chapter 18

# RESURRECTION

In the 1920s, as the world regained its balance after the First World War, curiosity about Franklin and his fate began to resurface, but it was, as Franklin scholar Russell Potter explains, ‘a new kind of curiosity – one not driven by the hope of rescuing anyone or resolving anything, but a sort of restless poking at the edge of the known’.

在1920年代,随着第一次世界大战的落幕全球逐渐恢复了平衡,而对于Franklin和他命运的好奇也开始再次出现,但正如Franklin的研究者Russell Potter所解释的那样，“这是一种全新的好奇——这种好奇不受拯救他人或解决任何问题所驱动，而是一种对于已知的边缘不安分的试探”。

The impetus for the modern era of Franklin enquiry came not so much from British national pride as from a growing sense of Canadian national identity. When Franklin set out for the Northwest Passage, the nation didn’t exist. It wasn’t until 1867, twenty years after his death, that a confederation of colonies was amalgamated into the Dominion of Canada. By the start of the twentieth century it had been extended westwards to include nine provinces. In the Great War many Canadians fought and died with the allies, and in 1920 their sacrifice was recognised and the young country was admitted to the League of Nations.

近代对于Franklin进行探究的动力与其说是来自英国的国民自豪感，不如说是来自的加拿大国民认同感的不断增强。当Franklin出发前往西北航道时，这个国家还不存在。直到1867年，也就是他死后20年，一个殖民地联盟才联合建立了加拿大的主权。到20世纪初，它已经向西扩展包含了9个省。在第一次世界大战中，许多加拿大人与盟国一起战斗和牺牲。1920年，他们的牺牲得到了承认，这个年轻的国家被接纳为国际联盟成员国。

The fate of Franklin fascinated a number of Canadians. Inextricably linked with the fascination they had for the remote and secretive Far North, it was a mystery that had still not been fully solved and therefore required further unravelling. Typical of those who took up this challenge was Lachlan Burwash, a government man working for the Northwest Territories Department of the Interior to help survey the vast agglomeration of lands and islands in the Far North. Whilst exploring on King William Island he heard from the Inuit of a stack of wooden crates found on Matty Island, in the James Ross Strait. This sparked off speculation that one or other of the ships might have taken the eastern route past King William Island.

Franklin的命运吸引了许多加拿大人。这与他们对遥远而神秘的极北地区的迷恋密不可分，这是一个尚未完全解开的谜团，因此需要进一步解开。Lachlan Burwash是接受这项挑战的典型代表，他是一名政府工作人员，供职于西北地区内政部，帮助勘测极北地区大片的土地和岛屿。当他在威廉国王岛探险时，他从因纽特人那里听说，有人在詹姆斯罗斯海峡的马蒂岛发现了一堆木箱。这引发了人们的猜测，认为当初有一艘船可能沿着东线经过了威廉国王岛。

In the 1930s William ‘Paddy’ Gibson of the Hudson’s Bay Company paid several visits from his base in Gjoa Haven to the area where the last of the Back’s Fish River party had died. He scrupulously collected and buried the bones that he found scattered across the surface, among them seven skulls.

20世纪30年代，哈德逊湾公司的William ‘Paddy’ Gibson从他所在的约阿港基地出发，多次造访了背鱼河附近最后一批成员死亡的地方。他小心翼翼地收集并埋葬了散落在地面上的骨头，其中有七个头骨。

In the late 1940s Henry Larsen of the Royal Canadian Mounted Police flew in to King William Island and landed near Terror Bay to drop off fuel. In the days that followed he set out on foot for a careful examination of the western coastline. At Cape Felix he found, embedded between two mossy stones, the remains of a skull, later identified as that of a young white man. It was further north than any other Franklin remains had been found.

20世纪40年代末，加拿大皇家骑警队的Henry Larsen飞到威廉国王岛，并在恐怖湾附近着陆，以减少食物补给。在接下来的几天里，他徒步出发，对西部海岸线进行了仔细的考察。他在菲利克斯角的两块长满青苔的石头之间发现了一具头骨，后来证实属于一名年轻的白人男子。它比其他被发现Franklin团队成员的遗骸的位置都要靠北。

Light aircraft and float-planes extended the range of exploration, making best use of the relatively short summer months, and the suitably named Robert Pilot, in his time as Commissioner of the Northwest Territories, set up a group called the Franklin Probe. Among other things, they followed up on the location of a possible Franklin funeral, based on Inuit stories of a man being carried by *kabloonas* onto the Boothia Peninsula and buried with a gun salute.

轻型飞机和水上飞机既扩大了勘探范围，也充分利用了相对短暂的夏季。一位人称罗伯特飞行员的人在他担任西北地区专员期间，成立了一个Franklin调查小组。除此之外，根据因纽特人的故事，曾有一个男人被一群开布鲁纳人(*kabloonas)*带到布西亚半岛，并在礼炮中下葬。他们据此跟踪调查了Franklin埋葬的可能地点，

All these efforts produced new and sometimes conflicting evidence, but nothing that really challenged what Rae and Hall and Schwatka had already discovered. They were largely the work of enthusiastic amateurs who found clues but offered no solutions.

这一切的努力使得更多新的、但有时相互矛盾的证据出现，只是其中没有什么证据能真正挑战Rae、Hall和Schwatka已经发现的东西。它们主要是热心的业余爱好者的工作成果，他们发现了线索，但没有提供答案。

In the early 1980s the approach changed. The scope of the search become more focused and professional, with some breathtaking results. The anthropologist Owen Beattie began an intensive inspection of King William Island. Examining the areas of interest carefully and methodically, and usually on foot, he came up with mute evidence of the horror of those final months. He found femurs with cut-marks that suggested cannibalism and bone fragments that indicated that skulls had been deliberately broken.

20世纪80年代初，方法出现了革新。搜索范围变得更加集中和专业，也发现了一些惊人的结果。人类学家Owen Beattie开始对威廉国王岛进行深入调查。他常常步行，仔细而有条理地检查着所有他感兴趣的地方，找出了各种证据无声诉说着那最后几个月里的恐怖。他发现了带有割痕的股骨，表明存在人吃人的行径，还有一些骨头碎片能表明头骨是被人故意打碎的。

It was Beattie’s patient examination of the sites on King William Island that led him to one of the most sensational revelations of the entire Franklin search. In 1984 he flew with his team to Beechey Island, with permits to exhume the three bodies buried there since 1846. The first coffin they opened was that of John Torrington, the twenty-year-old stoker on HMS *Terror*. In their book *Frozen in Time*, Beattie and John Geiger describe the smell from the rotted blue fabric covering the coffin, then the easing-off of the lid, as a black thundercloud hung overhead and the walls of the tent they had built to protect the site flapped and snapped in the rising wind. Once separated from the grip of the permafrost, the coffin was revealed to be strong, the box and lid made of mahogany. How many coffins did the Franklin expedition bring with them, I wonder? How could they possibly have been loaded aboard without puncturing the overriding optimism of the enterprise?

正是Beattie对威廉国王岛遗址的细致考察，使得他获得了Franklin整个搜索过程中最轰动的一处发现。1984年，他和他的团队飞往比奇岛，并获得了挖掘自1846年以来埋在那里的三具尸体的许可。他们打开的第一口棺材是20岁的John Torrington的，他是*恐怖号*上的一名司炉。Beattie和John Geiger在他们的书《*冻结的时间*》中描述，覆盖在棺材上的腐烂蓝色织物散发出一股恶臭，然后盖子被缓缓解开，当时他们头顶上笼罩着一片黑色的雷云，他们为保护营地而建的壁式帐篷在逐渐暴躁的风中啪啪作响。棺材从永久冻土层中脱离出来后，人们才发现棺材非常坚固，棺身和盖子都是用红木做的。我很好奇，Franklin远征队当时带来了多少棺材？他们将这些东西装上船，又怎么可能会不影响那盲目乐观的进取心呢？

Photographs show how disturbingly well the icy conditions had preserved John Torrington. Disturbingly because he looks so young. Disturbingly because he might have died yesterday. His eyes are open, staring back at us from ancient sockets, and his lips are drawn back and his teeth revealed, as if he might have been halfway through a sentence at the moment of death. It took Beattie and his colleague Arne Carlson four hours to complete an autopsy: ‘all internal structures were completely frozen. It was necessary to thaw each organ before samples could be collected.’

根据照片显示，寒冷的环境使得John Torrington得到了非常完好的保存，这也因此让人感到不安。之所以不安，是因为他看起来太年轻了。之所以不安，是因为他看起来就像昨天才去世。他的眼睛一直睁着，从古老的眼窝里凝视着我们，他的嘴唇向后缩着，牙齿露了出来，就好像他在临死的时候说话才说到一半。Beattie和他的同事Arne Carlson花了四个小时完成了尸检：“所有内部器官都被完全冻结了。在采集样本之前，必须先将每个器官进行解冻。”

The next grave to be opened was that of John Hartnell, an able seaman on *Erebus*. The coffin was buried less than 3 feet below the surface, half as deep as Torrington’s. Beattie found a shirt cuff that had come free from the body. It was impossible to make out any of Hartnell’s features until the ice that had contained him was unfrozen. Warm water was poured gently over the ice, and gradually his face became clear. It looked more grotesque than Torrington’s, more like a carnival mask, and more pained. One of his eye sockets was empty and his lips were parted, as if he had died with a stifled scream. He, like Torrington, was exhaustively photographed before being reburied. The photographs went around the world. They were the first direct likenesses of anyone on the Franklin expedition to be seen since the daguerreotype portraits of the officers on *Erebus* went public in 1851. Those had been the confident ‘befores’. These were the awful ‘afters’. Two years later, in 1986, Beattie and his team returned to Beechey Island to complete the work of examining John Hartnell’s remains and to exhume the body of the third man buried there: William Braine, one of the seven Royal Marines aboard *Erebus.* It took twentyfour hours to dig through the permafrost to reveal Hartnell’s coffin. What emerged as they slowly uncovered the body was something no one had expected. From Hartnell’s chest to his abdomen there ran a Y-shaped sutured incision, indicating that very shortly after his death an autopsy had been performed: presumably the ship’s doctor had been worried about the cause of death and the potential for the spread of infection. William Braine’s body when exhumed was estimated to have weighed only 88 lb at his death. Beattie and Geiger described it as ‘literally a skin-covered skeleton’. All three men had been taken prematurely, and whatever brought them to their deaths had happened less than a year after they had left London.

下一个要打开的坟墓是John Hartnell的，他是*厄瑞玻斯号*上的一位出色水手。棺材埋在地下不到三英尺的地方，只有Torrington的一半深。Beattie发现了一片从尸体上脱落的衬衫袖口。在包裹着Hartnell的冰解冻之前，我们不可能看清他的具体面貌。温水轻轻地浇在冰面上，他的样貌也变得逐渐清晰起来。他看上去比Torrington更怪诞，也更痛苦，就像狂欢节所戴的面具一样。他的一个眼窝是空洞的，嘴唇也裂开，仿佛是在闷声尖叫中死去。他和Torrington一样，在被重新埋葬之前，都被拍下了详尽的照片。这些照片传遍了世界。这是自1851年*厄瑞玻斯号*上官员的银版照片公开以来，首次直接看到Franklin探险队成员的肖像。“以前”的他们自信满满。“后来”的他们令人害怕。两年后，也就是1986年，Beattie和他的团队回到比奇岛，完成了对John Hartnell遗骸的检查工作，并挖出了埋葬在那里的第三个人的尸体：*厄瑞玻斯号*上7名皇家海军陆战队员的其中之一，William Braine。他们花了24小时才把永久冻土层挖透，露出了Hartnell的棺材。当他们慢慢地揭开尸体时，出现了出乎所有人意料的情况。从Hartnell的胸口到腹部有一个Y形的缝合切口，这表明在他死后不久就进行了尸检：可能是船上的医生担心死亡原因和感染扩散的可能性。William Braine的尸体被挖出来时，根据估计他死时只有88磅重。Beattie和Geiger将其描述为“名副其实的皮包骨头”。这三个人都是在很早就去世的，而无论导致他们死亡的原因是什么，那都是在他们离开伦敦不到一年的时间里发生的。

Beattie’s work on Beechey Island reopened the whole debate on canned food as the cause of the expedition’s fatalities, for although the probable cause of death in all three cases was tuberculosis, each corpse was discovered to contain levels of lead that were three to four times what might have been expected. Whilst on the island Beattie examined the cairn of discarded tins and found that the lead-solder used to seal the tins had been applied thickly and sloppily, suggesting that it was this extra amount of lead that could have contaminated the food. Recent research has challenged that theory, but the publicity at the time gave a tremendous boost to international interest in the expedition’s fate.

Beattie在比奇岛上的工作成果，重新开启了关于罐头食品是探险队灾祸原因的辩论，尽管这三个案例的可能死亡原因都是肺结核，但每一具尸体都被发现含铅量是预期值的三到四倍。在岛上，Beattie检查了废弃的锡堆，发现用于密封锡罐的铅焊料涂得很厚，而且很凌乱，这表明很有可能是这些多余的铅污染了食物。最近的研究对这一理论提出了质疑，但当时的宣传极大地推动了国际社会对探险队命运的关注。

From the 1990s onwards, David Woodman redoubled his energies in searching the area where he hoped *Erebus* might lie. He deployed sonar scanners and metal detectors, but the area to be covered was vast and difficult to work and his best efforts proved unfruitful. Large areas were, however, examined and could be eliminated from any further searches. The momentum continued to grow. *Erebus* must be down there somewhere. It just needed more resources, better equipment and the same sort of determination to recover her that had sent all the Arctic expeditions out in the first place.

从20世纪90年代起，David Woodman就加倍努力地搜索他认为的*厄瑞玻斯号*可能藏身区域。他部署了声纳扫描仪和金属探测器，但因为覆盖的区域很大，工作推进地十分困难，他的全力以赴也没有换来什么结果。但是，因为对大片区域进行了检查，所以可以在后续的搜查中进行排除。继续保持强劲的势头。*厄瑞玻斯号*一定就在下面的某个地方。只是我们需要更多的资源，更好的设备以及当初派出的所有北极探险队所拥有那种找回她的决心。

In 1994 a CBC documentary entitled *The Mysterious Franklin Disappearance* drew upon the searches made on Beechey Island by a man called Barry Ranford. Margaret Atwood, who wrote a foreword to Beattie and Geiger’s book on the Beechey Island findings, took part, as did Pierre Berton, author of *The Arctic Grail*. Their involvement confirmed that Franklin’s fate was now a Canadian story. It had taken place in their country, and the fact that so much vital testimony came from their Inuit countrymen needed to be reasserted.

1994年，加拿大广播公司制作了一部名为《*Franklin神秘失踪事件*》的纪录片，该片取材于一个名叫Barry Ranford的人在比奇岛上进行的搜索。一同参与的还有Margaret Atwood和Pierre Berton，其中Margaret Atwood曾为Beattie 和Geiger根据比奇岛的发现所著书籍写过序，而Pierre Berton则是《*北极圣杯*》的作者。他们的参与证实了Franklin的命运现在是一个属于加拿大的故事。这件事发生在他们的国家，而且需要重申的事实是，很多重要的证词也来自他们的因纽特人。

In August 1997 a discreetly produced but significant agreement between the British and Canadian governments moved the process forward. It was called ‘A Memorandum of Understanding between the Governments of Great Britain and Canada Pertaining to the Shipwrecks HMS *Erebus* and HMS *Terror*’. By its terms, ‘Britain, as owner of the wrecks, hereby assigns custody and control of the wrecks and their contents to the Government of Canada.’

1997年8月，英国和加拿大政府谨慎地达成了一项重要协议，推动了这一事件的进程。它被称为“英国和加拿大政府关于*厄瑞玻斯号*和*恐怖号*沉船的谅解备忘录”。根据协议，“英国，作为沉船的所有人，特此将沉船及其内装物的保管和控制权转让给加拿大政府。”

A later clause further defined the ownership issue: ‘Once either of the wrecks has been positively located and identified, Britain will assign to Canada everything recovered from that wreck and its contents.’ Exceptions were made for any gold recovered or any artefacts identified as being of outstanding significance to the Royal Navy. Canada, for its part, would ensure that anyone dealing with the wrecks would ‘treat reverently, and refrain from bringing to the surface, any human remains that are discovered at the sites of the wrecks or in their vicinity’. Meanwhile the creation of a majority Inuit territory in April 1999 underlined the growing concern and respect for their part in the story. From then on, Franklin’s graveyard was no longer in the Northwest Territories. It was in Nunavut.

后来的一项条款进一步界定了所有权问题：“当有任何一艘沉船被确定位置和身份时，英国将把从该沉船中打捞上来的一切东西及其内装物转让给加拿大。”“但是对皇家海军有重大意义的黄金和文物除外。”而加拿大方面，则需要确保任何处理沉船的人都将“虔诚地对待沉船地点或附近发现的任何人类遗骸，并避免将其带出海面”。 与此同时，1999年4月以因纽特人为主的领地建立，强调了人们对他们在这一事件中所起作用的日益关注和尊重。从那时起，Franklin的墓地就不再位于西北地区了。而是在努纳武特。

Encouraged by this transfer of ownership, the pace of the Franklin search accelerated through the millennium. Between the mid-1990s and 2008 twenty-one expeditions went north. Most were privately financed. They ranged from the sledge-borne or snowmobile explorations of David Woodman and Tom Gross, to an Irish-Canadian documentary team, and an American Express-sponsored expedition retracing Franklin’s route with the motto ‘Long Live Dreams’.

在这种所有权转移的鼓励下，搜索Franklin的步伐在整个千禧年中得到了加快。在20世纪90年代中期到2008年间，有21支探险队前往北方。其中大多数都是私人资助的。其中包括David Woodman和Tom Gross的雪橇或雪地摩托探险队，还有一个爱尔兰和加拿大组建的纪录片团队，以及由美国运通赞助的探险队，他们喊着以“梦想万岁”的口号，重走Franklin当年的路线。

A quantum leap came in 2008. The previous year the Russians, whose interest in the Arctic had so alarmed Barrow and the Admiralty, had executed the eye-catching stunt of planting a titanium flag, complete with pole and pedestal, in a capsule on the seabed at the North Pole. It was a highly effective announcement of their intention to claim rights over Arctic waters, and brought a robust response from Canada’s Conservative Party Prime Minister, Stephen Harper. He made it clear that the Arctic was to be a priority: ‘Canada has a choice when it comes to defending our sovereignty over the Arctic; either we use it or we lose it.’ But it was more complicated than it sounded. Theoretically each neighbouring country has a 12-mile offshore area of control. Beyond that, the waters are international. Which means that Lancaster Sound and Barrow Strait are broad enough to have an international, rather than simply Canadian, waterway running through them. And, with the warming of the Arctic, the waters of the Northwest Passage could be ice-free for longer, making it an attractive alternative for Atlantic–Pacific traffic, potentially shaving ten days off the Panama Canal route for some operators.

2008年出现了一个巨大的飞跃。俄国人在前一年对北极表现出了一些兴趣，也惊动了巴罗海峡和海军部，他们在北极海床上的一个容器里插上了一面带有完整旗杆和底座的钛制国旗，这一举动引起了非常多的关注。这是在非常高调地表明了他们对北极海域主张主权的意图，并受到了加拿大保守党总理Stephen Harper的强烈回应。他明确表示，北极主权将是最优先考虑的事项：“加拿大有权力捍卫自己对北极的主权；我们也必须充分利用好它。”但实际情况比听起来要复杂得多。理论上，每个邻国都有12英里的近海控制区域。除此之外，这片海域是国际性的。这意味着兰开斯特海峡和巴罗海峡之间足够宽广，可以有一条国际水路穿行其中，而不是简单的加拿大水道。而且，随着北极变暖，西北航道的无冰时间可能会更长，这使其成为大西洋-太平洋运输成为一个非常有吸引力的选择，对于一些运营商来说，这可能会使比巴拿马运河航线短10天。

Nevertheless, Harper went ahead and, as well as staking a Canadian claim to the seabed rights at the North Pole, announced plans to build eight Arctic offshore patrol ships, contesting the American claim that the 950 miles of the Northwest Passage, from the Beaufort Sea to Baffin Bay, were an international waterway. To rub in his message, Harper made a point of visiting the Far North for a few days each summer, taking with him some sweeteners, such as money for a new airport or a new road.

不过，Harper还在继续推进，除了提出加拿大对北极海底的所有权要求外，他还宣布计划建立八艘北极海上巡逻船，并对美国声称从波弗特海到巴芬湾的950英里西北通道是一个国际水道提出质疑。为了传达他的信息，Harper每年夏天都要去遥远的北方访问几天，并带去一些甜头，比如投资修建新机场或新公路。

One of the side-effects of the reawakened sensitivity to all matters Arctic was that public money was made available to Parks Canada to fund a serious government-backed search for the whereabouts of Franklin’s ships. The area where *Erebus* and *Terror* were likely to lie had been a National Historic Site since 1992. The time had come to find out exactly where they were.

再次引发的北极相关敏感问题所带来的另一个附带后果是，加拿大公园管理局获得了公共资金，以资助一项由政府支持的搜索Franklin船只下落的行动。自1992年以来，这片可能存在*厄瑞玻斯号*和*恐怖号*的地区一直是国家历史遗迹。而现在是时候找出他们的确切位置了。

The first expedition, led by Robert Grenier and Ryan Harris, with the Inuit historian Louie Kamookak as consultant, went north in the brief summer window of 2008. It identified sites that might be productively worked on later. The next year no search was funded. In 2010 a wreck was discovered by a Parks Canada team further west at Mercy Bay, off Banks Island. It was neither *Erebus* nor *Terror*, but that of HMS *Investigator*, sent out to find Franklin and abandoned to the ice by Captain McClure.

第一支探险队由Robert Grenier和Ryan Harris率领，因纽特历史学家Louie Kamookak担任顾问，通过在2008年短暂的夏季窗口期向北考察。最终确定了几处可能会有所收获的地点。第二年，搜索工作没有得到资助。2010年，加拿大公园管理局的一个团队在更偏西位置，即班克斯岛附近的梅西湾发现了一艘沉船。但她既不是*厄瑞玻斯号*，也不是*恐怖号*，而是皇家海军的*调查者号*，当时她派出去寻找Franklin，后来被McClure船长遗弃在冰面上。

In that same year, 2010, the enterprise was joined by two multimillionaire philanthropists, Jim Balsillie, founder and CEO of the company that developed the BlackBerry, and the entrepreneur Tim Macdonald. They announced plans to create the Arctic Research Foundation and fit out a ship specially designed for the search. It was to be named the MV *Martin Bergmann*, in recognition of a Canadian scientist and marine biologist who died in 2011 at the age of fifty-five.

同年，也就是2010年，两位千万富翁慈善家——开发黑莓的公司创始人兼首席执行官Jim Balsillie和企业家Tim Macdonald加入了搜索的行列。他们宣布了创建北极研究基金会的计划，并准备了一艘专门为搜索而设计的船。这艘船将被命名为MV*马丁伯格曼号*，以纪念一位2011年去世，享年55岁的加拿大科学家和海洋生物学家。

The net was tightening.

搜索的网在不断收紧。

Parks Canada archaeologists returned to the area for the next three seasons, but bad weather, lack of proper charts and the difficulty of precision-trawling over such a wide stretch of water became increasingly frustrating. The conditions in the summer of 2014, however, were predicted to be good and, christening it the 2014 Victoria Strait Expedition, the Canadian government piled in with resources. The Canadian Navy, Coastguard, Ice Service, Hydrographic Service and even the Space Agency were just some of the government bodies engaged to assist with the search.

在接下来的三个季节里，加拿大公园管理局的考古学家们再次回到了这篇、片地区，但恶劣的天气、缺少合适的海图以及在如此广阔的海域进行精确搜寻十分困难，也让人感到越来越沮丧。不过，2014年的夏天气候预计会比较好，加拿大政府组建了2014年维多利亚海峡探险团队，并投入大量资源。加拿大海军、海岸警卫队、冰区营运局、水道测绘局甚至航天局都是其中参与协助搜索的政府机构。

The result was an armada reminiscent of the great searches of the 1850s, but with high-tech twenty-first-century equipment. A powerful Canadian Coastguard ice-breaker, the *Sir Wilfrid Laurier*, was at the centre of operations, carrying two self-propelled underwater robots, one of them a 7½-foot-long canary-coloured torpedo called an AUV (autonomous underwater vehicle), carrying sonar equipment that was so state-of-the-art that it had never been tested before. And just to give a nod to historical continuity, one of Parks Canada’s smaller auxiliary boats was called *Investigator*. Unlike her 1850s predecessor, she was to be the lucky one.

最终造就了一支无敌舰队，甚至让人想起了19世纪50年代的各种伟大搜索，而且还采用了21世纪的高科技设备。一艘强大的加拿大海岸警卫队破冰船*威尔弗里德·劳雷尔号*是团队的核心，她携带了两个自航水下机器人,其中一个是7½英尺长的被称为AUV(自主水下航行器)的淡黄色水下航体，其携带的声纳设备非常先进，不过以前从未被测试过。为了体现历史的延续性，加拿大公园管理局派出了一艘较小的辅助船被称为*调查者号*。与她19世纪50年代的前身不同，她将成为幸运儿。

Despite initially optimistic forecasts, things looked unpromising. Ice filled Victoria Strait on a scale not seen for five years. This confined a number of the ships to the area around Queen Maud Gulf. It was some way south of the proposed search area, but it had at least remained ice-free.

尽管最初的预测是乐观的，但事情看起来却并非如此。维多利亚海峡完全被冰覆盖，这种规模是五年来从未见过的。这导致一些船只被限制在毛德皇后湾附近。那里位于拟议的搜索区域的南边，并且还有一定的距离，但至少没有结冰。

Doug Stenton, an archaeologist on the search, was making the best of the enforced change of plan by reconnoitring a collection of small, wispy islands around Wilmot and Crampton Bay, just off the coast of the Adelaide Peninsula. His plan was to find a good site for a GPS that could receive satellite signals showing water depth and navigability of these trickily shallow channels. Noticing signs of an abandoned Inuit ring tent on one of the islands, he requested the Coastguard pilot, Andrew Stirling, to drop down so that he could take a closer look. Whilst Stenton was taking photographs and measurements of the site, Stirling was wandering along the shore, killing time. He was brought up short by the sight of a rusted metal object sticking half out of the sand. Though his job was that of pilot, he had learned enough about archaeology to know an odd thing when he saw one.

参与搜索的考古学家Doug Stenton充分利用了被迫改变的计划，他们围绕阿德雷德半岛海岸附近的威尔莫特湾和克拉姆顿湾周围的一些面积不大而且稀疏的岛屿进行了勘察。他的计划是为GPS找到一个合适的位置，这样就可以接收卫星信号，显示出这些复杂浅水通道的水深和通航能力。他注意到其中一个岛上存在遗弃的因纽特人环形帐篷的迹象，就要求海岸警卫队飞行员Andrew Stirling降落下来，以便近距离观察。当Stenton在拍照和测量的时候，Stirling沿着海岸漫步，消磨时间。然后他看见一个生锈的金属物有一半暴露在沙子外面，一下子愣住了。虽然他的职业是飞行员，但以他对考古学的了解，发现这个奇怪的事物也足以让他明白些什么。

What he was looking at was a U-shaped piece of iron, long and heavy and rusted. He called Stenton over to take a look. The veteran archaeologist was both puzzled and impressed. After photographing it, he took it from Stirling and examined it carefully. He found what he was looking for – the distinctive broad arrow mark denoting Royal Navy property. Nearby, Stirling had found a weathered piece of wood with a rusty nail embedded. All the indications were that this was a substantial piece of equipment, not from a boat or sledge or part of an encampment, but from the deck of a ship. An old ship. Once they were back on board the *Sir Wilfrid Laurier*, fellow archaeologist Jonathan Moore looked on his computer. He found the detailed plans of the Franklin ships, the same ones that I had seen at the National Maritime Museum in Woolwich. It took him about half an hour before he identified that what Sterling had found on the beach did indeed correspond to something on one of the doomed vessels. It was a davit pintle, a piece of the gear used to raise and lower boats off the side of the mother-ship.

他看到的是一块U形的铁，又长又重，还生了锈。他叫Stenton过来看看。这位经验丰富的考古学家感到既困惑又激动。拍完照片后，他从Stirling那里接过来进行仔细检查。他找到了他要找的东西——一个标识皇家海军财产的特制宽箭头标记。Stirling在附近发现了一块风化的木头，上面嵌着一颗生锈的钉子。所有的迹象表明，这是一片来自某种重要装置的碎片，不是来自小船、雪橇或营地的一部分，而是来自一艘船上的甲板。来自一艘古老的船。他们一回到船上，*威尔弗里德·劳雷尔号*上的同事、考古学家Jonathan Moore就在电脑上研究。他找到了Franklin所在船的详细图纸，和我在伍尔维奇的国家海事博物馆看到的一模一样。他花了大约半个小时才确定，Stirling在海滩上发现的东西确实与其中一艘失事船只上的东西相吻合。这是一个吊艇柱销，是一种用来把小船从母船的一侧升起和放下的装置。

What excited everyone on the *Sir Wilfrid Laurier* that evening was not just the discovery of the object itself, but the implications of finding this particular piece of equipment in this particular location. The pintle was too heavy to have drifted far, too heavy to be blown by the wind. Wherever it came from must be close. Probably very close.

当天晚上，*威尔弗里德·劳雷尔号*上的每个人都非常兴奋，不仅仅是因为发现了这个物体本身，还因为在这个特定地点找到这个特殊设备所具有的意义。柱销太重了，不可能飘得太远，也不会被风吹走。所以不管它来自哪里，那艘船肯定就在附近。而且可能非常得近。

They didn’t have to wait long. It was 1 September when the pintle was discovered. Sure enough, on 2 September, as the search area was rapidly reconfigured and the laborious business of ‘lawn-mowing’ the ocean began again, sonar images revealed that they had been right.

他们没等多久。发现柱销的时间是在9月1日。果然，在9月2日，随着搜索区域的迅速调整，在海洋上“修剪草坪”的繁重工作再次开始了，而声纳图像显示，他们是正确的。

There was a ship down there, 36 feet below them. Upright on the sea floor.

在他们下面36英尺的地方有一艘船。直立在海底。

Absolute confirmation of the find had to wait until 7 September, when a remote operating vehicle (ROV) with a camera attached was launched into the water. The sea was becoming rougher and choppier, and visibility murkier by the moment. The suspense on the *Sir Wilfrid Laurier* was screwed tight, until the first video close-ups brought absolute clarification that the hulk on the seabed was indeed one of Franklin’s ships, her hull broken at the stern, but otherwise looking like it did on the day she was born. Bill Noon, captain of the *Sir Wilfrid Laurier*, was moved to tears. He had thought that the ice in Victoria Strait had kept them away from the discovery area, but in fact it had done exactly the opposite. ‘Somebody was pushing us to an answer,’ he said at the time. ‘Somebody had waited long enough and wanted to solve the riddle.’

直到9月7日，当一个带着照相机的遥控潜水器(ROV)下水后，才真正确认了这一发现。当时，海面变得波涛汹涌，能见度此刻也越来越低。*威尔弗里德·劳雷尔号*的悬念一直紧绷在那，直到第一个视频特写镜头清晰地说明了海底的这艘船确实是Franklin船队的其中一艘，船体在船尾断裂，但除此之外她看起来就像诞生的那天一样。*威尔弗里德·劳雷尔号*的船长Bill Noon感动得流下了眼泪。他原以为是维多利亚海峡的冰层让他们远离了探索区，但事实恰恰相反。 “有人在逼着我们寻找答案。” 他当时说，“有人等了很久，想要解开这个谜。”

As one mystery was solved, a host of others presented themselves. The ship had drifted further than anyone had expected, except the Inuit, who had been right all along. How had she ended up as far south as Utjulik? Was she sailed south or did the ice take her there? Were there men on board to the end, or had the ship been long abandoned by the time she reached her final resting place? And then there were the intriguing possibilities. What items might still be aboard? How well would the freezing Arctic waters have preserved them? Most tantalising of all, if she turned out to be *Erebus*, was it just conceivable that archaeologists might one day find the body of Sir John Franklin, not buried on the Boothia Peninsula as suggested by some Inuit stories, but lying in a coffin deep in the hold of his flagship, awaiting a repatriation that was never to happen?

当一个谜团被解开时，又有许多其他的谜团出现了。船漂流的距离比任何人想象得都要远，除了因纽特人，因为他们一直都是对的。她怎么会跑到尤特朱利克（Utjulik）这么远的南方？她是往南航行还是被冰带到了那里？船上的人是否一直坚持到最后，还是说当她到达最后的安息处时，这艘船早已被遗弃了？还有一些令人感兴趣的可能。哪些物品可能还在船上？冰冷的北极海水能否完好得保存它们？而其中最令人着急的是,如果她是*厄瑞玻斯号*,是否有可能考古学家有一天会找John Franklin爵士的尸体，而他并没有像因纽特人所说的那样埋在布西亚半岛，而是躺在他的旗舰船舱深处的棺材里，等待着永远不会发生的遣返？

On 9 September 2014, at a press conference in Ottawa, Prime Minister Harper announced to the world that one of Franklin’s ships had been found. It took a few days longer, and a series of dives by the underwater archaeologists, to confirm beyond doubt that it was not just Franklin’s, but James Clark Ross’s, George Haye’s and Philip Broke’s ship that had been found.

2014年9月9日，在渥太华举行的一场新闻发布会上，Harper总理向全世界宣布发现了Franklin的一艘船。又花了几天时间，水下考古学家们进行了一系列下潜，才毫无疑问地确认被发现的不仅是Franklin的船，还是James Clark Ross、George Haye和Philip Broke的船。

All who had ever served on her were long dead, but as the glasses were raised in Canada and around the world, *Erebus* was born again.

所有曾经为她服务的人都早已去世，但随着玻璃技术在加拿大和世界各地的发展，*厄瑞玻斯号*重生了。



The ruins of Northumberland House, a shelter constructed for Franklin in the

1850

s in the desperate hope he was still alive, serves as a poignant

reminder of

*Erebus*

’s last voyage.

Penguin

Random

House

The ruins of Northumberland House, a shelter constructed for Franklin in the 1850s in the desperate hope he was still alive, serves as a poignant reminder of *Erebus*’s last voyage.

诺森伯兰庄园的废墟，是19世纪50年代为Franklin建造的避难所，因为绝望中的人们都希望他还活着，这是*厄瑞玻斯号*最后一次航行时的一个辛酸回忆。