chapter 4

第四章

# FAR-OFF SHORES

遥远的海岸

*Erebus* was never a graceful ship. Functionally barque-rigged, with square sails on the fore and mainmast and a fore and aft sail on the mizzen, she was not quick, either. With a full wind in her sails, seven to nine knots was about the maximum. But in the expert opinion of her captain’s great-grandson, Rear-Admiral M.J. Ross, she was ‘an excellent seaboat’, which ‘rolled and pitched a great deal, but easily, so that there was little strain on [the] rigging or spars’.

*厄瑞玻斯号*这艘船很难称得上优雅。作为一种三桅帆船，她只有功能性装帆——前桅和主桅上都是横帆，后桅上则是一个纵帆，所以速度也不快。在顺风的情况下，船的最大航速可以达到七至九节。不过作为专业人士，船长的曾孙海军少将M.J. Ross则认为，这艘船是‘一艘优秀的远洋船’，她可以‘轻松应对各种剧烈地晃动和颠簸，所以绳索和桅杆也不会承担太大的压力’。

She was soon put to the test. Four days into the journey, while passing close to Start Point, the southern tip of Devon, on 4 October 1839, she ran into thick fog, followed by a gale and heavy rain. The next morning *Terror* was nowhere to be seen. Less than a week at sea and already the Admiralty’s clear instruction that both ships stay together at all times had fallen foul of reality. This didn’t seem to worry Ross unduly. As Lizard Point, the last sight of the coast of England, disappeared astern, he was in high spirits. ‘It is not easy to describe the joy and light-heartedness we all felt,’ he wrote later, ‘. . . bounding before a favourable breeze over the blue waves of the ocean, fairly embarked in the enterprise we had all so long desired to commence, and freed from the anxious and tedious operations of our protracted but requisite preparation.’

很快她就开始面临考验。在航行开始的第四天，也就是1839年10月4日，在她接近德文郡南端的斯达特岬角时，她遭遇了浓雾，之后的便是接连不断的狂风骤雨。第二天早上，*恐怖号*不幸失踪。本来海军部要求两艘船需要时刻待在一起，然而现在还不到一个星期就违反命令了。Ross似乎对此并不太担心。随着英格兰海岸的最后景色——蜥蜴角消失在船尾，他感到十分振奋。‘我们当时所感受到的喜悦和轻松之情，是很难用语言表达的’，他后来写道，‘……伴随着海风的吹拂，我们荡漾在碧波之上，顺利地开始了期盼已久的航程，因为长期的必要准备工作所带来的焦虑和乏味也随之而去。’

James Clark Ross was a serious and experienced mariner, cautious with emotion. He’d been through all this many times before, but nowhere else does he reveal quite as intensely his great relief at being on the move, away from pettifogging civil servants and pompous ceremonies, with sixty men around him and a job to do. He was heading south for the first time – and a long way south: if all worked out, further south than any other ship had been before. The challenge that lay ahead was formidable, but one that he relished. As he swung *Erebus* south-south-west, he was indeed master of all he surveyed.

James Clark Ross是一位做事认真并且经验丰富的水手，为人谨慎并且不失人情味。这种情景他以前也经历过很多次，但是没有哪次能像这次一样，让他感到如此地如释重负。在这里，他摆脱了那些吹毛求疵的公务员和华而不实的礼节，他带领着六十位伙伴，去完成一项使命。这是他第一次向南行驶，而且是向南行驶很长的一段路，如果一切顺利的话，还将超过其他船只往南行驶距离的记录。一个艰巨的挑战正摆在他面前，但是他却乐在其中。他伴随着*厄瑞玻斯号*一直向西南偏南驶去，目光所及之处都将在他的掌控之中。

Life on board ship settled into a time-honoured pattern. The day was divided into four-hour watches marked by the ringing of the ship’s bell. Eight bells would be rung at midday, followed by one bell at half-past, two bells at one o’clock, three bells at half-past one, and so on, until eight bells were reached again at four o’clock, when the whole process would begin again. The crew would work four hours on and four hours off, through day and night. The boatswain would stand at the hatches, calling ‘All Hands!’ as the watches changed, and the men would muster on deck before going off to their various stations.

船上的生活开始进入了一种固定不变的模式。以船上的钟声作为标志，每天按照四个小时轮班。每天正午的时候会敲八次钟，然后再过半小时会敲一次钟，下午一点时会敲两次钟，一点半时敲三次钟，以此类推，直到四点时又敲了八次钟，之后整个过程会循环往复。船员们每天都会不分昼夜的工作四个小时，然后休息四个小时。当需要换班时，水手长会站在舱口大喊 ‘全体集合!’，然后大伙就会在甲板上集合，之后便会各司其职地开始工作。

The days began early. Shortly after four in the morning the cook would light the fires in the galley and start to prepare an early prebreakfast. This would have been some kind of porridge, which would have been downed with ship’s biscuit. The five o’clock watch washed the decks and polished the planks with holystone, whilst others followed up with brooms and buckets, swabbing the decks.

日子每天都开始得很早。凌晨四点刚过，厨师就在厨房里生火，准备早饭。早饭一般是一种粥，可以搭配船里存储的饼干一起食用。五点的时候，值班的人会冲洗甲板并用磨石打磨，同时其他人则会拿着扫帚、提着水桶，把甲板清扫干净。

By seven-thirty all hammocks would be stowed, and at eight bells the captain would inspect the work and, if that was approved, the boatswain would pipe for breakfast. (The boatswain’s whistle was a vital part of life on board: it served as the equivalent of a modern PA system, with different cadences conveying different orders.) The main meal would be taken at midday and generally comprised something like hardtack biscuit, salt beef, cheese and soup. A grog ration – a quarter-pint of rum and water for each man – was served with it. At that time, too, if the skies were clear, and with the sun at its highest point above the horizon, measurements would be taken to determine the ship’s latitude. Various other tasks filled the rest of the day, including the checking of stores and equipment, sail-handling and the washing of clothes. In the evening more grog would be served, the fiddles would come out and songs would be sung and jigs danced.

七点半之前，所有的吊床都要收好，并且八点的时候，船长就会来检查工作，检查合格的话，水手长就会吹哨提醒大家去吃早饭。(水手长的哨声是船上生活的重要组成部分：相当于现代的广播系统，利用各种节奏来传达命令。) 正餐一般在中午的时候吃，通常包括硬饼干、咸牛肉、奶酪和汤之类的东西。同时还提供了一份格罗格酒——每个人大概能有四分之一品脱的朗姆酒和水。在那个时候，如果天空晴朗，太阳在地平线上的最高点，就可以测量船的纬度。当天剩下的时间里，还充斥着其他各种各样的任务，包括检查仓库和设备、操纵帆和洗衣服。到了晚上的时候，会有更多的格罗格酒供应，人们会在小提琴的伴奏下，尽情的唱跳起来。

The accommodation on the ship was segregated according to rank, with captain’s, officers’ and warrant officers’ cabins towards the stern, and other ranks further forward. The captain’s cabin ran the entire width of the ship. At the stern end he would have had five lights – or windows – to look out of, each about 3 feet high with quarter-panes doubled up – one frame on the inside, one on the outside. Fanning out from his quarters were the cabins for individual officers: on the starboard side, next to the captain’s bed cabin, was one each for the surgeon and the purser, both about 6 feet by 5 feet 5 inches, with a washbasin in one corner, a table in another and a bed-place with drawers underneath; on the port side were four similar cabins, three occupied by the lieutenants and one by the master. Next to them, running forward, were four single but smaller cabins, accommodating the captain’s steward, the steward’s pantry, the First Mate and the Second Master. They would have had little more than a seat, a cupboard, a scrap of a table and narrow bed-places. Further forward on the starboard side were small individual cabins for the purser’s steward, the gun-room steward and the assistant surgeon (both with bed-places but no washbasins). Next to them, the master gunner, boatswain and carpenter shared a mess room and adjoining communal sleeping quarters, with two bunks and a single bed-space.

船上的舱室是按照军衔划分的，船长、军官和准尉的舱室靠近船尾，而其他人的舱室则在更靠前的地方。船长的舱室宽度横穿整艘船。在船尾的那端，船长可以享有五处采光口——也就是窗户——可以用来远眺，每处采光口大约有3英尺高，并且拥有两层四格窗框——一层框在里面，另一层框在外面。从船长的住处向外散开的地方便是各个军官的舱室：在船的右舷，靠近船长的舱室，便是外科医生和事务长的舱室，房间尺寸大约是6英尺×5英尺×5英寸，房间一处角落里是盥洗处，另一处则是一张桌子，除此之外还有一个下面带抽屉的床；在船的左舷还有四个类似的舱室，三个由中尉住，一个由军士长住。在它们旁边，向前延伸的是四间较小的单人舱室，分别为船长的管家的住处、管家的茶水间、大副和二副的住处。他们的房间里只有一处座位、一个柜子、一张旧桌子和狭窄的床位。右舷再往前是一些空间偏小的独立舱室，分别住着乘务员（由事务长负责管理）、餐厅主管和助理外科医生（他们的房间都有床位，但是没有盥洗处）。在他们旁边，主炮手、水手长和木匠共用一处杂乱的房间，他们睡觉的地方紧挨着，房间里有两个铺位和一处床位。

Between the rows of cabins was the wardroom, where the officers dined together, served by their own stewards and sometimes joined by the captain. The officers contributed to mess rations out of their own pockets, which ensured that their menu was more varied than that doled out to the rest of the crew. The better-off would have had their own wine and other delicacies. The purser and mates ate separately in their own mess room, also known as the gun-room. A ladderway and main hatch were situated amidships, and beyond them, in the forward third of the ship, was the forecastle, an open area where petty officers, Marines and sailors ate and slept. All except the officers and warrant officers slept in hammocks.

在两排舱室之间是军官起居室，军官们在那里一起吃饭，由乘务员服务，有时船长也到那里来。军官们一般都会自掏腰包，确保他们的菜品比普通船员丰盛的多。家境殷实的人还能享受自己的葡萄酒和特供美食。事务长和其他人都分别在他们各自的餐厅吃饭，也被称为炮室（gun-room）。船的中间部位有一个梯子和主舱口，而在它们前方——也就是大约船的前三分之一处——是水手舱，这是一片开放的地方，可供士官，海军陆战队和水手吃饭和休息。除了军官和准尉外，其余的人都睡在吊床上。

The men would have eaten at tables of four, squeezed either side of the long Sail Bin, where spare sails were stored. They would have used their own seaman’s chests both for seating and for storage of their gear.

他们会挤在存放备用帆的长帆箱的两边，四个人一组的围在那吃东西。原本用来存放装备的箱子也会被水手们拿来当座椅用。

Beyond the forecastle was the galley and finally, in the bows, the Sick Room. From the plans of the ship, it seems there were only two water-closets with cisterns. These were located at the stern, flanked by two hen coops, and next to the Colour Boxes, where all the various signal flags were kept in neat compartments. There must have been other toilets, but only the captain’s and officers’ privy is marked.

水手舱再远一点的地方是厨房，最后在船头的地方则是病房。从船的设计图来看，整艘船似乎只有两个带水箱的抽水马桶。它们位于船尾，两侧是两个畜养家畜的隔间，旁边是彩盒——这是一种放有各种各样的信号旗的整洁隔间。船里其他地方肯定还有厕所，但设计图上只标明了船长和军官的厕所。

All in all, there was little room on board and, if you weren’t an officer, almost no privacy at all, but this would have been true of any ship, and indeed of many of the homes that the men came from and which they shared with their often-large families. The key to life at sea was regular activity, scrupulous cleanliness, respect for orders and for the officers who gave them. If that broke down, as it famously did with Captain Bligh on the *Bounty*, then there was the risk of mutiny. Which is why the detachment of seven Marines on both ships was so important. There were no Marines on the *Bounty.*

总而言之，船上空间确实很小，如果你不是军官的话，就几乎没有隐私可言，不过几乎所有的船都这样，那些家里人口比较多的人也会遇到类似的问题。海上生活的关键点在于规律的活动，审慎的清洁，遵守命令和尊重长官。如果这几点遭到破坏，就会发生像Bligh船长在*邦蒂号*中所遇到的事情，也就是会有兵变的风险。这也是为什么两艘船上的七名海军陆战队如此重要的原因。而*邦蒂号*上是没有海军陆战队的。

For the most part, however, men on board ship seem to have got on well with one another. A chaplain on HMS *Winchester*, quoted by Brian Lavery, describes how ‘One peculiar characteristic of society on shipboard is the tone of hilarity, often kept up to a pitch which might elsewhere appear inconvenient and overstrained’, though he adds, ‘It would be, however, a great mistake to conclude, from any apparent levity of disposition, that sailors are a peculiarly thoughtless class. On the contrary, few men are more prone to moods and deep and serious reflection.’ Constant close proximity on board *Erebus* and *Terror* inevitably caused some tensions, even among the officers. On Christmas Eve 1839, for example, McCormick, his cabin ‘having become filled to overflowing with the Government collection of specimens of natural history’, got the Second Master to take some of it away and store it in the hold, only to find that First Lieutenant Bird, ‘to whom everything connected with science is a bore . . . ordered it up again, as having no abiding place there’. But such moments of disagreement were the exception rather than the rule.

一般来说，船上的人彼此之间相处得还是比较融洽的。Brian Lavery曾引用*温彻斯特号*上一位牧师的话来描述——‘船上的一个显著特色就是会一直保持着愉快的氛围，但这也有可能打扰到他人或者引起过度紧张’，不过他又补充道，‘但不能简单地认为水手都是一群神经大条、行事鲁莽的粗人。与之相反的是，很少有男人会像这群水手般，更容易情绪化，更擅长深思熟虑。“在*厄瑞玻斯号*和*恐怖号*上长时间的近距离相处，人群中会不可避免地在产生一些矛盾，甚至在某些军官之间也是如此。例如，在1839年的平安夜，由于McCormick的房间‘已经摆满了各种政府要求收集的自然标本’,而不得不让大副拿出去一部分并放在船舱里,人们戏称这些标本为鸟中的第一中尉,“这些人都认为科学很无聊……不得不把标本又抬回去，因为外面没有它们的立足之地。”但这种产生分歧的时候还是很少见的，并非常态。

Ross was the man in charge, but he was still a servant of the Crown, paid by the government and obliged to follow the most thorough set of instructions ever drawn up by the Admiralty. The precise route was carefully prescribed, determined as it was by the programme of scientific observations that lay at the heart of *Erebus*’s mission. The number-one priority was to visit the locations that would enable measurements of terrestrial magnetism to be taken. After that, there was work to be done making detailed observations of ocean currents, depths of the sea, tides, winds and volcanic activity. Other studies covered such disciplines as meteorology, geology, mineralogy, zoology, vegetable and animal physiology and botany. The one thing the crew were not allowed to do was to engage in the activity for which *Erebus* had originally been built: ‘In the event of England being involved in hostilities with any other power during your absence, you are clearly to understand that you are not to commit any hostile act whatever; the expedition under your command being fitted out for the sole purpose of scientific discoveries.’

 Ross是航程的负责人，不过他仍然属于王室的公务员，由政府支付薪水，并且必须严格遵守海军部下达的指示。航程的路线是经过精心安排的，也是由科学观测计划所决定的，而科学观测计划则是*厄瑞玻斯号*的一个核心任务。他们的首要任务是前往能够测量地磁的地点以便进行测量。除此之外，还需要对洋流、海洋深度、潮汐、风和火山活动进行详细的观察。其他研究还涉及气象学、地质学、矿物学、动物学、动植物生理学和植物学等各个方面的学科。船员们被明令禁止的一件事是参与*厄瑞玻斯号*最初建造所参与的活动：‘在你们远航期间，如果英格兰与任何其他国家发生冲突，你们必须清楚地知道要避免任何敌对行为；你们带领下的探险队虽然装备齐全，但你们唯一的目的就是科学发现。’

*Erebus* had been across the Bay of Biscay before, and this time she seems to have avoided the nightmare weather for which it was famous. ‘During our passage across the Bay of Biscay we had no favourable opportunity of determining the height of its waves, as we experienced no violent storm,’ Ross noted, rather regretfully. *Terror*, on the other hand, was having a less happy ride, having come close to disaster during the storm that separated the two ships off the Devon coast. According to Sergeant Cunningham’s memorandum book, three members of the crew had been pulling in the flying boom – a spar to which extra sail could be attached – when they ‘nearly lost their lives in consequence of the violent manner in which she pitched . . . flying boom men and all completely under water’. It took four days for *Terror* to catch up with *Erebus* at their first stop – not a good omen for the voyage ahead.

*厄瑞玻斯号*以前曾横渡过比斯开湾，但这一次她幸运地避开了比斯开湾那远近闻名的恶劣天气。“在我们穿过比斯开湾的时候，我们没能经历过猛烈的风暴，所以没有机会测定海浪的高度，” Ross带着几分遗憾的记录着。而另一方面，*恐怖号*就没那么一帆风顺了，当两艘船因为风暴在德文郡海岸分开后，她的处境十分危险。根据Cunningham中士的备忘录，当时有三名船员一直在拉着艏帆斜桅——那是一根可以安装额外帆的桅杆——他们‘因为船身剧烈地晃动而险些丧命……拉艏帆斜桅的船员们甚至会完全沉在水下’。*恐怖号*耗费了四天的时间才在第一停靠站赶上了*厄瑞玻斯号*——这对远航来说可算不上是一个好兆头。

Nevertheless on 20 October, nearly a month after setting out, the two ships reached their first port of call, the island of Madeira, some 550 miles off the African coast. Here various readings were taken, including the measurement of Madeira’s highest point, Pico Ruivo. A Lieutenant Wilkes of the United States Exploring Expedition (who, like Ross, was headed for the Antarctic) had recently done his own calculations, and Ross was rather surprised to find that these differed from his own by some 140 feet: ‘much greater than we should expect from the perfect and accurate instruments employed on both occasions’. Later in his voyage Ross would have further reason to question information gathered by Wilkes – and would be rather less polite about the lieutenant.

出发将近一个月后，也就是在10月20日的时候，这两艘船抵达了她们的第一个停靠港马德拉岛，该岛离非洲海岸约550英里。探险队在这里进行了很多测量，包括马德拉岛的最高点——峰鲁伊峰。来自美国探索队的中尉Wilkes (他和Ross一样, 也是南极冒险的领军人物)最近完成了自己的测算,但Ross惊奇地发现,这与他的测量结果存在约140英尺的误差：‘我们本认为这两次科学测量的结果应该是严谨而接近的，但实际误差却远比想象中大得多’。在后来的航行中，Ross有了更充分的理由对Wilkes收集的情报提出质疑——而且对那名中尉的态度也有所转变，变得不再那么客气。

*Erebus* stayed in the roads of Funchal for ten days, but her crew were far from idle. Her auxiliary boats were constantly being lowered and raised, ferrying provisions in from the town. One was appropriated by Surgeon McCormick, who proceeded to make several exploratory walks around the island with a local man, Mr Muir.

*厄瑞玻斯号*在丰沙尔停留了十天，不过她的船员们也没闲着。他们乘坐辅助船，多次从镇上运送补给回来。外科医生McCormick独占了其中的一艘，他和当地男子Muir先生一起在岛上进行了多次徒步探索。

On 31 October the two ships weighed anchor and made for the Canary Islands. Progress was uneventful, though Ross did record that their trawl nets came up with an entirely new species of animalcula, which, he enthused, ‘constitute the foundation of marine animal subsistence and by their emitting a phosphorescent light upon disturbance, render the path of the ship through the waters on a dark night surprisingly brilliant’. Their time at Santa Cruz, Tenerife, was similarly unmarked by incident, the highlight arguably being the hoisting on board of ‘one live cow’, as recorded by Cunningham. But a passing remark he makes about the next island they visited shows that these islands were not havens of peace and tranquillity. Cunningham may have been able to buy ‘good wine’ and oranges on St Jago, but his note that its inhabitants ‘are or have been, slaves’ serves as a reminder of how recently this appalling trade had dominated the region. Though the trade in slaves had been illegal in the British Empire since 1807, slavery itself had only been banned in 1833. And at the time *Erebus* and *Terror* visited, the Royal Navy was still patrolling the waters off the West African coast to intercept slaving vessels – a role that must often have been as horrible as warfare. Christopher Lloyd describes in his book *The Navy and the Slave Trade* how one officer, boarding a slave ship in 1821, found her crammed so full below decks that her human cargo was ‘clinging to the gratings to inhale a mouthful of fresh air and fighting each other for a taste of water, showing their parched tongues, and pointing to their reduced stomachs as if overcome by famine’.

10月31日，两艘船起锚驶向加那利群岛。一路上都安然无事，不过Ross记录了他们通过拖网发现的一个全新的微生物，他兴奋地记载着，‘这种生物是构成海洋动物生存的基础，它们会因为受到干扰而发出磷光，这使得船通过水面的轨迹能在黑夜里散发出令人赞叹的光辉’。他们之前在特内里费岛的圣克鲁斯的时候没有类似的事件发生过，根据Cunningham的记录，当时最有趣的一件事是将‘一头活牛’吊到了船上。不过根据他对下一个岛屿所作的记录可以看出，这些看似天堂的岛屿并不像表明看上去的那般和平宁静。Cunningham也许能在圣地亚哥岛买到‘好酒’和橙子，不过他的记录表明，这里的居民‘都是或曾经是奴隶’，这提醒着人们这种骇人听闻的贸易的阴影最近一直笼罩着这片地区。虽然奴隶贸易自1807年以来在大英帝国就是非法行径，但奴隶制本身直到1833年才被真正取缔。当*厄瑞玻斯号*和*恐怖号*来访时，皇家海军仍在西非海岸附近的海域进行巡逻，拦截贩卖奴隶的船只——这些船只就像战争一样令人感到面目可憎。Christopher Lloyd在他的书《海军与奴隶贸易》中描述了一位军官在1821年登上一艘奴隶船时,发现船的甲板下挤满了被当作货物般对待的人类,他们“紧贴着格栅只为呼吸到一些新鲜的空气，互相争斗并露出干裂的舌头，只为能多喝到几口水,用手指着自己干瘪的肚子，表达着被饥饿征服的恐惧”。

As *Erebus* and *Terror* approached the Equator, they entered the latitudes between the north-east and south-east trade winds. ‘Violent gusts of wind and torrents of rain alternate with calms and light baffling breezes,’ observed Ross, ‘which, with the suffocating heat of the electrically-charged atmosphere, render this part of the voyage both disagreeable and unhealthy.’ If Ross, in his spacious stern cabin, found it uncomfortable, one can only imagine how much worse it must have been below decks, even with the hatches opened.

随着*厄瑞玻斯号*和*恐怖号*接近赤道，她们进入了东北信风和东南信风交替处的纬度地带。‘时而是狂风骤雨，时而是平和微风，’ Ross说，‘大气被雷电充斥，散发着令人窒息的热量，整段航程充满危险并令人厌恶。’如果Ross在他宽敞的船尾船舱里都感到不适，那你就可以想象的到甲板下的情况到底会有多糟糕，即使舱门是开着的。



On 3 December 1839, *Terror* crossed the Equator ahead of *Erebus*. William Cunningham, who had never done this before, was, as a ‘greenhorn’, subjected to the ritual line-crossing ceremony at the hands of his fellow crewmen, dressed as King Neptune and his attendants, and duly recorded the event in his diary:

1839年12月3日，*恐怖号*先于*厄瑞玻斯号*一步穿过了赤道。这是William Cunningham第一次穿过赤道，他的船员同伴们会打扮成海王和他的随从，并让他这一位‘新手’接受跨越赤道的传统仪式，他后来将这件事记录在了他的日记里：

I was sat down on the Barber’s chair, and underwent the process of shaving by being lathered with a paint brush – and lather composed of all manner of Nuisance that could be collected in a Ship (not excepting Soil [excrement]). The fire engine was playing on the back of my neck the whole time with its utmost force. After being well scraped with a piece of an iron hoop I was tumbled backwards into a sailfull of water . . . and had a good sousing . . . after which I have the pleasure of seeing nearly 30 others go through a similar process.

我被迫坐在理发用的椅子上，被人用油漆刷恶搞似的乱刷，刷子上还沾着肥皂泡——泡沫里包含着船上能搜集到的各种令人厌恶的东西（甚至还会有粪土）。当时发动机引擎一直在我脖子后方全力运转。在被铁箍刮干净后，我又被抛到海里，而此时船正满帆航行……我在水里狠狠地折腾了一番……在此之后，我很高兴地看到其他近30人也经历了类似的过程。

At midday they spliced the main brace (this being the term for a special ration of rum) and ‘after Dinner turned the hands up to dance and skylark’.

中午的时候，他们开始准备‘拼接主帆索’ (这是对一种特供朗姆酒的称呼)，‘饭后，大家举起手尽情地舞蹈和玩耍’。

Their first Christmas away from home was celebrated with traditional enthusiasm. After prayers and a sermon from Captain Ross, thirteen of the officers sat down in the gun-room to a dinner of pea soup, roast turkey and ham, parsnips, plum pudding and pumpkin tart. Two days later they had freshly caught dolphin for breakfast, and five days after that the men of *Erebus* saw out the old decade ‘with all hands on deck, stepping out to the fiddle’. Aboard *Terror*, on the stroke of midnight, Captain Crozier sent for the bosun to pipe all hands to splice the main brace, ‘and I must say,’ wrote Cunningham, ‘I never saw a body of men turn out so smartly before’. The fiddler struck up ‘Rule, Britannia!’ and, with dancing and conviviality lasting until two in the morning, they welcomed in the 1840s: ‘all finished with three hearty cheers.’

离家后的第一个圣诞节，他们秉承传统，进行了热情地庆祝。在经历过祷告和Ross船长的训话之后，十三位军官坐在炮房里享受今日的晚餐，包括豌豆汤、烤火鸡和火腿、欧洲萝卜、梅子布丁和南瓜馅饼。两天后，他们将最近捕获的海豚作为早餐食用。五天后，*厄瑞玻斯号*船上的人们回首过去的十年，‘所有人都站在甲板上，在小提琴的伴奏下翩翩起舞’。在*恐怖号*上，在午夜钟声敲响的时候，Crozier船长让水手长召集全体船员来‘拼接主帆索’。‘我必须承认，’ Crozier写道，‘我从未见过这么洒脱自在的人。’小提琴手奏起了《统治吧！不列颠尼亚！》，舞蹈和欢庆一直持续到凌晨两点才结束，他们欢迎着19世纪40年代的到来:‘这一切结束在所有人的热情欢呼中。’

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The expedition appeared to be going well, but it was also going slowly.

 这次探险看似一帆风顺，但是其实进度很慢。

The need for constant comparative observations forced both ships into a meandering, indirect course. They had crossed the Magnetic Equator on 7 December, when Ross had noted with satisfaction that the needle on his Fox dip circle (a device used to measure the angle between the horizon and the earth’s magnetic field) was perfectly horizontal. He had seen it point directly upwards at the North Magnetic Pole and, assuming the expedition was successful, would witness it point straight down when they reached the South Magnetic Pole. Now, observations indicated that they were on or around the line of least intensity: the magnetic doldrums. And because Ross was keen to explore this phenomenon, he continued on a zigzag course, constantly criss-crossing the line. Eventually, though, to the relief of the sailors, if not the scientists, they made landfall at the island of St Helena on 31 January 1840.

 由于经常需要进行比较观察，两艘船不得不频繁绕行。他们在12月7日越过地磁赤道，这时Ross注意到他的福克斯磁倾仪(一种用来测量地平线和地球磁场之间夹角的装置)上的指针处于完全水平状态，这令他感到非常满意。他曾看到它在北磁极的时候向上指，假设这次探险成功，当他们到达南磁极时，将会看到它直接向下指。现在的观测结果表明，它们处于或围绕着强度最小的磁场线：赤道低磁带。由于Ross热衷于探索这一现象，因此他走的路线一直很曲折，不断地在这条线上交错。直到他们于1840年1月31日在圣赫勒拿岛登陆，水手们（那些对科学不感兴趣的人）才最终如释重负。

This was the open prison to which Napoleon had been brought after his defeat at Waterloo. Mindful that he had already escaped from one island, Elba, it had been considered that this speck in the middle of the Atlantic was about as safe a place of confinement as anywhere in the world. And, sure enough, this was where he had died, less than twenty years earlier.

这就是曾经拿破仑在滑铁卢战败后被囚禁的监狱。考虑到他曾经从厄尔巴岛逃出来过，人们认为这个位于大西洋中央的小岛是世界上最安全的禁闭地。而事实也是如此，拿破仑在不到20年前在此地去世。

McCormick, ever the one for excursions, secured a horse and trotted up the mountain to see where Napoleon had spent his last days. The great French emperor had been reduced to living at incongruous addresses with names like ‘The Briars’, before finally settling in the rather grander Longwood House. McCormick, to his evident distress, found Longwood rundown and abandoned. ‘Napoleon’s billiard room is now filled with bearded wheat,’ he sadly recorded in his journal. In what had been Napoleon’s sitting room he found a threshing machine. He continued on through the dilapidated house, displaying awe and a certain sense of regret. ‘This apartment opens into the bedroom, under the second window of which the great Napoleon’s head rested when he took his last breath on earth.’ One can almost sense his voice falling to a whisper. The next day he visited Napoleon’s tomb, around which ducks were ‘irreverently waddling’.

McCormick一向喜欢出游，因此他牵了一匹马，跑向山上，看看拿破仑是在哪里度过了他最后的日子。这位伟大的法国皇帝曾被迫住在一些不符合其身份的地方，比如‘布里亚斯住宅’，最后才在更为宏伟的郎伍德别墅安顿下来。McCormick发现如今朗伍德已经破败不堪，被人遗弃在那。他沮丧的在日记中写道:“拿破仑的桌球室现在长满了有芒小麦。”在拿破仑曾经的起居室里，他发现了一台打谷机。带着几分敬畏和某种遗憾，他继续在那幢破旧的房子穿行。‘这个房间直通卧室，著名的拿破仑就是躺在这里的第二扇窗户下面，咽下最后一口气。’ 人们几乎可以想象到当时他的声音逐渐变小的过程。第二天，他参观了拿破仑的坟墓，鸭子在周围“很不恭维地摇摇摆摆”。

For Joseph Hooker, meanwhile, *Erebus* was proving a good home. ‘I am very happy and comfortable here,’ he wrote to his father. ‘Not very idle.’ Because they shared a similar interest in the sciences, Hooker got on well with Ross. The captain had given him space in his cabin for his plants, and ‘one of the tables under the stern window is wholly mine’. A letter to his sisters offers an intimate glimpse of their relationship. ‘Almost every day I draw, sometimes all day long and till two or three in the morning, the Captain directing me. He sits at one side of the table, writing and figuring at night, and I, on the other, drawing.’ Ross had ordered nets to be hung overboard to collect sea creatures – another plus for Hooker. ‘McCormick pays no attention to them, so they are therefore brought at once to me.’ Hooker’s one regret was that the expedition was progressing so slowly. Perhaps not surprisingly, he didn’t blame Ross’s obsession with following magnetic lines for this. Instead he criticised the *Erebus*’s sister ship: ‘The *Terror* has been a sad drawback to us, having every now and then to shorten sail for her [to allow her to catch up].’

与此同时，对Joseph Hooker来说*厄瑞玻斯号*是一个很好的地方。 ‘我在这里非常开心和舒适。’他在给父亲的信中写道，‘也有很多事需要忙碌。’由于对科学有着共同的兴趣，Hooker和Ross相处得很愉快。船长特意在舱房里腾出空间来放置他的一些植物，‘船尾窗下有一张桌子是完全属于我的’。 一封写给姐姐的信让我们得以一窥他们之间的亲密关系。‘我几乎每天都会画画，有时画一整天，一直画到凌晨两三点，船长会在一旁指导我。晚上的时候，他会坐在桌子旁，有时写点东西，有时进行计算，而我则坐在另一边画画。Ross曾下令将渔网挂在船外，以收集海洋生物——这是又一项对Hooker的偏爱。‘McCormick根本不管他们，所以他们会立刻把东西送到我这里。’Hooker对于探险进展得如此缓慢还是感到有些遗憾的。他并不责怪Ross对于磁线的痴迷，这一点并不奇怪。相反地，他批评了*厄瑞玻斯号*的姊妹船:‘*恐怖号*对我们来说是一个拖后腿的存在，我们需要时不时地缩帆减速(以便能加速赶上来)。’

*Terror* certainly seems to have been the more relaxed and less cerebral of the two ships at this time. In his diary, Cunningham notes the high point of the day: ‘Killed a Bullock in the afternoon and the offal which was throwed overboard attracted a Shark which we caught about 10 PM with a hook and a bait of the Bullock’s tripe. He made great resistance on being hauled inboard. He was of the blue specie and measured 9 feet 5 inches.’ The next day he noted, ‘Dissected Mr Jack Shark . . . and every man on board had a splendid Blow out [feast] of his carcase; his flesh was white as milk and not the least rank.’ Next day the weather was ‘extremely fine going free . . . Eat the last of the Shark for supper.’ By 26 February they had slowed down yet again, but Cunningham seemed unconcerned. ‘The latter part of the day becalmed,’ he wrote. ‘Felt particularly cheerful – can’t account for it.’

在这段时间里，*恐怖号*似乎是两艘船中更放松、也比较冲动的一个。在Cunningham的日记中，他记录了当天的高光时刻：‘下午杀了一头公牛，扔到海里的内脏吸引到一条鲨鱼，我们在晚上10点左右用钩子和牛肚做成的诱饵成功钓到了它。它被拖上船时，反抗很剧烈。它是蓝色的品种，体长9英尺5英寸。’次日他写道，‘解剖了杰克·鲨鱼先生……船上的每一个人都得以大饱口福。他的肉白得像牛奶，非常漂亮。’ 第二天的天气‘风和日丽……鲨鱼最后的一部分肉被当作晚餐吃掉了。’直到2月26日，他们又落在了后面，但Cunningham似乎并不在意这些。 ‘今天的后半段时光一直无事发生。’他记录着，‘但是感到特别高兴——说不清是怎么回事。”

There was great excitement aboard *Erebus* on 6 March, when, hoveto for one of their routine sea-depth measurements, the weighted line dropped a full 16,000 feet, the greatest depth recorded on the journey thus far. As they drew closer to the Cape, Ross’s journal records frequent sightings of albatross, one of the largest of all sea-birds, with up to 10-foot wingspans and capable of speeds of 50 miles an hour. The settled weather conditions began to change. On 11 March the fog was so dense that *Terror* had to fire one of her cannons to ascertain the position of *Erebus*. She fired back, but later, in a very heavy swell, which Cunningham thought ‘the heaviest since we have been at sea’, the two ships were separated once again. *Terror* was not the laggard this time. She arrived at Simonstown on the Cape of Good Hope a full twenty-four hours before *Erebus*.

3月6日，当*厄瑞玻斯号*上的人们在进行一次常规的水深测量时，发现船的载重线下降了整整16000英尺，这是迄今为止在这趟航行中所记录到的最大深度。随着他们离好望角越来越近，Ross的日记出现了他们频繁见到信天翁的记录。信天翁是所有海鸟中最大的一种，双翼展开可达10英尺，时速可达50英里。而天气状况也开始变得阴晴不定。3月11日，由于雾太浓了，*恐怖号*不得不发射一门大炮来确定*厄瑞玻斯号*的位置。*厄瑞玻斯号*也发射了炮弹进行回应，但后来出现了一阵惊涛骇浪，Cunningham认为这是“我们出海以来所遇到的最猛烈的浪”，两艘船因此再次失散。这次，*恐怖号*并没有落后。她比*厄瑞玻斯号*提前了整整24小时到达了好望角上的西蒙斯敦。

McCormick was on deck at dawn on Friday the 13th and described his excitement at seeing Table Mountain as only a geologist could. ‘At 5.40 a.m. I saw Table Mountain on the port bow . . . The horizontal stratification of the white silicious sandstone forming the summit of the hills above their granite base is seen to great advantage from the sea.’ Fit that on a postcard.

13日的那一天，也就是星期五的黎明时分，McCormick记述了他在甲板上看到桌山时的激动心情，那种心情只有地质学家才能体会到。‘凌晨5.40点。我在船首左舷方向看到了桌山……从海上远望，在花岗岩基座之上是层次分明的白色硅质砂岩，它们最终汇聚在山顶。’这句话值得写在明信片上。

Simonstown naval base, originally built by the Dutch, but taken over by the British in the 1790s, lay on the western shore of Simon’s Bay, a few miles south of Cape Town. As soon as they had settled in the bay, Ross began organising the construction of a magnetic observatory, whilst McCormick went off to climb the horizontal stratification of white siliceous sandstone and visit the Constantia vineyards. Joseph Hooker wrote to his father of the relationship between the two surgeons. ‘McCormick and I are exceedingly good friends and no jealousy exists . . . He takes no interest but in bird shooting and rock collecting. I am nolens volens [willingly or unwillingly] the Naturalist for which I enjoy no other advantage than the Captain’s cabin, and I think myself amply repaid.’

西蒙敦海军基地位于开普敦以南几英里的西蒙湾西岸，最初由荷兰人建造，但在18世纪90年代的时候被英国人接管。他们在海湾暂时安顿后，Ross就开始组织建造一个磁场观测台，而McCormick则沿着分层的白色硅质砂岩攀爬，并参观了康斯坦西亚葡萄园。Joseph Hooker在写给父亲的信中，提及了这两位外科医生之间的关系。“McCormick和我是非常好的朋友，我们之间不存在互相嫉妒的情况……他只对射鸟和收集石头感兴趣。我不再算是(无论是否是出于自愿的)博物学家了，因此除了船长特允的舱室外，我没有什么特权，不过我对现状已经很满意了。”

Marine Sergeant Cunningham was meanwhile having trouble with a perennial naval problem: deserters. Able seamen Coleston and Wallace had absconded, before being found and brought back by a constable (the two men turned out to be serial deserters, jumping ship again in Hobart a few months later). Despite the rigours of the voyage, very few men jumped ship in the four years they were away. This could have been because they were well looked after and comparatively well paid. But then desertion rates generally reflected the agreeableness of the location. In 1825 Captain Beechey in HMS *Blossom* recorded fourteen of the crew deserting at Rio de Janeiro. There would certainly have been few incentives to jump ship in Antarctica.

与此同时，海军陆战队中士Cunningham遇到了一个长期困扰海军的问题：逃兵。能力出众的海员Coleston和Wallace就曾经潜逃过，后来被一名警员发现并带了回来(这两个人后来被证明是连环逃兵，几个月后在霍巴特又跳船了)。尽管整个航程过程都很艰苦，但在他们冒险的四年里，其实很少有人逃跑。这可能是因为他们得到了较好的照料，而且工资也比较丰厚。但潜逃率通常反映了该地区的适宜程度。1825年，英国皇家海军*布洛瑟姆号*的船长Beechey曾记录到，有14名船员在里约热内卢潜逃。但在南极洲，人们肯定不会有跳船的小心思。

Cunningham did get some time off, however. On the last day of March he went ashore to enjoy himself. ‘Beer . . . was served out at the rate on one quart [two pints] per “biped” which was said to disorder some of the people’s attics.’ Of all the euphemisms for drunkenness, I think ‘disordering the attic’ one of the most poetic.

On 6 April 1840, after a three-week stay, the expedition left Simonstown. Not a moment too soon, if Cunningham’s diary is anything to go by. Three days after the beer and the shore leave, three ‘very large’ bullocks had been brought aboard. One of them had run amok, goring a Mr Evans in the thigh. That same evening, perhaps not coincidentally, Cunningham reported ‘a very troublesome first Watch on account of several of the Boat’s crew getting Drunk’. Time to go.

 不过，Cunningham确实决定放假休整一段时间。三月的最后一天，他跑到岸上找乐子去了。而‘那群“人型猛兽”……以每人一夸脱（两品脱）的速度消耗着啤酒，并最终引发了阁楼的闹剧’。在所有醉酒的委婉说法中，我认为‘阁楼的闹剧’是最富有诗意的一个。1840年4月6日，在此逗留了三周后，探险队离开了西蒙斯敦。如果参照Cunningham的日记中来看的话，那么当时已经有些耽误时机了。大伙喝完啤酒，并上岸休息了三天后，有三只‘巨型’公牛被抬到船上来。其中一个脾气很暴躁，顶伤了Evans先生的大腿。无独有偶的，当天晚上Cunningham报告称，‘今晚头班的值班很麻烦，因为有几个船员喝醉了。’是时候再次出发了。

They headed out of the harbour towards the open sea, passing HMS *Melville*, the flagship of Admiral Elliot, commander-in-chief of the Simonstown Station, whose crew climbed the rigging to give them three cheers as they sailed by. Nature wasn’t as friendly. A west wind came on so hard that *Terror* was left behind and had to be towed out of the harbour. By the time she reached open ocean, she’d lost sight of *Erebus*. Despite firing rockets and burning blue lights all night, she received no response from her sister ship.

他们出港驶向大海，并偶遇了*梅尔维尔号*，这是西蒙斯敦站的总司令——海军上将Elliot的船舰。当他们经过时，船员们爬上帆索向他们欢呼了三次。相比之下，大自然就不那么友好了。猛烈的西风阵阵袭来，致使*恐惧号*被抛在后面，并不得不被拖着出港。当她抵达公海时，她已经看不见*厄瑞玻斯号*的身影了。尽管她发射了烟花，并整夜亮着蓝灯，但她依然没有收到任何来自她的姐妹船的回应。

The hostile conditions were familiar to mariners off the South African coast. The Indian and Atlantic Ocean currents meet here, above a 200-mile extension of the continental shelf known as the Agulhas Bank, creating what Ross described as ‘a harassing jobble of a sea. Winds blowing from almost every point of the compass.’ To avoid it, he took *Erebus* southwards, leaving behind two of their precious sea thermometers, which had been torn off their mooring lines. Ahead of them lay a long haul east to Tasmania, or Van Diemen’s Land, as it was still officially known: more than 6,000 miles across some of the stormiest seas in the world, already known then, by their latitude, as the Roaring Forties.

南非海岸的水手对于这种恶劣的环境已经比较习惯了。在印度洋和大西洋交汇之处，有一处延绵200英里的大陆架，这里被称为阿古拉斯浅滩，Ross形容此地为‘大海上的混乱之地，海风可能会从任意的一个方向吹来。’ 为了避开这个地方，他指挥着*厄瑞玻斯号*往南走，但遗失了两个珍贵的海水温度计，这两个温度计从锚索上被撕扯了下来。在他们前方还有一段漫长的航程，他们将向东前往塔斯马尼亚岛，那里的官方称呼为范迪门斯地：他们还需要跨越了6000多英里，横跨世界上暴风雨最猛烈的一些海域，当时那片按照纬度划分的区域被称为‘咆哮西风带’。

Fierce, persistent westerlies blew relentlessly across the Southern Ocean, with no land masses to break them. The combination of strong following winds and massive swells was a mixed blessing. It enabled the *Cutty Sark* to cut the time between London and Sydney to less than eighty days, but could prove treacherous, too. For Ross, the challenges were rather different. His scientific and surveying agenda meant that rather than race ahead of the wind, he had to keep turning against it to investigate islands on the way. It was not always possible. They only had time to glimpse the shores of the Prince Edward Islands, on which McCormick registered his astonishment at seeing a cove ‘literally enamelled with penguins’, before a shrieking storm had blown them past with no chance of a landing.

因为没有陆地阻挡，所以凶猛的西风带持续在西大洋上无情肆虐。因此产生了猛烈海风和滔滔巨浪，这是一件喜忧参半的事情。*卡蒂萨克号*曾借此在80天内完成了从伦敦到悉尼的航程，但这其中也是危险重重的。对Ross来说，他所面临的挑战是截然不同的。他需要进行科学研究和勘测，这意味着他不能总是顺风急行，而必须不断地逆风考察途中的岛屿。这几乎是不可能的。他们只来得及匆匆看一眼爱德华王子群岛的海岸，McCormick就惊讶地发现有一处小海湾‘满满当当地挤满了企鹅’，之后一场骇人的暴风雨就把他们吹走，根本不给他们上岸的机会。

The sheer power of the elements surprised even someone as well travelled as *Erebus*’s captain. At one point Ross experienced ‘the heaviest rain I ever witnessed . . . thunder and the most vivid lightning occurred during this great fall of water, which lasted without intermission for more than ten hours’.

即使是像*厄瑞玻斯号*的船长这样常年旅行的人，也依然会震惊于大自然的力量。Ross曾经历过‘此前从未见过的瓢泼大雨……伴随着雷鸣和光耀夺目的闪电，这场大雨整整持续了十多个小时’。

The strength of the ship and the skill of her crew were put to their fiercest test so far as the wind, now blowing at Force 10, kept changing direction, veering so violently that ‘we spent the night in great anxiety, and in momentary expectation that our boats would be washed away by some of the broken waves that fell on board, or that from the frequent shocks the ship sustained . . . we should lose some of the masts’.

船舶的强度和船员的技能受到了最严重的考验，因为现在的风力已经达到了10级，并且风向还在不断改变，整艘船一直在粗暴地变向，以至于‘我们一整晚都在焦虑中度过，并时刻期望着，那些拍打过船身并破碎的浪花，或许能让我们的船冲出去，或者我们的船能在这接连不断的冲击下幸存下来……有些桅杆应该已经折断了’。

It seems astonishing that there should be anyone living in these storm-tossed latitudes, but there were, and Ross had been asked to take provisions to some of them: a group of eleven elephant-seal hunters, stranded on Possession Island in the Crozet archipelago. The wind looked likely to blow *Erebus* past the island, but with considerable effort Ross managed to turn about and beat up to the west. Unable to get a boat to shore, they anchored a little way off, and six of the sealers came out to meet them. Ross wasn’t impressed. ‘They looked more like Esquimaux than civilized beings . . . Their clothes were literally soaked in oil and smelt most offensive.’ McCormick was less judgemental. He described Mr Hickley, the spokesman for the beleaguered sealers, as ‘their manly-looking leader who was an ideal “Robinson Crusoe” in costume’. To young Hooker, Hickley was rather splendid, ‘like some African Prince, pre-eminently filthy, and withal a most independent gentleman’. They left the sealers with a chest of tea, bags of coffee and a letter from their employer, which, McCormick noted, ‘seemed to disappoint the leader of the party . . . who evidently had been anticipating a ship for their removal, instead of fresh supplies’.

令人惊讶的是这个风暴肆虐的高纬度地区，竟然还有人生活在那，Ross还受命给其中一些人带去补给——那是一群猎杀海象的猎人，他们被困在克罗泽群岛的一个附属岛上。狂风极力地阻止着*厄瑞玻斯号*抵达小岛，不过Ross费了好大的劲才设法调头向西航行。由于船只无法靠岸，他们在离岸边不远的地方抛锚，六名猎人特意出来迎接。Ross对此没有留下什么深刻的印象。‘他们看起来更像爱斯基摩人，而不是来自文明社会……他们的衣服就好像浸过油一样，而且闻起来很难闻。’McCormick就显得没有那么挑剔。他形容Hickley先生——作为被困的海豹猎人们的主事人——‘在他们看，是一位很有男子气概的领袖，装扮上也是一个很典型的 “鲁滨逊式”人物’。对年轻的Hooker来说，Hickley相当厉害，‘就像某位来自非洲的王子，脏的别具一格，同时也是一个非常独立自主的绅士’。他们留给被困者的是一箱茶、几袋咖啡和一封来自雇主的信，McCormick笔记上记录着，‘这封信似乎让他们的主事人很失望了……他显然是在等待一条船，而不仅仅是新的补给品’。

Ross, mindful of his instructions from the Admiralty, continued on to their next, official destination. Once again, magnetic observation was the prime reason for the choice. ‘It is probable that Kerguelen Island will be found well-suited to that purpose,’ the Lords of the Admiralty had laid down. It certainly wasn’t well suited for much else. First discovered by a Frenchman, Yves-Joseph de KerguelenTremarec, in 1772, the Kerguelens are definitively remote: according to the opening sentence on one travel website I looked at, they are ‘located 2,051 miles away from any sort of civilization’ (it’s the ‘any sort’ I find so tantalising). They are also covered with glaciers, and far south enough for Ross to have recorded the expedition’s first sighting of Antarctic ice. Not surprisingly, Captain Cook christened Kerguelen the ‘Island of Desolation’.

Ross谨记海军部的指示，并继续前往他们的下一个正式目的地。磁力观测又一次成为了这次选择的主要原因。‘凯尔盖朗岛很可能是进行磁力观测的不错选择。’海军部的大臣们如此主张。对于其他很多事情，它肯定是不太适合做的。凯尔盖朗群岛是由法国人Yves-Joseph de KerguelenTremarec于1772年首次发现的，它确实很遥远：根据我浏览的一个旅游网站的开场白描述，它们坐落的地点‘距离任何文明都有至少2051英里远’(我觉得‘任何’这一点很吸引人)。它们还常年被冰川覆盖着，而在这个足够遥远的南方，Ross记录下了探险队第一次看到南极冰层的情景。Cook船长将凯尔盖朗岛命名为‘荒凉之岛’，这一点不足为奇。

As *Erebus* approached this bleak fortress, McCormick’s journal entry for 8 May 1840 tells the sad story of the demise of one of the smallest of her crew, Old Tom, a cock brought out from England with a hen, for the purpose of colonising the island they had now reached – the establishment of new species on remote islands being one of the aims of the mission. ‘Tom . . . died today,’ he wrote, ‘in the very sight of his intended domain; had his body committed to the deep by the captain’s steward – a sailor’s grave.’

当*厄瑞玻斯号*抵达这个荒凉之地时，McCormick在他1840年5月8日的日记里，记述了一个悲伤的故事，那就是她最小的一位船员的死亡——Old Tom，他是一只公鸡，他和另一只母鸡都来自英国，他们是出于殖民的目的才踏上征程，他们现在都已经到了——他们的使命就是在这个偏远的岛屿上建立新物种。‘Tom……今天去世了，’他写道，‘在他想要到达的领地上死去；船长的管家将他的遗体沉入深海——那是属于一个水手的坟墓。’

Better news came with a cry from the crow’s nest as they were beating up towards Kerguelen’s Arched Rock to make a landing. The sails of HMS *Terror* had been spotted, the first sight of her for a month. But such was the power of a heavy rolling sea that it took three days for *Erebus*, after a series of twenty-two tight tacks, to gain the harbour mouth, and a further day before *Terror* joined her. It then took another two days for both vessels to warp their way to the head of the harbour, where they were able to drop anchor and get boats ashore with building materials for an observatory.

当他们前往凯尔盖朗岛的拱形岩石处准备着陆时，从瞭望处传来了一个好消息。他们已经看见*恐怖号*的帆，这是一个月来第一次见到她。但汹涌澎湃的大海的力量如此之大，以致于*厄瑞玻斯号*花了三天时间才得以进港，并在此期间有二十二次航行策略的调整，而又过了一天，她才等到*恐惧号*。然后又花了两天的时间，两艘船才都调整船头到达港口，在那里他们可以安心放下锚，并让船只带着建造观测台的材料上岸。

Certain days had been decreed by the international community as simultaneous magnetic-measurement days, or term days. Ross was scrupulous in making sure that wherever he was, he had instruments ready to record the magnetic activity in that place at the same time as others elsewhere on the globe were noting their findings. This required secure solid housings for the measuring equipment. Two observatories, one for magnetic and the other for astronomical observations, were therefore set up on the beach in Christmas Harbour in time for the term days of 29 and 30 May. There was much excitement when the results were coordinated later. Activity detected on Kerguelen was found to be remarkably similar to that observed and measured in Toronto, around the same latitude, but at the other end of the earth.

国际社会已经规定了一些特定日期为磁力同步测量日，或称观测日。Ross非常谨慎地确保，无论他在哪里，他都能准备好仪器，以记录当地的磁场活动，同时地球上其他地方的人也会记录着他们的发现。这就要求测量设备需要有着安全可靠的外壳。为此，他们在圣诞港的海滩上建立了两处观测台，一处是磁场观测站，另一处是天文观测站，并正好赶在下一次观测日5月29日和30日之前完工。后来，当结果得到协调后，人们感觉非常兴奋。因为在凯尔盖朗岛上观测到的磁性活动被发现与在多伦多观测到的结果非常相似——那里有着相同纬度，但在地球的另一端。

Joseph Hooker was excited by the challenges of Kerguelen Island for rather different reasons. Captain Cook’s expedition had identified only eighteen plant species, but Hooker found at least thirty in one day. Even when he couldn’t get out, he turned the constant buffeting of the gales to his advantage. ‘Could I but tell you the delight with which I spent the days when I was kept on board by foul winds . . . In spite of the rolling of the ship I have made drawings for you all,’ he wrote home. The great excitement was finding the wonder-vegetable *Pringlea antiscorbutica*, a cabbage that grew on Kerguelen Island and which had been identified by Captain Cook’s botanist, Mr Anderson, as a miracle food for sailors. With a horseradish-tasting root and leaves that resembled mustard and cress, it had such powerful antiscorbutic properties that it had been served for 130 days on Cook’s expedition, during which time no sickness had been recorded. Ross’s expedition put the wonder-cabbage to use straight away, and to general approval. Cunningham was one of those who registered enjoyment. ‘Like[d] the taste of the wild cabbage much.’

Joseph Hooker则因为其他原因，对凯尔盖朗岛感到十分兴奋。 之前Cook船长的探险队只发现了18种植物，但Hooker在一天内就发现了至少30种。即使在他没法出门的时候，他也能在接连不断的狂风中自娱自乐。‘虽然我在船上被狂风吹得晕头转向，但其实这些日子我还是抱着难以表述的快乐心情度过的……尽管船在摇摇晃晃的，我还是为你们所有人画了画，”这是他给家里写的信。最令人兴奋的是他发现了一种神奇的蔬菜——*凯尔盖朗甘蓝*，这是一种生长在凯尔盖朗岛上的卷心菜，被Cook船长那边的植物学家Anderson先生鉴定为一种对于水手们来说很神奇的食物。它有着尝起来像芥末的根和像水芹一样的叶子,并且具有很强的治疗坏血病的特性。在Cook 的探险记录中，它一直被食用长达130天并且没有导致疾病的迹象。于是Ross的探险队直接将这种神奇的卷心菜拿来用了，而且得到了普遍的认可。Cunningham就是其中之一，很明显他十分享受这种菜。‘非常喜欢甘蓝的味道。’

On 24 May 1840, they celebrated the twenty-first birthday of Queen Victoria with the firing of a royal salute, servings of plum pudding, preserved meat and a double allowance of rum at night. The very next day they were forcibly reminded of just how far away they were from an English summer, as falling snow was whipped into a ferocious blizzard. As darkness fell, Cunningham wrote of ‘a complete hurricane’ blowing. ‘I never heard it blow so hard as it has done this night.’

1840年5月24日，为了庆祝维多利亚女王21岁的生日，他们鸣放皇家礼炮向女王敬礼，并在晚上享用了梅子布丁、腊肉和翻倍供应的朗姆酒。但在第二天，逐渐肆虐起来的暴风雪在无情的提醒着他们，他们现在离英国的夏天有多远。夜幕降临时，Cunningham写道，一阵‘袭天卷地的飓风’刮过。‘今晚遭遇到的猛烈狂风是前所未见的。’

Surgeon McCormick shared Hooker’s enthusiasm for Kerguelen Island, but more from a geological perspective. ‘This, and Spitzbergen in the opposite hemisphere constitute, I think, the most striking and picturesque lands I’ve ever had the good fortune to visit,’ he noted enthusiastically in his journal. And this despite the fact that ‘neither the Arctic nor Antarctic isles have tree or shrub . . . to enliven them’. What excited McCormick was not what was to be found now on the black basalt rocks of this lonely island, but what had been there thousands of years before. ‘Whole forests . . . of fossilized wood lie entombed here beneath vast lava streams,’ he marvelled, uncovering beneath the debris a fossilised tree trunk with a girth of 7 feet. He was exercised by the whole question of how to explain this phenomenon. Back in England, he had been fascinated to find corals and other forms of tropical life embedded in the limestone of north Devon. Now he was equally intrigued to discover forests of coniferous trees entombed on the now-treeless island of Kerguelen. ‘I have wondered how they could ever have existed there.’ It was another seventy years before Alfred Wegener made the audacious suggestion that the continents themselves might have moved over time, and another fifty years after that before the theory of plate tectonics was finally proven.

外科医生McCormick和Hooker一样热爱凯尔盖朗岛，但这份热爱更多是从地质学的角度出发。 ‘我认为，这里和位于南半球的斯匹茨卑尔根岛一样，都是我有幸参观过的最引人注目、风景如画的地方。’他在日记中热情地记录着，尽管‘北极岛和南极岛都没有树木或灌木……这使得这个地方不够生机勃勃’。但是让McCormick感到兴奋的不是在这个孤岛的黑色玄武岩上的发现，而是那些几千年前遗留下的东西。‘整片森林……大量的熔岩层下埋藏着树木的化石，’他对此感到非常惊讶，并在残骸下面发现了一块周长达到7英尺的树干化石。而他却对此感到很困扰，因为他很难解释这一现象。回到英国后，他曾一度沉迷于在北德文郡石灰岩中发现的珊瑚和其他形式的热带生物。现在，他对埋葬在凯尔盖朗岛上的针叶树森林也同样十分感兴趣，毕竟如今的岛上已经没有树木了。‘我很好奇它们怎么可能会出现了那里。’直到又过了70年，Alfred Wegener大胆地提出了观点，认为大陆本身可能会随着时间推移而移动，而之后又过了50年，板块运动理论才最终得以被证明。

So far as the wildlife of the island was concerned, McCormick seems to have regarded it principally as a form of target practice. It’s impossible to turn a page of his extensive journals without marvelling, or perhaps despairing, at his appetite for admiring God’s creatures, then shooting them. On 15 May he identifies the chioni, or sheathbill, a ‘singular and beautiful bird . . . so fearless and confiding, [it] seems peculiar to the island to which its presence gives a charm and animation, especially to a lover of the feathered race like myself’. This is followed next day by the succinct entry, ‘I shot my first chioni.’ A week later, accompanying Captain Ross and an exploring party, he ‘shot two and a half brace of teal and tern and returned . . . at five p.m.’ The day after that, ‘I shot a gigantic petrel . . . and a young black-backed gull flying overhead.’ On the 30th, ‘I went on shore about noon, shot a black-backed gull from the dinghy, and a shag at the landing place.’ And he wasn’t finished for the day. On his way back to the ship, after calling on Captain Ross at the observatory, he ‘shot two chionis, two gigantic petrel, two shags, and a teal flying round the point’.

至于岛上的那些野生动物，对McCormick来说似乎主要将它们用来做打靶练习。在他包罗万象的日记中，每一页都充斥着惊叹与绝望，他赞叹于上帝创造出的各种神奇生物，并为此而射杀它们。5月15日，他认出了鞘嘴鸥，一种栖息于南极的海鸟，那是一种‘独特而美丽的鸟……非常的勇敢和自信，[它]似乎是这座岛上特有的，它是如此迷人并充满活力的存在，特别是对于像我这样的羽毛生物爱好者’。第二天又有一个简洁的记录: ‘我猎到了人生中的第一只鞘嘴鸥。’一个星期后，他陪同Ross船长组建探索队，并‘射杀了五只水鸭和燕鸥，然后返程……当时是下午5点。’次日，‘我射杀了一只巨大的海燕……当时还有一只年幼的黑背海鸥在我头顶掠过。’ 30日那天，‘我在正午的生活准备上岸，并从小艇上射杀了一只黑背海鸥，在登陆点又射杀了一只海鸥。’而他今天的工作还没有结束。在去观测台拜访了Ross船长后，他在返程的路上又“射杀了两只鞘嘴鸥，两只巨大的海燕，两只鸬鹚，和一只绕着陆点飞行的水鸭。”

McCormick liked a challenge, but in the course of one onshore expedition his adventurous spirit nearly lost him his life. Having been on a mineralogical foray and having packed his haversack with ‘some of the finest specimens of quartz crystals . . . weighing in all some fifty pounds’, he found himself, as night fell, cut off by torrential waterfalls. He abandoned the haversack, and eventually made his way to the bottom of a cliff before realising that he wouldn’t be able to get to the ship from there. ‘The darkness of the night,’ he recalled a little later, ‘only relieved by the fitful glare from the white, foaming spray the torrents sent upwards, the terrific gusts of wind, accompanied by a deluge of rain, combined together with black, overhanging, frowning precipices, to form a scene of the wildest description.’ When he did finally make his way back to the ship, he was fed tea with, perhaps appropriately, some stewed chionis on the side, which ‘our thoughtful, kind-hearted boat’s crew had caught in my absence’.

McCormick热爱迎接挑战，但在一次陆上探险中，他的冒险精神让他差点丧命。在一次矿物考察中，McCormick在背包里装上了‘一些优质的石英晶体标本……总共有大约五十磅重’，但当夜幕降临时，他发现自己被瀑布般的暴雨截断了去路。于是他放弃了背包，而当他来到了一处悬崖的底部时，他最终意识到自己无法返回到船上。‘夜晚的黑色袭来，’他后来回忆着,‘只有水面时不时的泛光才会稍微舒缓人的神经, 急流向上的水流喷射出泡沫般的浪花, 可怕的阴风伴随着瓢泼大雨阵阵刮过，再加上悬伸突出、令人不安的黑色悬崖，这一切共同糅杂出了这个最疯狂的画面。’当他最终回到船上时，船上的人们识事宜地为他端上了茶点，一旁还炖着一些鞘嘴鸥，那是‘我不在的时候，我们体贴、善良的船员特意抓的’。

Activity was the key to survival on any closely packed ship, but particularly in these wild and inhospitable places, where it must have been only too easy to lose any sense of purpose. Captain Ross always made sure there was work to do, building and operating the observatories. Of course from a personal point of view, the scientific imperative of the expedition – whether it was in natural history, zoology, botany or geology – was clearly something that motivated and excited him as much as it did the likes of McCormick and Hooker.

在每个拥挤的船上，活动的制定都是生存的关键，尤其是在这些荒凉、不适宜居住的地方，那里一定很容易让人失去目标感。Ross船长总是确保每个人都有工作要做，包括建造和操作观测台。当然，从个人的角度来看，这次探险的科学必要性——无论是在自然史、动物学、植物学还是地质学上——显然都深深地激励着诸如McCormick和Hooker这样的人。

To know how the ordinary seaman responded, we have only Sergeant Cunningham’s diaries to go by. They convey a pretty miserable portrait of men doing their best in dreadful conditions. Gales blow on forty-five of the sixty-eight days they spend in the Kerguelens. Wind, rain and snow rake the harbour as they struggle to get equipment ashore and back. The nearest Sergeant Cunningham comes even to recording contentment is a day on which he shoots and cooks several shag. These, he notes, prove ‘capital eating’. Otherwise his diary entry for Sunday 19 July can stand for most of the others: ‘high and bitter cold: Divine service in the forenoon. I may put this down as another of those miserable Sundays a man spends in a ship of this description.’

而要想知道普通海员的反应，我们只有通过Cunningham中士的日记。日记描绘了人们在恶劣的条件下每天竭尽全力工作的悲惨画面。他们在凯尔盖朗岛上度过了六十八天，其中有四十五天都在刮大风。当暴风或者雨雪降临海港时，他们需要努力地将岸上的设备搬回来。在Cunningham中士的记录中，最令他心满意足的一天是他射杀和烹煮了几只鸬鹚的时候。他的日记流露出“饱餐一顿”的情绪。除此之外，他在7月19日的礼拜日记录也可以代表大多数时候的日子：‘高寒刺骨:上午进行了礼拜。这一天和以往一样，依然是一个人在船上度过的悲惨的礼拜日。’

At least it was to be his last Sunday in the Kerguelen Islands, for the next morning, 20 July, after days of being blown back by the winds, *Erebus* and *Terror* finally extricated themselves from what Ross described as ‘this most dreary and disagreeable harbour’. Joseph Hooker tried, rather unconvincingly, to look on the bright side. ‘I was sorry at leaving Christmas Harbour: by finding food for the mind one may grow attached to the most wretched spots on the globe.’ Not one for the Tourist Board.

至少这是他在凯尔盖朗群岛呆的最后一个星期天，次日清晨，也就是7月20日，在被风困住几天之后，*厄瑞玻斯号*和*恐怖号*终于从这个被Ross称为‘最枯燥、最令人讨厌的港口’中解脱出来。Joseph Hooker试图从更乐观的角度看待这件事情，虽然这并不令人信服。‘对于离开圣诞港湾，我感到很遗憾：为了寻找精神食粮，一个人可能会对世界上最悲惨的地方产生依恋。’这句话不适合用来做旅游推广。

Today, the Kerguelen Islands are part of the French Southern and Antarctic Lands, and can only be reached by a ship from the island of Réunion, which sails four times a year. The sole year-round occupants are scientists. *Plus ça change.*

如今，凯尔盖朗群岛是法国南部和南极大陆的一部分，只有从留尼汪岛乘船才能到达，而留尼汪岛每年会安排四次航行。唯一常年居住在这里的只有科学家。*万变不离其宗*。

Christmas Harbour might have been dreary and disagreeable for the crew of *Terror* and *Erebus*, but at least it had provided some shelter. Now back in the open ocean, they were once again exposed to the full force of the Roaring Forties. A series of deep depressions rolled in day after day and, with icebergs looming on the horizon and fifteen hours of darkness through which to navigate, enormous pressure was put on the master and quartermaster to hold them on course.

 对于*恐怖号*和*厄瑞玻斯号*的船员来说，圣诞港可能是沉闷而令人感到不愉的，但它至少提供了一个庇护之处。而现在，他们回到了广阔的海洋，将再次面对咆哮西风带的全部威能。日复一日、接连不断的摇晃起伏，冰山在地平线上若隐若现，还有经过了十五个小时的黑夜中的航行，在此期间船长和舵手为了保持住航向需要承受巨大的压力。

In the driving rain and the unremitting turbulence, it was not long before *Terror* once again disappeared from sight. The disparities between the two ships still rankled with Ross. He rather testily records having to keep *Erebus* under moderate sail whilst he searched for her older sister ship, ‘to our great inconvenience, the ship rolling heavily in consequence of not having sufficient sail to steady her’. Eventually he gave up and *Erebus* carried on alone.

在瓢泼大雨和无休止颠簸中，*恐怖号*很快又从视线中消失了。两艘船之间的差距一直令Ross耿耿于怀。他相当不耐烦的记录，不得不保持让*厄瑞玻斯号*减速航行，同时寻找她的姐姐船，‘这给我们极大的不便，由于没有足够的帆来稳定她，这艘沉重的船一直晃得很厉害”。最终他放弃了寻找，*厄瑞玻斯号*独自继续前行。

Ironically, it was on one of the few fine days that the worst happened.

十分讽刺的是，在难得的好天气里一件不幸的事情发生了。

The crew were busy mopping up and men were in the rigging spreading the sails out to dry, when the boatswain, Mr Roberts, was struck by a swinging staysail sheet and, as an eyewitness remembered, ‘whirled overboard’. A lifebuoy and various oars were immediately flung out to him, but the ship was making six knots at the time and he slipped quickly astern. Two cutters were lowered into the sea, but as they’d had to be tightly lashed down against the storms, precious time was lost in launching them. The whole tragedy was witnessed by Surgeon McCormick, who was walking the quarterdeck at the time. ‘The last I saw of him was as he rose on the top of a wave, where a gigantic petrel or two were whirling over his head and might have struck him with their powerful wings or no less powerful beak, for he disappeared all at once between two seas.’

船员们正忙着收拾东西，有人在绳索上把帆展开晾干，这时水手长Roberts先生被一个晃动的系帆索击中，据一位目击者回忆，他被‘直接甩到了船外’。一个救生圈和几只桨立即向那扔了过去，但当时船正以六海里的速度行驶，所以他很快就落到了船尾后面。两艘小快艇被放下海中，但快艇由于之前为了抵御风暴而捆绑的很紧，因此把它们下放到海面的时候浪费了宝贵的时间。外科医生McCormick目睹了整个悲剧，他当时正在后甲板上散步。‘我最后一次看到他的时候，他正在一个浪头上，当时有一两只巨大的海燕在他的头顶盘旋，可能打算用它们有力的翅膀或锋利的喙攻击他，因为他转瞬间便在海平面上消失了。”

One of the rescue cutters was hit by a cross-wave and four of her crew were thrown into the water. It is unlikely any of them could swim, there being a superstition among sailors that learning to swim was bad luck – an admission that things could go wrong. The rescue attempt could therefore have led to a multiple drowning, had it not been for the sharp reactions of Mr Oakley, the Mate on *Erebus*, and Mr Abernethy, the gunner, in the other, returning boat. They immediately pushed back from the ship and managed to pluck all four men out of the rolling sea, ‘completely benumbed and stupefied by the cold’. The now-overloaded cutter ran alongside the ship for some time, taking on more and more water before it was finally plucked aboard.

其中一艘救援船被横浪击中，四名船员被直接抛到水中。他们中大概不会有人会游泳，因为在水手们之间有一种迷信，认为学游泳会带来厄运——现在必须承认这种想法是有问题的。因此，如果不是*厄瑞玻斯号*上的大副Oakley先生和另一艘救援船上的炮手Abernethy先生反应敏锐，这次营救行动可能会导致更多的人溺水。他们当机立断地将船往回赶，并设法把四个人从波涛汹涌的大海中救了出来，他们‘完全被冻僵了，冻得神志不清’。这艘超载的快艇沿着主船的方向行驶，在最后被拉上船之前的一段时间，船里进了很多的水。

Roberts’s cap was recovered, but that was all. The boatswain is so central to the life of a ship that his demise must have been a shock to everyone. His piping and shout of ‘All Hands!’ would have been as common a sound as the ship’s bell. The expedition had sustained its first loss of life, just short of the first anniversary of its launch.

Roberts的帽子被找到了，但也就仅此而已。水手长对一艘船的正常运转来说是至关重要，他的死震惊了所有人。他的笛声和那句‘全体集合!’就像船上的钟声一样被人们所习惯。这支探险队在出行一周年之际第一次遭遇了人员伤亡。

On 12 August they caught a glimpse of a cloud-shrouded coast line. Charts and sextant readings told them they were off the south-westerly point of New Holland (what is now Western Australia). This must have raised hopes that the worst was over, but the most destructive storm of all was still to come. The very next day it struck with more fury than any they had yet experienced. The ship was engulfed and the wind blew with such demonic intensity that the main topsail was ripped to shreds and the staysail wrenched off, leaving only the bare pole from which it once hung. ‘One vast, swelling green mountain of a sea came rolling up astern,’ McCormick recalled, ‘threatening to engulf us, sweeping over the starboard quarter-boat, in upon the quarter-deck which it deluged, drenching me to the skin, as I clung to the mizzen-mast catching hold of some gear to avoid being washed overboard.’ His graphic account continues with a memorable description of his skipper, roped in place on the deck, defying the elements, evoking Captain Ahab in *Moby­Dick*: ‘Captain Ross maintained his position on the weather quarter by having three turns of the mizzen topsail halyards round him for support.’ The heavy seas persisted, and although the wind abated, the hatches had to remain battened down the whole of the next day, ‘with lighted candles in the gunroom’ to dispel the gloom below decks.

8月12日，他们瞥见了云雾缭绕的海岸线。海图和六分仪读数表明，他们已经离开了新荷兰的西南地区(即现在的澳大利亚西部)。人们心中充满希望，并认为最坏的情况已经过去了，但破坏力最强的风暴还在后头。次日，他们遭遇了前所未有的猛烈暴风雨。船只被整个吞没，主桅帆被凶猛的狂风刮得粉碎，支桅帆也被扯断了，只剩下了那根原本用来挂帆的光秃秃的桅杆。‘那庞大而高涨的海浪如同绿色的巨山般从船尾席卷而来,’McCormick回忆说,‘我们面临着随时被吞噬的危险,浪潮从船身右舷袭来，并淹没了四分之一的甲板, 我被淋得浑身湿透,并需要紧紧地抓住后桅杆和其他一些装置以避免被冲到海里。’他绘声绘色地描述了他的船长在甲板上用绳索固定身体，不畏风雨的情景，这让人不禁想起了《*白鲸*》中的Ahab船长:‘Ross船长在尾舷上风处，他将后桅上桅帆的升降索在身上缠绕了三圈以稳住身形。’之后虽然风势减弱了，但海上依旧波涛汹涌，次日的舱口盖上一整天都钉着木板，‘炮房里点着蜡烛’以驱散甲板下面的阴郁。

On the night of 16 August, under a bright full moon, Ross records, with what can only have been almighty relief, ‘we saw the land of Tasmania ahead of us’.

8月16日的晚上，在一轮明亮的满月下，Ross的记录让我们终于得以松下一口气，‘我们看到了前方的塔斯马尼亚岛’。

Hobart in

1840

, home to a mixture of free settlers and convicts.

*Erebus*

’s arrival in August

of that year caused huge excitement locally.

Hobart in 1840, home to a mixture of free settlers and convicts. *Erebus*’s arrival in August of that year caused huge excitement locally.

1840年的霍巴特，这里常住居民混杂着自由移民和罪犯。那年8月，*厄瑞玻斯号*的到来在当地引起了极大的轰动。