chapter 10

# ‘THREE YEARS FROM GILLINGHAM’

“离开吉林厄姆已经三年了”

Once the magnetic measurements had been completed on the appointed term day, the ships were prepared for a short expedition to undertake a survey of magnetic activity around Cape Horn. Surgeon McCormick, in one of the rare calls on his medical services, gave a final round of treatment to the sick daughter of one of the Falklands residents, forty-six-year-old Captain Allen Gardiner, a naval man and an ‘ardent’ missionary. His daughter survived, but Gardiner and six others, including his young second wife, later starved to death whilst trying to spread the word of God to the natives of Tierra del Fuego.

在指定的观测日完成磁测量后，船只就开始准备进行一次短途考察，对好望角周围的磁活动进行调查。外科医生McCormick难得出诊，为一位福克兰群岛的居民患病的女儿进行最后一轮治疗。这位居民名叫Allen Gardiner ，是一位46岁的海军上尉，也是一名“狂热的”传教士。他的女儿最终活了下来，但Gardiner和其他六个人，包括他年轻的第二任妻子，后来在试图向火地岛的土著传播上帝的福音时饿死了。

On 8 September 1842, with a fair wind and all sails set, *Erebus* cleared Berkeley Sound in a morning. Her senior lieutenant, Mr Sibbald, had been left behind with a team of six other officers to maintain the observatory at Port Louis. HMS *Terror* left without its muchrespected First Lieutenant, Archibald McMurdo, who had been diagnosed with a long-standing stomach condition and was to be invalided back to England for treatment. Ross had written a letter to the Admiralty explaining the situation and recommending McMurdo for promotion. As it turned out, being sent home was not a bad career move for McMurdo. He rose to the rank of Vice-Admiral and died thirty-two years later, having left his mark firmly on the map of Antarctica in the shape of a McMurdo Sound, an ice-shelf, an ice station, a system of dry valleys and a polar ‘highway’.

1842年9月8日，伴随着一阵顺风，所有的船只都已启航，*厄瑞玻斯号*仅耗费了一个早晨就驶离了伯克利湾。当时，船上的海军上尉Sibbald先生和其他六名军官留在了路易斯港，负责观测台的维护。*恐怖号*离开时也没有带上倍受尊敬的大副Archibald McMurd，他被诊断出患有长期的胃病，将被送回英国接受治疗。Ross已经给海军部写信说明了情况，并推荐提拔McMurd。事实上，遣送回国对于McMurd来说并不是一次糟糕的职业选择。他后来晋升成为中将军衔，并于三十二年后去世，他在南极洲的地图上留下了不可磨灭的印记：比如麦克默多海峡，此外还有一个冰架、一处冰上观测站、一处干旱河谷生态和一条极地“公路”。

It took the two ships some ten days to cover the 425 miles to Cape Horn. It was not an easy journey. Only two days out of the Falklands, Cunningham recorded his ship as ‘labouring very heavily and Shipping heavy Seas over all’. On the night of Saturday 10 September, the wind was ‘blowing harder than I think I ever saw it’. By the 12th it was ‘a complete hurricane. Ship at times nearly on her beam ends.’ Nor did the weather let up. On the 15th there was ‘a Tremendous Sea on’. They spent most of this punishing week below decks, with storm sails rigged and the hatches battened down. By contrast, when they reached Cape Horn, where bad weather was generally expected, the seas were calm and the skies had cleared. ‘It is probable we saw this cape of Terror and tempests under some disadvantage,’ wrote Ross, with a hint of regret.

两艘船花了大约10天的时间才航行425英里到达好望角。这不是一次轻松的旅程。离开福克兰群岛仅仅两天，Cunningham就记录了他的船“在海面上负重前行，颠簸不堪”。9月10日星期六晚上，海风“刮得前所未有的猛烈”。而到12日的时候，已经“彻底演变成一场飓风。船身晃动的非常剧烈。”而天气一直没有好转。15日，海面上“巨浪滔天”。他们装好暴风帆，封好舱口后，大部分时间都待在甲板下，以抗过了这个难熬的一周。相比之下，当他们到达好望角的时候本预计那里是坏天气的，结果却发现那里海面平静，天晴气朗。“我们其实有很大的可能置身于恶劣的条件下看到这个充满恐怖和风暴的海角” Ross略带遗憾地写道。

I now understand his disappointment, for I had a similar experience rounding the Horn whilst filming for the BBC on board a Chilean naval patrol boat, the *Isaza*. All set for storm-tossed seas, and given drastic warnings of what to expect and how to strap ourselves into our bunks, we were plunged into anticlimax. The ferocious ocean was millpond-calm. Ross, unsure of his ship’s safety on the surrounding rocks, felt it was enough to watch and marvel, but our Chilean hosts lowered a Zodiac and landed us on Cape Horn itself. It was not just the soft and gentle weather that tamed the Cape’s reputation that day, but the presence of a big, soppy dog called Bobby, who leapt down the cliff at the end of America to welcome us, effusively attaching himself to our cameraman, as if he hadn’t seen a human leg for weeks.

我现在能理解他的失望，因为在为BBC拍摄智利海军巡逻艇*伊萨号*（*Isaza*）绕行海角时，我也有过类似的经历。本来都做好了迎接暴风雨的准备。我们收到了严厉的警告，并被告知之后将会发生什么，以及如何把自己绑在铺位上，但最终却是面对着一个虎头蛇尾的情况。本以为波涛汹涌的大海却平静无波。Ross当时不确定他的船在岩礁周围会不会有危险，所以只是稍微警戒驻留观赏了一番，但我们的智利东道主热情地下放了橡皮艇，邀请我们在好望角登陆。那天让我们对好望角感观大为改善的原因不仅仅是温柔和煦的天气，还有那只体型巨大、浑身湿漉漉名叫Bobby的狗，他从非洲大陆最边缘处的悬崖上跳下来，热情地和我们的摄影师亲昵，就好像他已经好几个星期没有见过人腿了一样。

I remember thinking how privileged we were to be there in the expert company of the Chilean Navy. I apologised to the captain of the *Isaza* for taking up so much of their time, and their space. There were, after all, six of us and twenty of them on a ship 150 feet long. Now that I know that on *Erebus* there were sixty-three people on a ship 105 feet long, I don’t feel quite so bad.

我记得当时我就在想，我们是多么的荣幸才能够有智利海军在一旁陪同。由于占用了很多的时间和地方，我向*伊萨号*的船长表示了歉意。毕竟，原本一艘只有20个人的150英尺长的船上现在又多了我们6个人。而当我了解到在*厄瑞玻斯号*这么一艘105英尺长的船上居然有63个人，我也就释怀了很多。

The Cape stands on the southernmost of the Wollaston Islands and it was on one of these, Hermite Island, that Ross spotted a haven, St Martin’s Cove, where *Erebus* and *Terror* could moor up. For Darwin, who had visited the Wollaston Islands thirteen years earlier, this was ‘one of the most inhospitable countries within the limits of the globe’. Ross’s expedition was greeted by hail, snow and freezing wind. Amid all this, they could make out an encampment at the head of the inlet where fires were burning and native Fuegians gathered. A group of them came out in a canoe and indicated the best place to drop anchor, and they were duly followed by others. Cunningham described one canoe in which there were ‘4 men 1 woman and 1 child all completely naked except their shoulders . . . The woman stood up quite unconscious of the delicate Situation she was in, exposed to the impertinent gase and remarks of the Ships company.’ The sight of her evoked a sense of pity. ‘Poor creature,’ Cunningham went on; ‘hers must be a miserable existence to drag out, for in addition to having a young child she had to paddle the “Canoe” and apparently do all the work.’

海角位于沃拉斯顿（Wollaston）群岛的最南端，Ross在其中的赫米特（Hermite）岛上发现了一个避风港——圣马丁湾（St Martin’s Cove），*厄瑞玻斯号*和*恐怖号*可以在这里停靠。Darwin在13年前曾访问过沃拉斯顿群岛，他称这里是“地球上最不适宜居住的国家之一”。Ross探险队在这遭遇了冰雹、暴雪和寒风的侵袭。在此期间，他们看到在海湾的入口处有一个营地，那里生着火，还聚集了一群土著火地人。他们中有一群人乘着独木舟出来，指明了抛锚的最佳地点，而其他人也紧随其后。根据Cunningham的描述，其中一艘独木舟“上面有4个男人、1个女人和1个孩子，他们除了肩膀外都一丝不挂……那个女人站了起来，完全没有意识到她正处于某种微妙的境地，暴露在船上人们的无礼的讥笑和评论中。”一看到她，就会让人心生一种怜悯之情。“可怜的人，” Cunningham继续道；“她的生活一定很悲惨，因为除了有一个年幼的孩子外，她还必须划着‘独木船’，显然所有的工作都担在了她的身上。”

Ross took a boat to the shore and chose a site for an observatory. Clearing it was a difficult job. A large party of men, under Captain Crozier’s direction, worked for several days stripping away trees and undergrowth, only to reveal a swamp beneath. Not to be defeated, they drove piles through it till they reached the clay base. Sand-filled barrels made a reasonably firm platform and the observatory was duly erected.

Ross乘船来到岸边，挑选了一处观测站的建造地址。地面清理是一项很艰难的工作。在Crozier船长的指挥下，他们一大队人连续工作了好几天，才清理干净树木和灌木丛，却发现下面是一片沼泽。他们不甘示弱，于是在上面打桩，一直打到粘土地基。装满沙子的木桶构成了一个相当坚固的平台，于是观测台就这样建立起来了。

For Hooker, the Wollaston Islands were a source of endless fascination. In some ways, they were like the Western Isles of Scotland: with similar narrow arms of the sea pushing into the land, and deep, enclosed bays protected by low mountain ranges. He found more plant species on Hermite Island identical to those back in Britain than he had done anywhere else in the southern hemisphere. He was also intrigued that so many plant species in the islands of Tierra del Fuego were the same as those he had observed in remote places in the Kerguelens and Van Diemen’s Land. Since the prevailing winds and ocean currents of the South Atlantic move from west to east, he could only assume that plant life on the Kerguelens and in Tasmania actually originated on Tierra del Fuego, with seeds from this inhospitable region being carried by wind and waves across thousands of miles of the stormiest ocean.

对Hooker来说，沃拉斯顿群岛散发着无穷的魅力。在某些方面，它们很像苏格兰的西部群岛：都有伸入陆地的狭长内海，也都有被低矮的山脉保护着的深邃而封闭的海湾。他在赫米特岛上发现了很多与英国相同的植物种类，远超过在南半球其他地方发现的数量。更令他到好奇的是，火地岛上的许多植物物种，与他在偏远的凯尔盖朗以及范迪门斯之地上观察到的植物物种是一样的。考虑到南大西洋的盛行风和洋流自西向东移动,他只能假设凯尔盖朗和塔斯马尼亚上的植物实际上都起源于火地岛，种子从这片荒芜的地区经由狂风和海浪来到了远在数千英里的那片风暴肆虐的海面上。

Ross, on the other hand, saw only the bleakness of the island on which they were now encamped: ‘these wild scenes,’ he recorded, ‘are rendered gloomy . . . and positively forbidding by the almost total absence of animated nature, and by the clouded sky, constant storms and vexed ocean, added to the silence which is only broken by the hollow voice of the torrent and the cry of the savage’.

另一方面，Ross却也只看到了他们现在扎营的小岛上的萧瑟景象：“这些荒凉的景色，”他写道，“显得十分阴郁……乌云密布的天空，连绵不断的暴风和焦躁恼人的海洋，几乎完全感受不到大自然的勃勃生机。周围的寂静偶尔会被激流的空洞声响或是野蛮人的呼喊打破，而这一切只会加剧那股由内而发的敬畏之情”

On Sunday 25 September, Cunningham noted, gloomily, ‘Three years from Gillingham.’ The next day the gun-room steward from *Terror* was laid across a cannon and given twenty-four lashes for ‘neglect’.

9月25日，星期天，Cunningham沮丧地说，“离开吉林厄姆已经三年了。”第二天，*恐怖号*的炮室管理员因“工作一时疏忽”被横绑在一门大炮上，挨了二十四鞭。

As Ross and his officers set to work in the observatory, increasing numbers of curious natives would congregate at the shelter – part hut, part wigwam – to watch what was going on. Ross was not much impressed by them. ‘The Fuegians are truly described as the most abject and miserable race of human beings,’ he tutted, comparing them unfavourably with what he called ‘their northern prototypes, the Esquimaux’. The menfolk, he noted, were small, with an average height of no more than five feet, and they were indolent, leaving the women not only to propel the canoes but also to dive for the sea eggs and limpets that were their main source of food. But even the stern Captain Ross had to admit that they were good company. They had a notable talent for mimicry, which fascinated the ships’ crew, and they were always ready to join in a dance or a song. One morning Ross came across some of his men teaching the Fuegians how to wash their faces. They didn’t like the sting of the soap, however, so they washed their hands and feet instead. Before the expedition left, a suit of clothes had been found for each of them.At the beginning of November they sailed out of St Martin’s Cove, having found room on board for 800 young beech trees to take back to the treeless Falklands.

随着Ross和他的军官们在观测台展开工作，越来越多好奇的当地土著聚集在据点——一部分是茅屋，一部分是棚屋——观看发生了什么。Ross对他们很不以为然。“火地人确实是人类中最悲惨的种族，”他抱怨道，并将之与他们所谓的“北方的原型，爱斯基摩人”进行了不恰当的比较。他注意到，这些男人个头矮小，平均身高不超过五英尺，而且他们都很懒惰，不仅让女人推独木舟，还让她们潜水寻找海卵和帽贝——那是他们的主要食物来源。但即使是严厉的Ross船长也不得不承认他们是很好的伙伴。他们有一种很特别的模仿天赋，这让船员们都很着迷，而且他们总是随时准备好开始唱歌跳舞。一天早上，Ross碰见他的几个手下在教导火地人洗脸。然而，他们不喜欢肥皂的刺激感，所以他们改为洗手和洗脚。在探险队离开之前，为他们每个人准备了一套衣服。11月初，他们离开了圣马丁湾，船上载着800棵小山毛榉树苗，准备带回没有树木的福克兰群岛。

Once there, some of the crew immediately set to work unloading and planting the trees. Others were pressed into repair work on an English whaler, *Governor Halkett*, which had made an emergency detour to the Falklands after springing a leak in her cargo of whale oil. It took them a week to strip out the ship, plug the hole in her bows and re-stow her, leaving little time for hunting parties to go out and restock supplies. McCormick, however, did his best, procuring eggs, geese, rabbits and steamer ducks. And it wasn’t just the shotgun that he used this time. A particularly grisly journal entry for 17 November reveals that he was experimenting with other methods of despatch. ‘This evening I tried the effects of hydrocyanic acid on three penguins, to ascertain the speediest and most humane method of ending their existence. One dram of the diluted acid destroyed a bird in one minute and fifty seconds.’

回来以后，一些船员就立即开始卸货并种树。另一部分人则被派去修理一艘英国捕鲸船*哈尔凯特总督号*（*Governor Halkett*），这艘装载鲸油的船在出现泄露后，紧急绕道前往福克兰群岛。他们花了一个星期的时间才把船拆开，并把船头上的洞堵上，然后重新装好船，几乎没有时间派狩猎队出去补充补给。然而，McCormick却竭尽全力，搞到了很多鸡蛋、鹅、兔子和蒸鸭。而且这次他用的不仅仅是猎枪。根据11月17日一篇特别恐怖的日记透露，他正在试验其他杀戮方法。“今天晚上，我对三只企鹅进行了氢氰酸试验，确保以最快、最人道的方式结束它们的生命。一滴稀释的酸液能在一分五十秒内杀死一只鸟。”

By the time they were ready to leave, a positive menagerie had been assembled on board. ‘Our decks formed quite a farmyard,’ McCormick wrote. ‘In the boat amidships five sheep were stowed away, the same number of wild pigs, with a litter of young ones. In the port waist were three calves . . . In the quarter-boat two turkeys and a goose . . . each quarter was festooned with dead rabbits, geese, seal, and snipe, with a quarter of beef and veal, and dried fish in every direction.’ He drew the line, however, at horse-flesh, and was horrified to discover that a recent breakfast had consisted not of beef-steak, as he had assumed, but of ‘a young colt’ that had been ‘thoughtlessly, to use a mild expression, shot, on the previous day by a party from the midshipmen’s berth’. For Surgeon McCormick, who, since they left England, had taken aim at almost every kind of living creature he encountered, killing a horse was a step too far: ‘there was nothing whatever that could in any way justify the taking the lives of these harmless, inoffensive creatures, and it is very sad . . . that the happy life of freedom led by these noble animals . . . should have been closed by so wanton an act of cruelty’.

当他们准备离开的时候，船上已经聚集了大量的动物。“我们的甲板简直成了一个大型农家庭院，” McCormick写道。船腹部还藏着五只羊和同等数量的野猪，此外还有一窝小猪。左舷腰部有三只小牛犊……在船尾那还有两只火鸡和一只鹅……船上很多地方都摆着各种死去的兔子、鹅、海豹和鹬，到处都是牛肉和小牛肉，还有鱼干。” 他曾对于马肉有着严格的限制，但是却惊恐地发现最近的早餐并不是他所认为的牛排，而是“一匹年轻的小马”，被“草率的，用温和的口吻来说,，在前一天被一群军官候补射杀了”。对于外科医生McCormick来说，虽然自从他们离开英国,他曾瞄准过他所遇到的几乎每一种生物，但杀死一匹马还是太过分了：“无论出于什么理由都不应该夺走这些无辜的生命，这让人非常难过……这些高贵的动物本应该过着幸福的自由生活……却终止于如此肆无忌惮的残忍行为。”

With final provisions safely stowed on board, *Erebus* and *Terror* set out on their third Antarctic voyage on Saturday 17 December 1842, hoping once again to break their own record of furthest south. But something had changed; the mood had shifted. Previous legs of the journey had been embarked upon with general enthusiasm. This time there were dissenting voices. Up until now, Ross had been widely admired. Now Hooker, writing to his father a few months later, sounded his first note of criticism of the expedition’s leader. ‘I believe we should have gone to some better place than the Falklands during [the] last dreary winter,’ he wrote. ‘Honor, empty honor retained the officers.’ He also suggested that there had been little appetite for a third season of Antarctic exploration. ‘You can hardly conceive how earnestly we hoped at the Falklands that the Admiralty would have recalled us and sent us anywhere else.’

*厄瑞玻斯号*和*恐怖号*在将最后一批补给安全地装上船后，于1842年12月17日星期六开始了第三次南极航行，并希望再次打破他们自己的最南航行记录。但是这次有些事情变得不一样了；大家的心态已经变了。前几次航行大家都是在心情高涨的情况下开始的。但这一次却出现了反对的声音。到目前为止，Ross一直受到广泛的爱戴。而Hooker在几个月后写给父亲的信中，第一次对探险队的领队提出了批评。“我认为，我们应该去一些比福克兰群岛更好的地方。来度过去年那个沉闷的冬天，” 他写道，“如今留住军官们的只有荣誉，空洞的荣誉。”他还表示，大家对第三次的南极探险都兴趣不大。“你很难想象，我们在福克兰群岛的时候是多么热切地希望海军部能召回我们，把我们派到别的地方去。”

This was not a feeling shared by the expedition’s leader. Ross was in agreement with the first part of the sentiment – no one, he noted, felt ‘the smallest regret’ on leaving the Falkland Islands – but when he came to write his account of the voyage, he claimed that the mood aboard was bullish, ‘every one rather rejoicing in the prospect before us, of again resuming the more important business of our voyage’. These were fine words. But the fact remained that a turning point had nevertheless been reached. Over the next few months the captain was to sound increasingly out of touch with his crew. Post-Falklands, it was never the same expedition.

但是探险队的领队却不这么觉得。Ross同意这个观点的前半部分——他指出，没有人在离开福克兰群岛觉得“基本没有遗憾”，但当他在撰写自己的航行记录时，他声称船上的氛围很好，“每一个人都对我们面前的前景感到很欣喜，因为我们将再次踏上更重要的旅程。”这些话说得很漂亮。但事实上，转折点已经来临。在接下来的几个月里，船长与船员们之间的关系变得越来越疏远。离开福克兰群岛后，这支探险队再也不是原来的样子了。

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It didn’t get off to the most auspicious of starts, either. As the ships slipped out of harbour, the Port Louis garrison, which had gathered to bid them farewell, fired a rather messy salute, in the course of which the captain of a merchant brig had his hand fractured and, according to Cunningham, ‘a Man belonging to the Settlement had his right arm broke and both hands nearly blown off’. ‘We hove to,’ he went on, ‘and both came on board of us to get dressed.’

开局失利。当船只驶离港口的时候，路易港驻军聚集在一起向他们告别，并在鸣炮敬礼过程中引发混乱，导致一艘商船船长的手部骨折，据Cunningham描述，“一位属于居住地的男人右胳膊骨折，双手几乎被炸掉。”“我们顶风停船，”他接着说，“让人登上我们的船包扎伤口。”

Once away, the weather was deceptively benign, but no sooner had they rounded Cape Pembroke and were out on the unprotected ocean than the storm systems powered in, and a relentless succession of westerly gales lashed their starboard beam. The hatches were battened down and three of their pigs drowned.

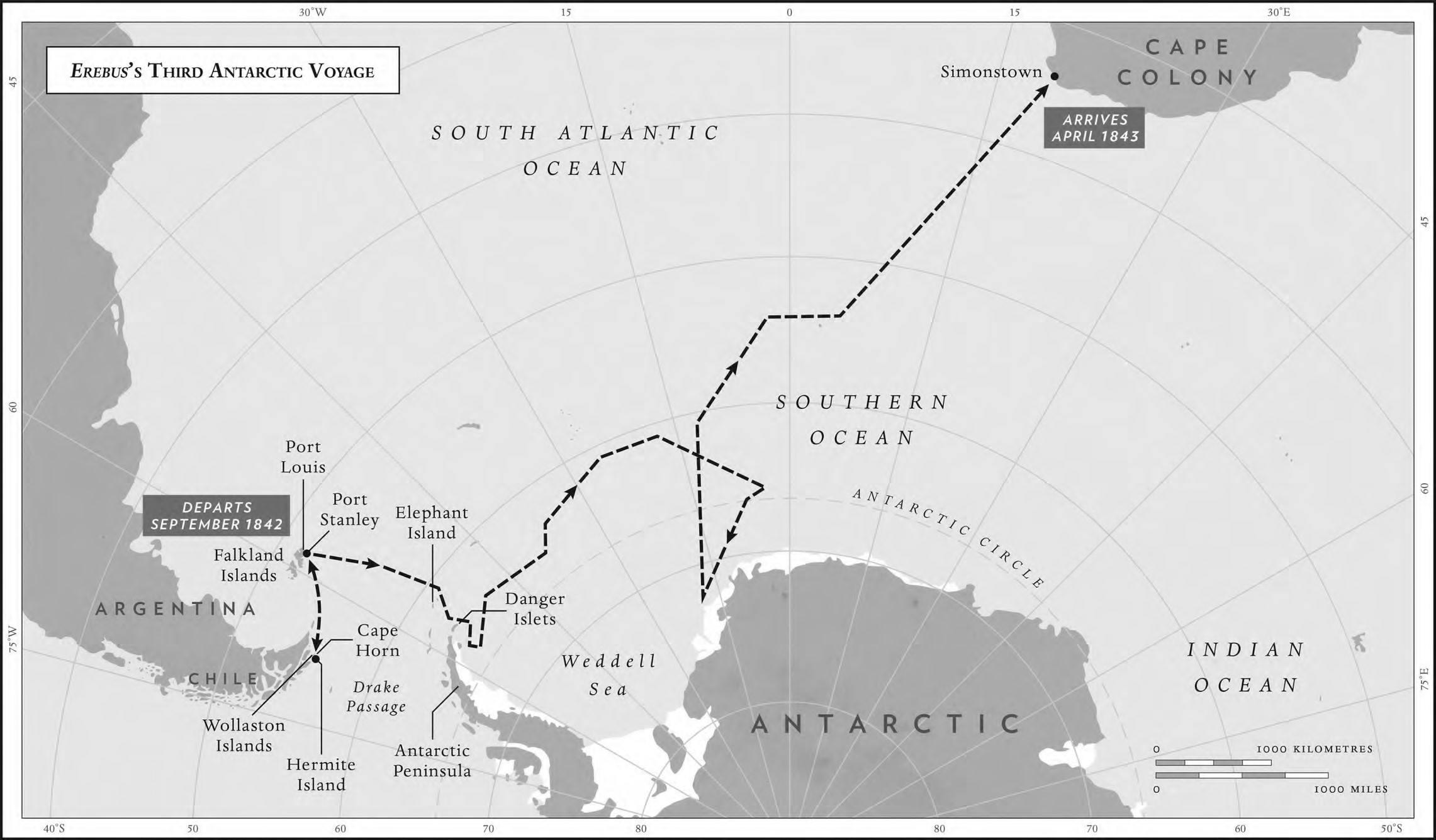
他们离开的时候，表面上看天气很不错，但他们刚绕过彭布罗克角，驶上四周不设防的海洋时，大风暴就来了，无情的西风不断地冲击着他们的右舷。舱口被封住，有三只猪被淹死了。

On Christmas Eve the first iceberg was spotted at 61°S. The night was very rough and the ship rolled fiercely. It was all too much for one of McCormick’s avian companions: ‘I found a little pet of mine, a young oyster-catcher I had brought from the Falklands with me, unable to stand up on his legs, and panting and gasping for breath. Up to this time he had appeared lively, and ate readily; but now he took only a very small bit or two of food. He lingered through the day, his eyes gradually becoming dimmer, and on my turning in at night, I found him out of his basket, dead on the deck.’

平安夜那天，在南纬61°的位置发现了第一座冰山。夜晚的风浪很大，船身也处在激烈的颠簸中。对于McCormick的某位鸟类伙伴来说，这一切都太难受了：“我发现我的一个小宠物，我从福克兰群岛带来的一只年幼蛎鹬，双腿根本没法站立，而且气喘吁吁的。在这之前，他一直很活泼，胃口也很好；但现在他只会吃一丁点食物。整整消磨了一整天，他的眼神逐渐变得暗淡，当我晚上准备睡觉的时候，我发现他从篮子里钻出来，死在了甲板上。”

Despite this bereavement, the sociable McCormick was at the heart of the Christmas celebrations, presiding over a lunch that was ‘really a sumptuous one for these regions’ – these regions being the waters off Elephant Island, where, seventy-four years later, Ernest Shackleton was to leave his shipwrecked crew while he set off for South Georgia on one of the greatest rescue journeys in maritime history. The captain and officers of HMS *Erebus* were rather more fortunate. They spent Christmas 1842 in the gun-room, feasting on veal, calf’s head and champagne.

尽管经历了如此离别之痛，但善于交际的McCormick依然是圣诞庆祝活动的核心人物，他主持了一场“对于所处的区域来说称得上奢侈”的午餐——当时他们所处的位置是大象岛海域，七十四年后，Ernest Shackleton将在那里抛下他的遇难船员，前往南乔治亚，实现航海史上最伟大的一次拯救之旅。而相比之下*厄瑞玻斯号*的船长和军官们就幸运多了。他们在炮室里度过了1842年的圣诞节，还享用了小牛肉、牛头和香槟。



Three days later, as the ships edged slowly southwards, land was spotted for the first time. It was the northern end of the Antarctic Peninsula, a long, thin strip of land curving out from the continental mainland like an upraised scorpion’s claw.

三天后，当船慢慢地向南驶去时，陆地第一次出现了。那是南极半岛的北端，从大陆上延伸出来的一条狭长蜿蜒的区域，就像一只高高举起的蝎钳。

Ross’s aim was to sail due south in the direction James Weddell had taken twenty years earlier, when he had reached latitude 74°S. The current and tide were against them, however, and an added hazard was the sudden appearance of a cluster of previously uncharted rocky outcrops, which Ross christened the Danger Islets. Not dangerous for penguins apparently. In 2016 it was announced that a super-colony of 1.5 million Adélie penguins had been found on one of them. I was a little intrigued as to why a colony of this size had taken everybody by surprise. How do you not notice one and a half million penguins?

Ross的目标是沿着20年前 James Weddell抵达南纬74°时所走的正南方向航行。然而，海流和潮汐都阻碍着他们，而且更危险的是，突然出现了一群以前未在地图上标示过的露出水面的岩石，Ross称其为危险小岛。对于企鹅来说这显然并不危险。2016年，有人宣称在其中一处岩石上发现了拥有150万只阿德利企鹅的超级栖息地。我有点好奇，为什么这种大型栖息地会让人如此地出乎人意料？你怎么会注意不到150万只企鹅呢？

I was lucky enough to explore this part of the peninsula in 2015, and one thing that struck me was how many of the names given to physical features mirrored the mental states of those who named them. Apart from Danger Islets, there is Cape Longing, Cape Disappointment, Delusion Point and Exasperation Bay, only slightly compensated for by Useful Island, on the other side of the peninsula. It’s a dramatic landscape that inspires strong emotions. Not only are there towering peaks on land, but there are equally impressive structures on the water. The narrow strait down which Ross sailed between Joinville Island and the tip of the peninsula is known as Iceberg Alley. One mega-slab of detached ice-shelf, known as B15-K, is 37 miles long and it took us two hours to pass it. In the summer of 2017 a trillion-ton iceberg the size of Delaware broke away from the Larsen Ice Shelf and drifted into the Weddell Sea. Rising 600 feet above the water and dropping 700 feet below, it was formed by ice-shelves cracking under pressure from their own weight.

2015年，我有幸探索了半岛的其中一部分，最令我印象深刻的是，很多事物的名字都反映了它们的命名者的精神状态。在半岛的另一边，除了危险小岛外，还有渴望角、失望角、妄想角和愤怒湾，以及带有补偿心态的有用岛。一个引人注目的景象，总能激发人内心强烈的情感。不仅陆地上有高耸的山峰，水面上也有同样令人印象深刻的建筑。Ross航行于茹安维尔群岛和半岛顶端之间的狭窄海峡被称为冰山巷。一处长达37英里的巨型分离冰架被称为B15-K，我们花了两个小时才通过那里。2017年夏天，拉森冰架受自身重量的压力影响产生破裂，导致一座相当于特拉华州大小的万亿吨级冰山从冰架上脱落，从水上600英尺来到水下700英尺，并一直漂移至威德尔海。

It had been a while since the expedition had added to Britain’s colonial possessions, but this was rectified on 6 January 1843 when Ross and Crozier, followed by a party of officers, took boats across to a small rocky outcrop, which they named Pyramidal Island. During a short ceremony a Union Flag was raised and it was annexed in the name of the Crown. Dr McCormick pleaded to be one of the shore party, but Ross resolutely respected the rule by which no ship was allowed to be left without a medical officer on board, and it was Hooker’s turn to go ashore. A frustrated McCormick was left on the deck of the *Erebus* ‘to glean all I could through the medium of the telescope’. I rather wish that he had been allowed to participate, because his observations were always original. Only a day later his journal contained this description of a penguin, ‘walking away upright as a dart . . . looking like an old monk going to mass’.

这支探险队已经有一段时间没有为英国增加殖民地了，但这事在1843年1月6日出现了转机，Ross和Crozier在一群军官的带领下，他们乘船来到一小块露出水面的岩层上，他们将其命名为金字塔（Pyramidal）岛。经过一个简短的仪式上，英国国旗以英国王室的名义缓缓升起。McCormick医生请求加入上岸队伍，但Ross坚持任何船都必须确保船上至少有一名医务人员的规定，而这次轮到Hooker上岸了。沮丧的McCormick被留在*厄瑞玻斯号*的甲板上，“通过望远镜尽可能地收集我所能收集到的东西”。我其实倒希望他能参加，因为他的观察总是充满新意。仅仅一天之后，他的日记里就有了这样一段对于企鹅的描述：“像飞镖一样直立行走……看起来像个要去做弥撒的老和尚。”

By the beginning of February, Ross was reluctantly pulling his ships out of the thickening ice-pack, through which they had been threading their way for a mind-numbing six weeks. The assumption on board must have been that, as William Cunningham recorded in his diary, ‘we are going to make our retreat to the cape of G Hope’. But Ross had no intention of making for the ‘cape of G Hope’ just yet. He was determined to find the clear water that Weddell had sailed through, and which Ross remained convinced would, if followed, take him and his expedition tantalisingly further south.

二月初，Ross不情不愿地把船从越来越厚的冰层中拖出来，他们已经在冰层中心烦意乱地穿行了六个星期。船上的人们的想法肯定都和William Cunningham在日记中所写的那样，“我们准备正撤退到好望角去了’。但Ross目前还没有前往“好望角”的打算。他下定决心要找到Weddell航行过的那片清澈水域，Ross坚信，如果顺着这片水域走，他和他的探险队就会向南走得更远。

For ten more days they sailed east along the edge of the ice-pack, cautiously probing for a way through, but they were still 480 miles short of their previous record when Ross finally accepted defeat. It was early March and the winter ice was closing around them. In the teeth of an approaching gale, Ross ordered the red ensign to be flown, a signal to the *Terror* that this third and last Antarctic voyage had reached its limits.

他们沿着冰山的边缘往东航行了十天多，小心翼翼地寻找一条能够通行的路，但Ross最终还是承认他失败了，他们离之前纪录还差480英里。这时是三月初，冬天的冰雪正把他们团团围住。冒着大风逼近的风险，Ross下令扬起红色海军旗，这是在向*恐怖号*发出信号，表示这第三次也是最后一次的南极航行的终止。

For Robert McCormick, it was an emotional moment. ‘I went on deck just as the ship tacked, to take a last look at the pack, which now appeared astern.’ On that same day, William Cunningham wrote simply: ‘Hurra!!’

对于Robert McCormick来说，这是一个激动人心的时刻。“我在大船调头的时候我来到了甲板，只为了最后再看一眼伫立在船尾后面的冰山。”同一天，William Cunningham简单地写道：“太棒了！！”

Physically, the crews of *Erebus* and *Terror* were in surprisingly good shape, and they were on double pay, but one can’t help feeling that the remorselessness of such prolonged exposure to the elements must have taken its toll. Life in the Navy meant long absences from home, and that was something everyone who went to sea accepted – indeed, that was why some of them went to sea in the first place – but few had ever had to endure such extreme conditions for so long as the men of *Erebus* and *Terror*. More than a year of their three and a half years away had been spent in or near the most inhospitable continent on earth, with no relief from the relentless cold and no human contact of any kind, other than those men squeezed together on the two ships that carried them into this wilderness. And here they were, for a third season, grasping frozen lines with frozen hands, soaked to the skin, clinging to the rigging as the ships pitched and tossed and icebergs three times higher than their masthead loomed out of the darkness. And Cape Town still 2,500 miles away.

从身体状态来说，*厄瑞玻斯号*和*恐怖号*上的成员出奇地好，虽然他们拿着双倍的薪水，但长时间处于这种的恶劣环境让每个人都感到很懊悔。海军的生活意味着长期远离家乡，这是每一个出海的人都能接受——事实上，这也是他们其中一部分人出海的初衷——但很少有水手需要像在*厄瑞玻斯号*和*恐怖号*里的那样在极端环境里忍受那么长时间。在他们航行的三年半的时间里，有一年多的时候他们都一直在地球上最荒凉的大陆或其附近，除了那两艘载着他们并且空间狭小的船，他们在无情的寒冷中没有任何援助，也不会接触到其他任何人。这已经是他们外出的第三个年头了，他们只能用冻僵的手探索着冰封的航道，在船只不停地颠簸摇晃的时候，还要冒着侵入骨髓的寒冷紧紧抓住索具，那无尽的黑暗中隐隐显现的是比桅顶高出三倍的冰山。而开普敦仍远在2500英里之外。

Marine Sergeant Cunningham, who is the nearest we have to the voice of a working seaman, dutifully fills his diary with the practical detail of the day – how the sails are set, the speed, the course taken, the weather conditions – and only occasionally does he pass a personal opinion. As they laboured northwards in heavy seas, raked by searingly cold winds and viciously recurring squalls of sleet and snow, his few words speak of resignation rather than accusation: ‘Ship very uncomfortable, but Can’t be helped.’ McCormick doesn’t complain much, either: ‘a heavy sea running, which with the thick weather rendered our situation by no means a desirable one’ is about as alarmist as he gets.

海军陆战队中士Cunningham，他的声音距离一名勤恳工作的海员是最近的，他在日记中尽职尽责地写下了当天的实际细节——船帆是如何设置的、船速、航向、天气状况——只是偶尔会写下自己的一些个人观点。他们在波涛汹涌的海面上艰难地向北航行，刺骨的寒风、无休止的雨雪带着一股恶意蹂躏着他们，他日记里的寥寥几句话与其说是指责，不如说是认命了：“在船上很不舒服，但没办法。” McCormick也没有抱怨太多：“巨浪滔天，再加上恶劣的天气，我们的处境绝对不容乐观”，这大概是他在危言耸听。

For the expression of stronger feelings one must turn to the letters home, which, unlike journals, did not have to be turned over to the Admiralty. And it is from Joseph Hooker’s long letter to his father, written on *Erebus* after they had reached quieter waters on 3 April, that we learn a darker side of the story. He writes bitterly of the stresses and strains that were beginning to show, even before they embarked on this last Antarctic voyage. ‘When I told you in writing from the Falklands’ how easy a cruize this was to be I only told you what was given out, most likely for the purpose of keeping the men together . . . It was no secret amongst us officers that we all detested the prospect of the utter monotony and life of misery that awaited us, and there was not one, in either ship, that would not have given up his pay, could the sacrifice have ordered us anywhere else with honor.’

更强烈的感情表达，还是要看寄回家的书信，这些信不同于日记，不需要移交给海军部。而从Joseph Hooker在*厄瑞玻斯号*上写给他父亲的一封长信中，我们了解到了故事更不为人知的另一面，那是在4月3日他们到达一处比较平静的水域后。Hooker痛苦地记叙了在他们开始这最后一次南极航行之前就已经开始显现的压力和紧张。“当我从福克兰群岛写信告诉你这是一次轻松的巡航时，其实我是有所保留的，可能是为了让我们更团结……在军官们之间他们都已经知道，大家都不愿继续这种非常单调而且痛苦的日子，甚至两艘船上的每个人都愿意放弃报酬，只要这种牺牲能把我们安排到一些更体面点的地方去。”

And he goes on, striking at the very heart of Ross’s motivation for the voyage: ‘few take the slightest interest in the science of this cruise,’ he argues. ‘I believe that one half of them did not expect to be out so long, and that they would have Bear and grouse shooting, smooth water and all agreeable recreations of a N. Polar voyage. They are indeed grievously mistaken; from the day we leave Port there is no enjoyment until we drop anchor again, except to such anomalous animals as myself who can be happy with a trumpey piece of moss or seaweed.’ There’s a sense here that the single-minded determination that drove Ross – whether he was courting Anne Coulman in the teeth of her father’s opposition, or doggedly sailing along the Great Southern Barrier in the hope of being able to penetrate even further south – could become a stubbornness that his men found hard to endure.

他接着说的话直击Ross这次航行初衷的症结所在：“几乎没有人对这次航行的科学性感兴趣。”他认为。“我相信其中有一半的人都没有想到会在外面待那么久，他们本以为他们会去打猎，射熊捕鸡，享受平静的海水，以及其他北极航行过程中的娱乐消遣活动。但他们这么想其实是大错特错的；从我们离开港口的那一天，到我们再次抛锚的时候，全程都没有什么消遣可言。只有像我这样的另类存在，才会因为一小片苔藓或者海藻而感到心满意足。”这里能让人感觉到， Ross身上一直有着贯彻坚持的理念——无论是他在Anne Coulman父亲的反对下追求她，还是执着地沿着南部大屏障航行，并期望着向南进一步深入——这很可能演变成一种让他的手下难以忍受的固执。

Hooker is aware of the risk to his reputation, should such mutinous sentiments get out, and specifically warns his father not to pass on anything from the letter apart from scientific facts and observations. Officially, after all, the Antarctic expedition was a success. Unofficially, it extracted a traumatic toll. Hooker’s farewell to the Antarctic – ‘I cannot tell you how rejoiced we are to be leaving it for good and all!’ – is in the same spirit as Cunningham’s simple ‘Hurra!!’ Except that it’s personal. What Hooker reveals is that, after three and a half years away, his admiration for his captain is no longer unqualified. ‘Captain Ross says he would not conduct another expedition to the South for any money . . . nor would any of us go if he did.’

Hooker也意识到，如果这种反叛的情绪被外界知晓了，那么他的声誉也将受到损害。所以他特意警告父亲，除了科学事实和观察结果之外，不要把这封信中的其他任何内容流传出去。毕竟，在官方看来，南极探险是成功的。而从非官方来看，它的确付出了很多代价。Hooker在向南极告别时写道——“我们即将永远地离开南极，而我无法告诉你这对我来说是多么得值得高兴！”——这与Cunningham那句简单的“太棒了！”的精神内涵是一样的，只不过更含蓄一些。 根据Hooker透露，在经过了三年半的航行后，他已经不会再盲目地崇拜队长了。“Ross船长说，无论给他多少钱，他都不会再去南方探险了……即使他去，我们也不会再去了。”

On 26 March, Cunningham’s diary records a good breeze, the ship averaging six knots a day and, most of all, ‘No Icebergs Seen’. This is the only sentence in his diary that is underlined.

在3月26日那天，Cunningham的日记中记录了微风，船速平均每天6节，最重要的是，“没有看到冰山”。这是他日记中唯一带下划线的一句话。

On 4 April 1843, Table Mountain came into sight and, after exchanging colours with the Admiral’s flagship, HMS *Winchester*, a pilot boat escorted *Erebus* and *Terror* into Simon’s Bay. Ross and Crozier presented themselves to Rear-Admiral Percy Josceline, the commander-in-chief, almost exactly three years after they had left South Africa for their Antarctic adventure.

1843年4月4日，桌山出现在了视线中，在与海军上将的旗舰*温彻斯特号*（*Winchester*）交换了旗帜后，一艘领航船护送*厄瑞玻斯号*和*恐怖号*进入了西蒙湾。Ross和Crozier向海军少将Percy Josceline说明情况，此时距离他们离开南非前往南极探险已经差不多过去了整整三年。

On the credit side, they had achieved something remarkable and unprecedented. Without serious loss of life, and with neither vessel suffering any permanent damage, Ross and Crozier had safely brought back two small sailing ships and 128 men from the end of the earth. Whatever criticism there might have been of Ross’s aloof and sometimes driven style of leadership, he had fulfilled the Admiralty’s instructions almost to the letter, falling short only in his failure to reach the South Magnetic Pole. His second-in-command, too, had done everything required of him. In the older, smaller of the two ships, Captain Crozier had proved himself a skilful and resourceful navigator, utterly dedicated to his ship and his crew. During the fiercest of storms he set a fine example, riding out the worst of them on twenty-four hour call, napping in a chair or out in the open on deck.

在声望方面，他们取得了前所未有的显著成就。在没有出现严重人员伤亡的情况下，Ross和Crozier从地球的尽头安全地带回了两艘小帆船和128名船员。不管人们如何批评Ross的冷漠和有时略带强迫的领导作风，但他几乎是不遗余力地完成了海军部的指示，只是没能到达南磁极而已。他的副手也做了他力所能及的一切。虽然Crozier船长所在的船在两艘船中是相对更陈旧、狭窄的，但他依然证明了自己是一名技术娴熟、足智多谋的航海家，并全心全意地对待他的船和船员们。在最恶劣的风暴中，他也仅会在椅子上或露天甲板上打盹，二十四小时随时待命，为大家树立了一个很好的榜样。

But for both men there had been a price to pay. Crozier’s hair had turned grey in the three years they had been away, and the considerable dangers that he and Ross had come through together had marked them. At a dinner with the two captains, Admiral Josceline’s daughter, Sophia Bagot, made a telling observation. ‘Their hands shook so much they could hardly hold a glass or a cup,’ she wrote to a friend. ‘Sir James Ross told me . . . “You see how our hands shake? One night in the Antarctic did this for both of us.’’’

但这两个人也都为此付出了代价。在他们离开的三年里，Crozier的头发都变白了，他和Ross一起经历的种种危险给他们留下了深刻的影响。在与这两位舰长共进晚餐时，少将Josceline的女儿Sophia Bagot阐述了一个很有说服力的现象。 “他们的手抖得很厉害，几乎拿不住杯子。” 她在给一位朋友的信中写道，“James Ross爵士告诉我……‘你看到我们的手怎么抖了吗？在南极的某一个夜晚，我们俩都变成了这样。’”



Ascension Island was one of

*Erebus*

’s last ports of call before her return to England in

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1843

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阿森松岛是厄瑞玻斯号在1843年9月返回英国之前停靠的最后一个港口