster Sound, the better the weather conditions on the way into the Passage would be.

四天后，在公众的强烈关心下，*厄瑞玻斯号*和*恐怖号*被拖到下游的格林希特，这是泰晤士河南岸的一个村庄，现在位于达特福德河渡口和布鲁沃特购物中心之间。最后的一批补给，包括三门六磅重的加农炮的弹药（皇家海军的每艘船都采取了这种预防措施），都在这里装载。船员们提前拿到了四个月的工资，因为他们这是去北极航行，所以薪水翻倍——余款在他们离开时将发给他们的家人。由于一些粮食供应迟迟未到，因此航行延迟了将近一个星期。现在大家都迫切着想要出发。Franklin、Fitzjames和Crozier知道，他们越早到达兰开斯特海峡，进入航道途中的天气情况就会越好。

Despite the frustrating hold-up, Lieutenant Fairholme, in a letter home to his father, painted a rosy picture of life on board as they awaited departure: ‘Lady Franklin has given us, among other presents, a capital monkey, which with old Neptune, a Newfoundland dog which is coming, and one cat will be all the pets allowed . . . Saturday night seems to be kept up in due nautical form, around my cabin, a fiddle going as hard as it can and 2 or 3 different songs from the forecastle; in short, all seems quite happy.’

尽管发生了令人沮丧的耽搁，Fairholme中尉在寄给家里父亲的信中，描述了他们在等待出发时待在船上生活的美好场景：“Franklin夫人给了我们一些礼物，包括一只名叫老海王星的首都猴子，还有一只纽芬兰犬，以及一只不会有人拒绝的猫……星期六晚上似乎一直保持着航海应有的状态，在我的舱房周围，小提琴在尽情演奏，前甲板也传来了两三首不同的歌曲；总之，大家看起来都很幸福。”

On Sunday 18 May, Sir John read Divine Service aboard *Erebus*. By all accounts he spoke well. ‘He had the most beautiful and impressive manner I ever heard, even in a clergyman,’ wrote Fairholme. It was a poignant occasion. Franklin’s wife Jane, his daughter Eleanor from his first marriage, and Sophy Cracroft all attended, Eleanor and Sophy staying behind afterwards to help arrange the books on the shelves in his cabin.

5月18日，星期天，John爵士在*厄瑞玻斯号*诵读圣典。大家都说他讲得很好。“就算他是一名牧师，他的行为举止也是我所见过的最优美、最令人印象深刻的，” Fairholme写道。这是一个令人触动的时刻。Franklin的妻子Jane，他与第一任妻子所生的女儿Eleanor，以及Sophy Cracroft都参加了仪式，Eleanor和Sophy后来还留下来帮忙整理他舱内书架上的书籍。

Nothing much more remained to be done. James Fitzjames wrote his last letter to Sir John Barrow before leaving, thanking him for his help and support and promising him, very specifically, that ‘I say we shall get through the North West Passage this year, and I shall land at Petro-Paulovski [capital of the Russian peninsula of Kamchatka] and shake you by the hand, on the 22nd February 1846’. Sir Roderick Murchison, President of the Royal Geographical Society, added his own contribution to the prevailing mood of buoyant confidence: ‘The name of Franklin alone is indeed, a national guarantee.’

一切都已准备就绪。James Fitzjames临走前最后给John Barrow爵士写了一封信，以感谢他的帮助和支持，并特别向他承诺，“我肯定我们今年将通过西北通道，1846年2月22日，我将在罗巴甫洛夫斯克（俄罗斯的堪察加半岛的首府）和您握手”。英国皇家地理学会主席Roderick Murchison爵士也为当时人们已经爆棚的信心继续上涨贡献了自己的一份力：“Franklin这个名字就是国家的保证。”

At half-past ten in the morning of 19 May anchors were weighed, the ships swung through 360 degrees to make sure their compasses were working, and the Franklin expedition to the Northwest Passage finally got under way, with twenty-four officers and 110 men aboard. Crowds cheered from the dockside. Sir John waved vigorously to his family as they receded into the distance. The sight of HMS *Erebus*, fresh-painted black, with a distinctive white band around her hull, leading the best-supplied expedition ever to leave British shores must have given them all confidence that the best that could be done had been done.

5月19日早晨10点半，对锚进行称重，船身转动360度以确保罗盘的正常工作，Franklin远征队终于踏上征程，船上载有24名军官和110名船员。人们在码头边欢呼起来。随着他们逐渐行至远处，John爵士用力地向他们挥手致意。被漆成黑色的*厄瑞玻斯号*船体上带着一道独特的白色条纹，她带领着有史以来装备最精良的远征队离开了英国海岸，这一景象让所有人都相信，他们一定会出色地完成任务。

To this day there is a pub by the river at Greenhithe called the Sir John Franklin, where you can have a pint of beer and steak and chips and stand at the spot where Franklin’s family saw him for the last time.

直到今天，在格林希特的河边还有一家名叫John Franklin爵士的酒吧，你可以站在Franklin家人们最后一次见到他的地方，喝上一品脱啤酒、吃上牛排和薯条。



A pencil sketch by Captain James Fitzjames of

*Erebus*

and

*Terror*

at anchor off the

Whalefish Islands, near Disko, on

8

July

1845

. An accompanying note states that it was

‘sent home from Greenland, with his last letters, to Lady Franklin’.

A pencil sketch by Captain James Fitzjames of Erebus and Terror at anchor off the Whalefish Islands, near Disko, on 8 July 1845 . An accompanying note states that it was ‘sent home from Greenland, with his last letters, to Lady Franklin’.

1845年7月8日，James Fitzjames船长在迪斯科附近的捕鲸群岛抛锚时为厄瑞玻斯号和恐怖号绘制的一幅铅笔素描。随附的说明显示，这幅画将“和他最后的其他几封信一起，从格陵兰岛寄给Franklin夫人”。