



# ANTARCTIC NEWS BULLETIN

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## F.I.D.S.

### Activities in the Falkland Islands Dependencies.

The "John Biscoe" left Southampton late in October for the annual relief of the seven F.I.D.S. bases at present occupied - A, B, D, F, G, H, and M, (E being closed temporarily.)

Eighteen 'reliefs' are going south to replace men who have been two years in the Antarctic. They comprise:-

- A medical officer;
- A scientific officer;
- 11 meteorological assistants, including two Scout-leaders, Arthur Martin and Ian Clarke, a Brisbane Scoutmaster;
- A scientific assistant;
- 2 diesel electrical mechanics;
- 2 wireless operator mechanics.

"John Biscoe" is also carrying food and stores for the various posts. She was expected to arrive at Port Stanley about the end of November and to leave on her southern tour a week later, visiting such bases as may be accessible.

The size and function of the bases vary according to their location, but they can be divided into two main groups:-

- (a) island bases (A, B, F, G, H and M)
- (b) mainland bases - well situated for long sledge journeys on the mainland (Bases D and E).

The former are usually small, being manned by 4 or 5 personnel, while those on the mainland are larger so that as much field work as possible can be undertaken while still maintaining routine work at base.

All bases are established meteorological stations equipped with wireless transmitters, issuing 3-hourly reports from which synoptic charts are drawn up at Port Stanley, Falkland Islands. All bases are continuing to record daily sea-ice observations. The sledging bases also breed their own dogs.

#### Base A. Port Lockroy, Wiencke Island, (64°50'S.)

In 1948 an experimental ionospheric station was established and meteor counts and auroral observations recorded. This base was closed during 1949 and 1951. It was again opened in 1952 and is likely to remain open so that the meteorological and ionospheric work may be continued indefinitely.

#### Base B. Deception Island.

Continues to be important, not only for local scientific observations, but also because of its excellent harbour and central position between the other bases.

#### Base D. Hope Bay.

In 1948, bacteriological work on the nose and throat flora\* of the personnel was undertaken, in addition to a study of Adélie penguins at a rookery near the base. Unfortunately, many of the results, together with the results of the year's topographical and geological survey, were lost when the hut was burned down/

\* Bacteria found in the nose and throat, study of which is important in medical research. Ed.

down in November of that year. The hut was re-built in 1952, and the topographical and geological surveys are being continued west of Cape Roquemaurel and south along the east coast of Graham Land.

Base E. Marguerite Bay, Stonington Island. (68°11'S.)

Closed temporarily since 1950.

Base F. Argentine Islands (65°15'S.)

The chief function of this base is as a meteorological station. It has also been able to build up stocks of seal-meat for use at other bases lacking sufficient fresh dog-food.

Base G. Admiralty Bay, King George Island, South Shetlands.

As at Base F, meteorological work has continued without a break since 1947, and topographical and geological survey work was carried out in 1948-49.

Base H. Signy Island, South Orkneys.

Zoological work has included a detailed study of the indigenous elephant seal (1948 and 1949) and of Adélie and Antarctic penguins (1948-1950). In addition, some botanical and glaciological work has been done. In 1950-1951, bacteriological work on nose and throat flora was undertaken, as at Hope Bay in 1948.

Base M. South Georgia.

Was opened in 1950 and is continuing the meteorological observations previously made by the de Pesca Company under the terms of their lease. Daily weather forecasts are prepared and transmitted from this base during the whaling season.

In 1951 a number of journeys were undertaken in a sealing vessel in order to examine the entire coast-line of the island. Biological work has been mainly confined to a study of elephant seals.

No information about future projects is at present available for publication, but it is planned to continue the work described above indefinitely.

With the exception of meteorology, hydrography and survey, all the results will be published in the Falkland Islands Dependencies Survey Scientific Reports. These will be similar in form to the Discovery Reports and the first numbers are expected to appear early in 1953.

(Information by courtesy of the F.I.D. Scientific Bureau  
plus press reports.)

ADÉLIE LAND.

The m.v. "TOTTAN", a Norwegian sealing vessel of about 600 tons, is at present on her way from Europe to Australia. She will proceed to the Antarctic under French charter to pick up members of the French Antarctic Expedition on the shores of Adélie Land.

The "TOTTAN" has had varied polar experiences in the last twelve months. In January 1952 she relieved the French station at Adélie Land; in February she took Australians to Heard Island; in March she changed the team of men at Macquarie Island. Returning to Norway in June she was chartered by the British North Greenland Expedition which she landed safely in Greenland in July. Suffering some minor damage in the polar ice she returned to Norway and, after repair, set out for France to pick up stores to take to Adélie Land early next year.

ALL'S WELL AT CAMPBELL.

During the past three months, work has been proceeding steadily at New Zealand's most southerly inhabited outpost, Campbell Island. A postal service is in operation, and the recently installed radio-telephone is working satisfactorily. A new "met. hut" has been built, providing better facilities for the meteorological work which is the major activity of the post. The latest relief was safely carried out though the "HOLMBURN" had a particularly rough passage on the journey home. All members of the party on Campbell Island are well. The leader, Mr. Sewall, is compiling a report on natural life on the Island.

AUSTRALIA'S/

### AUSTRALIA'S ACTIVITIES

The Director of the Antarctic Division, Mr. P.G. Law, has announced that M.V. "TOTTAN" which was used last year for the voyages to Heard and Macquarie Islands, has again been chartered for the 1953 ANARE relief voyages. Upon returning to Australia in January from Adélie Land she will be chartered by the Australian Government and will visit first Heard Island then Macquarie Island to replace the teams of men who have been staffing these scientific stations during 1952.

#### The Men in Charge, 1953.

The Antarctic Division of the Department of External Affairs has announced the names of the men who will lead the Heard Island and Macquarie Island Parties of the Australian National Antarctic Research Expedition in 1953.

The Officer in Charge at Heard Island will be Mr. John Bechervaise, a mountaineer who has led exploring parties in Central Australia and other parts of the Commonwealth, and has travelled extensively in New Zealand, the Pacific Islands and the remoter parts of Australia, as writer and photographer for the Australian Geographical Society and its journal "Walkabout".

Mr. Bechervaise, who is 42, was in New Zealand in November with a party of journalists representing Australian Government and private travel interests.

The Macquarie Island Party will be led by Mr. Robert Dalton who joined the R.A.A.F. in 1925 and rose to the rank of Group Captain. He saw active service as commander of a Liberator Wing in the Celebes and Borneo, and after the war became Senior Administrative Officer, R.A.A.F. Southern Area, and later Officer Commanding Northern Area (New Guinea).

Mr. Dalton, who is 45, is at present Traffic Manager in a Melbourne automotive firm.

Alistair Forbes, who lost his life on the Island last May, will be succeeded as dog-trainer by Leon Fox, a South Australian who has spent nearly all his life with dogs, at the Clivedene Kennels.

#### The Petrels Fly.

Mr. W.H. Brody, while walking along the eastern shore of Lacedpede Bay, South Australia, on 26th July, noticed on the beach four large dark-plumaged birds which had apparently been killed in a storm and washed ashore.

The leg of one of these birds was found to have around it an aluminium band bearing the inscription "A.N.A.R.E. AUSTRALIA 769". The band had been affixed by Mr. M. Downes, a member of the Australian National Antarctic Research Expedition, who addressed members of the New Zealand Antarctic Society recently.

This particular bird was a Giant Petrel, Macronectes giganteus, and had been banded as a nestling at West Cape, Heard Island, on January 13th, 1952. Giant Petrel chicks are fully fledged and able to fly by the end of April so that the bird travelled the 3,000 odd miles in about three months. Mr. Downes banded 4,000 sea birds while at Heard Island including nearly 2,000 Giant Petrels of which five others have been recovered. These have been found at Durban, South Africa; Aotea in the North Island of New Zealand; Buenos Aires in the Argentine; and two near Valparaiso on the Chilean coast. Mr. Brody's is the first recovery recorded in Australia.

It appears that after the young birds leave the rookeries in the Antarctic, they fly eastward with the prevailing winds and some come far enough north to be found on Australian coasts. As large numbers are banded each year it is almost certain that more will be found if they are looked for. If a banded bird is discovered alive, the inscription of the ring and exact details of the plumage should be noted and the bird released. If it is found dead, it should be taken to the nearest museum unless it is decomposed, in which case the head and legs should be removed and the ring sent to the Antarctic Division. In all cases the finder should notify the Director, Antarctic Division, Department of External Affairs, 187 Collins Street, Melbourne.

### ARGENTINE NEWS

#### Naval Forces' Tasks.

The commander of the Almirante Brown base, Graham Land, (64°53'S, 62°52'W) states that members of the detachment under his orders have covered the distance of ten miles from their base to the Port Neko refuge, put up by Naval Forces in 1949, where they remained from 29th September until 10th October. Surveys of the western and/

and eastern coasts of Avord Bay were also carried out; this task could not be completed on the south coast owing to the breaking up of the ice. Meteorological surveys and the study of ocean streams, ice and tides as well as the gathering of valuable species of fish for study and classification were among the other duties of the detachment.

#### Naval Plans for 1952-3

The following vessels form part of the Argentine Antarctic task-force: transports "Bahia Aguirre" and "Bahia Buen Suceso", the tanker "Punta Ninfas" and the hydrographic-research vessels "Ciriguano", "Sanavirón" and "Yamana". Captain Rodolfo Panzarini will command the force, which is to carry out its duties in the southern regions during the 1952-53 season.

#### NO WARSHIPS HERE.

In order to avoid the risk of incidents during the last four Antarctic summer seasons which might disturb normal friendly relations, Her Majesty's Government in the United Kingdom, and the Argentine and Chilean Governments have each year informed one another that they saw no need to send naval vessels south of latitude 60 degrees apart from such naval movements as have become customary. Statements were exchanged on the 26th November between the Governments concerned, in the following terms:

"Being anxious to avoid any misunderstanding in Antarctica which may affect the friendly relations between the United Kingdom, Argentina and Chile, the Governments of these three countries have informed each other that, in present circumstances, they foresee no need to send warships south of latitude 60 degrees during the 1952 to 1953 Antarctic season apart, of course, from movements such as have been customary for a number of years."

The United States Government has been kept informed.

#### IN QUEEN MAUD LAND

(Some points made by Australian Gordon Robin, Chief Physicist of the recent Norwegian-British-Swedish Expedition, in an article in "The Geographical Magazine.")

The base, Maudheim, was built on floating sheet-ice some 600 feet thick.

24,000 square miles of western Queen Maud Land were surveyed "with greater accuracy than anything previously attempted in Antarctica."

Geologists and surveyors visited all the mountains and major nunatoks between lat. 71° and 73°50'S, and between long. 2°E and 12°W. No mineral deposits "of value" were found.

The surface-level of the shelf-ice above the sea was accurately measured at the beginning and at the end of the expedition's stay. During this time nearly five feet of snow was added to the surface - but the height above sea level remained practically unchanged. It is thought that this constancy is connected with a gradual spreading out of the ice-surface which was noted.

The lowest surface temperature at Maudheim was 52°F. under a clear, cold sky. But temperatures as low as 130°F. were registered in the stratosphere when the sun was well below the horizon.

The doctor found some small living mites running about beneath stones on the warmer, sunny days.

Siesmic shooting (echo-sounding) along 380 miles of the ice-cap disclosed deep fjords and mountain ridges completely covered by ice. The greatest ice thickness, over 7500 feet, was found beneath the surface of an inland ice plateau some 8,000 feet above sea-level.

Members of the "siesmic party" far south on this high inland plateau slept on spring bunks, and sometimes had strawberry jam to sweeten their biscuits. Such "luxuries" were made possible by the "caboose" or sledge-caravan with its tent-type sleeve entrance, which the weasel drew without difficulty into the heart of the continent.

But if the weasel had broken down - the 1951 explorers would have had to man-haul their sledge back to base in the old, old way.

### THE STORY OF THE EXPEDITION

Messrs. Chatto and Windus announce the forthcoming publication sometime next year of the official account of the Norwegian-British-Swedish Expedition by John Gaaever, the Norwegian leader, with contributions by other members of the party. The book is to be entitled "The Queen Maud Land Expedition".

### A NEW MAP OF ANTARCTICA.

The German scholar Hans-Peter Kosack is working on an important new 4-sheet map of the Antarctic (1:4,000,000) which will incorporate the discoveries of the "Schwabenland" expedition of 1938-39 under Captain A. Ritscher. A one-sheet reduction of the new map (1:11,250,000) with a full-scale reproduction of the coastal area between 20°W and 30°E ("New Schwabenland"), was published to accompany an article by Dr. Kosack in "Petermanns Geogr. Mitt." in 1951; and a 1:1,000,000 reproduction of the McMurdo Sound area was later published in the magazine "Erdkunde". Dr. Kosack has kindly forwarded a copy of this latter map to the New Zealand Antarctic Society.

The complete map is to be published (states "Il Polo", the organ of the Italian Polar Geographical Institute) by the Expéditions Polaires Françaises. Collaborators in the enterprise will be Dr. Brian Roberts of the Scott Polar Research Institute, M. Y. Vallette, a member of the French Adélie Land Expedition, and two Norwegian and one Swedish scholar yet to be appointed. The map will be issued in four editions, English, French, German and Spanish, and will be accompanied by a topographical study for which Dr. Roberts will probably be responsible.

### AMUNDSEN'S DISCOVERIES

#### Correctly mapped at last?

The Norwegian explorer Roald Amundsen, returning in 1912 from his conquest of the South Pole, brought with him only a very small-scale map and a collection of photographic views. His map was schematic, and his pictures lacked the systematic character associated with modern survey photographs. In fact, by the time his narrative and his photographs were published, three views of one of the important mountains he discovered carried three different names.

Because of fog and snow prevailing as he travelled both ways through the Queen Maud Range it was most difficult for Amundsen, from the ground, to give a connected picture of the country. It has been more difficult still for cartographers and geographers, in later years, from the admirable aerial photographs taken by McKinley on the South Polar flight and the ground photographs taken by Gould on the southern sledge journey of the first Byrd Antarctic Expedition, to identify correctly the many features Amundsen named.

After over 20 years of study, it is felt that this has now been accomplished. In an article by Capt. H.E. Saunders in the Bulletin of the Geological Society of America there is given a new sketch map of the area concerned, supplemented with photographs of the principal geographic features, correctly named.

### WHALING SEASON ABOUT TO COMMENCE

The whaling season proper opens on January 2nd but expeditions are already on their way south and sperm whaling may have already begun.

An Oslo message states that the A/S Kosmos Whaling Company is not sending "KOSMOS III" to the Antarctic this year, and that "ANTARCTIC" and "THORSHØVDI" also will be non-starters. All three will probably be used as tankers. However, the A/S Kosmos Company's other factory-ship "KOSMOS IV" will be operating with an increased number of chasers. A more optimistic view of prospects prevails than six months ago, when prices were dropping catastrophically.

The British factory-ship "SOUTHERN VENTURER" with its fifteen catchers was reported on November 3rd to have left Tonsberg, Norway. The British "BALAENA" and the South African "ABRAHAM LARSEN" left a few days later, while the Norwegian "THORSHAMMER" was already on its way from Sandefjord. The expeditions comprise seven Norwegian (ten last season), three British, two Japanese, one Russian, one South African, one German and one Dutch. These sixteen fleets have 250 catchers and will employ 12,000 men, of whom 6,600 are Norwegians.

The quota of 16,000 blue-whale units still holds good for the coming season. The Antarctic quota for humpbacks, which may only be taken during the first three days of/

of February, has been fixed at 1250. The humpbacks live in groups which seldom mingle. Last season the Antarctic fleets concentrated on No. 4 group, which is the one that migrates to the west coast of Australia, so Australian whaling interests are keenly watching the Antarctic whalers' tactics.

#### Japanese Plans.

It is reported in a Press despatch from Tokyo that the two principal Japanese whaling firms are both sending fleets to the Antarctic this season. One fleet of 22 ships will have as its factory-ship the "TONAN MARU" of 19,320 tons. The other fleet, of 24 ships, will be led by the 16,777 ton "TISSHIN MARU". The two fleets left for the Antarctic about the middle of November.

#### Poor Whales!

The Norwegian whaling expeditions will use helicopters and will experiment with a new method of killing. It has been shown that whales do not fear anything above the surface of the sea. So it is planned to kill the whales with rockets fired from aircraft. Oxygen bombs exploding simultaneously will, it is claimed, keep the carcasses afloat until the boats arrive.

British, Russian and Japanese expeditions are also reported as planning to use helicopters carrying rocket guns.

Twenty-five catchers have been equipped with a new Norwegian invention based on the British ASDIC system. The apparatus, says an Oslo message, is mounted near the bottom of the catcher and produces a noise, inaudible to the human ear, which compels a whale to make for the surface and move away from the source of the sound in a straight line, thus making it easier to detect and kill.

"The Times" states that British catchers will be using "echo whale-finders" based on the Asdic principle, by which the range of a target in water is measured by the time interval between the transmission of an ultrasonic sound pulse and the reception of an echo from the object. Its bearing relative to the ship is also indicated. The position of a whale on the surface at any distance up to 2,000 yards is shown with reasonable accuracy. The ultrasonic beam can be deflected downwards at an angle of 45 degrees to the surface of the water, so that the movement of a whale can be followed when it is sounding, which may be for as long as from 15 to 20 minutes.

A new whale-catcher with a 2,700 horse-power diesel engine has been launched at the Moss Ship-yards, Norway. The ship, the "ENERN", has a variable pitch propellor and a speed of 16 knots.

#### Atomic Whale-steaks?

Whales from Antarctic waters would be cruising northwards towards the calving-grounds north of Australia until October or later. En route some of them would pass the Monte Bello Islands, where the British atomic-weapon tests were held. An Australian biologist states that if the waters were contaminated the whales would be contaminated too through inhaling radio-active water. However, the radio-activity would be greatly diluted and it was unlikely to have any adverse effect on consumers of whale-meat.

#### Whence, wanderers?

A large dead whale sighted by a tanker 70 miles south-west of Albany, Western Australia, on 17th July, was proclaimed a danger to shipping. The carcass was carrying a marker-buoy, and as it was not killed locally, it can only be assumed that it came from Antarctic waters.

Recently, a whale marker which had been fired into a whale in January 1936 was found at the Carnarvon Station of the Australian Whaling Commission. At the very end of the season just closed a "mark" fired by the Fisheries Research vessel "Warreen" in 1949 was found at the Port Cloutier station. Undoubtedly the whale had in the intervening period visited the Antarctic feeding grounds.

Tory Channel (N.Z.) whalers are to join in the marking of whales to provide data on the whales' migratory habits. Discs bearing a number and indicating where the whale was sighted are shot into the whales by special guns.

#### FIRST STOP, ANTARCTICA.

In an address to the 18th International Geographical Congress at Washington, Dr. Juan Lagomarsino of the University of Uruguay stressed the strategical importance of the Antarctic in global air transport. He pointed out that the great Australian cities are nearer to Montevideo, Buenos Aires or Rio de Janeiro than are the capitals of Europe and that the Antarctic lies halfway between Australia and South America.

"It/

"It is not hard", he added, "to imagine the possibilities if we think in terms of the supersonic speed of the present jet planes."

#### AT HOME WITH THE EMPERORS

Three F.I.D.S. members spent 10 weeks of the 1949 winter under canvas at an Emperor Penguin rookery discovered the previous year 50 miles from the Stonington Island base. This is the fourth rookery ever found.

The party arrived after the birds had begun to lay unexpectedly early, so that courting habits were not observed. Apparently it is the male who, while his mate moves off across the sea-ice to open water, incubates the egg, supporting it on the inner surfaces of the feet and keeping it warm with a fold of feathers from the lower abdomen. The male bird does not feed at all throughout the 62-day incubation period, and yet regurgitates food for the chicks when they are hatched. This is thought to be an internal secretion from the bird's stomach.

The birds do not build nests, and always stand on the ice, never on rock.

("Geographical Journal" and "Nature")

#### SLEDGING RATIONS TODAY

Readers of the classic sledging diaries of Scott, Shackleton and others of the "heroic age" may like to compare with the dietary of 1900-1920 the standard sledging rations used on long dog-sledge journeys by members of the Falkland Islands Dependencies Survey.

Breakfast: Porridge (7 heaped dessertspoons porridge oats, 1 dessertspoon butter, 1 dessertspoon milk-powder, sugar, water.)  
Tea - 1 mug with 1 dessertspoon milk powder and sugar. (Each man received 22 lumps of sugar each day, and used them as he wished.)

Lunch: Cocoa (per pint, 1 dessertspoon cocoa-powder, 1 dessertspoon milk powder, sugar.)  
 Chocolate, 2 oz.  
Biscuits - 3, spread with an equal or slightly greater thickness of butter and a light smear of Marmite.

Tea: At the end of the day's journey, the morning's tea-leaves were used again, with a few leaves added.  
Tea - 1 mug.  
Biscuit - 1, with butter if available.

Supper: The main meal of the day.  
Pemmican brew (5-6 oz. pemmican, 1 dessertspoon potato-powder, 1 dessertspoon pea-flour, 1 large pinch dehydrated onion, water.)  
Vitamin tablets.  
Sweet - One boiled sweet to remove fat from mouth.

Before turning in: 1 mug of Coffee.

Dr. Fuchs, who describes the rations in detail in an article in "The Polar Record" (July 1952), comments that "a general feeling of hunger made it necessary to maintain a personal mental discipline in eating neither more nor less than the allotted quantities of each item each day". When lying-up, he adds, sledging parties invariably became hungrier than when travelling, probably because the appetite and gastric juices are stimulated by the knowledge that, to eat, one has only to open the ration box.

#### "THE ANTARCTIC TODAY"

THE ANTARCTIC TODAY - the New Zealand Antarctic Society's first major contribution to reference literature on the Antarctic-was published in Wellington on December 9th.

This book contains a comprehensive survey of the post-war Antarctic and Subantarctic Regions. It is the first such survey ever undertaken in the Southern Hemisphere.

There are chapters on glaciology, geology, and oceanography; marine biology, whales and whaling, seals and sealing, and birds; on sea and air navigation; on meteorology, the aurora australis, and ionosphere research; on the current work of Australia, South Africa, New Zealand, and other countries; and on the historical evolution of New Zealand's association with Subantarctica and Antarctica.

This/

This unique publication covers 400 pages, including 24 pages of plates and numerous text figures, maps, diagrams, etc.; and a detailed index.

This book is bound in cloth, with attractive paper dust jacket, and is in all respects a production of the highest quality not only in the material which it contains but in the printing, binding and general presentation.

With the exception of one chapter dealing with the activities of non-Southern Hemisphere countries (which has been compiled in conjunction with authorities in those countries) every chapter has been written by an expert within the Southern Hemisphere - New Zealand, Australia or South Africa.

Full details of the contents of the book and the qualifications of the authors are contained in the brochure issued some months ago. Further copies of this brochure may be obtained from the New Zealand Antarctic Society, Box 2110, Wellington, New Zealand.

The book is selling at a standard price of £2. 7. 6d. (New Zealand currency). Orders, for delivery immediately, may be placed with:

The New Zealand Antarctic Society,  
Box 2110,  
WELLINGTON, New Zealand.

Payment should, where possible, accompany orders.

Trade inquiries should be directed to Messrs. A.H. and A.W. Reed, Publishers, 182 Wakefield Street, Wellington, New Zealand.

A relatively small edition is being printed, and prospective buyers are therefore urged to place their orders without delay. All orders are being promptly filled. New Zealand purchasers should have their copies by the middle of December, and the Society should be notified immediately if ordered copies are not received by the end of the month. Overseas purchases are being dispatched by first parcel mails to the various countries, and if these books are not received in reasonable time, the Society should be advised.

The map which accompanies the book is included with the compliments of the New Zealand Antarctic Society. This map was designed by the Honorary Editor of THE ANTARCTIC TODAY (Mr. Frank Simpson), and its preparation was supervised by him in conjunction with Dr. R.A. Falla and Dr. John S. Cumpston. The cartographical work was carried out by the New Zealand Lands and Survey Department. The map was printed by the Government Printer, Wellington, and is a publication of the Lands and Survey Department, Wellington, from whom additional copies may be purchased.

"I wish to thank the Editor for giving me space in the Antarctic News Bulletin to say a few words of appreciation for all who have assisted in making the book possible," said Mr. Simpson when announcing the publication date.

"From the very outset, when the book was nothing but a generalised idea, we knew that success depended on the maximum degree of co-operation among all concerned. There has been no let-up in that co-operation. It has meant hard work, spread over nearly two years. Limited though its resources were, the Society has spared no effort to make the work something of particular merit. Whether we have succeeded is, of course, a question for the critical reader to answer.

"The Society will, I am sure, feel amply rewarded if, by the publishing of this book, it has been demonstrated that New Zealand and New Zealanders are not lacking in the resources, in the initiative, and in the human capacity, to write upon matters Antarctic; and to co-ordinate the research findings and observations of experts within this Dominion and those working on allied topics abroad."

("The Antarctic Today", ed. by Frank A. Simpson, with a foreword by Dr. R.A. Falla, President of the New Zealand Antarctic Society, published by the New Zealand Antarctic Society in conjunction with Messrs. A.H. and A.W. Reed. Crown Quarto; 400 pages, with illustrations and end-paper map. Cloth-bound, paper dust jacket in colour. Limited edition. Private orders to New Zealand Antarctic Society; trade inquiries to Messrs. A.H. and A.W. Reed.)

#### PUBLICATIONS RECEIVED.

We gratefully acknowledge the receipt of the following:

Reprints of articles, forwarded by the Falkland Islands Dependencies Scientific Bureau.

Article/

Article and map of the McMurdo Sound area forwarded by the author, Dr. H.P. Kosack.

Polar magazines, etc.: "Polarforschung", journal of the German "Archiv fur Polarforschung", Kiel. "Il Polo", journal of the Italian "Istituto Geografico Polare", "Focus", published monthly by the American Geographical Society.

"The Geographical Names of Antarctica", with two supplements, from the U.S. Board on Geographical Names.

"Saggio di Bibliografia Polare", 2nd edition, by Dr. Silvio Zavatti. In addition to a fairly comprehensive and usefully annotated bibliography of more recent polar literature in all languages, with, naturally, fuller attention to publications in Italian, this 83-page booklet lists novels, maps, films, etc. of polar interest, and Polar societies and their publications. There is also a glossary of polar terms which usefully, for example, differentiates bay-ice, shelf-ice, land-ice, etc. Dr. Zavatti is to be congratulated on a very helpful compilation.

#### OLD CAMPAIGNER

Captain J.K. Davis, veteran of Shackleton's "Nimrod" expedition in 1907-09 and of Sir Douglas Mawson's 1911-14 and 1929-30 expeditions, and commander of the relief expedition which rescued Shackleton's Ross Sea party in 1917, arrived in Melbourne from London on October 27th.

#### ERRATA

Antarctic News Bulletin No. 7: September 1952.

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|-----------------|---|----------------------------------|
| p. 3, l. 47     | - | for Aereal read Areal            |
| p. 5, ll. 48,50 | - | for J.N. Wordie read J.M. Wordie |