

ANTARCTIC



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COVER



*A young male southern elephant seal with a wound that is likely to be a bite from a cookie cutter shark.
Photo by Simon Pollard.*

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LETTERS TO THE EDITOR



Photo by Simon Pollard.

Jewel in the Sub-Antarctic's Crown

By Dr Simon D Pollard.

Simon is Curator of Invertebrate Zoology at the Canterbury Museum and an Adjunct Associate Professor in the School of Biological Sciences, University of Canterbury, Christchurch New Zealand. He is a spider biologist, writer and photographer, who travels extensively unravelling the lives of spiders and revelling in natural history. This article is a recollection of the magic of five days he spent on Antipodes Island in 1990 where he felt he had travelled back in time to when people had little impact on the destiny of other species.

As our small inflatable boat approached Antipodes Island, I was reminded of the first time the Beatles landed in the USA. In February 1964, thousands of screaming teenagers lined the tarmac of JFK Airport in New York to welcome the Beatles. In October 1990, as I stepped onto the narrow, rocky beach on the north shore of Antipodes Island, I was confronted by a phalanx of seabirds lining Anchorage Bay like a wild and welcoming crowd. A deafening cacophony assaulted my ears as thousands of erect-crested and rock hopper penguins, squawking and fighting, burst forth in a chorus of stuttered screams. Light-mantled sooty albatrosses cried out like crazed soloists. From the mammal section was

the low, guttural bellow of disgruntled elephant seals. The whole choir of the Antipodes barked its discordant message.

Perhaps the animals had a right to be indignant at our arrival: the twelve members of our expedition were among the few humans to set foot on Antipodes Island since the late 1970's, when the New Zealand Department of Conservation last sent a group of scientists to check on its inhabitants.

The Antipodes are the most remote of New Zealand's five Sub-Antarctic Island groups, which lie scattered like stepping stones to Antarctica. Almost 700 kilometres southeast of the southern tip of New Zealand, the islands can only be reached by a three- to four- day boat trip.

Sixty square kilometres in area, the main island is the remnant of an extinct volcano that emerged from the seabed 1.5 million years ago. It was built up by a series of eruptions characterized by huge fountains spraying out molten rock. The sea wore away the slopes of the ancient volcano, resulting in a dramatic coastline of rugged, crumbling cliffs, some towering almost 300 metres above the surf. About two kilometres north of Antipodes Island, Bollons and Archway Islands form two-thirds of a sea-eroded volcanic crater, further evidence of the islands' fiery origins.

Rough weather can make landing on the rugged coast treacherous. The Antipodes lie in the latitudes known as the "roaring forties and furious fif-

ties" and are pounded by huge seas, snapped at by persistent westerly winds, and chilled by cold fronts sweeping in from the Antarctic. Even a whisper of wind from the "roaring forties" can make landing on shore impossible, and the constant slapping of breakers against the steep cliffs and ragged rocks can easily smash a small landing craft to bits. Luckily, we arrived on a clear day with the sea as gentle as the water in a rock pool. We had hitched a ride on the *Tui*, a New Zealand Navy ship that was delivering fuel to a research station on Campbell Island; by taking a circuitous route via the Bounty and Antipodes Islands and stopping at the latter, they gave us a precious five days ashore.

The first people to discover the island were the sailors of H.M.S. *Reliance*, who sighted it in March 1800. The name Antipodes was chosen to reflect the island's position, which is almost opposite, or antipodal to, Greenwich, England. The British often called the mainland of New Zealand the Antipodes because it was the most remote part of the Empire.

One of the disadvantages of life on the island quickly became apparent as we tried to move about. The coastline is fringed with two-metre-high clumps of tussock grass. The plant tops weave into one another in many places, making it difficult to get around, and it often took fifteen minutes of wading through waves of grass to traverse 50 metres. On the North Plains, 100 metres above sea level, the grassland vegetation is only 30 centimetres in height and much easier to walk over compared with the coastline's tussock.

I was invited by the Department of Conservation to visit the Antipodes to survey the spiders living on the island, and I was especially interested to see whether jumping spiders (my favourite group) lived there. They are very hardy spiders;

some have even been found living at 7,000 metres on Mount Everest and I have often seen jumping spiders at high elevations in the Southern Alps, where they shelter in nests beneath rocks and crevices. Most jumping spiders do not build webs; as they roam outside their nests, they depend on



Above: Pair of rock hopper penguins in Anchorage. Photo by Simon Pollard.

their excellent eyesight to see prey, predators and mates.

After a few minutes' search above Anchorage Bay, I found some dense silken nests clumped together under the rock out-crops. Closer examination revealed dozens of unblinking jumping spider eyes staring back at me. Although it is unusual to find mature jumping spiders clumped together, I suspect they were spending the colder months in their nests before emerging to feed and mate during the summer.

Because cliffs ring most of the coastline, the island's penguins congregate in dense colonies at the few suitable sites where they can climb out of the water to nest. However, the most incongruous residents of the island are its parakeets. As I watched these birds flying among the penguin colonies and on the North Plains, they seemed as out of place to me as penguins would be in a tropical rain forest. One species and one subspecies are endemic to Antipodes, and although it is surprising that both could survive on such a small island, they have adapted to distinct food niches, thus avoiding direct competition. The larger Antipodes Island parakeet, con-

sidered to be the original colonist, feeds mainly on leaves of tussock and sedge. Reischek's parakeet, a subspecies of the red-crowned parakeet, found on one other Sub-Antarctic island and on New Zealand's northern offshore islands, is mainly a seed-eater. Life took an unexpected turn for

one Antipodes Island parakeet after a sealer took it back to England in 1831 and it spent its remaining years on display at the Zoological Gardens in London.

In a small cove, just below the hut, I spent a number of hours with a male southern elephant seal, his harem of seventeen females, and their pups. The male was enormous, measuring some six metres in length and weighing perhaps three tonnes. Compared to the female, the male's huge size is

testimony to how sexual selection influences the evolution of male characteristics. Bigger males can out-compete smaller ones in contests over territories that will attract large numbers of females. Southern elephant seals breed at Sub-Antarctic latitudes and on the Antipodes they live on boulder beaches at the bottom of steep cliffs. Unlike the smaller fur seal, the males cannot use their front flippers to move on land, and instead they undulate over the rocks like a gigantic slug.

While I was looking for spiders, he was looking out for rival males and disgruntled females intent on leaving him. A seal "soap opera" was a wonderful distraction from peering under rocks. The females were constantly bellowing at one another and snapping at one another's pups. The male, acting like a couch potato most of the time, would occasionally leap into action to ward off the advances of a satellite male that spent hours trying to sneak up on to the beach to mate. When the rival got too close, the resident bull would raise his head, bellow loudly and move towards his

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South Pole Airdrop Success

Abridged from the *Antarctic Sun* report.

More than half of the occupants at the US Amundsen-Scott South Pole Station turned out on the evening of 20 December 2006, in temperatures of about -25 C, to witness an airdrop from a C-17. The summer drop was a trial and is intended to provide lessons and experience now, for the likely event of a situation in the future, that might require a winter airdrop of emergency or medical supplies.

Around 9:45 pm, the C-17 Globemaster III airplane flew from left to right over the South Pole. After making its initial pass, it banked left and returned in the direction from which it came, continuing until it faded from sight. In a matter of minutes, the four-engine aircraft again appeared. This second approach seemed lower and slower. Before reaching the drop zone, the first parachute was seen at the rear ramp, soon pulling the first pallet from the back of the plane. Three more pallets followed, each making a controlled descent to the polar plateau.

"Principally, what we were looking to do is a proof of concept," said David Bresnahan, Systems Manager of operations and logistics with the Office of Polar Programs of the National Science Foundation (NSF). "... so if we have an emergency - not if, when we have an emergency - in the wintertime, we've already worked out all of those procedures to assure that we could safely do that." The trial operation resulted in 100 percent recovery of the dropped supplies with no damage to anything. The cargo consisted of 68,000 pounds (25,000 kilos) of dry food distributed over four pallets. The total weight of the pallets, packaging, chutes and rigging approached 90,000 pounds (33,000 kilos).

Airdrops at the South Pole - even winter drops - are nothing new, but the C-17 is a considerably different airplane than was used previously and both the US Air Force and Boeing, its manufacturer, were interested in proving it could be done. "Before, all airdrops in the C-141, LC-130 and older aircraft at the Pole were computed by the navigator," said Lt. Col. Greg Pyke, a Reserve C-17 pilot who helped plan the airdrop. "But, the C-17 has done away with the navigator and flight engineer and replaced them with computers," he said in a released statement. These are far more accurate and, in normal conditions, really reliable.

Acknowledging that the South Pole is not a "normal" place, plans were drawn up to test the concept. "Navigation is more complex down there... Instruments in the plane work differently due to flying that close to the magnetic South Pole." The elevation of the South Pole, 9,300 feet (2.8 kms), is another challenge. "We will have to drop



Above top: C-17 over South Pole station deploys first pallet.
Above centre: The deployed pallets landing gently on the ice.
Above bottom: One of the pallets after its drop.
Photos provided by Raytheon Polar Services.

1,000 feet (300 metres) above that so the parachutes attached to the load have time to inflate. That means we'll be dropping above 10,000 feet (3 kms) in temperatures approximately -30 degrees Celsius."

Lt. Col. James McGann, deputy commander of the 62nd Operations Group, said that the aircraft did have to slow down for the drop. "We do slow considerably," he said. "For this drop we were flying at 150 knots, down from 230 knots..."

This flight's cargo was loaded in Christchurch, New Zealand, and the C-17 stopped at McMurdo to take on more fuel. It returned straight to Christchurch after making the drop. In a winter emergency, he said, the Pegasus Ice runway can be opened for a landing at McMurdo, but the C-17 is capable of making a Christchurch-South Pole round trip

if it is carrying a lighter load, as would likely be the case if it was an emergency airdrop. A midwinter airdrop at South Pole was a regular feature from 1981-1995. Bresnahan said, the Air Force considered it a train-



Above: South Pole staff quickly gather up the pallets.

Photos provided by Raytheon Polar Services.

ing operation and helped cover the expenses but assigned all costs to the NSF once it felt its crews were proficient with the procedure. By that time, the Antarctic stations were receiving Internet service and were



Above: The dropped cargo with signatures of those who loaded and deployed the pallets.

Photos provided by Raytheon Polar Services.

using greenhouses to help provide fresh vegetables. The decision was made to halt the drops.

The need to maintain the capability was demonstrated during the 1999 winter after South Pole physician Jerri Nielsen discovered a lump in her breast. A July airdrop delivered supplies needed for a diagnosis and to start treatment. She was evacuated on Oct. 16 with the earliest landing ever made at South Pole.

Also playing a key role in the project were the New Zealand Defense Forces, which assisted with rigging the load in Christchurch and sent members to the South Pole to share their experience with handling the chutes and riggings with workers at the pole.

ANNIVERSARY EVENT FOR SEPTEMBER

The New Zealand Antarctic Society, in association with Christchurch International Airport Limited as principal sponsor, Antarctica New Zealand and the Christchurch City Council will celebrate 50 years of New Zealand's involvement in Antarctica during a commemorative weekend of events in September 2007.

"Registrations are now open for this important event and we expect tremendous interest by those people who have had an association with New Zealand's activities in Antarctica during the period 1957-2007" said Mr David Harrowfield, Chairman of the Organising Committee for the September event.

"The 50 years celebration will be held as an international, national and

community event occurring over three days: Friday 28 September – Sunday 30 September 2007. The event will be the highlight of the 2007 Antarctic Festival organised by the Christchurch City Council and Antarctic Link Canterbury".

"Antarctic Treaty countries, organisations, companies, former and current New Zealand staff working in Antarctic programmes and individuals associated with Antarctica now and in past years are invited to join us in celebrating New Zealand's successes on the Ice in true southern style at Christchurch."

"The weekend's events will provide both social and formal opportu-

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ANTARCTICA: 50 YEARS ON THE ICE - JUST THE TIP OF THE ICEBERG



Antarctica New Zealand and the Royal Society of New Zealand are proud to be hosting a conference celebrating 50 years of New Zealand's involvement in the Antarctic. The conference will be held from the 2nd to the 6th July 2007 at the Duxton Hotel in Wellington, New Zealand. Early-bird on-line registration will commence soon.

The conference aims to present the successes of the past (International Geophysical Year to present day) and enthuse New Zealand about its future in Antarctica. The conference will be a combination

of invited talks from international and local scientists, artists and media, screening of films, panel discussions and poster sessions.

Invited speakers include: Dr Diana Wall (US biologist), Dr Laura DeSantis (Italian oceanographer), Dr Clive Howard-Williams (NZ biologist), Dr Susan Solomon (US atmospheric scientist), Prof Peter Barrett (NZ geologist), Prof Bill Manhire (NZ poet), Prof Klaus Dodds (UK political scientist).

More information can be found at www.antarcticanz.govt.nz.

New Zealand Antarctic Medal

In the 2007 New Year's Honours List, two New Zealand Antarctic Society members, John Bradshaw and Clive Howard-Williams, were the recipients of the New Zealand Antarctic Medal (see *Antarctic*, issue no. 198 for details of the medal).

Associate Professor John Bradshaw of the Geological Sciences Department, University of Canterbury, and member of the Canterbury Branch of the NZAS was rewarded for his long term field research in Antarctica. John's first trip to Antarctica was in 1974-75 when he became part of a 4-person deep-field party to remote northern Victoria Land. He has made 13 further fieldtrips to Antarctica, most of them deep field parties, aimed principally at establishing the relationship of early Palaeozoic Antarctic rocks to those in New Zealand, Australia and Chile.

John's work has taken him to Marie Byrd Land (1978-79), and also back to northern Victoria Land, once as leader of a 9-person joint New Zealand-German expedition (1984). For three consecutive seasons (1990-1993) he was coordinator and co-leader of the ambitious and multi-national South Pacific Rim International Tectonics Expedition (SPRITE) to West Antarctica. He has also been part of the British Antarctic programme (BAS) (1994-95) and the Chilean programme (1998), both times in the Antarctic Peninsula, where he again worked with BAS in January 2002.

His most recent field trips were a series of focused investigations on the provenance of early Palaeozoic gravels in northern Victoria Land (2000 & late 2002) and a study of mid-Palaeozoic conglomerates in the Dry Valley mountains (2007), where he celebrated his 68th birthday in the field.

John has spent a over 500 field-

days in Antarctica and has sledged almost 5000 km using motor toboggans.

For many years, until its demise following the establishment of Antarctica New Zealand as a Crown Entity, John served on the Ross Dependency Research Committee (RDRC) to help formulate the New Zealand Antarctic science programme.

Dr Clive Howard-Williams, General Manager at the National Institute of Water and Atmospheric Research (NIWA) in Christchurch, New Zealand, and member of the Canterbury Branch of the NZ Antarctic Society, can also add NZAM after his surname. Clive first visited the Dry Valleys in 1983 as a biologist working on a new project to study glacial melt streams in Antarctica when the ecology of these polar ecosystems was almost unknown. This work was followed by a series of studies on the Lakes of the Ross Dependency, including those of the Dry Valleys and the Darwin Glacier area. Clive was invited to the planning meetings of the US Dry Valleys Long Term Ecological Research Project and has been closely involved with US colleagues over the years since its inception. Clive led the science programme on the McMurdo Ice Shelf ecosystem during the 1990s and has been twice to the high Arctic to study similar systems with the Canadian Polar Continental Shelf Programme. He was one of the instigators of the Latitudinal Gradient Programme (LGP).

Clive was actively involved in the formulation and development of the McMurdo Dry Valleys Antarctic Specially Managed Area and has been New Zealand's representative to the Scientific Committee for Antarctic Research (SCAR) Biology Working Group (now the Life Sciences Standing Group) for over 10 years. He has

been a keen supporter of SCAR's activities and was SCAR's Vice President and Chair of SCAR's Delegates Committee on Scientific Affairs from 2002-2006. Clive has been on many Antarctic-related committees and was an inaugural Board Member of Antarctica New Zealand. He is currently Chair of the Royal Society Committee on Antarctic Science and New Zealand's Delegate to SCAR.

An Honorary New Zealand Antarctic Medal was also awarded to Dr Karl Erb, Director of the Office of Polar Programs of the US National Science Foundation, for services to New Zealand Antarctic programmes.

INTERNATIONAL POLAR YEAR CONFERENCE

Barrow Arctic Science
Consortium
Barrow, Alaska, USA

24 – 27 September 2007

The Barrow Arctic Science Consortium will host this conference.

The main purpose of which is to provide a forum for those involved in the conservation of cultural heritage sites in the polar regions.

More information can be found at:

www.arcticsscience.org

Japanese Whaling Ship Disabled After Fire

The 6000-tonne ship, *Nisshin Maru*, of the Japanese whaling fleet, was disabled in the Southern Ocean after a fire 100 nautical miles off the coast of Antarctica in the Ross Sea region, with about 1000 tonnes of heavy fuel oil on board. A Japanese fishing industry spokesman said that the fire which happened below deck appeared to have been contained, but the extent of the vessel's damage was still being assessed. The ship issued a mayday call approximately 500 nautical miles north of Ross Island.

The incident began when the *Nisshin Maru* sent out a distress call at 5.15am, reporting a fire on board on the factory floor, which is below the water line. All but 22 of the ship's 148 crew were evacuated to three smaller vessels in the fleet. At the time of the mayday call one crew member was missing, presumed dead. The fire sparked fears of an environmental disaster in the pristine Ross Sea especially as the ship appeared to be drifting close to sea ice off the coast, threatening the coast

and the world's largest penguin breeding rookery. The Ross Sea is one of the richest and least-polluted marine environments in the world, and the impact of any oil leaking from the ship could be severe for sea life, bird life and the Antarctic ice shelf. The ship contained heavy fuel oil as well as other toxic chemicals used in processing whale meat.

The New Zealand Government was, at the time of the incident, trying to persuade the three Japanese support vessels with the *Nisshin Maru* to attempt to tow the struggling ship further into open waters. New Zealand maritime authorities said anti-whaling protesters in the Southern Ocean, which clashed with the whalers earlier in the week, were not involved as they are more than two days sail away. Maritime New Zealand said the cause of the fire was unknown but there was no suggestion of foul play.

At the time of going to press, no international assistance had been requested or sent to the area, said the New Zealand government.

SOUTH POLE MARKER REALIGNED FOR 2007

On New Year's Day, the geographic South Pole marker was relocated during what has become a traditional annual event. The South Pole is resurveyed each year to account for the movement of the Antarctic ice sheet. With the ceremonial pole stuck in this moving mass of ice, the south pole marker moves about 9 metres (30 ft) per year and the ceremony always held on New Year's Day re-establishes the marker to the exact South Pole using the global positioning sys-

tem. A small crowd congregated at the Pole to move the US flag, the geographic South Pole sign, and place this year's USGS pole marker, which is designed especially for that particular year. This year's marker was designed by Clayton Cornia and crafted by Allan Day. The design of this year's Pole marker commemorates the 50th full year of Antarctic science, an achievement stemming from the 1957 International Geophysical Year.

SHIP ACCIDENT NEAR DECEPTION ISLAND

John Henzell, reporter for *The Press* in Christchurch, writes that the grounding of a cruise ship in Antarctica in early 2007 reignited fears that unstrengthened tourist ships will cause an "unthinkable disaster" in the pristine area.

The *Nordkapp* struck rocks as it entered the flooded caldera of Deception Island, near the Antarctic Peninsula.

It had to seek help from its sister ship, the *Nordnorge*, and a British navy ship, *HMS Endurance*.

Although none of the 294 passengers and 76 crew on board the Norwegian ship were injured, and floating booms restricted the threat of polluting the environment, the incident has revived concerns about the risks associated with large ships cruising the region.

The timing of the incident is coincident with the departure of the *Golden Princess* – a ship roughly 10 times the size of the *Nordkapp* and the first megaliner to ply Antarctica's waters – which will reach the Antarctic Peninsula from South America in February.

There are about 2600 passengers and 1000 crew on board the *Golden Princess*. The 290 m long ship will include a visit to Deception Island during its 21-day excursion from Rio to Buenos Aires.

The combination of ships that are not icebreakers and unknown hazards – such as the one that caused the *Nordkapp* to ground – are being touted by some as the makings of an environmental disaster. The Norway-based Hurtigruten Group, which operates the *Nordkapp* and *Nordnorge*, and California-Princess Cruises, which operates the *Golden Princess*, are both International Association of Antarctica Tour Operators (IAATO) members.



Left: The French Legion of Honor Medal.
 Middle: Reverse of bronze medal struck for the 1837 expedition. The encircling words read (translated): VOYAGE AROUND THE WORLD, EXPLORATION OF THE SOUTHERN POLE, enclosing: CORVETTES/THE ASTROLABE AND THE ZEELEE/MR. DUCAMPE DE ROSAMEL/ VICE-ADMIRAL/SECRETARY OF THE NAVY/ MR. DUMONT D'URVILLE/CAPTAIN IN COMMAND OF THE EXPEDITION/MR. JACQUINOT/COMMANDER OF THE ZEELEE/ 1837.
 Right: Obverse of the bronze medal struck for the 1937 expedition.

Medals and Decorations of the French South Seas and Antarctic Expedition 1937 - 40

By Glenn M. Stein, FRGS
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"The French claim, with some justice, that Dumont d'Urville can rank with James Cook, the greatest navigator of them all. Like Cook he made three voyages round the world and important contributions to all the sciences, most of which were then in their lusty infancy." - Helen Rosenman, translator and editor of d'Urville's accounts of South Seas voyages.

Jules Sébastien César Dumont d'Urville was born in Normandy in 1790, and his childhood saw the development of a keen intellect that served the makings of a future explorer. A lifelong passion for the study of languages first showed itself so early that, by the age of ten, d'Urville was fluent in Latin. Past voyages of discovery were also on the boy's mind and he devoured volumes about Cook, Anson and Bougainville. At 17, d'Urville joined the French Navy, but the service had fallen into disrepair after its defeat at Trafalgar and the Royal Navy's blockade kept French ships in port.

Not being one to waste time, d'Urville filled the void of inactivity by studying languages. At this time, he penned his motivations for joining the navy:

"I found that nothing was more

noble and worthy of a generous spirit than to devote one's life to the advancement of knowledge. There was this feeling that my interests were pushing me towards the navy of discovery rather than the purely fighting navy. Not that I was afraid of battle, but my naturally republican spirit could not envisage any real glory attached to the act of risking one's life and killing one's fellow men for differences of opinions over things and words."

By 1810, d'Urville was posted to the Mediterranean port of Toulon, and still with a good deal of free time on his hands, he reignited his youthful interest in botany in the hills behind the port. Passions for this and other areas of science would only grow with time, and over a decade later, d'Urville's botanical work earned him membership in Britain's Linnean Society and he became a founding member of the French Geographical Society.

In 1814, d'Urville had a brush with his future. After Napoleon's exile to the island of Elba, the *Ville de Marseille* (with Ensign Jules Dumont d'Urville onboard) sailed to Palermo with the Duke of Orleans, so the latter could retrieve his wife and chil-

dren. The Duke was the future King Louis Philippe, who nearly a quarter-century later would sponsor d'Urville's expedition to the South Pacific—and the Antarctic. It was to be France's last great scientific expedition carried out under sail.

From 1822 - 25, Lieut. d'Urville circumnavigated the world as the executive officer on the *Coquille* during a South Seas expedition, and afterwards published a favourably received volume on the flora of the Falkland Islands. Between 1826 - 29, he commanded the *Astrolabe* (the renamed *Coquille*), an astrolabe being an instrument used for observing the positions of celestial bodies, tasked with augmenting the scientific knowledge amassed on the previous expedition. In his official instructions to d'Urville, Secretary of the Navy Comet de Charbol wrote:

"A large collection of books, instruments and charts etc. was to have been sent to you by courtesy of the Director-General of Navy Stores. Also 30 silver and 450 bronze medals that I had struck to commemorate the *Astrolabe* expedition have recently been forwarded to you, you will be able to distribute them in the countries you visit and wherever you deem it useful to

leave some mark of your passage.”

Supplying such medals to exploring expeditions can be traced back for several decades before this time and includes not only French, but British and Russian expeditions as well. The medals were given to native dignitaries in silver or bronze, presumably depending upon the individuals' social/political position. The very few number of silver medals carried on the above expedition would seem to indicate such pieces were only presented to very highly placed individuals.

During the voyage, d'Urville successfully searched for the wreckage and remains of the LaPérouse expedition, which vanished 40 years before. Among the relics recovered from native peoples were some of the 100 medals carried by the expedition.

Along with the following years of domestic life and mundane naval desk duties, d'Urville devoted time to continued studies of the ethnography and linguistics of South Pacific peoples. But as his research progressed, he noted missing pieces of knowledge, which could be remedied by a new expedition. By the end of February 1837, King Louis Philippe had seen and enthusiastically approved d'Urville's new expedition—but with a twist. Not only was the King interested in extending French influence and furthering hydrography, trade and science, he knew about British and American interests in the Antarctic regions, and ordered d'Urville to 'extend your exploration towards the Pole as far as the polar ice will permit.' D'Urville was also in search of another pole—the South Magnetic Pole—the point it was so important to fix for the solution of the great problem of the laws of terrestrial magnetism.

The King was well aware that the British Antarctic explorer and sealer James Weddell had reached 74°15'S in 1823—and now an opportunity to bring honour to France presented itself. Though d'Urville admired British polar explorers like Cook, Ross and Parry, he wrote, 'I had never aspired to the honour of following in their wakes; on the contrary, I had always declared that I would prefer

three years of navigation under burning equatorial skies to two months in polar climes.'

Two ships would carry the flag of France to frozen shores. The *Astrolabe* and *Zélée* (zealous). The former carried 17 officers and 85 men, while the *Zélée's* compliment was 14 officers and 68 men (the actual number of crewmen for each ship varied over time due to those invalidated, deaths, desertions and new recruits). To promote interest in the expedition's progress, d'Urville asked for and received royal approval promising monetary rewards related to degrees of southern latitude attained by the *Astrolabe* and *Zélée*. Once 75°S was reached, each



Above: Painting of the *Astrolabe* and *Zélée* emerging from the pack ice, Feb. 9, 1838. Painting by Louis Le Breton.

man would receive 100 francs, and then 20 francs for each additional degree above this latitude. Weddell had reached 74°15'S. As d'Urville flatly stated, 'It was not much, but it was enough for the purpose.'

As with his previous voyage, d'Urville took with him a supply of silver and bronze medals' with which to mark his passage throughout the southern Pacific Ocean. The 50 mm diameter medals depict a profile of the King on the obverse, surrounded by the wording (translated): LOUIS PHILIPPE I./KING OF FRANCE. Wording on the reverse specifically highlights the King's interest in Antarctic exploration. A bronze medal exists that is attributed to Gunner First Class Paul Plagne (*Astrolabe*), who received the Legion of Honor for his performance during the expedition. This suggests that some of the medals leftover from the voyage were given to certain individuals as mementos of their valued efforts and many hardships; it would seem this was a proper way to dispose of any extra medals.

The *Astrolabe* and *Zélée* twice entered Antarctic waters during their three years away from home. In January 1838, they followed Weddell's track, but the weather and ice that had been kind to the British sailor in 1823 was now unkind to the Frenchmen. He retreated north and sought respite in the South Orkney Islands, partly charting them. Upon returning south, an ice floe held the ships for five days, and it was not until February 9 that they escaped nature's grasp. Later on that month, d'Urville claimed Louis Philippe Land for his country (first charted by Bransfield in 1820 and named Trinity Land), in addition to Joinville Land (later known to be an island). The ships remained in the area of what is now the northern extreme of Graham Land on into March, surveying the discoveries, but they never got beyond 66°S. Afterwards, the expedition made for Chile with several cases of scurvy aboard each vessel. Two years later, he would again challenge the Antarctic.

Approaching Antarctica from the Australian side, by mid-January 1840, d'Urville's ships were in the midst of icebergs, as passionately related by 27-year-old Ensign Joseph Duroch of the *Astrolabe*:

"Never shall I forget the magical spectacle that then unfolded before our eyes!

But for the awesome grandeur, we could have believed ourselves amongst the ruins of those great cities of the ancient Orient just devastated by an earthquake.

We are in fact, sailing amidst gigantic ruins, which assume the most bizarre forms: here temples, places, with shattered colonnades and magnificent arcades; further on, the minaret of a mosque, the pointed steeples of a Roman basilica.."

On January 21, two boats landed on a rocky islet, a few hundred meters from the shore which d'Urville named after his wife—Adélie Land. The *Zélée's* First Lieutenant, Joseph Du Bouzet recorded the historic occasion in his diary:

"It was nearly 9 p. when, to our great delight, we landed on the western part of the highest and most westerly of the little

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islands. *Astrolabe's* boat had arrived a moment before us; already the men from it had climbed up the steep sides of this rock. They hustled the penguins down, who were very surprised to find themselves so roughly dispossessed of the island of which they were the sole inhabitants. We immediately leapt ashore armed with picks and hammers. The surf made this operation very difficult. I was obliged to leave several men in the boat to keep it in place. I straight away sent one of our sailors to plant the tricolour on this land that no human before us had either seen or set foot on."

Du Bouzet further penned an insightful and hopeful observation about France's Antarctic territorial claim:

"...we did not dispossess anyone, and as a result we regarded ourselves as being on French territory. There will be at least one advantage; it will never start a war against our country."

Oddly, a little over a week later, the *Astrolabe* had an unexpected encounter with the USS *Porpoise*, a brig commanded by Lieut. Cadwalader Ringgold. She was part of a six-ship squadron forming the United States Exploring Expedition (1838-42). Before leaving Hobart, Tasmania, d'Urville knew of both American and British polar expeditions. An unfortunate misunderstanding, resulting from the handling of the two vessels, caused a failure of the ships to make contact and each continued on its way. D'Urville left Antarctic waters for good without discovering the South Magnetic Pole; a series of coastal observations by the British expedition in the following two years put the Magnetic Pole well inland and nowhere near the French discoveries. Still, d'Urville had every right to be proud of his men and their significant Antarctic achievements.

After further South Pacific exploration over the next several months, the *Astrolabe* and *Zélée* arrived back in France in November 1840. D'Urville had a great many things to attend to, including 'overseeing the despatch of the numerous objects destined for the Hydrographic Office, the Museum of Natural History and the Naval Museum'. Ever mindful of his men, he officially requested from the

Navy Minister at least three, and as many as six months' leave for his sailors. D'Urville also submitted a carefully drawn up list, citing those he wished to be promoted and/or decorated. These requests were immediately acted upon and resulted in the Legion of Honor being awarded to



Above: Portrait of Jules Sebastien Dumont d'Urville. Photo by Gerome Cartellier.

several individuals by January 1841 (see list below). In spite of not achieving the intended 75°S latitude goal, the French government awarded 15,000 gold francs to be divided among expedition members.

It is noteworthy that of the 11 recipients of the decoration, all but three were from the *Astrolabe*. This was probably due to the fact that the *Astrolabe* was d'Urville's ship and there existed a natural positive prejudice on d'Urville's part. Also, only one rating from each vessel received the Legion of Honor—both of whom were senior ratings.

The *Zélée's* Commander Charles Hector Jacquinot,² d'Urville's closest friend and second-in-command, was not decorated. On d'Urville's recommendation, he previously received the Cross of Honor for the 1826-29 expedition, but reading between the lines of his naval service, one very much gets the sense that Jacquinot probably cared very little about medals. After d'Urville's death, he assumed overall supervision for publication of the expedition's narrative. Through sheer hard work Jacquinot eventually became a Vice Admiral. During the 1854-55 Crimean War he

was in command at Piraeus, Greece (receiving the Greek Order of the Redeemer). He died soon after retiring from the Naval General Staff in 1879; in keeping with his modesty, he had requested to be buried without any fanfare or military honours.

D'Urville wrote a lengthy letter to the Secretary of the Navy in 1841, explaining why one man was specifically excluded from being recommended for the Legion of Honor; this was Surgeon 2nd Class Elie Jean François Le Guillou (*Zélée*). A detailing of this man's behaviour is out of place in these writings, but suffice to say that Le Guillou was a determined man and eventually received the medal in 1860—after years of wearing down the opposition. During the 1870-71 Franco-Prussian War, he was the medical officer to the Corps de Francs-Tireurs (snipers). Interestingly, Cape Leguillou (note the spelling) appears on the Antarctic map to this day, located on the northern point of Tower Island, at the northeast end of the Palmer Archipelago.

After the 1837-40 expedition, with his health strained from three around-the-world voyages, d'Urville's days of exploring were behind him. He began writing up the narrative of his latest expedition, and just as the fourth volume was nearly ready for the publisher, tragedy overcame d'Urville and his family. Rear Admiral Jules Dumont d'Urville, his wife and son, were returning by train from an outing to Versailles on May 8, 1842, when the two locomotive engines jumped the track. The leading wooden carriages ran atop the engines and caught fire, and d'Urville and his family were engulfed in flames.

¹ I have yet to find any documentation noting the number of silver and bronze medals struck for the 1837-40 expedition, but feel the figures are very close (if not identical) to those for the 1826-29 voyage.

² Both he and the assistant surgeon had the same surnames but not related to each other.

Legion of Honor Recipients of the French South Seas and Antarctic Expedition (1837 - 48)

Instituted by Napoleon on May 19, 1802, the Legion of Honor is to this day awarded for distinguished military and civil services. The order exists in five classes: Knight, Officer, Commander, Grand Officer and Grand Cross. Though certain elements of its design have varied over the many years, the Legion of Honor remains today basically as it was when Napoleon created it. The decoration issued for the French South Seas Expedition was a white enamelled silver or gold badge (depending upon the class), with five rays with double points. In between the rays was a green enamel wreath of oak and laurel. The obverse centre featured the effigy of King Henry IV (the first monarch of the Bourbon dynasty), and the reverse centre had two crossed tricolour flags. The badge was suspended by a royal crown with a ring on top, through which passes a red ribbon.

ASTROLABE

DUMONT D'URVILLE, JULES SÉBASTIEN CÉSAR

Captain 1st Class promoted to Rear Admiral on Dec. 31, 1840, and made an Officer of the Legion of Honor. He also received the Gold Medal of the French Geographical Society.

BARLATIER DEMAS, FRANÇOIS EDMOND EUGÈNE Lieutenant.

HOMBRON, JACQUES BERNARD
Surgeon 2nd Class promoted Surgeon 1st Class, Oct. 11, 1838.

VINCENDON DUMOULIN, CLÉMENT ADRIEN
Hydrographer 3rd Class &

Cartographer, he took over editing the publication of the voyage after d'Urville's untimely death in 1842.

DU CORPS, LOUIS JACQUES
Purser 3rd Class promoted to Purser 2nd Class, Dec. 26, 1838 and Purser 1st Class, Sept. 2, 1840.

DUMOUTIER, Pierre Marie Alexandre
Naturalist & Phrenologist

LE BRETON, LOUIS
Surgeon 3rd Class (Assistant Surgeon) he did additional duty as the expedition's artist, replacing Ernest Auguste Goupil, who died of dysentery at Hobart, Jan. 4, 1840.

PLAGNE, Paul
Gunner 2nd Class (petty officer) promoted Gunner 1st Class, Sept. 1, 1837.

ZÉLÉE

THANARON, Charles Jules Adolphe
Lieutenant.

JACQUINOT, HONORÉ
Surgeon 3rd Class (Assistant Surgeon).

AUGIAS, PIERRE JOSEPH
Coxswain 1st Class (chief petty officer).

NEWS

UNIVERSITY SCIENTIST HONOURED IN THE CAPITAL

Professor Peter Barrett, Director of the Antarctic Research Centre at the Victoria University of Wellington, New Zealand, was recently named **Wellingtonian of the Year**.

The award recognises Peter's work which brings Antarctic science to a wider public audience. The award was established 17 years ago by The Dominion Post newspaper and is awarded annu-



ally to a Wellington resident. Peter began his Antarctic research with his first trip to the ice in 1973. He is a pioneer leader of drilling projects in Antarctica who became interested in climate change research before it was

fashionable. He also received the 2006 SCAR Presidential Medal at the SCAR Open Science Conference in July 2006.

Above: Professor Peter Barrett in Antarctica. Photo from the Antarctic Research Centre, Victoria University, Wellington.

Andrill Season Success

"This has been a superb first drilling season for ANDRILL," said Jim Cowie, Antarctica NZ's ANDRILL Project Manager.

"Not only did the New Zealand team of 25 support staff and drillers produce great core for the scientists to study, and drill the deepest rock hole yet in Antarctica, but all the gear, and most of it was designed and built in New Zealand, performed extremely well.

But more important than all of that is the detailed story the rock core tells us about past climate – repeated cooling and warming resulting in repeated advances and retreats of Antarctica's polar ice sheets and glaciers."



Above: Left to Right: Tony Kingan, Drilling Supervisor, Alex Pyne, Drilling Manager and Sam Woodford, Drill Supervisor, stand in front of the ANDRILL camp. Behind them is the drill rig that was specifically designed and built for Antarctic conditions. The rig is covered in a 'shroud', enclosing the 20 m high mast to keep the hydraulics warm.

Photo by Tamsin Falconer, Victoria University of Wellington.

NEWS

Continued from page 65

nities for members of the Antarctic community to join official and VIP guests, fellow former Antarcticans, national and community leaders to commemorate this significant milestone in the history of Antarctica."

"We expect strong interest in The Anniversary and urge early registration to avoid disappointment," said Mr Harrowfield.

The programme will commence with an informal evening at the Antarctic Attraction at the International Antarctic Centre, on Friday 28 September. Registrants will be welcomed by the NZ Antarctic Society, Christchurch International Airport, Christchurch City Council and Ant-

arctica New Zealand at 8pm.

Iconic Antarctic items and historic photographs, some rarely seen and recently rediscovered, will be on display.

Several events are planned for the following day, including:

- Commemorative Plaque unveiling
- Antarctic Art Exhibition
- Presentations by Antarctic scholars
- Historic Antarctic films
- Themed rides on the Christchurch Tram
- Antarctic aircraft display

On the evening of 29 September the Anniversary Dinner will be held at Air Force Museum, Wigram.

The Commemorative Church Service will be held at ChristChurch Cathedral on Sunday 30 September, prior to the launch of the 2007 summer season in Antarctica.

A commemorative medallion is being struck for the 50th Anniversary by the New Zealand Antarctic Society.

More information available at

www.antarctic.org.nz

Registration: www.mgevents.co.nz

OR 0800 80 88 98

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competitor. This would send the suitor scuttling back out to sea until he felt confident enough to Plot twists drive all soap operas, and this one did not disappoint. I watched as the male left his harem to retrieve a female that suddenly tried to elope with the sneaky surfer. The male, his bellows reverberating out of his pouchy proboscis, great gobs of mucus erupting from his nostrils, rolled his blubbery body into the water. Transformed from a giant land slug into a sleek missile, he headed toward the couple at sea, and after beating up the opposition, he herded the female back to his beach, now and then holding her head under water. Within half an hour, however, she managed to escape and was reunited with her relatively diminutive male. Seething with resentment, the cuck another member of his harem, before lolling around in the surf. He seemed unconcerned as I moved among his harem or approached him closely. I was pleased he didn't see me as a rival, or worse, a potential mate. In comparison to the competition I must have appeared a puny threat.

Soon after the Antipodes were discovered, hunters arrived on the is-



*Above: North Plains of Mt Galloway; wandering albatross chick about to feed on a meal regurgitated by the adult.
Photo by Simon Pollard.*

lands and began killing thousands of elephant and fur seals for their skins and oil. In one year, a single ship carried off the skins of 60,000 fur seals, equivalent to about 60 percent of the

entire fur seal population of New Zealand today. Within thirty years, the islands' seals had been nearly wiped out. Their low numbers today reflect the slaughter that took place almost two hundred years ago.

In the latter part of the 1800's and



*Above: A pair of erect crested penguins with Anchorage Bay and Reef Point in the background.
Photo by Simon Pollard.*

into the early 1900's the New Zealand government sent search parties to the Antipodes to look for shipwrecked sailors. A survivor's hut, still standing today, was built on Antipodes Island in 1886. Graffiti, scribbled on its walls from visitors long dead, looks deceptively fresh and only the dates betray the shelter's true age. To provide shipwreck victims with a food source, domestic animals and vegetation were introduced to the island.

Fortunately for the island's fragile ecosystem, these attempts failed. Landing on the island must have been traumatic enough for cows and sheep, but the weather and difficult terrain proved too much for the animals to endure. The island also managed to escape the

scourge of rats. Common castaways from ships, these aggressive rodents prey on the eggs and young of nesting seabirds, and have wiped out entire colonies on many remote islands. At some stage, mice made it ashore, but though they are fairly common,

they seem to have had little impact on the survival of nesting birds.

The absence of introduced predators was especially evident on the North Plains, where I could see hundreds of white dots dispersed among the fawn-coloured vegetation. These turned out to be wandering albatross chicks sitting on their nests waiting for their parents to return from the sea with food. Although the chicks were only six months old they already stood one metre high. With their three metre wing span, the parent's agility and gracefulness in the air did not extend to arrivals or departures, with crash landings common, and frantic wing-flapping necessary for takeoff. In another six months the chicks will leave the island to stay at sea for seven years, before returning to breed. Every year, some 4,000 pairs of adult albatrosses, which breed every two years, return to the island.

The albatross chicks perched on their nests created ghostly landmarks at night as we descended from the

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Society Elects New President

At the 2006 New Zealand Antarctic Society AGM, the Society elected Norman McPherson QSM as its new President, succeeding Malcolm MacFarlane who served as society president for the past three years. Malcolm did not run for re-election due to personal commitments but remains on as membership secretary.

The society's new president, Norm, a retired army officer, received the Queens Service Medal in 1994 for public service. His first contact with the Antarctic came in the late 1960s when the New Zealand Army approached the US Naval Support Force Commander for Antarctica to endeavour to widen the experience of New Zealand soldiers in working with aircraft other than those they had at their disposal in New Zealand.

The Antarctic Operation was then based in Wigram Airbase in Christchurch. In 1971 the operation was moved from Wigram to Harewood where it still operates from today.

Norman worked throughout this transition and was tasked with supplying an increased number of soldiers to work full-time during the summer season in New Zealand in support of the US National Science Foundation and the New Zealand Department of Scientific and Industrial Research Antarctic Programme.

In 1976 Norm set up the training programme for loading teams in the Antarctic and in 1978 he retired from the NZ Army. After that he worked for the New Zealand Antarctic Research Programme recruiting and ap-



NZAS President - Norm McPherson.

pointing staff for Scott Base. Also with the New Zealand programme, he tested new equipment, worked on the Dry Valleys Drilling Programme, liaised with the Japanese Antarctic Programme, and arranged joint programmes between the US and NZ, including joint air support between NZ and Antarctica and McMurdo and South Pole Station.

Norm was also the New Zealand based controller for the recovery operations of the Mt Erebus DC10 crash.

Norm has visited Antarctica 49 times. In his role as NZAS President he will also represent the Society on the Antarctic Heritage Trust Board and on the Antarctic Link Canterbury committee.

Norm has been a NZAS Canterbury Branch member since 1986, is a Justice of the Peace and is currently a director of Tower Consulting Group.

REPRESENTATIONS OF ANTARCTICA

Dr Elizabeth Leane a lecturer in the School of English, Journalism and European Languages at the University of Tasmania in Hobart Tasmania has compiled a bibliography entitled "Representations of Antarctica" as part of an ongoing study of textual representations of Antarctica. The construction of the bibliography, undertaken by Dr Leane and her research assistant, Stephanie Pfennigwerth, was supported by an Institutional Research Grant from the University of Tasmania.

The primary aim of the bibliography is to provide a research resource for scholars in the humanities interested in representations of Antarctica, particularly literary representations.

Only texts which have, in the admittedly subjective opinion of the compilers, substantial Antarctic material are included. The bibliography covers texts written in English or translated into English and is divided into seven separate sections covering material relating to Antarctica within a variety of literary genres, and an additional section listing literary and cultural criticism relating to Antarctica. The sections are: Fiction, 1950- (Adult); Fiction, 1750-1950 (Adult); Fiction (Juvenile); Short Stories; Poetry; Drama; Films and Television Programmes; and Literary and Cultural Criticism.

The material covered within each of the eight sections is outlined at the beginning of that section.

Go to http://www.utas.edu.au/english/Representations_of_Antarctica/index.htm to view.

Canterbury Museum honoured with gift from Japan

At a special ceremony in the Canterbury Museum Antarctic Gallery, Nobu Shirase, leader of the first Japanese Antarctic Expedition joined the ranks of Antarctic heroes Amundsen, Scott and Shackleton.

The Shirase Antarctic Expedition Memorial Museum has gifted a bronze bust to Canterbury Museum of Nobu Shirase, the leader of Japan's first Antarctic Expedition (1910 – 1912). The bust, along with an original film from the Japanese Antarctic Expedition is currently on display at

The bronze bust has been sculpted by eminent Japanese sculptor Sakio Kasahara who used photo archives in order to create an accurate likeness of the explorer.

Canterbury Museum has connections with the Shirase Antarctic Expedition Memorial Museum, which is a sister museum, and items from Canterbury Museum's Antarctic collection will travel back to Japan for an exhibition on the heroic age of Antarctic exploration at the Shirase Museum.

The Shirase expedition is one of the lesser known heroic era expeditions. It was led by Nobu Shirase, a Japanese Army Lieutenant with some Arctic experience, with the backing of Count Okuma, the late Prime Minister. Shirase's initial plan was to attempt the South Pole using man and dog hauling. The expedition departed Tokyo on 29 November 1910 on the *Kainan-Maru* under Master Naokichi Nomura, reaching New Zealand on the 7th February 1911 with 29 of the 30 expedition dog's dead of disease.

The expedition departed south on 11 February and sighted the Admiralty Range on 6 March. They encountered difficult ice conditions, gale force winds, snow storms and rough seas and retreated to Australia, reaching Sydney on 1 May 1911. Nomura returned to Japan to report on their situation and raise more funds. He returned to Australia in mid-October with fresh provisions and 29 dogs.

As Amundsen's and Scott's South Pole expeditions had made Shirase's original plan redundant, he revised the expedition objectives to scientific

exploration of King Edwards VII Land including surveys by land and sea. The re-provisioned expedition sailed from Sydney on 19 November 1911 with supplies for 2 years. They crossed the Antarctic Circle on 21 December 1911 and reached the Ross Ice Shelf on 11 January 1912. Continuing along the coast they met Amundsen's *Fram* in the Bay of Whales on the 16th January. Shirase moored the ship at the edge of a 92m high ice shelf to the east of the Bay of Whales and after cutting a path to the top established a base camp.

A team of 4 men and 14 dogs (the Dash Patrol) spent 9 days surveying 258km in difficult crevassed terrain in mostly blizzard conditions. Concurrently the *Kainan-Maru* sailed to Biscoe Bay in King Edward VII Land where two parties surveyed to the east and west. The east party returned to ship due to the inaccessible crevassed terrain while the west party continued to the foot of the Alexandra Range. With coal and water supplies running low the ship returned to the Bay of Whales to retrieve the Dash Patrol, successfully recovering the men and dogs on the 4th February 1912. After a brief visit in Wellington in March the expedition reached Tokyo on 20 June 1912 to an enthusiastic welcome.

While Shirase was unable to even set out for the Pole he completed his revised programme of scientific exploration of King Edward VII Land. While this is a lesser known heroic era expedition it was noteworthy as the first Japanese Antarctic Expedition, for the superb seamanship of Naokichi Nomura and as the forerunner of the Japanese Antarctic Programme.



Above: Mr Hiroshi Miura (left), Superintendent of Education, Nikaho City Office and Mr Anthony Wright, Director, Canterbury Museum, with the bronze bust of Shirase.

Photo by Canterbury Museum.

the museum.

"This is a great honour for our Museum," said Anthony Wright, Director, Canterbury Museum. "Nobu Shirase has long been held as a pioneer of Antarctic exploration, having a commemorative bust in the Museum puts the explorer in the company he deserves."

A delegation from Japan, including 13 students aged 12 – 14 years old, travelled to New Zealand for the ceremony.

Portrait of Sir Edmund Hillary

This portrait of Sir Edmund Hillary was painted in oils by David Tyrell-Baxter. The painting was based on a field photograph published in the *Auckland Weekly News* in 1958. Tyrell-Baxter was an amateur painter from childhood although he gave this up between 1930 and 1970 to concentrate on his work as a carpenter at the Addington Railway workshops. This work was the first piece painted after his retirement in 1970. The portrait is now part of the Canterbury Museum Collection.



*Painting by David Tyrell-Baxter.
Image from Canterbury Museum
1973.137.1*

ONLINE HERITAGE WINDOW

Matapihi is the name of a collaborative service hosted by the National Library of New Zealand. The word "matapihi" is maori for "window" and Matapihi is 'a window' onto the online heritage collections of many New Zealand cultural organizations including the Alexander Turnbull Library and the Museum of New Zealand Te Papa Tongarewa. The Matapihi team is portraying three brand-new showcases of themed items on the Matapihi website

www.matapihi.org.nz one of which is on ANTARCTICA. They describe this as: "Put the 50th anniversary of the opening of Scott Base in context with our new Antarctica showcase - including images of the last birthday dinner for the Base's namesake, Captain Robert Falcon Scott. The rich images, movies, objects and texts in this showcase are drawn from across the collections of the ten contributing Matapihi partners."

LIFE MEMBERS OF THE NEW ZEALAND ANTARCTIC SOCIETY

You may not be aware, but the NZ Antarctic Society Constitution allows for up to 15 life members of the Society at any one time. Currently, there are 14 Life Members of the Society. Any current member of the NZAS can be nominated for a life membership and, on recommendation of the council, "the Society may, in recognition of outstanding service in Antarctica or in furthering the aims and objects of the Society, elect any member to life membership at any annual general meeting."

CURRENT LIFE MEMBERS AND YEAR ELECTED:

Margaret Bradshaw (Canterbury), 2006.
John Claydon (Canterbury), 1999.
Bill Cranfield (Canterbury), 2003.
Eric Gibbs (Wellington), 1997.
Arnold Heine (Wellington), 2006.
Randal Heke (Wellington), 2003.
Sir Edmund Hillary (Auckland), 1995.
Bill Hopper (Wellington), 2004.
Malcolm Laird (Canterbury), 2006.
Jim Lowery (Wellington), 1999.
Baden Norris (Canterbury), 2003.
Iris Orchard (Canterbury), 1990.
Robin Ormerod (Wellington), 1996.
Bernard Stonehouse (Overseas - UK).

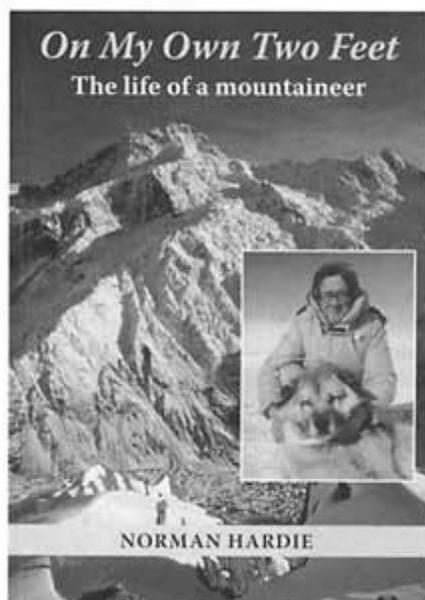
On My Own Two Feet: The Life of a Mountaineer

By Norman Hardie. Review by Janet Bray.

Christchurch: Canterbury University Press: 2006. ISBN 1-877257-47-8, 323pp, \$38

In his foreword to this autobiography, Sir Edmund Hillary notes the author's "considerable determination and refusal to accept defeat on any problem on a mountain". These qualities perhaps go some way to explaining a life full of achievement and variety, which this absorbing book recounts.

Norman Hardie is best known in climbing circles for the 1955 first ascent of Kangchenjunga, then the highest unclimbed mountain, and at 8586 metres, lower only than Everest and K2. Sir John Hunt had described a first ascent of Kangchenjunga as featuring "technical problems and objective dangers even higher than those [his 1953 party had] encountered on Everest". To many readers of this journal, Hardie will be known for his Antarctic contributions. He was one of the U.S. programme's first survival skills instructors, and a member of the 1967 mapping, geology and climbing expedition north of Cape Hallett. His last tour in Antarctica was as summer leader of Scott Base in the 1983–1984 season. Hardie's first book was published in 1957 by Allen & Unwin, and it records his trek to the Nepalese province of Khumbu, which he undertook after summiting Kangchenjunga. Nearly fifty years later, an autobiography grew from a desire to correct and clarify earlier accounts of "some aspects of mountain climbing in the 1950s". After a description of his childhood in Timaru, New Zealand, the author moves to his first encounters with mountain country, which he gained through employment at the age of 17 as a deer culler in the Lewis Pass area. The book's second chapter – nicely titled "Higher Education" – recalls his days as a student of civil engineering at Canterbury University College, and his introduction to mountaineering through the University Tramping Club.



Later chapters cover the author's first permanent engineering job (on the Lake Pukaki dam project); his working his passage to England; employment in London as an engineer and as Secretary in support of the 1953 Everest expedition for the Royal Geographical Society; numerous climbing, surveying and research expeditions to the Himalayas; and his service on the board of the Himalayan Trust. Hardie's involvement in the Antarctic began in the summer of 1962, after the Americans at McMurdo had observed that New Zealand field parties rarely called in aircraft to lift them over crevassed areas. The mountaincraft instruction that the New Zealanders had received was recognised as the reason for their greater self-reliance, and so Hardie and Wynne Croll were called in to McMurdo for five weeks' instructing (for a total of five shillings each). Five years later Hardie was back in Antarctica, surveying on the New Zealand expedition north of Cape Hallett, and a chapter of the book covers this trip. Readers with experience of Scott

Base will be interested in Hardie's account of his time as leader of the base in the summer of 1983–1984, which highlights the changes since then that have occurred in the way the base is operated.

The book is full of fascinating anecdotes, and a range of widely known characters make appearances, including Heinrich Harrer, Hillary, Marilyn Waring, Janet Frame and Reinhold Messner; even Idi Amin turns up briefly.

Inevitably in the life story of a mountaineer, early deaths and life-altering injuries feature. Two chapters concentrate on the first and last high-mountain rescues in which Hardie participated. In one, "The Mt Rolleston Rescue", he recalls his own brush with death and the loss of his close friend John Harrison, when on an unsuccessful search for four climbers Hardie and two companions were buried under avalanche debris for two hours.

Hardie's clearly written book is subtitled "The Life of a Mountaineer", but it is the story of a man who has also made time for marriage and fatherhood, for a career in civil engineering, for sailing, music, viticulture, restoration of a holiday home, numerous friendships and public service. This book will appeal to those with an interest in climbing or New Zealand's early involvement in Antarctica, but as an account of a life lived to the full it will be enjoyed by many more.

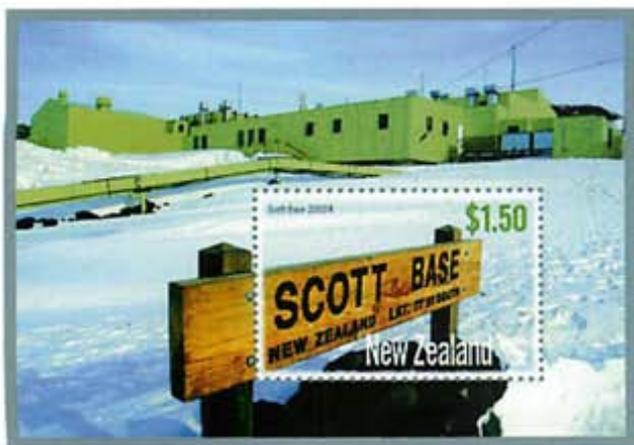
On My Own Two Feet includes six high-quality maps, 57 photographs, a bibliography and an index.

Janet Bray visited the Antarctic in November 2002 under Antarctica New Zealand's Education Familiarisation Programme. From 1994 to 2005 she was Librarian in the Department of Geography, University of Canterbury.

SCOTT BASE ANNIVERSARY Stamps and Coins

New Zealand Post has released a Scott Base Anniversary New Zealand stamp set to commemorate the 50th anniversary of the establishment of the base. In addition to the stamps, a limited number of silver proof coins and mini gold proof coins are also being sold. See www.nzpost.co.nz for more information.

Date of Issue: 20 January 2007



SCOTT BASE - 1957 OPENING CEREMONY - 45c

Scott Base was designed, built, transported to and established in Antarctica within just 10 months, an astonishing feat given the logistics of the project and the climatic and operational conditions the building was required to withstand.

However, the deadline had been set by Prime Minister Sidney Holland, who had committed New Zealand's support to the 1957 Trans-Antarctic Expedition (TAE) and the 1957-58 International Geophysical Year (IGY).

SCOTT BASE - 1990 - 90c

Scott Base – named after the great explorer Sir Robert Falcon Scott – became a permanent New Zealand station in 1962, maintained by the New Zealand Antarctic Research Programme under the auspices of the (then)

Department of Scientific and Industrial Research (DSIR). Since then, it has undergone a number of major redevelopment programmes, with new science facilities, equipment and accommodation blocks.

SCOTT BASE - 2000 - \$1.35

Of the original six Scott Base buildings, only three remain – the G and Y huts, and the A Hut, which in 2001 was renamed the TAE/IGY Hut to recognise its original purpose and to reflect its importance as the social and political hub for the two events. Today, the Hut is preserved as an historic monument and provides a quiet haven for Scott Base staff taking a break from communal base living.

SCOTT BASE - 2003/04 - \$1.50

Once a mixture of orange, red and yellow buildings, Scott Base is now a uniform green – a decision made in 1976 by the Director of DSIR's Antarctic Division, Robert Baden Thomson. He suggested it would reflect the colours of New Zealand's pasture and bush, but rumour has it that it reminded him of a trip to Ireland. Today, the colour is referred to as RBT Green, although it's actually 'Chelsea cucumber'!

SCOTT BASE - 2005 - \$2.00

Scott Base's first 50 years have been a remarkable period in history. Tens of thousands of science days have been spent on and around Ross Island and the Ross Sea region, and around 10,000 people have visited the Base since it opened. Its facilities have also continued to improve, with the latest being the Hillary Field Centre – a heated all-weather storage facility named after Sir Edmund Hillary, which was commissioned in 2005.

Treasures from Canterbury Museum - Edward Wilson artworks

By Natalie Cadenhead. Curator of Antarctic and Canterbury Social History at Canterbury Museum

Canterbury Museum in Christchurch is privileged to hold in its permanent collections over 35 artworks by Edward Adrian Wilson. These works range from pencil sketches, watercolour paintings on paper to lithographic prints. While most in the collection relate to his



"Quail Falcon"

Antarctic experiences the subjects also include birds, botanical studies, and travels in England, Switzerland and Norway.

Throughout his life Edward Wilson (1872 – 1911) showed a great interest in drawing, particularly in drawing plants and animals. His college education, however, was the study of medicine. Because of his diversity of talent, when he was appointed as an expedition member of the British National Antarctic Expedition (1901 – 1904) under Scott, he took on multiple roles, that of medic,

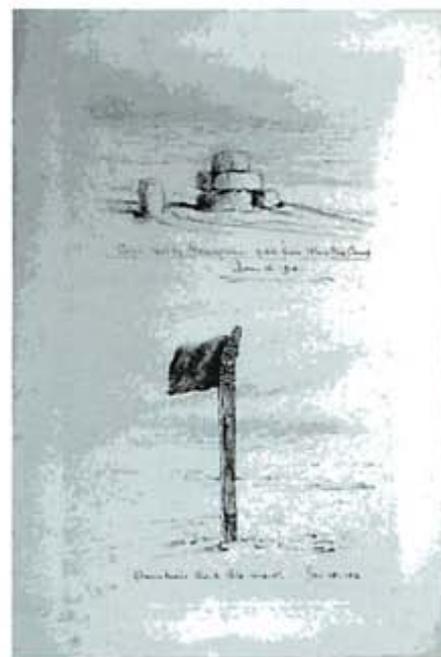
vertebrate zoologist and artist. During the expedition he took part in the southern inland journey with Scott and Shackleton and despite suffering from snow blindness sketched significant geographical features on the route. The panoramas produced along with his observations regarding the animals (seals, whales, birds) sighted were published in the scientific reports of the expedition.

Wilson continued with studies from nature, both on the voyage back to the United Kingdom and then in his work on the Board of Agriculture's Grouse Disease Inquiry. He rejoined Scott as the scientific leader for the *Terra Nova* expedition in 1910. He continued to produce artworks throughout this expedition including illustrating the articles and poems written by expedition members for the *South Polar Times*. He completed a number of watercolour paintings and many pencil sketches and etchings.

THE IMAGES

Wilson was known for his studies from nature. This watercolour on paper study was titled by Wilson as a "Quail Falcon" and was drawn from a specimen shot in Port Ross, Auckland Islands on March 16th 1904 while the expedition was on route back to New Zealand. The bird is probably a specimen of Southern New Zealand Falcon (*Falco novaeseelandiae*) which is found in the Auckland Islands.

This pair of etchings was completed on Wilson's arrival with Scott and team at the South Pole to find that Amundsen had been there a month before. The top etching is titled "Cairn



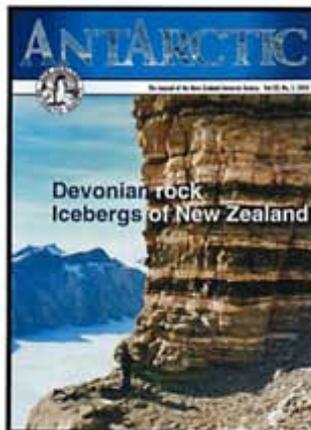
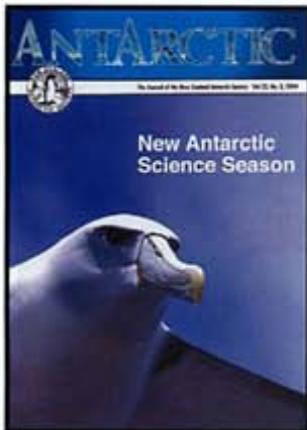
"Cairn left by the Norwegians SSW from Black Flag Camp" and "Amundsen's South Pole Mark".

left by the Norwegians SSW from Black Flag Camp" dated January 16th 1912 and was drawn the day before the team (Scott, Wilson, Bowers, Evans and Oates) arrived at the Pole. The lower etching was drawn the next day (18th January 1912) and is poignantly titled "Amundsen's South Pole Mark". Notes accompanying this artwork state that they were sketched by Dr Edward A. Wilson with the wind blowing at temperature of -22°.

The works held by Canterbury Museum are available to view through the Documentary Research Centre.



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