

would have been incompatible with the principal expedition objective of the hunting of bowhead whales. Accordingly, *Advice* sailed east out of Lancaster Sound, stopping briefly on 9 August to deposit a cask containing records at the entrance to Navy Board Inlet. As it turned out, of course, the Inuit report, at least as it concerned Franklin, was untrue, and instead confused events and locations relating to James Clark Ross' expedition of 1848–1849 and William Edward Parry's expedition of 1824–1825.

Bypassing Pond Inlet, *Advice* proceeded slowly south-east along the Baffin Island coast, whaling at Home Bay and eventually Exeter Bay, where they spent 10 days. Heavy ice prevented whaling further south along the Baffin Island coast, and *Advice* accordingly set sail for home, returning to Dundee in, apparently, mid-November.

Although Goodsir was unsuccessful in his attempt to acquire information on his brother or other Franklin expedition members, the narrative is nevertheless of interest for a number of reasons. There is a wealth of first-hand information on the stalking and killing of bowhead whales, and on flensing procedures, as well as details of their behavioural and physical characteristics. Although this, and other, information is presented in the reserved style typical of nineteenth-century expedition narratives, a sense of humour nevertheless emerges on occasion, as, for example, when Goodsir describes the initial processing of a putrefied, bloated bowhead carcass: 'it was bagpipes to a note — to a tone. I almost thought I could recognize a long-remembered strathspey; but where could be the bagpipes?'

In addition, the narrative is very informative of life generally aboard a whaler, and on the hazards typically faced by nineteenth-century seafarers. Within two weeks after sailing (and by page 4 of the narrative), for example, *Advice* was struck by a violent storm, resulting in two seamen being washed overboard and another two seriously injured.

Finally, although very little information about William Penny is presented in the narrative, there are sufficient references to indicate that his seamanship and Arctic expertise were held in high regard by Goodsir.

The book is a handsome reproduction of the original, and The Arctic Press is to be highly commended for making available a book that is otherwise rare and, for most readers interested in polar exploration, prohibitively expensive. (James M. Savelle, Department of Anthropology, McGill University, 855 Sherbrooke Street West, Montreal, Quebec H3A 2T7, Canada.)

ANTARCTICA OFFSHORE: A CACOPHONY OF REGIMES? R.A. Herr (Editor). 1995. Hobart: Antarctic Cooperative Research Centre. vi + 101 p, illustrated, soft cover. ISBN 0-85901595-5. \$Aus15.00.

During the past decade, the past, present, and future of the Antarctic Treaty System (ATS) has attracted considerable debate, even sharp controversy. However, most publications, going over the same old ground, have repeatedly

ignored certain themes, most notably the nature and development of national policies towards Antarctica. This booklet, originating from papers delivered to a conference organised by the University of Tasmania's Antarctic Cooperative Research Centre (ACRC), reminds us about another hitherto overlooked topic: the ever-increasing overlap of regimes covering Antarctica offshore, particularly regarding the management of its marine environment. It is a topic that promises to become more significant in the near future. Indeed, perhaps it has reached a critical phase already.

The value of this book is reinforced by the manner in which contributors were encouraged by the conference organisers to stand back from developments in order to provide a sense of perspective regarding one basic question: do the various overlapping regimes affecting Antarctica offshore possess the potential for harmony or discord? Despite the prime focus on practical aspects, readers are helped by the theoretical insights furnished on inter-regime relationships by Oran Young, one of the leading experts on regime theory. His chapter, presenting overlap as the consequence of inadvertence rather than design, and drawing on examples taken from both poles, illuminates ways of managing developments to maximise benefits and contain conflict.

Young's examination of the relative claims to priority of, say, narrow and broad regimes, or long-established and newer regimes, prepares the way for other contributors, like Alan Hemmings, whose green credentials explain his emphasis upon the undoubted primacy of the Environmental Protocol's core values, even to the extent of over-riding pre-existing ATS principles. For Hemmings, the Protocol offers the 'new departure point for environmental protection across Antarctica' (page 35); thus, CCAMLR should take up its standards, while the Convention for the Conservation of Antarctic Seals should be 'subsumed within the Protocol' (page 38). By contrast, Patrick Quilty, noting the increased 'stress or potential conflict between groups of scientists or institutions' (page 85), regrets that Antarctic 'science has become much less important' (page 82) in the ATS. Quilty's status as its vice-president reinforces the impact of his demand for a review of SCAR's role and *modus operandi*.

Traditionally, overlap has been seen as both a problem and a source of weakness. However, contributors to *Antarctica offshore* encourage us to adopt an alternative perspective, that is, to treat overlap as equally capable of yielding a window of opportunity, as argued by, say, Peter Bridgewater and Bruce Buchan regarding Antarctic whaling and shipping, respectively.

Conference-based publications frequently suffer from a lack of overall coherence, as well as from the variable quality of contributions. This booklet, although helped by Richard Herr's editorial skills and overview, is no exception. Nevertheless, this relatively short publication, amounting to a mere 101 pages of double-spaced text, represents a useful opening shot on an emerging topic. The basic

features of overlapping regimes, alongside positive and negative possibilities, are set out in a clear, balanced, and informed manner. The booklet constitutes a sound foundation for further exchanges whether, to follow Herr's preferred terminology, assuming a euphonic or cacophonous character. In the meantime, the topic is being addressed by an ACRC project on 'Oceans Policy Overlapping Regimes.'

Finally, Bruce Davis, maintaining his track record of thought-provoking studies on the Antarctic scene, employs the closing chapter to advocate a more systematic, positive approach to the question, speculate about the nature and existence of common environmental values, and press the merits of a cooperative approach towards overlapping regimes. As Davis asserts, Antarctica off-shore demands 'careful analysis,' for 'the agenda ahead is substantial indeed' (page 100). (Peter Beck, School of Humanities, Kingston University, Kingston upon Thames, KT1 2EE.)

OF DOGS AND MEN: FIFTY YEARS IN THE ANTARCTIC. Kevin Walton and Rick Atkinson (editors). 1996. Malvern: Images Publishing. 190 p, illustrated, hard cover. ISBN 1-897817-55-X.

The strengths of this book, and they are great indeed, are that it has 177 photographs, a similar number of pieces of text, and that contributions to the whole have been made by some 65 people. It is about 900 dogs and their relationships with members of the Falkland Islands Dependencies Survey (FIDS) and its successor, the British Antarctic Survey (BAS), who used teams of these dogs to travel about 336,500 miles to extend knowledge of the Antarctic.

In 1945, when huskies from Labrador first came to FIDS bases, they offered by far the safest and cheapest way for 'Fids' (members of FIDS) to travel for purposes of geographical and geological survey. While the topography of the western side of the Antarctic Peninsula was known in fair detail, the eastern side of the Peninsula, its spine, and the vast areas south of Marguerite Bay were either unknown or known only in general outline. It was in these areas, working out of Hope Bay at the northern end of the Peninsula, and Stonington Island, Adelaide, and Rothera in Marguerite Bay, that most of the great journeys were made. But this is a book about the dogs themselves, much more than about the men, their joint achievements, or the techniques of dog-sledging that were brought to a high state of perfection by successive generations of 'Fids.' It was primarily because most 'Fids' went to the Antarctic for two years — it was cheaper for the government that way — that made possible continuity in handing on hard-won wisdom and experience of dog-driving techniques down the years.

This book is unlikely to have been written had it not been decided in 1991 that all dogs in the Antarctic should be removed on or before 1 April 1994. The decision was made in the course of the negotiations of the Protocol on Environmental Protection to the Antarctic Treaty. For six

years between 1982 and 1988, the Consultative Parties to the Antarctic Treaty painstakingly negotiated a convention that would have made it impossible for any of the 26 of them to go after minerals in the Antarctic unless all of them agreed that it was environmentally acceptable to do so. Following its conclusion, the convention was attacked by a wide spectrum of environmental opinion, which wanted an outright ban on all mineral activity in the Antarctic. Enough of the governments concerned took such fright at these environmental attacks to kill off the convention. These were years of the high 'green' tide of international environmental concern, resulting from the realisation that the ozone hole over Antarctica — a BAS discovery — was a human artefact. Governments wanted to look 'green.' In the case of Antarctica, having shelved the minerals convention, governments took comfort from an initiative that, together with a Chilean colleague, this reviewer had launched on behalf of the UK and Chile in May 1989. In the process of negotiating the minerals convention, sophisticated environmental protection techniques had been worked out. They were by far the most stringent set of environmental protection measures that had, or still have, been internationally concluded. But at that time nothing like these techniques applied to other activities in the Antarctic — such as scientific research or tourism. The purpose of the UK/Chilean initiative was to review the environmental protection mechanisms that had been somewhat haphazardly developed over almost 30 years in order to provide for a coherent and mandatory system of environmental protection for the Antarctic. And so began two-and-a-half years of high-pressure negotiations leading to the Protocol.

After six years of intellectually and politically challenging negotiation of the minerals convention, the negotiations leading to the Protocol were something of an anticlimax. They were led by the nose by external environmental pressure groups, intent primarily on achieving a ban on mineral activity, and they sorely tested the diplomatic camaraderie that had hitherto been a hallmark of Antarctic Treaty meetings. The nub of many clashes was over practical realities on the one hand, and the political need on the part of some governments to be seen to be environmentally 'macho' on the other. An environmental concern all over the world has been about ecological dangers arising from the introduction of alien species. Extreme environmentalist opinion went to the lengths of looking upon Antarctic scientists as an alien species and would have liked them to go. But the scientists had a justification and a product that every country could and did support. The most obvious other alien species was the dogs. It is said that when Captain Scott demonstrated his motor tractor before the *Terra Nova* expedition, Fridtjof Nansen encouraged him to take dogs because if the tractor failed it was no more than a pile of metal in the snow, while dogs, *in extremis*, would be a source of food. By the 1990s that justification for using dogs would no longer wash; moreover, light sledge-hauling motor-toboggans had be-