

quences for indigenous peoples and their ability to continue subsistence-based lifestyles in the face of global warming, environmental action, increased management of wildlife by government agencies, and wilderness preservation (Wenzel, Callaway, Langdon, West, Usher, Wiener, Bielawski, Schaaf, Bosworth). With most authors tackling provocative issues such as the conflict between protected areas and the rights of indigenous peoples to live off the land; the clash between Inuit environmental knowledge and western scientific knowledge; and the shortcomings of current co-management regimes for the exploitation of wildlife, it is curious that no one discusses any of this with reference to the Arctic Environmental Protection Strategy, which had been underway for two years when the papers were originally presented at a workshop in 1993. Despite the lack of reference to the AEPS, however, *Human ecology and climate change* is a useful addition to recent literature on global environmental change and provides a range of interesting case studies that contribute to current dialogue about the way forward for effective environmental management policy-making.

**IN THE ARCTIC: TALES TOLD AT TEA-TIME.** Frank Debenham (Edited by Barbara Debenham). 1997. Banham, Norfolk: The Erskine Press. xix + 124 p, illustrated, hard cover. ISBN 1-85297-049-9. £16.95.

Frank Debenham (1883–1965) was a geologist with the British (*Terra Nova*) Antarctic Expedition 1910–1913 under the leadership of Captain R.F. Scott. In 1920 he founded the Scott Polar Research Institute, and in 1926 became its first director. In 1931 he was appointed Cambridge's first professor of geography, and he continued in these dual roles until 1946.

*In the Arctic* brings together a fascinating series of tales written by Deb in his retirement. He was remembering some of the young people who had passed through the Polar Institute as explorers, members of staff, research students, or interested friends. These friends served as pegs on which to hang the tales.

The editor has retained her father's idiosyncratic pseudonyms, but reveals their proper names where known. Deb wrote: 'These are all make-believe stories. Like other writers of fiction, I have based them on a substratum of fact, though perhaps I use rather more facts than most.'

For anyone who knew Deb or recognizes the characters, some episodes are riotously funny. Others are an erudite mixture of history and fable, so cunningly interwo-

ven that the reader feels driven to seek out original sources in order to sort fact from fiction. The book is enhanced by the inclusion of a foreword by Ann Savours and a brief biography of Debenham. The book includes drawings, some by Deb himself, photographs, maps, and a bibliography of possible sources.

**THE SAFEGUARD OF THE SEA: A NAVAL HISTORY OF GREAT BRITAIN. VOLUME I: 660–1649.** N.A.M. Rodger. 1997. London: Harper Collins, in association with the National Maritime Museum. xxviii + 691 p, illustrated, hard cover. ISBN 0-00-255128-4.

In his introduction, Nicholas Rodger explains that this book 'is not an institutional history of the Royal Navy, but a history of naval warfare as an aspect of naval history. All and any methods of fighting at sea, or using the sea for warlike purposes, are its concern. It is interested in all connections between national and naval history, and seeks to make each known to the other' (page xxv). In practice, the author goes on to say, this means that 'the book is conceived as consisting of four main "layers": policy, strategy, and naval operations; finance, administration, and logistics, including all sorts of technical and industrial support; social history; and the material elements of sea power, ships, and weapons' (pages xxv–xxvi). The history is not merely English or British, since 'it is in the nature of the history of the sea that it links many nations,' making the work international, for 'the sea unites more than it divides' (page xxvii).

What then is the interest of such a multi-volume *magnum opus* to polar historians? It must be confessed that there is little here of direct relevance. The period of this first volume is from 660 to 1649, but no light is shed on the Arctic voyages of Frobisher, Davis, Baffin, Button, Willoughby, Chancellor, and the other seamen of long ago. In this respect, the present work is in contrast with the history of the Royal Navy published in seven volumes a century ago by William Laird Clowes, of which volume one was reprinted by Chatham Publishing in 1996, with later volumes to follow. Sir Clements Markham and H.W. Wilson contributed the chapters on 'voyages and discoveries' to this reprinted volume from 1066 to 1603.

However, since polar exploration was conducted very largely by sea or with the aid of ships until the advent of the aeroplane, Rodger's excellent book should become a work of reference for students of the history of the Arctic, and, no doubt, in due course, of the Antarctic.