

What does this facsimile tell us? It gives the catch, 24 whales (from 3' to 11'3" bone), two seals (the sealing at Jan Mayen was spoiled by gales), two seahorses, two bears and one unicorn, enough to provide a satisfactory reward for master, crew and owner. This raises an unanswered question — why were some masters consistently better than the rest? Mr. S.G. Brown suggests they were the men who took careful note of the habits of the fish and their feeding grounds. A generation after the Scoresbys, Captain Robert Martin achieved a like pre-eminence. It also depended much on the harpooners; in this voyage, one man was about twice as successful as the other three men.

This log book also recounts the routine of a voyage, with a start to fitting out in January, departure from Whitby towards the end of March, a week in Shetland which produced only eight men to augment the crew, coiling down lines and getting out the boats on the passage north. Guns were put away just before the Arctic Circle, Scoresby being unaware of a French squadron sent out to attack British whaling ships; he was lucky in seeing none of them.

The whaling voyage began at Jan Mayen. As the ice was dispersed, the *Resolution* sailed northwards, to Bear Island and then beyond the 80th parallel to the north of Spitsbergen, where most of the fish were taken.

The log shows the reliability of Scoresby's dead reckoning on the outward and homeward passages; merchant-service masters of that day are often underrated as navigators and surveyors. When in the ice or fishing, masters were willing to take an occasional sight for latitude, but were generally content to determine position by rule of thumb or experience. If the Greenland or Spitsbergen coast came into sight, they had ample warning for safety. On this voyage, Scoresby got his longitude from another ship which had sighted Jan Mayen. His position for Bear Island was accurate. This log book was kept in sea time, from noon to noon, with the next day starting 12 hours before civil time.

William Scoresby, junior, illustrated this log with two views, Balta Sound and Bear Island, both good enough for recognition. He added an illustrated appendix on making a jury rudder. Prayers at the beginning and end of the voyage bring out the piety of the future Revd. William Scoresby, D.D., and his father.

There are a number of reports of whaling ships advancing beyond W.E. Parry's farthest north of lat. 82°45'N in 1827, but as their log books were destroyed a century or more ago they cannot be authenticated. On this voyage, the *Resolution* was for a fortnight north of the 80th parallel, in open water and loose ice, with good weather. The highest latitude was 81°30'N, in about 19°E, on the line of Parry's approach to the Pole. The water sky showed that there was no ice south of 82°N, and that any land must lie beyond the 83rd parallel. From what we know of variations in the pack ice between one season and another, it seems likely that on occasions some ships in search of fish may well have reached 83°N and beyond; but they thought little of it.

There are other points to be drawn from this facsimile, but the remarks above will indicate its value. It could perhaps have been helped by an informed introduction by one of the authorities on whales and whaling. Nevertheless, it is good to have this reproduction.

If the Scoresbys were to return today, they would not know the "country". So far as can be gathered, the Greenland Sea has been fished out so completely that whale stocks have not been regenerated in a hundred years. Perhaps a lesson for the Antarctic?

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ARCTIC FLYING. By B.M. BUCK, R.W. CORELL, R.G. DICKERSON, A. HANSON, A. HEIBERG, R.K. MCGREGOR, J. PORTER, J.F. SCHINDLER and R.A. RAUCH (ed.). Publication supported in part by The Office of Naval Research Arctic Programs, 1979. 200 pp. incl. photographs and bibliography.

Having done a little arctic flying, including some out of Barrow and Prudhoe Bay, I read, with appreciation, *Arctic Flying*. As with any book put together by multiple authors, there is a little redundancy, but when one considers the scope of the subject involved, it isn't surprising. *Arctic Flying* contains all the information that any pilot should have access to before he/she puts his/her aircraft nose north. If Dick Dickerson had written his chapter some years ago, he could have saved a lot of time and patience spent with the likes of me. Matter of fact, for anyone about to take part in any research in the north, the chapter on Safety and Survival holds true and it is all spelled out. For those, and there are still many, who contemplate doing research on the ice-pack — or even just in a remote location — the information about setting up camps is valuable, as are the comments on how to man them. Technology will continue to make the arctic researcher's life easier, but the basic problems will always be there. *Arctic Flying* is a tribute to those who worked long and diligently to help expand our ability to do research safely and competently in an extremely hostile environment.

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