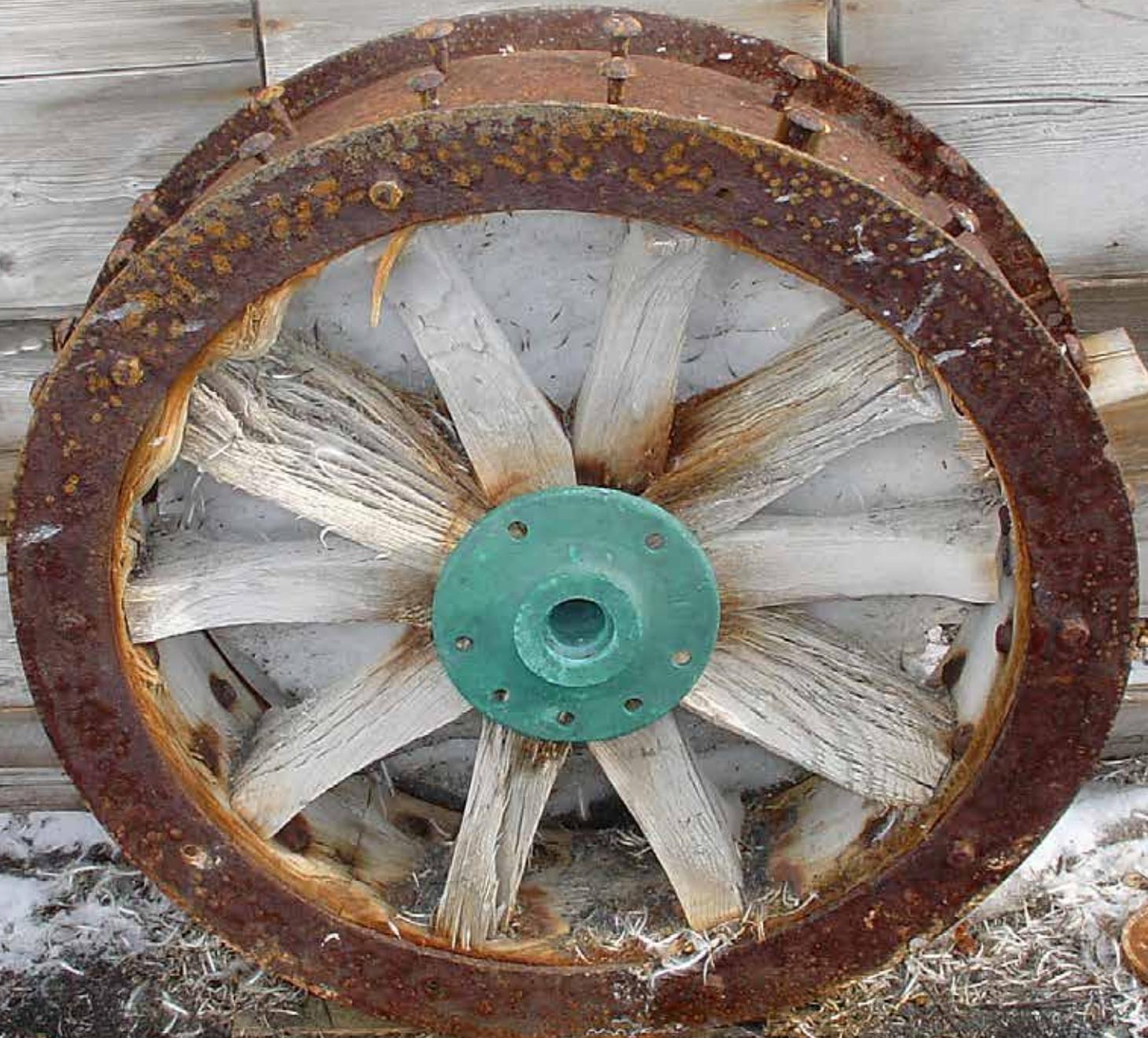


THE PUBLICATION OF THE NEW ZEALAND ANTARCTIC SOCIETY

ANTARCTIC

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Special Edition
Baden Norris: Reflections on Antarctica



Contents

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NEW ZEALAND ANTARCTIC SOCIETY LIFE MEMBERS

The Society recognises with life membership, those people who excel in furthering the aims and objectives of the Society or who have given outstanding service in Antarctica. They are elected by vote at the Annual General Meeting and are restricted to 15 life members at any time.

Current Life Members by the year elected:

1. Bernard Stonehouse (UK), 1966
2. John Claydon (Canterbury), 1980
3. Jim Lowery (Wellington), 1982
4. Robin Ormerod (Wellington), 1996
5. Eric Gibbs (Wellington), 1997
6. Baden Norris (Canterbury), 2003
7. Bill Cranfield (Canterbury), 2003
8. Randal Heke (Wellington), 2003
9. Bill Hopper (Wellington), 2004
10. Malcolm Laird (Canterbury), 2006
11. Arnold Heine (Wellington), 2006
12. Margaret Bradshaw (Canterbury), 2006
13. Ray Dibble (Wellington), 2008
14. Norman Hardie (Canterbury), 2008
15. Vacant



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Cover photo:

Wheel from the Arrol Johnston car which Shackleton trialed in Antarctica. Image courtesy Natalie Cadenhead, 2005/2006

Note from the Editor

I think that most members of the New Zealand Antarctic Society will know (or know of) Baden Norris and his Antarctic connections. For some decades Baden acted as Curator of the Antarctic collections at Canterbury Museum and he was also the founder of Lyttelton Museum. During his years at Canterbury Museum, Baden, along with a number of other curators and staff, contributed regularly to a series of short articles, titled “Museum Pieces”, which regularly appeared in *The Press* newspaper. The articles all featured objects, manuscripts or new acquisitions in Canterbury Museum’s collections.

Some years ago the Antarctic Society worked with Baden, Canterbury Museum and *The Press* to update and republish 25 of these articles in a book: *Antarctic Reflections; an anthology of Antarctic articles written originally for the Christchurch Press*. This book can now be found in libraries and homes across New Zealand and internationally and is considered by many to be a classic New Zealand Antarctic publication.

When *Antarctic Reflections* was published not all articles were included: some were not available while others did not relate directly to Antarctica. The New Zealand Antarctic Society decided that the remainder of the “Museum Pieces” written by Baden should also be available. Fifteen articles have been updated and edited and presented to you in this special edition of *Antarctic*. The articles which do not relate directly to Antarctica have been included in this issue as they give an insight into New Zealand’s maritime history in which exploration and travel into the southern regions plays a significant part.

Each article was originally accompanied by a relevant illustration. Some of the articles in this special edition have retained the original images, while others have new or additional images accompanying them. The intention initially was to use the image published with the article where possible; however not all original images could be accessed or sourced due to limitations in collection



Baden Norris. Image reproduced with permission from Baden.

access of both Canterbury and Lyttelton Museums’ collections due to earthquake damage. Where the original images could not be sourced alternative images have been included to enhance the articles. In some cases the images also serve to provide an update to the articles, most of which were originally written in the 1960s and 1970s.

I hope you enjoy reading this Special Edition of *Antarctic*.

Natalie Cadenhead: Editor

International Edition of *Antarctic*

The Editor is currently working on a special edition of *Antarctic*, which will have an international theme. A number of articles have been received but more are required. Articles from overseas Antarctic Society members are welcomed as are articles from scientist, artists, and Antarctic personnel who are working on projects with international connections. Contact the Editor with any suggestions on editor@antarctic.org.nz.

International Film Festival

The 2013 New Zealand International Film Festival opens in Auckland on 18 July and then moves around

New Zealand with 80 films from all over the world screened over the duration. One of the New Zealand International Film Festival director Bill Gosden’s favourite entries this year includes a New Zealand documentary; *Antarctica: A Year on Ice* by Christchurch documentary-maker Anthony Powell. This is your chance to see this stunning film. See www.nziff.co.nz for venues and dates.

New Zealand Antarctic Society Volunteer Programme

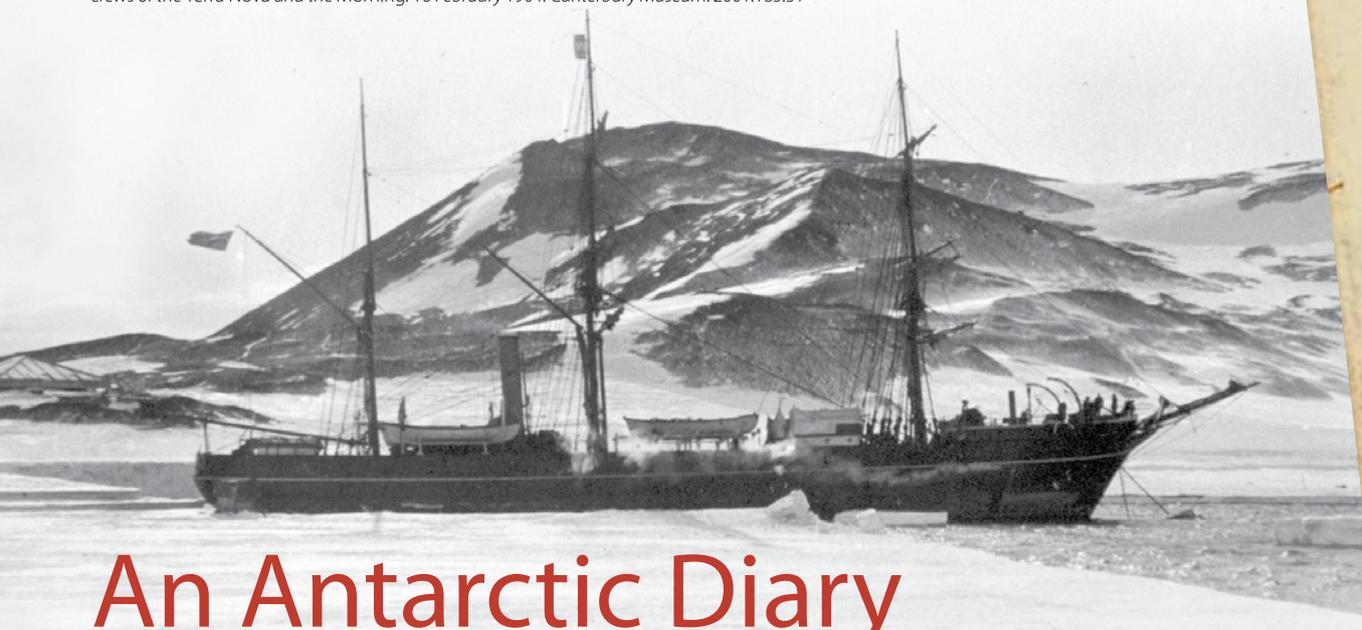
Antarctica New Zealand has advised that unfortunately they will not be in a position to support the Antarctic Society volunteers in the 2013/2014 season due to constraints within both their programme and with the air lift schedule. Antarctica New Zealand will review the situation for the 2014/2015 season.

Errata

We always try to be accurate in the *Antarctic* publication; however sometimes errors slip in. We welcome corrections and apologize to readers for the errors. From page two of Vol. 31, No. 1, 2013 there are the following corrections:

- The full name for COMNAP is the Council of Managers of National Antarctic Programs.
- The correct spelling for the new Republic of Korea, Antarctic Base is Jang Bogo. Jang Bogo is named after a powerful maritime figure in Korea in the late Unified Silla era (circa AD846).
- Antarctic Link Canterbury was formed in 2000 by Sue Stubenvoll with founder members Christchurch and Canterbury Marketing for Christchurch City Council, Antarctica New Zealand, Gateway Antarctica, International Antarctic Centre, Canterbury Museum, Banks Peninsula District Council and Antarctic Heritage Trust. Its objectives were to develop awareness and economic opportunities through collaboration. ¶

Discovery free at Hut Point. Ship facing South into the wind after being freed with help by the crews of the Terra Nova and the Morning. 16 February 1904. Canterbury Museum: 2001.185.31



An Antarctic Diary from the Past

Antarctic seamen are known for their courage and daring but seldom for their articulate writing, so it came with some surprise that the diary of James (Scottie) Paton proved to be a source of both poetic phrases and valuable historical information. Scottie Paton's diary was found in Lyttelton after his death in 1917 and presented to Canterbury Museum.

Glasgow-born and a Lyttelton resident, Paton served as a seaman on the relief ship *Morning* during her two voyages to the Antarctic in 1902-1904. During the first voyage, which was to locate and supply the entrapped *Discovery* of the National Antarctic Expedition led by Commander R. F. Scott, Paton brought himself some little trouble. Against orders he sprinted across the sea ice to the shores of Beaufort Island, to be severely reprimanded by Captain Colbeck for leaving the ship.

First ashore

With good humour he accepted the admonition for he was happy in the knowledge that he was the first human to tread the island's shores. Paton Peak on Beaufort Island is named in his honour. The diary covers the voyage from Hobart on the *Morning's* second Antarctic sortie. It was in convoy with the *Terra Nova* – truly an ill-matched pair.

The purpose of the voyage was to try to free the *Discovery* or to bring back Commander Scott and his expedition with their instruments, leaving the ship to its fate. The first entry of 5 December 1903 described the departure from Hobart and observes that the send-off was not as warm as that from Lyttelton.

The voyage south was marked by heavy swells and contrary winds and the average 100 miles per day did little to please the *Terra Nova*, which was constantly having to slow down to allow the *Morning* to catch up. To conserve coal on the smaller ship the engine was not used much; the diary notes the sailing orders given to each watch.

Typical of these entries is that of 8 December: “Wind hauled to N.W., brailed in the spanker, clewed the gaff topsail up, hauled the small stay-sail down, hauled the main sail up and squared the yards. Engine going slow to save coal.”

New Year's Eve

Both ships kept close company. Once the first iceberg was sighted on Christmas Eve the sea moderated and the officers of the *Terra Nova* paid a visit to the *Morning* for a celebration. After the pack ice was entered several seals were taken and it was Paton's job to prepare the skins destined for Canterbury Museum's collections.

New Year's Eve was celebrated by the blowing of whistles from both ships and as Paton put it “...blowing of foghorns, dangling of c[i]mbols and numerous other devilish noises from both ships that lasted upwards of five minutes. We with our FuFu band in marching order went aft, saluted our officers, then, after shaking hands with them, wishing them a happy New Year.”

The long hard fight through the ice, the final arrival at Hut Point after the use of explosives to try to break the thick frozen sea, the meeting with Commander Scott and Dr. Wilson at Cape Royds and the skinning of an elephant seal for Dr. Wilson are outlined in further entries in the diary. ¶



Original version first published in *The Press* 1 November 1975



[MS159]



1910

Christmas

give
the
Meere
or Cap
to dange
we
there we
party
to tell
already hav
And
will draw
trusting to
a very early

Knowing only too well how
little time we shall have on hand
I had better begin my letters
now, I left Port Chalmers at 2.30
November 29th and all went well
December 2nd when we ran into a
Southwesterly gale, our deck
was heavily laden with cargo.
Beside having 3 large
sledges and all the cases of Petrel
for their use, upwards of 250 bags of coal had
been put on board at Port Chalmers, besides
bales of hay, timber and numerous other
things. making it quite a difficult matter
to get from one part of the deck to the other
a heavy sea was running



[MS159]

out yet we may be
our destination
I suppose you will now be
on holidays at Dunedin
it will be good to you
I am sorry I did not
write as possible as I was
I have not forgot
we may on
the help which
and our is very pleasant
Godbye & a happy
Sunday January

Yours sincerely
Jim

Better late than never
I begin by wishing you
and Prosperous New Year.

Scottie Paton continued to write during all his Antarctic expeditions. This letter with envelope was written to Mr and Mrs Smith, January 1911. Canterbury Museum: 2004.77.

As well as the diary other correspondence to and from Paton is held in the Museum's collection including this letter from Susan Adams to James Paton during the Terra Nova expedition, December 1910. Canterbury Museum: MS159

Morning Returns to Lyttelton

This installment from the unpublished journal of James (Scottie) Paton, A.B., traces the return voyage of the barque *Morning* from her second Antarctic voyage with *Terra Nova* in December 1903, to rescue Commander R. F. Scott's *Discovery*, ice-bound in McMurdo Sound.

The tiny 444-ton *Morning* was left by the *Discovery* and the *Terra Nova* to make her way independently to a rendezvous at Port Ross, Auckland Islands. No sooner had the *Morning* cleared the ice than she encountered very heavy weather which, on 28 February nearly put paid to the ship and her company. In hurricane-force winds, under shortened sail, the *Morning* was hit by a giant sea which swept the entire length of the ship taking much equipment with it including the quarter boat. The days that followed consisted of gales and huge seas with very slow progress; the 24-hour run on 29 February achieved only 82 miles.

On 8 March a boiler on the ship was found to be on the point of exploding. The engine was stopped and, from that point until arrival at Port Ross, the ship relied entirely on sail. The stopping of engines meant that the donkey pump could not be used, so hand pumping was the order of the day.

Daughter's birthday

On 13 March Paton notes: "As today is the first anniversary of my younger daughter's birth and she being in many ways connected with the expedition – her father being an A.B., her godfather the Second Officer (Gerald Doorly) and her uncle a fireman (Jack Partridge) and she herself named after the farthest island south – she is certainly worthy of mention on this day at least.

I sincerely hope and trust that she may be spared to read in history what has been done in the last two years, and that she as well as the world in general may benefit."

At the time of writing this article, the daughter mentioned, Myrtle Beaufort Paton, was still a hale and hearty resident of Christchurch. When the author showed her the diary she was overcome with emotion, as her father had been dead since 1917 and it was like a voice from the grave.

On 20 March the *Morning* came into Port Ross to find the other two ships waiting. Repairs were carried out on the engine, stones from ashore were loaded for ballast, and the ship cleaned so as to present a fine picture on arrival in Lyttelton. After weeks of battling in heavy seas one of the final entries records the relief and peace of mind of these tired men.

Steady seas

"March 21: What a relief to wake in the early morning after having a good night's sleep instead of hearing the wind whistling through the rigging and the water washing across the deck. The old ship rolls at the mercy of the angry waves as with difficulty you steady yourself to dress before going on deck to relieve the watch.

"This morning we were called at 5.30 a.m. and turned to at 6 a.m. The sight that greets us can only be described as heavenly. The sun is shining bright, the sky is clear blue, and

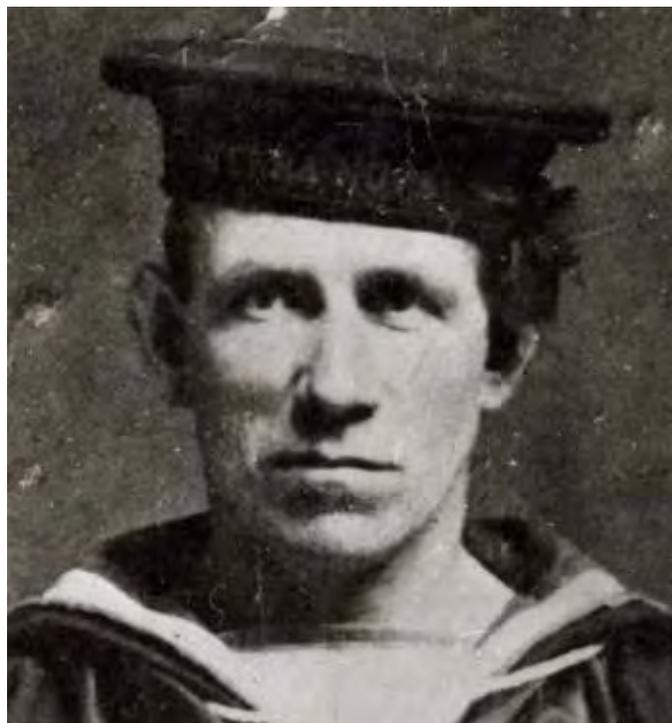
the pure air you breathe is delicious as it is wafted from the land by the gentle breeze."

The final entry on 23 March records the releasing of two goats which had been carried from Hobart to the Antarctic and on to the Auckland Islands.

The subsequent arrival of the three ships at Lyttelton is now part of history but the Antarctic was to see very much more of James Paton. A member of the crew of Ernest Shackleton's *Nimrod* in 1907-09, Captain Scott's *Terra Nova* (1910-12), and finally as bosun of the Ross Sea shore party's *Aurora* (1914-16), Paton was without doubt the most experienced Antarctic seaman.

His death was in 1917, the same year that the *Aurora* was lost on a voyage to Chile.

There is a large oil-painting held in Canterbury Museum's collections of the relief of Scott's *Discovery* by the *Morning* and the *Terra Nova* which demonstrates the intense interest taken by the man in the street in this Antarctic drama. The amateur artist of the painting, A.C.J. Cuddy of Sumner, was employed as a coach-painter at the Addington Workshops. Although unable to visit Antarctica he interviewed crew members of the ships concerned to complete this very accurate depiction of events by 1910. 📖



James (Scottie) Paton. Canterbury Museum: 1979.231.1 (detail)



Original version first published in *The Press*, 8 November 1915

An Earlier *Rangatira*

It was common practice among large shipping companies before the beginning of World War II to commission the making of a scale model of any new and important vessel they were having built. This was particularly common in the case of passenger ships, where the model would serve for advertising.



Model of the Union Steam Ship Company 'ferry' Rangatira. Image courtesy Canterbury Museum.

It is ironic that such models invariably outlast the ships themselves. In many cases these are all there is left to remind us of the splendour and grace of the ships themselves. The 1931 model of the turbine electric vessel *Rangatira* exhibited in Canterbury Museum is a case in point.

The classic lines of this exceptional vessel are conveyed by the model in a manner that no photograph can duplicate. No school boy or man with salt water in his blood has ever gazed at this work without admiration. If the model looks a little odd to those who knew the ship well it is because all her cargo-working derricks are clamped aloft, something which never happened during her long service on the New Zealand coast.

Built for the Lyttelton to Wellington steamer express service, the *Rangatira* was launched from the years of Vickers Armstrong at Burrow-in-Furness in 1931. Of 6152 gross tons and 406 ft in length, her owners, the Union Steamship Company presented her as the latest in ship comfort and safety.

The lounges and smoke rooms were lined in bird's eye maple: the life boats were electrically operated; but it was in the engine rooms that the real advance was made. The *Rangatira* was the first vessel in the Southern Hemisphere to be electrically propelled – indeed one of the first in the world. So successful was this system it was subsequently used in every vessel built for the interisland service.

Her propulsion consisted of six oil-fired boilers which provided steam for two turbines which in turn drove the generators to produce power for the electric motors which drove the twin screws. Complicated it may sound but it proved a very efficient and successful advance in marine propulsion.

The generators of the *Rangatira* were capable of producing 1100 kws which was about one-third of the output from Lake Coleridge, and the ship could travel in excess of 25 knots. The *Rangatira* went on the run on the evening of 3 November 1931.

She had her share of trouble. At Lyttelton on 6 September 1933 she collided while going astern with the floating crane Rapaki, causing damage to her plates. In a gale on 2 February 1936 she was badly holed when she grounded at Sinclair Head, Wellington. Her passengers were treated to a display of superb seamanship as she then steamed the entire length of Wellington Harbour while going astern. The ship's bow rudder aided this manoeuvre. On 29 December 1940 she ran aground at Pigeon Bay in heavy fog. The *Rangatira* was one of the first New Zealand ships to be armed; she had a four inch gun which was mounted on her stern in September 1939.

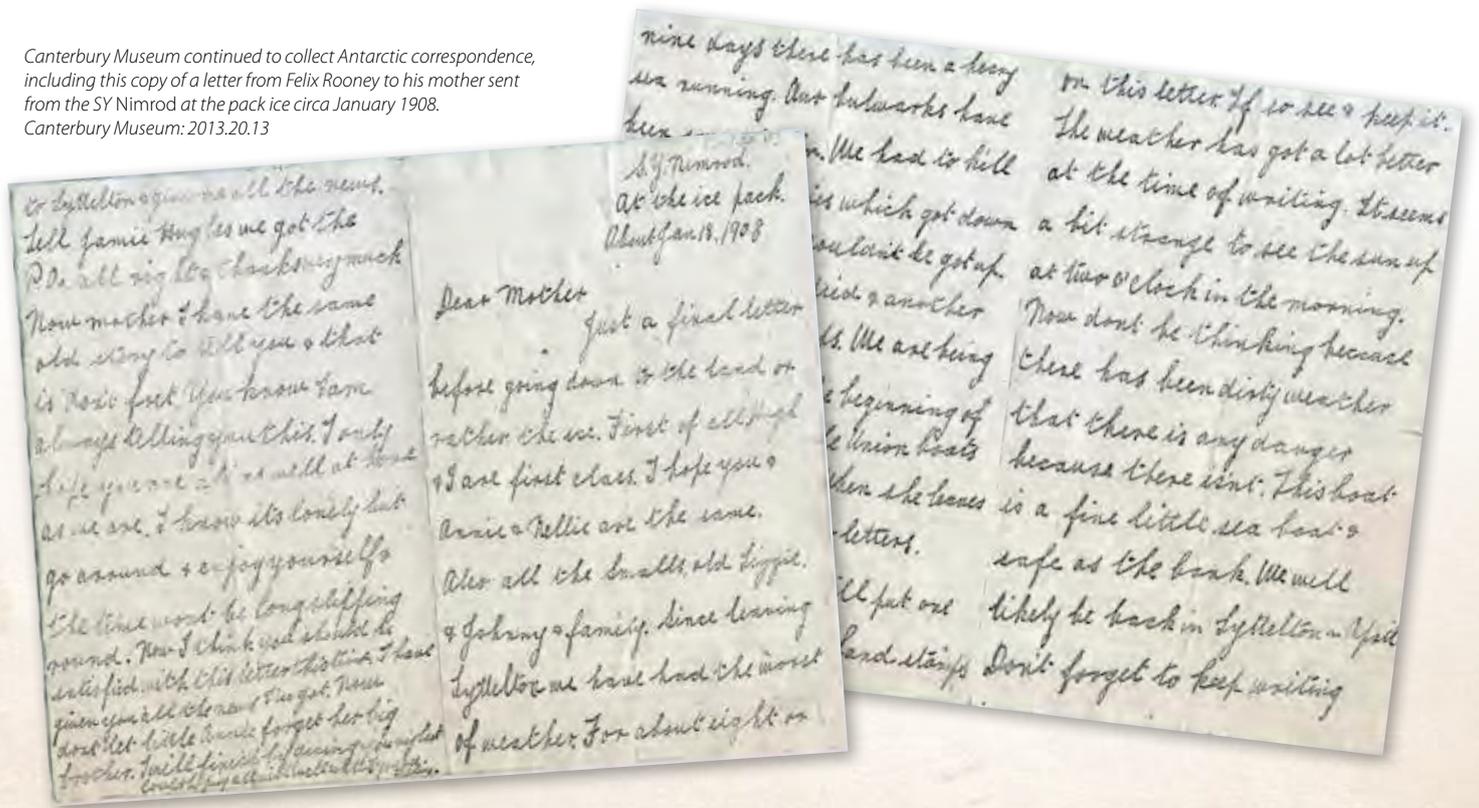
On 1 March 1943, a torpedo track close to the ship was reported by the ship's gun crew as she steamed 12 miles east of Kaikoura. It is believed that she exceeded thirty knots that night. Withdrawn in 1953 from the service and replaced by *T.E.V. Māori*, the *Rangatira* served as a replacement vessel for both Picton and Lyttelton service during which she suffered yet another stranding when, on Christmas Day 1959, she ran aground in Tory Channel.

She was laid up in 1965 and sold for breaking up in Hong Kong in 1967. ⚓



Original version first published in The Press 22 May 1976

Canterbury Museum continued to collect Antarctic correspondence, including this copy of a letter from Felix Rooney to his mother sent from the SY *Nimrod* at the pack ice circa January 1908. Canterbury Museum: 2013.20.13



Antarctic Letters Discovered

A valuable letter, written by Ernest Shackleton in 1908 to a resident of Christchurch, was presented to the Canterbury Museum in 1972.

The letter had been written to the donor's grandfather, Alex Boyle, of Riccarton, by Shackleton while at sea in the *Nimrod*, and is dated 2 January 1908. Written on official expedition paper, it is headed *British Antarctic Expedition, 1907 SY Nimrod Ross Sea Latitude 748 40 S; Longitude 179.30 W*. The letter thanks Mr. Boyle in very warm terms for arranging the gift of 20 live sheep to the expedition from Canterbury farmers.

These animals were carried from Lyttelton on the deck of the Union Steam Ship Company's *Koonya* which undertook the towing of the tiny *Nimrod* 1510 miles to the ice. The *Koonya* became the first steel vessel to reach the Antarctic Circle and the only ship to carry the flag of the Union Steam Ship Company to the Antarctic.

Just before the towline was cut the sheep were slaughtered and tied to a line from the *Nimrod*. Unfortunately 10 were lost when a line parted but Shackleton states in the letter; "However the 10 that we did get will be a very welcome addition to our larder during the winter and I think it was more than good of you to take all the trouble you have done in the matter."

Quest for letters

Shackleton goes on to say he has written to all the persons named by Mr. Boyle who had supplied the sheep. Few other examples of these letters have surfaced over the years but may still be in private ownership. A description of the foul weather which plagued the 200-ton *Nimrod* followed, and a promise to spend more time with Mr. and Mrs. Boyle on his return,

closed this letter. The letter was brought back to Lyttelton by the *Nimrod* after the shore party had been landed at Cape Royds, McMurdo Sound.

A second letter of interest is addressed to Mrs. Cole, of Cashmere, who was prominent in women's groups at the turn of the century and who had entertained members of the National Antarctic Expedition at her home in 1901 while their ship, the *Discovery*, was being prepared for the Antarctic voyage in Lyttelton.

The letter is a thumb-nail sketch of all the important events which took place during this expedition's first year with *Discovery* imprisoned in the ice at Hut Point, McMurdo Sound. Headed *S.S. Discovery, Winter Quarters, South Victoria Land 24/2/ 1903* the letter conveys the thanks of Thomas Whitfield, leading stoker, RN to Mrs. Cole for a letter received by the relief ship *Morning*.

"No bears"

Perhaps the most fascinating portion of the letter is Stoker Whitfield's statement that *no bears have as yet been seen*. A very live issue in scientific circles at the turn of the century was the possibility of finding polar bears in Antarctica.

With the Antarctic Continent he is disenchanted, calling it "*dreary, deserted and God forgotten*"; not perhaps an unpredictable impression from one who had spent one year in the world's most inhospitable land and was facing yet another.

Such personal observations are very valuable and letters from the lower deck provide a very enlightening insight into the moods of the time. ¶

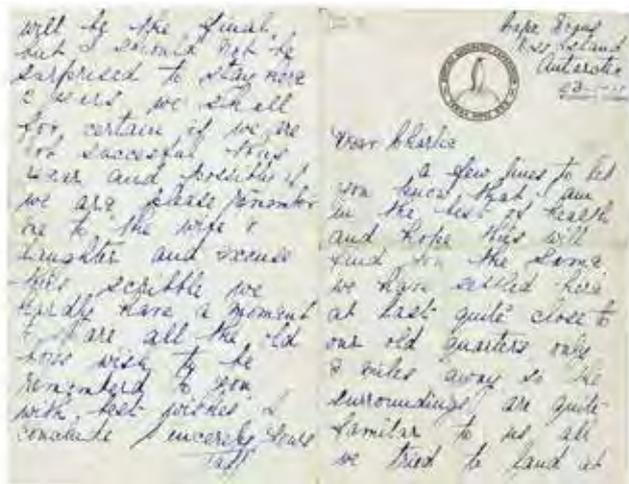
Antarctic Letters

Since the publication of an article on letters from Thomas Whitfield, of the *Discovery* expedition (1901-04) and Sir Ernest Shackleton of the *Nimrod* expedition (1907-09), seven *Discovery* letters and one from the *Nimrod* have been presented to Canterbury Museum's Antarctic Manuscripts Collection.

The *Discovery* letters were written to Mrs A. E. G. Rhodes. The first letter from Commander R. F. Scott to Mrs. Rhodes, Mayoress of Christchurch, thanks her on behalf of the *Discovery's* company for hospitality enjoyed by them at their home, Te Koraha, now part of Rangi-Ruru School. Written on the day of sailing from Lyttelton on 21 December 1901, it mentions the enclosing of a small silver gift for Mrs. Rhodes. A later letter confirms this was a *Discovery* medal.

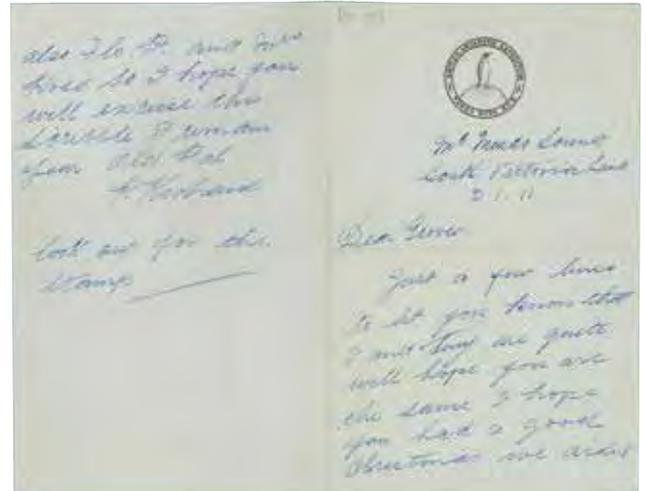
The second letter, dated 30 January 1903 (which I feel is in error for 1904) is also from Scott to Mrs. Rhodes from winter quarters, Victoria Land, and thanks her for a letter received by the ship *Morning*. Scott writes of the gloomy prospect of abandoning the *Discovery* and adds that the transfer of equipment to the relief ships had already begun. The *Morning* sailed only on a routine supply expedition in 1903 and at that stage there was no suggestion of abandoning the *Discovery*. A later, undated, postscript, confirms my view, for Scott now is greatly elated as the ship had been released from the ice. The ship was in fact released from the ice at Hut Point on 16 February 1904.

The third letter, also from Scott to Mrs. Rhodes, and dated 16 February 1903, at Winter Quarters, thanks Mrs. Rhodes for the letters and cakes which had arrived aboard the *Morning* from Lyttelton.



Canterbury Museum also holds manuscripts and correspondence relating to later Heroic Era expeditions, such as this letter from Edgar Evans to Charles Morris written during the Terra Nova expedition, 23 January 1911. Canterbury Museum: MS178

Letter four is also to Mrs. Rhodes but this time from the oldest man aboard the *Discovery*, the 40-year-old surgeon-botanist, Reginald Koettlitz. Dated 25 February 1903, it thanks the children of Mrs. Rhodes for cakes, mentions the return of one of his messmates, Ernest Shackleton, and the loss of one of the ship's party, A. B. Vince (who had slipped over a



A lot of correspondence was written to friends and expedition supporters in New Zealand, such as this letter from Patrick Keohane to Groves Meikle, dated 3 January 1911. Canterbury Museum: MS190

cliff during a blizzard the year before.)

The fifth letter (16 February 1903) is from Scott to Miss Rose Mairehau Rhodes (later Mrs. R. M. Hutton) then eight years old, a daughter of Mrs. Rhodes and after whom the suburb Mairehau derives its name. Scott addresses her as Marie and his is a very gentle and warm letter to an eight-year-old child explaining with great understanding what the expedition is doing. What a thrill for a young girl to have received such a letter, as indeed it must have been for her brother Tahu, who at seven treasured a letter from the first lieutenant of the *Discovery*, Charles Royds, in reply to the lad's letter which protested it seems, his loyalty to the *Discovery* after having seen the *Morning* at Lyttelton.

The seventh of the *Discovery* letters is from Captain William Colbeck of the relief ship *Morning*, dated at Hobart, 15 November 1903. Colbeck and his crew had also enjoyed a warm welcome at Te Koraha and he regretted he had not had an opportunity to say goodbye personally before his ship sailed from Lyttelton to join the *Terra Nova* at Hobart before sailing to McMurdo Sound to bring Captain Scott and his *Discovery* company home, with or without their ship.

The *Nimrod* letter is a brief but interesting one to Captain Paterson of the Shaw Savill and Albion Company at Lyttelton, and is from the chief engineer of the *Nimrod*, Harry J. L. Dunlop. Dated 12 January 1907, at 60 degrees South latitude, it was probably returned with the mail taken back to New Zealand by the towing vessel, the Union Steam Ship Company's *Koonya*.

Every one of the eight letters is a mine of information, and a treasured addition to the museum's Antarctic manuscripts. ❧

Antarctic Transport over 100 Years

Like every area of our globe, the Antarctic region has seen rapid changes in the mode of surface travel. In the 100 plus years of Antarctic exploration transport has progressed from primitive man-hauling to the highly sophisticated machines of today.

The story began in 1899 when Carsten Borchgrevink landed, from his ship *Southern Cross*, 90 Samoyed and Greenland dogs to undertake the first exploration of the area around Cape Adare.

After the completion of this historic expedition the dogs were landed on Native Island in Patterson's Inlet, Stewart Island, where most were shot but some white Samoyed were kept for breeding. Captain R. F. Scott then came on the scene in 1901 when he took to Hut Point, in the *Discovery*, 23 dogs which proved a little difficult to handle and after much bad luck were responsible for Scott's reluctance to rely completely on animals on his next expedition.

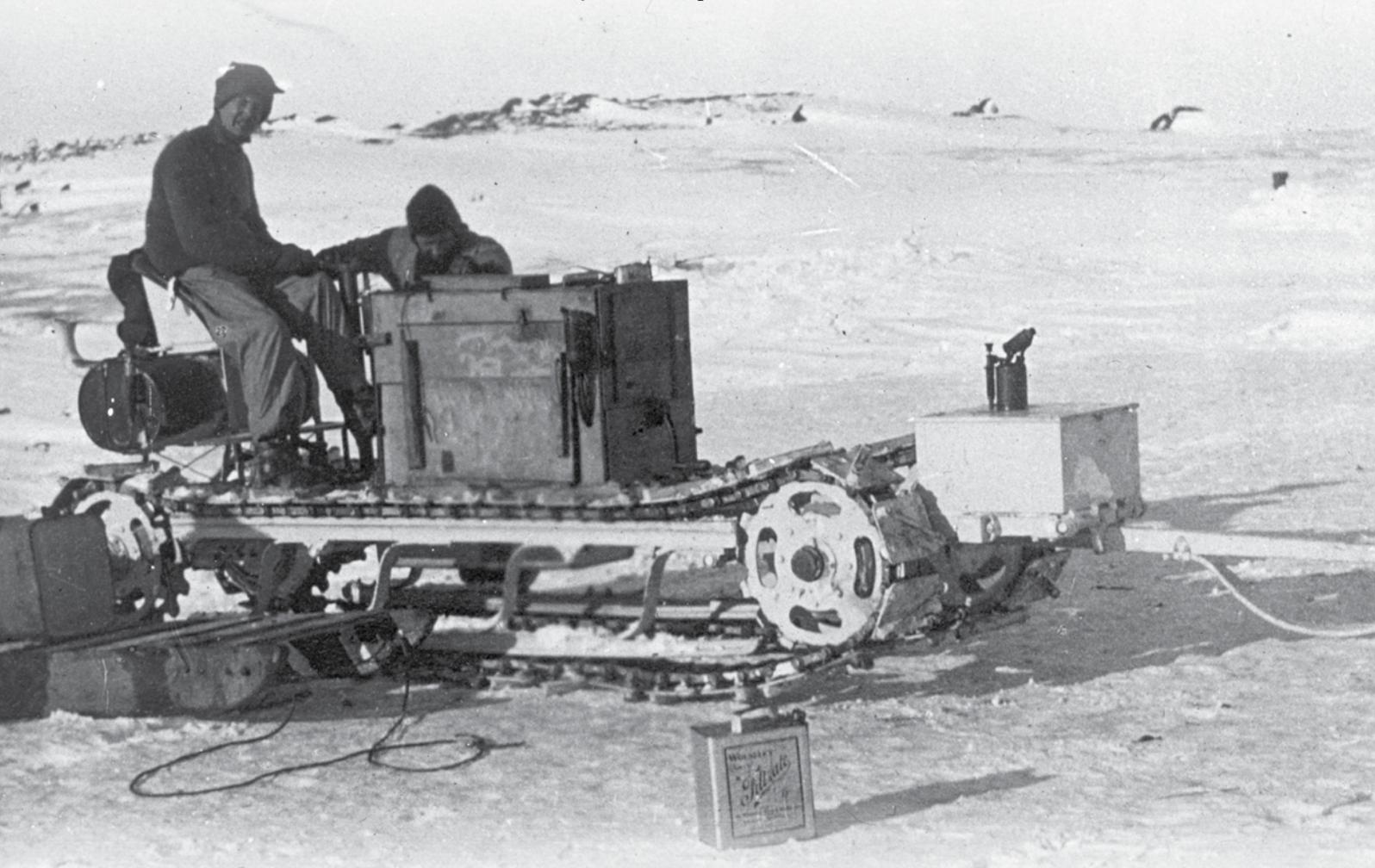
Ernest Shackleton, in 1907, showed the first real initiative when he took with him in the little *Nimrod*, one Arrol Johnson

motor-car as well as 10 Manchurian ponies and nine dogs; some in pup, and all descendants of Borchgrevink's Stewart Island animals.

The ponies and the dogs assisted Shackleton and his party in their bid for the South Pole. Just 97 miles short of their goal they turned back, but the car was less of a success.

Steering Trouble

The Arrol Johnson car was of 12-15 h.p., fitted with a specially designed air cooling system and had four cylinders with a magneto ignition. The carburetor was pre-heated by leading the exhaust around the jacket and in the process provided a foot warmer.



Bernard Day on tractor during the Terra Nova expedition, October 1911. Image Canterbury Museum: 1975.252.31



Sno-cats on sea ice in front of Scott Base during the Trans-Antarctic Expedition. Image courtesy Antarctica New Zealand Pictorial Collection: TAE1148



Edmund Hillary in Ferguson Tractor during the Trans-Antarctic Expedition. Image courtesy Antarctica New Zealand Pictorial Collection: TAE789

The front wheels were placed on skis however it was in the steering that the car failed to function very well, and overall the car was not of any great use to the expedition.

Sir Ernest Shackleton showed great vision in introducing the mechanical age and, although his own first efforts to take the hard work out of polar travel were not very impressive, he can truly be called the father of modern Antarctic exploration.

Captain Scott returned in 1911 aboard the *Terra Nova* and he brought with him 33 dogs, 15 ponies and three motor tractors to be augmented the following year by seven Indian mules and 14 dogs. The Wolseley 14 h tractors were simply a motor mounted between two, directly driven, tracks and could only be steered by pulling them around by means of ropes.

They are claimed as the forerunners of the modern army tank but for Scott they did not quite measure up. He lost one through the ice on landing at Cape Evans. The other two had mechanical trouble on the great southern journey and were abandoned on the Ross Ice Shelf.

Shackleton's 1914 Trans Antarctic Expedition's Ross Sea Party brought to Cape Evans a primitive tractor which was of little value from a transport point of view but which is a unique vehicle. This is on display at Canterbury Museum.

Mechanical Trouble

All these expeditions had to resort to man-hauling to achieve their objectives but with the arrival of Rear Admiral

Byrd on the first of his four expeditions in 1928 the first of the reliable tracked snow-machines were introduced to Antarctica.

Steady progress in mechanical travel of the years has brought to the Ice such vehicles as Weasels, Sno-cats, Nodwell's and many others which have earned the respect of polar explorers. It was however in three Ferguson farm tractors that Sir Edmund Hillary reached the South Pole in 1958, being the first party to arrive there overland since Captain Scott.

The use of dogs is now banned in Antarctica, their place taken by motor toboggans, then skidoos, and Haggglunds which prove extremely efficient. Various examples of early mechanized transportation are held in Canterbury Museum's collections including a Polaris toboggan used by the US Antarctic Programme and a Haggglunds (H26) used by the New Zealand Antarctic Programme.

It is interesting to consider what Scott, Shackleton and Byrd would have achieved had they had modern vehicles to use in hauling supplies. They were the true trail blazers who introduced the age of mechanization while never truly mastering it. 🦶



Original version first published in The Press 2 May 1970

The Wreck of the *May Queen*

The signal that a ship was ashore at the heads was generally greeted with disbelief by Lyttelton's population on 1888. The harbour had a first rate record if one excepted the stranding's of small ketches and cutters around its bays.

On 26 January 1888 the *May Queen*, an iron barque of 781 gross tons, drove ashore at high tide at Red Rock, a steep cliff between Little Port Cooper and Camp Bay.

Owned by Captain J Leslie, she had left the East India Docks on 26 October 1887 with 733 tons of general cargo and 15 tons of blasting powder for discharge at Lyttelton. Her cargo consisted of £10,000 worth of drapery, £500 worth of glass and wines and beer, dried fruits, furniture etc. Ninety-two days after leaving England she approached Lyttelton Heads seeking a pilot and towage.

The paddle tug *Lyttelton*, was at the time employed in the place of the steamer *Akaroa*, running mail to the Peninsula bays, met the *May Queen* while on her way to Pigeon Bay, from Lyttelton. After some discussion a pilot was put aboard but as the ship had to lie at the explosive anchorage in Camp Bay to discharge the blasting powder the captain was persuaded to forgo the tug, which proceeded on its mail run.

Missed Stays

Pilot Lewin brought the barque slowly up the harbour. When she was very close to the shore a strong south-west wind which had been blowing dropped, the vessel missed stays and ran hard ashore on the rocks. The tug, on her return, tried to tow her off but as the tide dropped she remained fast.

The ship was abandoned the following day and the agent's stevedore contractors Mr. J J Kinsey attempted with 30 watersiders to recover as much cargo as possible. About 350 tons was discharged into lighters and the Union Steam Ship Company's hulk, *Lota* before the vessel broke her back and forced the pumps up through the deck.

H Matson and Company then auctioned the ship in two lots, before 300 people in Christchurch. Lot 1, being the ship and her fittings was purchased by Messrs Wood and Sinclair for £275 and Lot 2, being the remaining cargo originally valued at £22,000 was sold for £1000 to J Mills.

After many of the fittings and a little more cargo had been salvaged the vessel slipped into deeper water and disappeared.

The Magisterial inquiry, held on 1 February 1888 found an error of judgment on the part of pilot Lewin, but returned his tickets after adding sternly: "We consider that as long as the Harbour Board assumes control of tug vessels in the harbor they should be so employed and not diverted from the purpose from which they were intended by engagement as mail carriers."

Note that the normal steamer the *Akaroa* was under overhaul and the pilot steamer were used in her place on the bays mail run at this time. Lyttelton still has a very good safety record, but what has all this to do with Canterbury Museum?

There is in the collection stores of the Museum a small ship's bell inscribed *May Queen* 1869, and two wooden pails presented by Sir Joseph Kinsey. The bell is a fitting relic of Lyttelton's only major shipping disaster. ⚓



Original version first published in
The Press 15 November 1969



The sailing ship *May Queen*, at Port Chalmers circa 1869-1877, photographed by David Alexander De Maus. Image courtesy Alexander Turnbull Library: Ref: 1/2-015153-F

Model of the Ship *Discovery* Given to Canterbury Museum

In 1976 the family of Captain William Colbeck presented Canterbury Museum a superb original model of Scott's ship *Discovery*.

Captain Colbeck served as a member of the shore party of Borchgrevink's *Southern Cross* expedition to Cape Adare in 1899, and later commanded the relief ship *Morning* of Commander Robert Falcon Scott's National Antarctic Expedition 1901-1904. The *Discovery* was built by the Dundee Ship-building Company and launched on 21 March 1901. It was a barque-rigged steamer with a 450 indicated horse power triple expansion engine.

Of 485 registered tons and 172 ft long her construction was extremely strong with stout beams and ribs of English oak. Her three skins of planking of Riga pine, Honduras mahogany, pitch pine and English elm gave her hull a thickness of 26 inches. Steel plates protected the vessel's strengthened bow while the rudder and propeller were designed so that they could be retracted into the hull should damage by ice threaten.

A magnetic observatory was built on the main deck with the consequence that no magnetic materials could be used within 30 ft of the housing – hence the use of hemp rigging, brass furniture and fittings, zinc water tanks and lead buttons on the cushions. Those whose quarters fell within the non-magnetic ban had to forsake the comfort of sprung mattresses for wooden battens. Sponsored by the Royal Geographical Society and the Royal Society with admiralty assistance and led by Commander Scott, the expedition, which consisted of 11 officers and 26 others' was charged with the task of examining the nature and extent of the Antarctic continent.

The ship reached Lyttelton on 19 November 1901. Canterbury authorities and residents took the expedition to their hearts. The ship was excused all harbour dues by the Lyttelton Harbour Board and the New Zealand Railways allowed all travel free. Although the ship was no clipper and was not pleasing to the nautical eye, being under-masted and painted in dull buff and black, she was built for a specific purpose – and this she did very well. After docking twice in the Lyttelton graving dock in an effort to locate a troublesome leak in the bow, Westport coal was loaded into the bunkers from the Poherua.

The hold and the deck were soon crammed with stores, sections of the hut which had arrived from Australia, 23 dogs, 45 sheep, an American organ given by the people of



In addition to the Colbeck model, Canterbury Museum holds other examples relating to Antarctic exploration. This image is of a kitset model of the *Discovery* assembled by B. F. R. Scott. Canterbury Museum: 1977.273.1

Canterbury, several hundred books collected by a Lyttelton resident, Mr Peter Ealam, and a host of other gifts from well wishers.

On December 14 a special service was held at St Saviour's Church, West Lyttelton. This church was shifted from Lyttelton to the grounds of Cathedral Grammar School, Christchurch. Due to the loss of churches from Lyttelton in the Canterbury earthquakes of 2010 - 2011 and the changing requirements of the school, the chapel is destined to be uplifted and returned to a new site in Lyttelton. The heavily laden *Discovery* left No. 3 wharf on 21 December, bound for the Antarctic via Port Chalmers. Hardly had the heads been cleared when a young seaman Charles Bonner, fell from the masthead to his death. He was buried with full naval honours at Port Chalmers after the *Discovery* arrived on 23 December.

In many ways the departure of the *Discovery* for the Antarctic can be likened to man's initial journey into space, for little more was known of the continent in 1901 than is known today of the moon. On Christmas Eve the ship steamed out of Dunedin Heads and turned her bow to the south; she was destined not to return to civilisation for 28 months. 🚩



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Vivian Fuchs and the Crossing of Antarctica

In the southern autumn of 1908 Ernest Shackleton stood nearer the South Pole than any man before returning, regretfully, because supplies had run out, and the season was already late for a safe return to his coastal base.

In the southern autumn of 1908 Ernest Shackleton stood nearer the South Pole than any man before returning, regretfully, because supplies had run out, and the season was already late for a safe return to his coastal base.

On the long return journey he began to dream of an Imperial British expedition to cross Antarctica from coast to coast. A month earlier at Farnham, Surrey, the leader destined to realise this dream was born. He was Vivian Ernest Fuchs.

African exploration

For his secondary education Vivian Fuchs attended Brighton College and later studied geology at St John's College, Cambridge, where he gained his doctorate.

He had his first encounter with the Polar Regions in East Greenland during a Cambridge University expedition the year

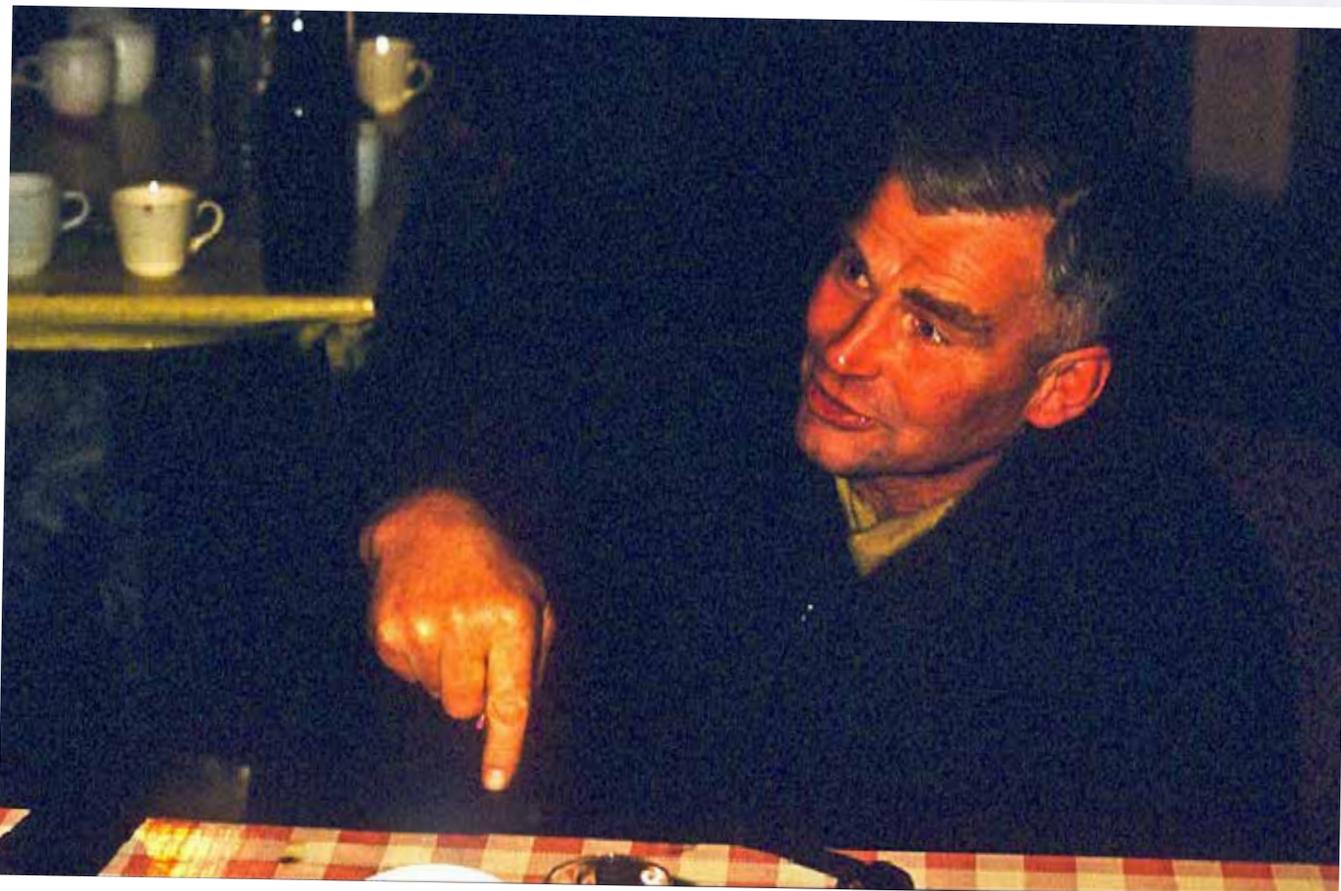
he left his school but, up to the beginning of the Second World War, he spent most of his time in East and Central Africa on scientific expeditions.

The years 1930 to 1931 saw him at the East African lakes doing survey and geological work. The next year he was with the East African Archaeological Expedition, and the year after he led an expedition to Lake Rudolf in the Rift Valley on the borders of Abyssinia and Kenya. After receiving the Cuthert Peek Grant from the Royal Geographical Society, Fuchs returned to Africa in 1937 as leader of the expedition to Tanganyika's Lake Rukwa where, in 1939, a study of the climatic history was undertaken.

With the outbreak of war, Fuchs was commissioned in the Cambridgeshire Regiment as a Second Lieutenant. He served in West Africa and Europe, rose to the rank of Major, and was demobilised in 1946.



Fuchs, Hillary and the crossing team at the South Pole during the Trans-Antarctic Expedition. Image courtesy Antarctica New Zealand Pictorial Collection: TAE 1243



Sir Vivian (Bunny) Fuchs at Scott Base, 1961 photographed by Peter Otway. Image courtesy Hedgehog House: 223302

Falkland Islands

After the war his attention seems to have been captured by the more temperate areas of the globe. In 1947 he was appointed leader of the Falkland Islands Dependencies Survey, making his headquarters at Stonington Island, 100 miles inside the Antarctic Circle. When he was ready to be relieved in 1949, the ship, John Biscoe, could not break through the ice, and the party was left to spend a further winter at his base. During this enforced stay “Bunny,” as he was generally known, became interested in the idea of a trans – Antarctic crossing. With his background of leadership and experience he was ideally suited to such a task.

On his return to England, Fuchs was appointed director of the Falklands Islands Dependency’s Scientific Bureau, a post he held until he started full-time planning for the Commonwealth Trans-Antarctic Expedition (1955-1958). The crossing of about 1500 miles was to be from Vahsel Bay in the Weddell Sea to the South Pole, and then along the mountain chain of Victoria Land to the Ross Sea. The crossing was to involve planes, dogs and motor transport and it required a second support party to lay depots from the Ross Sea end. This second party was led by Sir Edmund Hillary.

Shackleton

The concept of this great journey was not new, and had been looked at seriously by the Scottish scientist, Dr. William Bruce, in 1908 and the German explorer, Dr. Wilhelm Filchner, in 1909. Neither was able to finance such an enterprise. In 1914, Shackleton succeeded in organising and embarking on

the “last great journey – in the World,” but it was a glorious failure. Some years later, Gino Watkins was fired with the idea, but England was not in the mood, in 1932, to spend money on such a project.

Fuchs’s party set up a base at Vahsel Bay which they named “Shackleton” and on 24 November, the crossing began, the main motor transport being Tucker sno-cats, one of which is on display in Canterbury Museum.

Being a scientific expedition the party made depth probes of the ice thickness at given points along the way. This made their progress disappointing to some at home, but Fuchs was not to be hurried or panicked.

On 19 January 1958, the expedition arrived at the South Pole to be greeted by Sir Edmund Hillary and Rear-Admiral Dufek, United States Navy. Three days later Fuchs set off north again across the Polar Plateau towards the Ross Sea and Scott Base, arriving, rather late in the Antarctic season, on 2 March 1958.

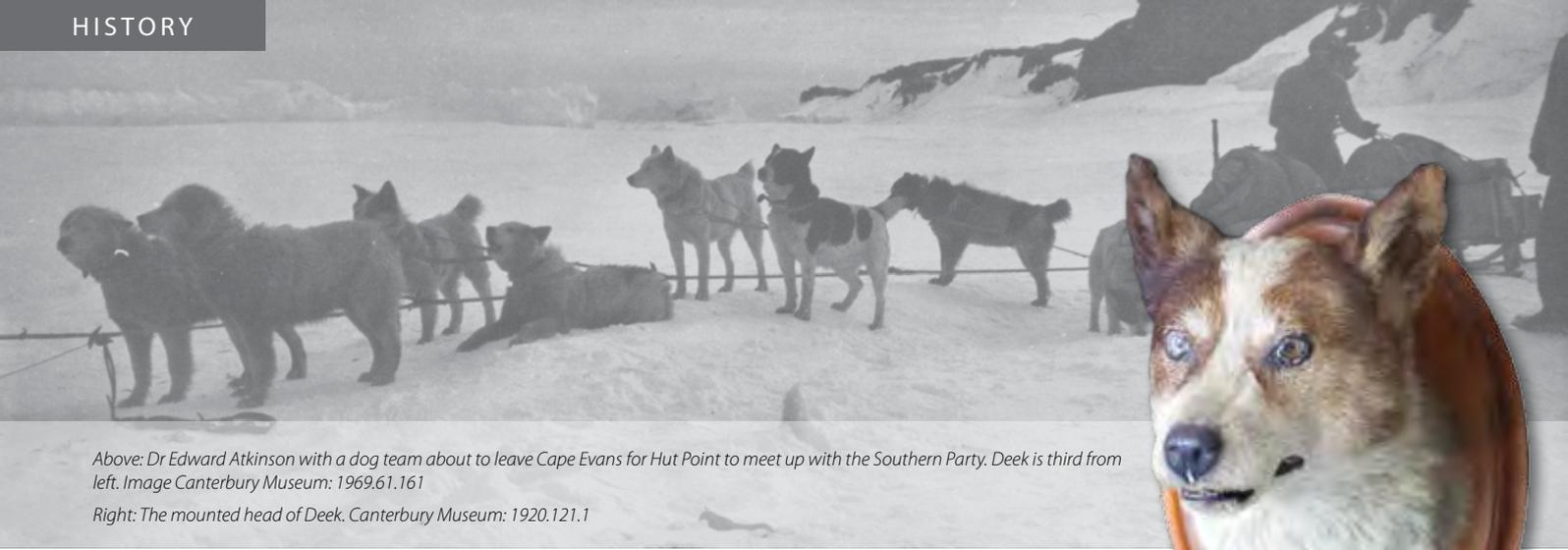
Many rewards

The world acclaimed the crossing and Fuchs received accolades from every quarter. He was awarded the Founders Gold Medal of the Royal Geographical Society, the silver medal of the Royal Society of Arts, and, of course, the Polar Medal. He also received a knighthood.

Fuchs served as director of the British Antarctic Survey from 1958 to 1973. †



Original version first published in *The Press* 17 May 1975



Above: Dr Edward Atkinson with a dog team about to leave Cape Evans for Hut Point to meet up with the Southern Party. Deek is third from left. Image Canterbury Museum: 1969.61.161

Right: The mounted head of Deek. Canterbury Museum: 1920.121.1

Deek, Scott's Siberian Dog

Have you ever thought how much the early explorers of the Antarctic depended on animals for the success of their operations? Mules, ponies and dogs were all used extensively in every early Antarctic endeavour.

Many still think that Captain R. F. Scott did not use dogs but depended wholly on ponies and tractors in his attempt to reach the South Pole in 1911. This, of course, is far from true, for when the *Terra Nova* sailed from Lyttelton on 26 November 1910, Captain Scott had on board 33 dogs. Thirty-one dogs had arrived in Lyttelton a month before the *Terra Nova* and had been quarantined on Quail Island. These were shipped from Vladivostok after having been driven across Siberia by C. H. Meares and a Russian dog handler named Dimitri Gerof, both members of the expedition. The remaining two dogs had arrived aboard the *Terra Nova*; they had been presented by Admiral Peary after his North Pole conquest and were of Eskimo or Husky breed.

All the initial dogs were Samoyede and had come from the Gilyak tribe of the Amur region in Central Siberia and each had been presented to the expedition by a supporting institution from Britain which exercised the right to rename it. The dog whose adventures we are to follow lost his Russian name Dyk (in English phonetics Deek) and was renamed Sir Andrew because he had been presented by Sir Andrew Judd's Commercial School.

Names Reinstated

To their credit the members of the expedition soon returned to the more romantic and descriptive Russian names, and so Deek (which means "The Wild One") left his rather unimaginative name behind him in Lyttelton when he boarded the ship to join the ponies and the ship's pets (a squirrel, two rabbits and a cat) to face the joyless journey south.

On arrival at Cape Evans, where Scott's expedition hut was constructed, the dog teams were kept busy assisting in the work of laying depots during the autumn far out on the Ross ice-shelf and stocking the staging point established in the old Discovery hut 12 miles to the south.

After resting through the long, dark winter they resumed

the depot laying during the spring, until as a member of Meares' team Deek set out at the beginning of November 1911, in support of Scott's Polar Party. From the foot of the Beardmore Glacier, beyond which their services were not required, they returned to base to await the return of the South Pole party.

Search Party

With winter approaching and the lack of news worrying the support teams, Apsley Cherry-Gerrard and Dimitri Gerof, at considerable risk, undertook a search journey in the hope of locating the now-feared-lost party. They covered a distance of 160 miles (258 km) to reach One Ton Depot where blizzards made further progress impossible. With no sign of the explorers they returned to Hut Point in the face of atrocious weather; only the strength of the dog teams saved them from perishing. Of all members of the team, Deek worked hardest. Had the party known then that Scott, Bowers, Wilson and Oates were at that moment marching out in the same blizzard only a few miles south of One Ton Depot, the Scott story could well have had a happier ending.

One more winter and Deek was out again with the search party which located and buried the three bodies before returning to Cape Evans and thence to Lyttelton. The new expedition leader, Dr E. L. Atkinson, presented Deek to Dr T. D. Acland of Christchurch, who cared for this even-tempered son of the snows until the dog died during September 1920. Dr Acland had Deek's head mounted and presented it to Canterbury Museum.

He found rest and contentment here in Christchurch and it is fitting that his head is among the most treasured links with the Antarctic past that form part of the Museums Antarctic collection. In the words of Dr Atkinson: He did every journey requested of him and was, without exception, the hardest working dog of them all". 🐕



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The Antarctic Vessel *Discovery*

The voyage of the *Discovery* to the Antarctic ice after leaving Port Chalmers, New Zealand on 24 December 1901, was reasonably straight forward, with both steam and sail being used.

When the pack ice was encountered the engines proved their worth and, although slowed to less than 40 miles a day, the ship pressed through to the open water of the Ross Sea. On 9 January 1902, the anchor was dropped in Robertson Bay off the hut at Cape Adare – where two years earlier the *Southern Cross* party, led by Carstens Borchgrevink had spent the winter.

For a week the ship swung on her anchor as Dr. Edward Wilson and others studied the thousands of Adélie penguins and other wild-life there. Louis Bernacchi, who had joined the *Discovery* at Lyttelton, and who had been a member of the *Southern Cross* party, took the opportunity of visiting the grave of Nicolai Hansen who had perished during that expedition.

Leaving a message near the hut the *Discovery* steamed south along the Victoria Land coast and then east around Ross Island to the Great Ice Barrier, now called the Ross Ice Shelf. Unable to see what lay beyond the massive ice cliffs, the men of *Discovery* introduced aerial reconnaissance to the Antarctic when they inflated a gas balloon named *Eva*. Attached to the ship by means of a line, it ascended to 500 ft taking one man at a time to catch a glimpse of the area to the south. Leaving a second message at Cape Crozier the ship headed south to set up a winter base at what is now known as Hut Point, in Winter Quarters Bay, on the shores of Ross Island. There a hut was erected, but not occupied, and on the southern side of the point the ship was deliberately frozen in.

The subsequent exploits of the expedition are well known and need not be elaborated here except to say that the little relief ship *Morning* arrived from Lyttelton under the command of Captain William Colbeck the next summer having located the *Discovery* only by means of the messages previously mentioned. Not being able to free herself from the ice, the *Discovery* still had to spend a second winter held firmly against Hut Point. She was freed only at the end of the third summer (1904) after efforts by the two relief ships which had arrived from Hobart, *Terra Nova* and *Morning*.

Using explosives and ice saws the ship was finally freed and after she received coal bunkers from the *Terra Nova* the three vessels headed north. Apart from damage to the *Discovery's* false keel the ship had suffered little effect from the long period of ice pressure. This trio arrived at Lyttelton on 1 April 1904, the *Discovery* staying until 9 June.

Soon after reaching Britain the *Discovery* was sold to the Hudson Bay Company. In 1911 she was laid up in Falmouth; on the outbreak of war in 1914 the French Government chartered the *Discovery* for two years to carry war supplies across the Channel and around the French coast.

When, in 1916, Sir Ernest Shackleton lost his ship *Endurance* in the Weddell Sea area the Hudson Bay Company offered the *Discovery* for the rescue attempt. The ship was on her way south when the news of the successful relief of the men was announced. Her holds loaded with wheat from Montevideo she returned to England and resumed her work with the company until 1920 when once again the ageing vessel faced the breakers' hammer. Interest in whaling research saved the day and after an extensive refit the ship spent the years 1925-1926 in southern waters working for the inter-departmental committee for research and development of the Falkland Island Dependencies.

The *Discovery's* final Antarctic voyages were during 1926 and 1930 when Sir Douglas Mawson, leading the British, Australian, New Zealand Antarctic Research Expedition, used the ship for this scientific expedition. Laid up again in 1931 at the East India Docks, the future of the ship was grim; she had been replaced, by a steel-hulled vessel in 1929, *Discovery II*.

Rather than see her broken up, the New Zealand Antarctic Society discussed her purchase, however, in 1936, the ship was able to be handed over to the Sea Scouts as a training establishment. Today she is a museum. The *Discovery* lay at the Thames Embankment and was open to the public. Areas display of relics of the ship's past and the cabins of the great men who served in her could be visited and inspected. The ship can now be visited in Dundee where it is dry docked. ⚓



Discovery at Hut Point, 1904. Canterbury Museum, Hayes Collection: 1956.146.91

Ship's Bell the Prime Memento of any Vessel

When Captain Edward Lanni of the United States Navy ship *Private John R Towle* presented to the Antarctic collection of Canterbury Museum the bell of his ship, he was handing over the most treasured article which could serve as a memento of any vessel.

In the past the ship's figurehead was the most sought after relic but as these have largely disappeared, the bell of a ship stands clearly in its place. Ships appear to have used bells from the earliest times, mostly as a warning signal in fog or at night. The oldest bell in New Zealand is the controversial Tamil Bell which derives its name from the Tamil (South Indian) inscriptions around its mouth. Translated they mean "The Bell of Moh Din Buksh's Ship," but how such an item found its way into the hands of central North Island Māoris, where it was recovered by the Reverend William Colenso in 1836, can only be guessed.

Used by the resourceful Māori as a cooking pot, the bell is bronze and measures 5 1/4 inches in diameter and 3 3/4 inches in depth. Historians still fail to agree on the origins of this relic, which is held in Te Papa Museum, Wellington.

Why in this world of technology and modern navigation aids should a modern ship require a bell? First and foremost it is still the only alarm signal which will not fail, and it must be carried by law on all ships over 20 tons. Under the requirements of international regulations for preventing collisions at sea every vessel must carry at the forward end a bell which must measure 8 inches at the mouth if such a vessel is under 150 feet in length and 12 inches at the mouth if over. If a vessel exceeds 350 feet in length then both a bell and a gong must be carried. The bell is used as a warning signal for vessels anchored in fog and must be sounded for five seconds every minute.

On most ships the bell is mounted behind the windlass on the fore-castle head and bears the name of the vessel at the time of launching and the year of that event. No matter how many times the ship is sold and her name altered the general practice is to leave the bell unchanged. During berthing or departure this bell serves as a signal to the master on the bridge from the man operating the windlass who strikes the bell as each shackle passes over the gypsy indicating just how

much anchor cable is out of the chain locker. The bell is also used as a fire signal but as most seamen are quartered in ships of today amidships or aft, its value for such a purpose has lessened.

From the clanger of the bell is shackled a bell rope, usually a very ornate knotted length of manila over which has been worked an elaborate design in the fashion of macramé but which a seaman would refer to as tiddly. In the terms of the sea this is truly the only rope to be found aboard ship; all other "ropes" are lines.

On the bridge of most ships there can be found a second smaller bell which, before the days of wristwatch seamen functioned to record time upon the ship. The man at the wheel of the ship would, when at sea, strike this bell every half hour until eight bells which marked the completion of a four-hour watch; the whole thing being repeated by the following watch.

Other bells held in the collections of Canterbury Museum include the bell of the 4268-ton steamer *Aorangi* which was built by John Elder and Company in Glasgow in 1883 for the New Zealand Shipping Company and registered at Lyttelton. Thirteen years later she was purchased by the Union Shipping Company who sold her to the Admiralty in 1915 to be scuttled at Holm Sound, Orkney Islands as a block ship. A smaller bell in the collection is a from the iron three-masted barque, *May Queen*, which was wrecked at the Lyttelton Heads in 1888. It was the only major shipwreck within Lyttelton Harbour.

The bells from the *Private John R Towle*, the *Aorangi* and the *May Queen* all serve as reminders of the links Canterbury has always held with the sea. 🛎



Original version published in *The Press* 19 June 1976

The collection of significant ship's bells in the Museum collection was enhanced in 2010 with the acquisition of the bell of the Morning, which featured on Scott's Discovery expedition. Canterbury Museum: 2010.10.1





The area in Discovery hut where the Ross Sea party sheltered in 1916. Image courtesy Natalie Cadenhead, 2005/2006

The Depots Must Be Laid

A crudely patched woolen sock, a large, greatly-worn canvas boot with spun-yarn sole, a pair of hand-made canvas trousers – these hardly appear to be very important to a museum. Yet some years ago Canterbury Museum was grateful to accept such an apparently uninspiring collection.

They form a portion of the relics recovered from the Discovery hut at Hut Point, McMurdo Sound in 1964 by a four-man team of New Zealanders who volunteered to clear and restore this historic building. Erected in February 1902, by Captain R. F. Scott's *Discovery* crew, the hut was not used as living quarters but filled the invaluable role of a storage hut and scientific laboratory. Louis Bernacchi, the expedition's physicist, swung his pendulums inside; Dr E. A. Wilson skinned penguins; and the entire expedition used it as a theatre during the winter when presenting concerts.

When the *Discovery* was finally freed from the ice in 1904 the hut was left intact; and when in 1908 Ernest Shackleton arrived in the *Nimrod* with his own expedition the Discovery hut was used as a staging post for his polar attempt – as indeed it was used by Captain Scott again during his last expedition in 1911.

The last and most tragic chapter in the hut's history – then the most southerly building in the world – was during

Sir Ernest Shackleton's ill-fated attempt to cross the continent from the Weddell Sea to Ross Island via the South Pole.

To do this he dispatched from Australia to the Ross Sea a small party in the *Aurora* who were directed to lay depots for the Polar Party to resupply themselves as they moved northward.

The *Aurora* anchored off Scott's old headquarters at Cape Evans in March, 1915. Incidentally, this was three years after the death of Scott and his party. As the expedition lived aboard the vessel no great haste was employed in discharging the field supplies.

A blizzard on 7 May 1915 blew the ship away; and all the coal they had landed on the ice went with it. Ashore 10 men were stranded with inadequate supplies and clothing for themselves, let alone the depots. When the ship failed to return they foraged everything of value from the huts at Cape Royds and Cape Evans. Strips of leather, pieces of canvas and sleeping bags were expertly converted into field clothing; field ration bags were turned out of table cloths.

Laying Depots

Quite oblivious of the fact that leader had also lost his ship, the *Endurance*, and was not coming across the continent, the Ross Sea party set out in the spring at great risk to lay depots to the very foot of the Beardmore Glacier – a journey of no mean achievement with good equipment but one of almost unbelievable rigour in scraps of canvas and skins. On the return journey the expedition's photographer, the Rev. A P Spencer Smith, died of exhaustion and scurvy, his body being left in his sleeping bag on the ice. Indeed the rest of the party was more dead than alive when they reached the comparative shelter of the Discovery hut on 18 March 1916, having set out on 29 October 1915.

Finding the hut filled with snow they cleared out the northern end and waited for the sea ice to freeze over and allow their return to the comfort of the Cape Evans hut. For three months they eked out an existence. Since there was very little food in the hut they had to live on seal meat and biscuits. Little warmth was available from the improvised blubber stove.

Blubber Lamps

The blubber lamps smoked excessively, covering every thing with black soot, until even the men might have had difficulty in recognising each other. For tobacco the famous Hut Point mixture was used – equal parts of tea, coffee and sawdust, flavoured with a variety of herbs. Some of this mixture was found by the author during the restoration. It was sniffed but not smoked!

Desperate for food and warmth, the leader, Captain A. E. Macintosh, and V. G. Hayward attempted the dangerous crossing to Cape Evans on 8 May 1916. Neither was ever seen again.

The safety of Scott's old camp was reached by the survivors on 15 July; and there, on 10 January 1917, they were picked up by the *Aurora*, the ship itself having been trapped in the ice for more than 10 months.

The great tragedy of this tale is that in clearing the northern end of the hut the desperate party had slept cold and hungry within inches of drums of kerosene (lamp oil, as it then was known) and stacks of food which had been left there by Scott – but all this had been left in the southern part of the building. 



Original version published in *The Press* 4 October 1969



Arnold Spencer Smith who died while laying depots for the Imperial Trans-Antarctic Expedition. Canterbury Museum: MS277.



L-R: Detail of the hand-made trousers, showing the braces attached to the waistband (Image courtesy Canterbury Museum: A168.136); Hand-made boot used by the Ross Sea Party (Image courtesy Canterbury Museum: A168.137); Canvas trousers made by the Ross Sea Party (Image courtesy Canterbury Museum: A168.136)

The Lovely *Hinemoa*

When Sir George Grey first translated the legend of Hinemoa and Tutanekai from the lips of an Arawa chief, he wrote, "She rose up from the water as beautiful as a wild white hawk... as graceful as a shy white crane."

The old chief was referring, of course to his revered ancestress emerging from the now famous Mokoia Island pool after her long swim from the shores of Lake Rotorua to meet her lover. Such a description could also apply to the New Zealand Government steamer *Hinemoa*, for no ship ever graced these shores which was more beautiful and stately.

Embodying many superior features, most of which were made of brass, and including two cannon, the *Hinemoa* was a vessel of 542 gross tons powered by two compound-surface-condensing engines with which she could steam at 12 knots, consuming 16 tons of coal a day.

The 207 ft vessel, which cost £23,000 to build, was launched from the yards of Scott and Company, of Greenock, in 1876.

Her figurehead was a bust of a Māori maiden holding a trumpet to her mouth, establishing the link with Tutanekai's bride. Her arrival in Wellington on 2 October 1876, created a great deal of interest and admiration with her black hull and pink boot topping, white upper works and yellow, black topped funnel. The heavy raking of the three masts and the funnel, coupled with the low profile of the vessel, projected a picture of a classic steam yacht of the period.

Under the control of the Marine Department – but working for many Government departments the *Hinemoa* was used to build and service lighthouses, carry Government officials, maintain navigation aids, carry troops, and do seal-protection patrols

It is for her placing cast away depots on New Zealand's outer island that the ship is perhaps best remembered. In 1886, while under the command of Captain J. Fairchild, the little steamer placed the first such depots on the Antipodes and Bounty Islands. This work of depot laying was done by both the *Hinemoa* and the *Stella* and often livestock were released on the islands to increase further the chance of survival for castaway seamen.

Twice a year, voyages were made to these islands in search of castaways, the vessel often steaming more than 30,000 miles a year. In 1893 the crew of the *Spirit of Dawn* was rescued from the Antipodes Island, and in 1905 the *Anjou's* crew was saved from Auckland Island. The best known rescue was the *Hinemoa's* finding of the crew of the *Dundonald* at Erebus Cove, Port Ross, Auckland Island, in 1907.

In 1986 the Government replaced the *Stella* with a new ship, appropriately named *Tutanekai*, and these two ships, provided the escort for the Royal yacht, *Ophir*, when the Duke and Duchess of Cornwall and York visited the country

Right: K Knudson (3rd Mate), M Puhl, R Ellis and J Grattan on board the Hinemoa alongside a wooden frame of what had been a canvas boat. The boat was used by survivors of the Dundonald shipwreck. Image courtesy Alexander Turnbull Library: PA1-q-228-09-3

Ship's after wheel from the New Zealand Government Steamer Hinemoa, 1876. Canterbury Museum: 19XX.3.302

in 1901. For this occasion the ships were painted white, with plain yellow funnels, in keeping with the *Ophir*.

That colour scheme continued to be used by Government vessels. By 1922 the *Hinemoa* had been replaced by the *Tutanekai*, and the Marine Department had no further use for her. After a long overhaul the *Hinemoa* became a unit of the Department of External Affairs for the Pacific Island trade. In this role, she arrived in Lyttelton in 1925 to carry the patients from the leper hospital at Quail Island to Fiji.

By the time World War II was declared in 1939 the *Hinemoa* was little more than a wreck, but with the great shortage of ships and the need for more units for the mine-sweeping flotilla the Navy had the ship towed to Lyttelton, with the object of converting her to mine-sweeping.

What a sad sight she was – rusted, with just a few traces of her former glory showing through, her once sparkling white paint now a dirty yellow, her hull a dull green. Beneath the grime at the bow could be seen the gold scroll work which sailors call gingerbread. Her former masters, Captains Fairchild, Post, Bollons, and Neal would never have recognised their charge.

The work of bringing the ship back to seaworthiness proved too great, so the only function the *Hinemoa* could serve was to act as a target for the Navy. Stripped of most of her fittings and loaded with explosives, including a depth charge, the hulk was towed from Lyttelton on 5 August 1944, and sunk north of Kaikoura the following morning by units of the mine-sweeping flotilla.

The steering wheel of this smart little ship has been preserved as part of Canterbury Museum's collections. 🚢



Original version first published in *The Press* 1968



In September 1913, at South Otago Heads, Tyrone struck rocks in dense fog and was wrecked. Image courtesy John Oxley Library, State Library of Queensland: 1.171019

Tyrone's Last Voyage

The steamer *Tyrone* was built at the yards of Workman, Clark, and Co of Belfast in 1901. It was a steel twin-screw vessel of 6664 tons gross and 450 feet in length. Originally called *Drayton Grange*, her two 662 horsepower engines could push the ship along at a smart pace of 11 knots. On the night of her final voyage she was to exceed this and to average more than 12 knots – a factor which contributed to her stranding and finally, her total loss.

The *Tyrone* was owned by the union Seam Ship company of New Zealand but she was chartered to the General-Houlder Shire Company for trading between west of England ports and New Zealand.

Under command of Captain A F G McLaughlan she arrived at Lyttelton on 24 September 1913 from Wellington to discharge part of her Liverpool cargo before proceeding to Dunedin and Bluff. On completion of her discharge the ship was to sail to Sydney to inaugurate a new service carrying frozen and general cargo between that port and Wellington and Vancouver BC.

Tyrone left Lyttelton on 26 September 1913. Rounding Bank's Peninsula a correct course was set for the Otago Peninsula in clear weather and the master had no reason to doubt the success of this short coastal jaunt. Speeding on through the clear night the ship ran its supposed distance, and by dead reckoning should have been off the Otago Harbour entrance. A thick fog lay over the shore but the master, acting boldly, eased his ship into the fog. Prudence might have demanded a wait until daylight.

Soon lights were seen and the sound of an explosive fog signal every six minutes convinced Captain McLaughlan that he was in the correct position. Navigating by guess and by god, and convinced he had plenty of sea room, the master slowed speed and decided to anchor and await events.

Before the anchor could be dropped, the ship eased to a halt on the sandy bottom. Believing he was on the Spit, the Captain ordered full astern. The ship remained firmly stuck.

An odd decision then to try full steam ahead only compounded the problem. That seems to be the most serious error of judgment of a whole chapter of errors. Help was sent from Dunedin in the form of the tug *Plucky* when the *Tyrone's* plight was known. As the fog cleared the ship was revealed on Wahine Point, Otago Peninsula and only a few yards from the steep cliffs.

A strong tide, a misread mileage on the chart, and a correct log reading which was mistrusted, had combined to destroy the ship. She had finally settled so close to the cliffs after being towed a few yards by the tug, before striking rocks, that the 70 crew members could bridge the gap from the ship to the shore with a 20 foot ladder.

Divers examined the hull and reported two large holes – one as big as a motor car and the other with a seven feet high rock poking through. *Tyrone* was declared a total loss – the largest ship to be wrecked on the coast of the South Island. Interest in salvaging the cargo was intense for among the cases of paint, general goods and pig iron there were several thousand cases of whisky. The insurance loss for the ship and cargo was put at £ 140,000 pounds and tenders for the salvage were called. The successful tendered was a Port

Chalmers syndicate which used the old Māori name for that area, Koputai.

Alert Customs Officers examined any returning launch from the area of the wreck, ever mindful of the lure of the cases of whisky. The salvage terms were on the traditional “no cure no pay” basis, the salvors getting two thirds of the value of all goods and fittings recovered. Using the hulk *Matariki* as a store ship, the discharged 1880 cases of whisky, 18 octaves of what the Otago Daily Times referred to as “stimulating liquid,” and many galvanised 400 gallon tank containing cocoa, cornflour, clover, and crockery, all in perfect condition.

It is not generally known that the water tank so familiar on farms and around country houses years ago were in fact containers for cargo. Who said that the concept of containerisation was new? The salvors lamented the “salvage” of many cases of spirits by persons unknown. Some Otago fishermen lost their enthusiasm for fishing several days; they were suffering, it was from “Tyrone Flu”. The ship soon broke up and eventually disappeared, leaving a gap in the British Mercantile Marine which was sorely felt a year later when war was declared.

In Canterbury Museum's collection there is a silver plated meat dish from the saloon of the *Tyrone*. The plate serves as the museum's only link with the ship. 



Original version first published in The Press on 11 November 1978

The South Polar Times

Any collector of Antarctic relics would give pride of place in their shelves to a set of the *South Polar Times*.

In 1970 two volumes were presented to Canterbury Museum by Sir Joseph Ward. The set is inscribed as presented by Sir Ernest Shackleton during his Christchurch visit in December 1907 to the donor's grandfather, Sir Joseph Ward, then Prime Minister of New Zealand.

During the long winter period when the *Discovery* expedition members lived aboard their ship frozen into the ice at Hut Point, McMurdo Sound, Lieutenant Ernest Shackleton, as editor, produced at monthly intervals Antarctica's first newspaper and a very fine job he made of it.

Varying in size it informed the members of the expedition of coming events and described activities that had passed. As Scott described it; "Each edition should consist of an editorial, a summary of events and meteorological conditions of the past month, certain scientifically instructive articles dealing with our work and surroundings, and others written in a lighter vein."

Wilson as Artist

Subsequently caricatures, acrostics and puzzles were added, the principal artist being Dr. Edward Wilson. The fact that the seamen as well as the officers shared in contributing allows the historian to get a very broad picture of life aboard the *Discovery* during the trying winter period of perpetual darkness.

The Nigger Minstrel Show and the first and only performance of Lieutenant Barne's play, *Ticket of Leave*, performed in the Royal Terror Theatre which the large shore hut was called for the occasion, was amply reported in the pages of the *South Polar Times*.

Before the appearance of the first edition which heralded the sun's departure, an appeal was made to the ships company for contributions and, so enthusiastically did they respond that, articles not considered worthy of inclusion in the *Times* were published in the first and only edition of the supplementary journal *Blizzard*. This is surely the rarest news paper in the world.

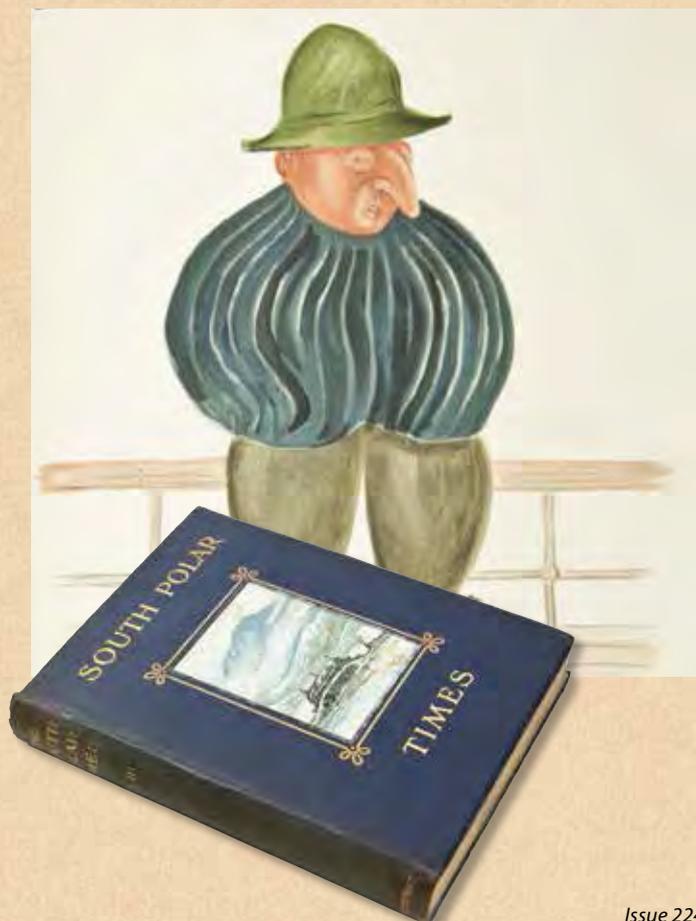
When the *Discovery* was freed after two winters at Hut Point she sailed for Lyttelton on 16 February 1904, taking the printing press with her and one would imagine that the period of polar journalism was complete but in less than four years, yet another newspaper appeared on the ice-bound continent.

Second Publication

Ernest Shackleton, at Cape Royds during the winter of his 1907-1909 *Nimrod* expedition, produced a publication called *Aurora Australis*, and he gives an idea of some of the difficulties experienced in printing in Polar Regions in his book *Heart of the Antarctic*.

"A lamp is placed under the type rack to keep it warm and a lighted candle was put under the inking plate so that the ink would keep reasonably thin" he wrote after complaining that salt in the water affected the sensitive plates of the lithographing press. In all *Aurora Australis* consisted of 129 pages.

The South Polar Times appeared again at Cape Evans under the editorship of Apsley Cherry-Garrard during the winter of 1911 as Captain Scott waited for the spring to begin his polar journey. Issued on midwinter's day it consisted of 50 pages of typed crown-quarto-bound with cover of three-ply board edged with seal skin which was presented to Captain Scott, who read aloud each contribution.



The South Polar Times. Volume III April to October 1911 showing cover and illustrated page within. Skellerup Collection, Canterbury Museum: LIBA193



Page from The South Polar Times
Canterbury Museum: LIBA193

Herbert Ponting's poem on the "Sleeping Bag" was very well received as was an article entitled Valhalla. In the film *Scott of the Antartics*, Ponting recited his poem.

The following midwinter while the survivors awaited the spring to search for the bodies of the Southern Party another but less ambitious edition of the *Times* appeared.

It was not until 1998 that another book was written, illustrated, printed and published in Antarctica, this time at Scott Base. Antarctic Art Fellows, poets Bill Manhire and Chris Orsman and artist Nigel Brown produced a book of poetry called *Homelight* in A hut of Scott Base, the first hut

of the base established by Edmund Hillary. The cover of the book is a lino print by Nigel Brown made from off-cuts of lino from early Scott Base buildings. The current *Antarctic Sun* news-sheet follows the footsteps of the *South Polar Times* and is published at McMurdo Station less than a mile from where the first edition of the *South Polar Times* appeared. The *Antarctic Sun* is also published on-line, something unimaginable to Shackleton, Scott and Cherry-Garard. ❧



Original version published in The Press 11 July 1970



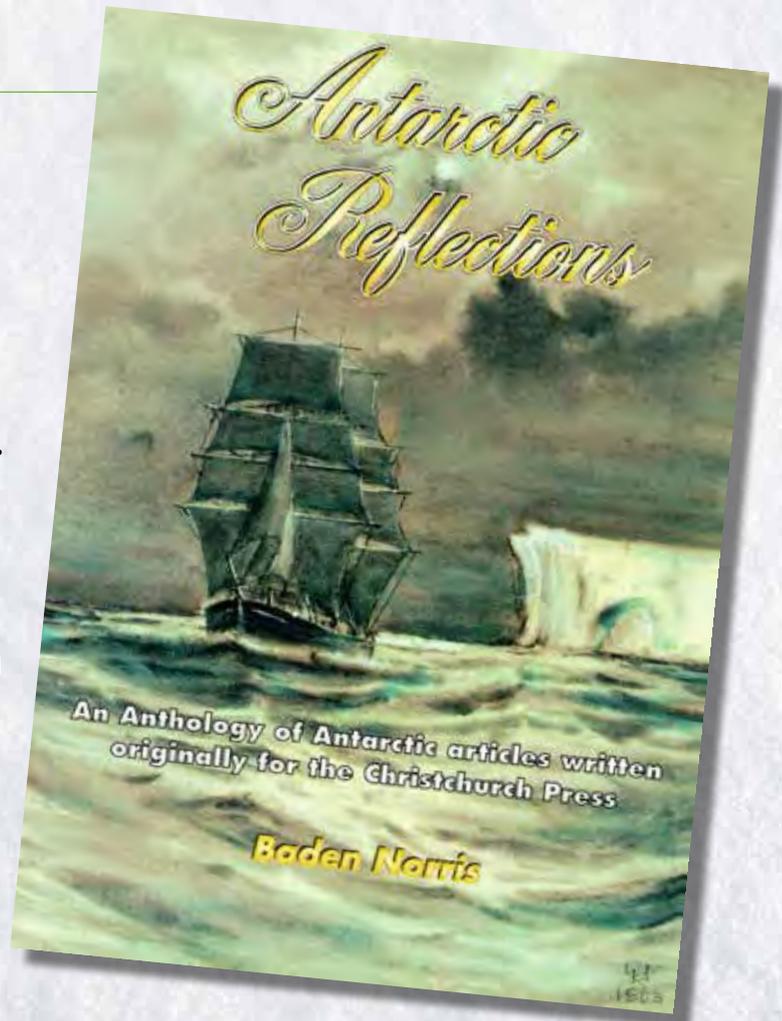
Antarctic Reflections

by *Baden Norris*

Copies of the book *Antarctic Reflections* are available to purchase from the New Zealand Antarctic Society. This book contains a collection of 25 articles originally written for *The Press* newspaper by Baden Norris, then Antarctic Curator at Canterbury Museum.

The articles were published over a number of years as part of a regular series titled "Museum Pieces". The "Museum Pieces" included in this book emphasised the strong link between Antarctica and Canterbury, particularly the links with Canterbury Museum and with Lyttelton.

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ICE SHELF LULLABY

*Music and lyrics: Laura Taylor
February 2009*

*I'd like to sing you an ice shelf lullaby
I'd like to sing you an ice shelf lullaby*

*There's rhythm in the wind, as it makes the guy ropes sing
There's rhythm in the beating of your heart
And you can train your eye on an iridescent sky
Inhale the moment – like you used to do a flower*

*While frozen cheeks distract you from the only thing that's cracking –
It's your heart
You won't know you're in love until you're gone*

*But now your dinner's gotten cold, you don't even care that it was old –
It gives you the strength to move your cartoon feet of lead.
Fill your water bottle, go to bed...
Draw your sleeping bag about your head.*

*In canvas glow you'll sleep, engulfed in quiet like the deep,
With only dance of flags and breeze to mark the passage to your dreams,*

*Where melted Hershey's Kisses become islands in the snow,
And where you walk in caster sugar drifts – and no-one ever knows!
Where Skuas never dress for dinner, penguins always do
And seals decline the invite for an underwater view*

*An oracle of secrets shelved below your cosy bed
Will keep their whispers down, allowing you to rest your weary head
Upon an incremental flow...
Ssshhh...*