

Although these errors could have been avoided, they may be forgiven because an interested reader will know what was meant. There are, however, more serious mistakes, of which only a few examples can be given here. When the aforementioned Vries discovered the Kurils in 1643 he named one of the islands "Staten Land" (States Land), after the States-General, the government of the Dutch Republic. Yet rather astonishingly, the author who deals with the voyage to the Kurils writes that the name was chosen by Vries because of the islands assumed proximity to America (United States). A modern painting, an artist's impression of *St. Gabriel* which sailed to the Bering Sea in 1728, is reproduced on page 83. It shows a vessel with two masts and four sails. The accompanying caption describes the painter's work as meticulous, and yet on the opposite page where the ship is discussed, we are told that *St. Gabriel* had one mast and five sails. What are we supposed to believe? Many readers will be surprised to read that Bering sailed to 193 degrees longitude west of Greenwich. [87] It would have been appropriate to include a note explaining that before the nineteenth century longitude was often reckoned from the prime meridian around the globe.

The lay-out of the book is spacious and contains many illustrations, maps and charts in full-colour, including recent photographs taken of relevant locations on the Kamchatka peninsula. Not all the captions get high marks for scholarship. The reference for a French map of Kamchatka, reproduced on pp. 78-79, says merely that it was "published in a book in Amsterdam 1770." Finally, it would have been helpful for the reader who is not acquainted with the geography of Kamchatka and the Kurils to include one modern map showing the various places and the tracks of the ships.

Although the initiative to draw attention to the lesser-known Spansberg is much appreciated, the Danish explorer deserved a better biography.

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Bruny d'Entrecasteaux; Edward Duyker and Maryse Duyker (trans.), *Voyage to Australia and the Pacific 1791-1793*. Melbourne: Miegunyah Press of Melbourne University Press [www.mup.com.au], 2001. xliii + 392 pp., maps, plates, glossary, appendices, notes, bibliography, index. AUS \$59.95, cloth; ISBN 0-522-84932-6. Distributed in North America for Melbourne University Press by Paul and Company, Chicago, IL, USA.

This is the first English edition of the expedition journal of Antoine Joseph de Bruni, Chevalier d'Entrecasteaux (1737-1793). He commanded an expedition in search of *Astrolabe* and *Boussole*, which disappeared together with their captain, Jean François Galaup de La Pérouse (1741-1788?), and crew in the Pacific in 1788. D'Entrecasteaux himself perished in the attempt on 8 July 1793. In addition to the text of the journal, which the Duykers have rendered in a smooth and readable translation, there are extensive notes, twenty illustrations and seven maps. In preparation of the volume, the translators consulted a large number of archives in Australia, Europe, Africa and the Pacific. This is therefore an important addition to the growing number of primary and secondary works now available concerning eighteenth-century European voyages of exploration.

In 1791, after two years with no news of La Pérouse or the vessels under his command, the Deputy Louis-Augustin Bosc d'Antic petitioned the National Assembly on behalf of the Society of Natural History to dispatch an expedition to search for La Pérouse. "National pride in an era of great voyages of exploration, compassion for possible castaways and...intellectual hunger for the treasure trove of scientific specimens and observations

which might survive on a forlorn Pacific shore, coalesced in the appeal for a rescue mission." [xxiii-iv] The voyage was therefore not solely intended to locate the lost mariners; like its predecessor, it had a scientific mandate to learn everything possible about the natural characteristics, peoples and geography of the places it visited on its long trajectory across the Atlantic and Pacific oceans.

The translators present d'Entrecasteaux's journal not only as a document of European exploration but also as an important "Australian historical source." As they write in their introduction, "[a]lthough d'Entrecasteaux failed to discover the fate of his compatriot and perished in the attempt his expedition made a number of significant geographical discoveries...and his voyage yielded significant natural history collections and ethnographic observations." [xxiii] These included Labillardière's flora of New Holland and New Caledonia, coastline surveys of New Guinea and New Britain and the first survey of global magnetic intensity.

The expedition of d'Entrecasteaux faced difficulties on all sides; it was dogged by constant illness or the threat thereof, shortages of fresh food and water (which contributed substantially to the crews' health problems), technical failures and storms at sea; the ships had, by necessity, to call in at the colonial outposts of Britain and the Netherlands, states against which the revolutionary French republic had declared war; the crews were divided along ideological and class lines (officers such as d'Entrecasteaux tended to be royalist aristocrats in contrast with the republican sailors). Yet d'Entrecasteaux managed to maintain the respect of his men, unlike another naval captain of the same era, *Bounty's* William Bligh. The last sentence of d'Entrecasteaux's journal expresses his concern for the men under his command. The adversities faced by this commander and his men make the expedition's scientific, cartographic and ethnographic observations all the more remarkable.

In addition to collecting information of a scientific nature, the voyage participated in the European competition to secure lucrative and useful exotic species, such as spices, coffee and tea. In this case, the exotic species of interest was the nutritious breadfruit, which Britain and France sought, at great difficulty and expense, to transfer to the West Indies to feed the slaves on colonial sugar plantations. This was the mission of the ill-fated *Bounty* as well; Bligh eventually succeeded in retrieving breadfruit trees from Tahiti in 1792, while d'Entrecasteaux's two ships collected six hundred trees from Tongatapu in 1793, dividing them equally and cultivating them according to a different method on each vessel. Watering these trees posed a major drain on the expedition's water supplies, but the enterprise was considered of paramount national importance and therefore worth the sacrifice. The surviving breadfruit trees reached Ile de France in 1797. [347, n. 29]

In addition to the technical and natural historical findings of the voyage, d'Entrecasteaux's journal provides many penetrating observations of the societies his two ships visited. These fell into two sorts: European colonies such as the Dutch East Indies; and so-called "primitive" societies such as the Tongan archipelago. D'Entrecasteaux criticized Dutch administration in the East Indies, claiming it discouraged "all industry, apart from the cultivation of cloves." [94] In the Tongan archipelago he sought reasons for social problems such as widespread theft, which he attributed to social superiors expropriating goods belonging to their inferiors. [185] D'Entrecasteaux compared his findings with those of previous explorers such as Georg Forster, naturalist on Cook's second Pacific voyage, concluding against Forster (probably incorrectly) that it was unlikely that the Pacific Islands had been peopled from a westward direction. [187]

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