

THE PUBLICATION OF THE NEW ZEALAND ANTARCTIC SOCIETY

# ANTARCTIC

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LAGACE  
LEGACY  
EDITION

Voyaging  
to Antarctica





# Contents

[www.antarctic.org.nz](http://www.antarctic.org.nz)

## ANTARCTIC

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The deadlines for submissions to future issues are 1 February, 1 May, 1 August and 1 November.

### PATRON OF THE NEW ZEALAND ANTARCTIC SOCIETY:

Professor Peter Barrett, 2008

### 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. The number of life members can be no more than 15 at any one time.

Current Life Members by the year elected:

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2. Baden Norris (Canterbury), 2003
3. Bill Cranfield (Canterbury), 2003
4. Randal Heke (Wellington), 2003
5. Arnold Heine (Wellington), 2006
6. Margaret Bradshaw (Canterbury), 2006
7. Ray Dibble (Wellington), 2008
8. Norman Hardie (Canterbury), 2008
9. Colin Monteath (Canterbury), 2014
10. John Parsloe (Canterbury), 2014
11. Graeme Claridge (Wellington), 2015
12. David Harrowfield (Oamaru), 2016
13. Robert Park (Christchurch), 2016
14. Graham White (Auckland), 2016

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#### DO WE HAVE YOUR CORRECT CONTACT DETAILS?

Are your membership and contact details up to date? You will have recently received your membership renewal invoice. Please check the details and contact our Membership Officer – [membership@antarctic.org.nz](mailto:membership@antarctic.org.nz) – if anything needs to be corrected. In particular, with the sharp rise in postage costs we would appreciate having your email address.



Cover photo: First landing in Antarctica at Cape Adare. Photo courtesy of Philippa Ross.

Photo above: USCGC *Polar Star* (WAGB10) and USCGC *Polar Sea* (WAGB11), side by side in McMurdo Sound, Antarctica. Source: <http://www.uscg.mil/pacarea/cgcpolarsea/history.asp> on 20 Nov 2016.

Back cover: Hector's dolphin. Photo courtesy of Steve Dawson/Hedgehog House.

# In my Mind I'm Goin' to Antarctica

By Ken McAnergney

## Story One – in the form of a karakia (a prayer-type incantation):

Our ancestor tells of our waka *Tauranga* in the deep south  
Our ancestor tells of the frequent voyages to Maunga Huka  
Our ancestor tells of the many fires and warm house on Maunga Huka  
Our ancestor tells of the journey south to the land of Parawhenuamea  
Our ancestor tells of the journey south to secrete the bones of the Ariki  
Our ancestor tells us that these bones must be left in Maunga Papawaitoka  
Our ancestor tells us that this mountain was begat by two of the children of Papatuanuku  
Our ancestor tells us that they were Tawhirimatea and Parawhenuamea  
Our ancestor tells us that the Kaitiaki of Parawhenua mea is Tekuwatawata  
Our ancestor tells us that Tekuwatawata is also Kaitiaki of Tohu nui a Rangi  
Our ancestor tells us that she might speak on our behalf to Hine nui te po.

## Story Two – a narrative:

*Tawhirimatea, god of the winds, was still very cross about the forced separation of his parents and so sought consolation by lying with Parawhenuamea and together they begat several children:*

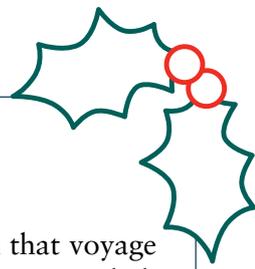
Matakite i Parawhenuamea

Ka moe a Tawhirimatea i a Parawhenuamea

Ka putu ki waho nga tamariki o Papawaihau tutu and the ice storms were created  
And then came the child Papakawaipapa and the ice was created  
And then came the child Papawaitoka and the blocks of ice were created  
And then came the child Papawaikohatu and the crags of ice were created  
And then came the child Hukarerenui and the driving snow was created  
And then came the child Hukareroa and the long winter snow was created  
And then came the child Hukarerewhanui and the all-engulfing snow was created  
And then came the child Hukarereputuputu and the built-up snow was created  
And then came the child Paphuri iho and the re-freezing snow was created  
And then came the child Papawaipukupuku and the mountainous ice was created  
And then came the child Maunga Papawaitoka and the smoking mountain was created  
Could this be Erebus? It must be Erebus.

And finally Tangaroa, the god of the seas, in a Wananga with all the great whales of the ocean, was told that being huge and needing a lot of food to survive was a problem, especially for the great Paikea and his family. Tangaroa saw that it would be much easier for him to arrange for this bulk-feeding by providing rapidly-reproducing small fish (krill) in very large drifts for Paikea to scoop up as he swam through them. The problem, though, was that Paikea had mighty teeth when what he really needed was a series of small nets and so Tangaroa created them. They were called Te Kupenga o Paikea and the huge teeth were taken away from that whole family and now rest in the ohanga (cradle) of the gods of Antarctica. Māori still catch small fish with finely woven nets that are called, predictably, Te Kupenga o Paikea.

From *Imagining Antarctica: Critical Perspectives on the Southern Continent*. Edited by Ralph Crane, Elizabeth Leane and Mark Williams. Hobart: Quintus Publishing, 2011, pp.119–121. Used with permission.



## From the Editor

Welcome to our second enlarged edition of *Antarctic*, funded with assistance from a bequest of Mr Francois E. A. Lagace. Mr Lagace died in 2001, and left a portion of his estate to the Society.

Our shared love for Antarctica gives us a common interest and passion; a passion that has taken many of our members to the icy continent, and created an unfulfilled wish for many others. For a long time the only way to travel to Antarctica was by sea – a voyage of some time and often some discomfort. Now, there are those few who commute to Antarctica for a day's work and return within 24 hours. This issue of *Antarctic* is themed around voyaging to Antarctica – voyaging by sea, from the pre-history of Aotearoa New Zealand, to a glimpse of the future.

We began with a Māori karakia and a narrative recording the creation of Antarctica, *In my Mind I'm Goin' to Antarctica*, and follow with two accounts of Māori journeys, *Into Antarctic Seas*, and *Voyage of Adventure: Ancient Māori discovery of the South Pole*. Some recent PCAS students with Gateway Antarctica have also explored this theme, and their reports are available from [www.anta.canterbury.ac.nz/courses/gcas/reports.shtml](http://www.anta.canterbury.ac.nz/courses/gcas/reports.shtml). Recorded Antarctic interaction, and exploration, then jump to the 1800s, and Philippa Ross writes of following in her great-great-grandfather's wake in *A Journey of Hope*. Philippa travelled south with

Heritage Expeditions, which recorded on that voyage the furthest south that any vessel had ever sailed: 78°43.971' S surpassing the previous record of 78°29.9 S by USCG *Polar Sea* on 5 February 1984.

Around the time New Zealand assumed control for the Ross Sea Region, the focus in the Ross Sea was whaling, and in *The Captain's Pyjamas* Andrew Leachman writes of Captain Hooper, New Zealand's first appointed Administrator for the Ross Dependency. Following the recent visit to New Zealand of HMS *Protector*, Fred Davey remembers an earlier voyage on a ship of the same name, when as a civilian scientist he took gravity readings around the Antarctic Peninsula.

With the recent announcements of new Antarctic ships for both the Royal Australian Navy and the Royal New Zealand Navy, Anderson Chaplow looks at some *Recent Polar Vessel Projects*. As up to date as we can be with modern polar shipping, you can see the keel-laying ceremony for the RRS *Sir David Attenborough* at [www.youtube.com/watch?v=MgdgCekxLH0](http://www.youtube.com/watch?v=MgdgCekxLH0).

A return to French Pass for an update on Brissenden's grave, and a review of the book *Operation Tabarin: Britain's secret wartime expedition to Antarctica 1944–46*, conclude this issue, along with a pensive rumination, entitled *What's in a Name?* on our back cover.

Lester Chaplow

## From the President

I am pleased to announce that two of our members have been accepted by Antarctica New Zealand to volunteer at Scott Base this coming summer. Gus Anning and Tony Thrupp were selected from 18 eligible applications and will be helping the Antarctic Heritage Trust on the conservation of the Hillary's TAE/IGY Hut.

Following the Antarctic Society's AGM on 29 October 2016, your Council is unchanged. Annual Accounts presented to the AGM are also available on the Charities Service website ([www.charities.govt.nz](http://www.charities.govt.nz)).

At the AGM we also noted the passing of life Members Jim Lowery and Bill Hopper, and confirmed nominations for life membership to be awarded to David Harrowfield, Robert (Bob) Park, and Graham White.

If you have an interest in Antarctic history, the Antarctic Society's Auckland Branch in cooperation with the National Museum of the Royal New Zealand

Navy warmly invite you to mark 100 years since the end of the Heroic Era. A conference will take place at the National Museum of the Royal New Zealand Navy in Auckland on 24–26 March 2017 (see pages 62–63 of this issue).

During the nights of 24–26 March 2017 (the same dates as "The End of the Heroic Era" conference) the world premiere of "Antarctica: While You Were Sleeping" will show at the Auckland War Memorial Museum. All sides of the museum's exterior walls will be the canvas for a one-to-one-scale projection of an iceberg, a display that will be set to an original music score. Entry will be free. More information can be found at: [www.aucklandfestival.co.nz](http://www.aucklandfestival.co.nz).

We trust that you enjoy your voyage to Antarctica through this issue's articles.

Mariska Wouters

# Into Antarctic Seas

By Max Wickham

As navigators and deep water sailors the early Polynesians were probably without peer. Their population spread through the Pacific area, ultimately reaching the farthest points of settlement. Their arrival even at Easter Island, that isolated pin-point on the map midway over the vast Pacific Ocean, was indicative of the astonishing ability and courage of the people in the great dug-out canoes.

Sailing directions, passed through the generations in the form of *karakia*, or chants, guided these people on visits to relatives and friends on far-flung island homes which often necessitated many days of journey

never be known, but it is certain that many islands in the Polynesian group were peopled by folk who made landfall on distant shores and owed their lives to this ancient tradition.

It would seem that exploratory voyages were not confined to

and rimmed by bare white rocks rising sheer from the sea. This was a land where the sun did not shine and where fog banks shrouded the passage of the canoe.

Te Arutanga Nuka mentioned the giant female who dwelt in the dark waters and whose tresses waved in the currents. Perhaps these were the leaves of the bull-kelp, which grows to great size in cooler latitudes. He and his sailors saw herds of “that deceitful animal of the seas that dives to great depths” – almost certainly not the whale, with which they would all be familiar, but probably the sea elephant, one of the seal species.

The names and accounts of these voyages were preserved in

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*“Sailing directions, passed through the generations in the form of *karakia*, or chants, guided these people...”*

---

on open ocean. Perforated gourds and carefully angled wood and shell frames served as navigational instruments, and simple charts were sometimes woven in fibrous materials as an aid to memory.

Voyages were not always such carefully organised events however. Savage warfare periodically erupted, insult to a man’s family or property often touching off bloody fighting from which there was no escape except by sea.

And yet, even at such times of bitterness, there would often come a quixotic twist as the vanquished chieftain was allowed a canoe, limited provisions, and his family and closest friends to accompany him, to be banished forever from his homeland.

How many canoes, how many men, women and children were lost in the vast reaches of the ocean will

tropical waters. Early pakeha investigators heard *karakia* among the east coast tribes commemorating heroes such as Te Ui Rangiora, who in a canoe called *Te Iwi O Atea* followed the great wave crests as far south as the icefields of

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*“Te Ui Rangiora ... followed the great wave crests as far south as the icefields of Antarctica...”*

---

Antarctica more than 1,200 years ago. Several centuries later another fearless argonaut Te Arutanga Nuka, turned the prow of his canoe into the southern ocean and, enduring bitter winds and spray which numbed the bodies of him and his crew, saw wondrous things which have been perpetuated in song.

Before them lay a vast land shimmering like scraped fern root

the folklore over a wide sphere of Polynesia, references being traced in Rarotonga as well as in New Zealand. †

From *Firelight Tales of Māoridom*, by Max Wickham. 1976. © Paul Hamlyn Limited, pp.16–17. We have been unable to contact the copyright holder, or the author. If notified, *Antarctic* magazine will be pleased to rectify any errors or omissions at the earliest opportunity.

# Voyage of Adventure: Ancient Māori discovery of the South Pole

By Hare Hongi

In the Māori world, the most of intrepid of ancient mariners was Tamarereti, briefly referred to as Reti; and this story tell of his adventure on the frigid South Polar regions.

From the very earliest times the ancient Māori had observed the far southern region at night, when its whole area appeared to be ablaze. Was it on fire? He could not say, but it appeared so, and he noted that it occurred at well-marked intervals. The origin and meaning of these glorious lights were a puzzle to the Māori sages (tohungas). It was suggested that a god had his temple there and that those darting shafts of splendour were the signals of his activities. This suggestion was accepted by some and rejected by others.

As to the nature of Tamarereti, although much detail is buried away in the mists of antiquity, enough remains clearly to show that he was not of the order of gods, demi-gods or volcanic deities. He was most certainly a mortal being, and he is – in the Māori world – universally accepted as such. For there is the fact that, as a result of his memorable voyage, his party brought back – with their dead leader – certain human particulars of the physical aspects of the South Polar region.

Reti announced, then, that he would voyage to the far South, and endeavour to wrest the secret of those golden glories from their source. It was very wrong of him to speak in that way – a bad omen (aitua); but such is the way of a hero!

Under Reti's supervision,

a magnificent ocean-going canoe was built of totara, finished off with deep and splendid top-sides, and a beautifully carved prow, and stern-piece, highly ornamented with the iridescent paua shell and decorated with plumes of feathers. It was named *Te Itua a Maalin*. When all was ready, seventy (hoko-whitu) young chiefs offered to accompany Reti in his dangerous enterprise. As they were already noted for resourcefulness and self-reliance, Reti accepted them, and himself selected two aged scientists (tohungas) for the voyage, their duties being to make special observations. Having taken aboard preserved foods, water, arms and fishing paraphernalia – the tohungas took fire-generating sticks of kai-komako – the large party embarked and sailed away, carrying with them the farewell messages – “Be prosperous and return safely: – of their people of Aotearoa.

Now, Reti had had a vision (matakite), in which he was advised to try out his outfit by taking the narrow rock-bound passage of seething and whirling waters, known as Te Aumiti, or “The Suction Current” (now known as “The French Pass,” in which that daring French navigator, D’Urville, had a trying and dangerous experience with his vessel). The vision told Reti to take with him his sacred cormorant bird (kawau), and before reaching the narrow

passage he was to release his bird, closely watch its flight and be guided by the course it followed.

Before entering “this awful turmoil of devil-wracked waters,” Reti ordered every man to blindfold (kopare) himself; this they all did, with the exception of the two sages. When approaching the narrows, and when there was already a feeling on board that the canoe was being sucked under, Reti released his bird. It flew straight upward, surveyed the narrow passage (the home of Kaihau-a-Waro “Pelorous Jack”), and then lowered itself. Soaring just above the surface of madly rushing waters, the bird took a diagonal course, upon reaching that side of the passage, it turned and again soared diagonally to the opposite shore. But while it was preparing to turn, the treacherous waters seized a wing and broke it, and the bird was instantly transfixed. Transformed into stone, it remains fixed there. (This rock projects into the water at the narrowest part of the passage and a small lighthouse has been built on it.) Reti had watched all this, and calling upon his men to paddle with all of their might, he steered a zig-zag course, darted past his “bird-in-stone,” and got through without mishap.

Reti then ordered his men to remove their eye-bandages. They did so, simultaneously looking back to see what they had passed through.



French Pass, D'Urville Island, Marlborough Sounds. Whites Aviation Ltd: Photographs. Ref: WA-47702-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/30642385>.

Explanation was unnecessary; that they had escaped calamity was obvious.

Having reached the open ocean, Reti set course true south, around which the Southern Cross (Te Kahui Rua-Maahu) circles.

Moons waxed and waned, but there were no tidings of Tamarereti and his fearless men. The home people became anxious, and word was passed along for strict watch to be kept throughout the coasts. As a result, one morning after an exceptionally stormy and tempestuous night, the watchers saw a foundering canoe approaching the rock-bound coast. The alarm was

spread and many willing villagers quickly assembled, but the canoe struck a rock and was wrecked and the bodies of the voyagers – it was Reti's canoe – were washed ashore, mangled by the rocks. As they came in, one proved to be the body of Reti himself, and they were reverently attended to. Of all that band, two alone showed signs of life – one of the sages, and a member of the crew. Under the care of skilled hands they were restored to consciousness and lived long enough to tell a coherent story.

The wrecked canoe was recovered, and while it was being dried a pile of brush and firewood

was built up, on which the semi-restored canoe was erected. Then the bodies of the voyagers were placed in the canoe in a sitting position, and robed in the choicest of garments, and Tamarereti himself was placed in the centre on a raised platform. Magnificently attired he appeared to be holding a powwhenua staff in his hand.

At night when all was ready, the pile was lit from end to end; thus a blaze of glory, in the presences of the assemble multitude and to the solemn chants of their priesthood, the bodies of Reti and his gallant band, and the canoe itself were reduced to ashes. Truly a sacrifice

**Continued on next page »**

on the altar of science and discovery!

The story of the dying survivors, or what remains of it, is brief enough. They had reached the far south, where they had encountered precipitous ice-cliffs which towered up straight above the sea. In parts, these were broken and irregular and no footing could be obtained. There were mountain ranges upon which the fires of Maui (volcanic) could be seen burning. But the whole country was wrapped in ice and snow.

As the sages had predicted, it was a good season for viewing the glories of the southern lights (Aurora Australis). The days are shortened until the sun totally disappeared, and with it, too, the moon. There was only, then, the light of the stars, and the progress of time was kept by the position of the Milky Way (te mangaroa) and the Southern Cross.

“To e o te tonga, o whariki mai ra e,<sup>2</sup>

“Na runga i nga hiwi:

“Nga Pari-huka e, te ika-tawira,

“Ka whakapou nei ou, i.”

“The atmosphere of the south, outspreading wide,

“Above the mountain ranges:

“Beyond icy cliffs, where male fish abound,

“And wonders to which I humbly bow.”

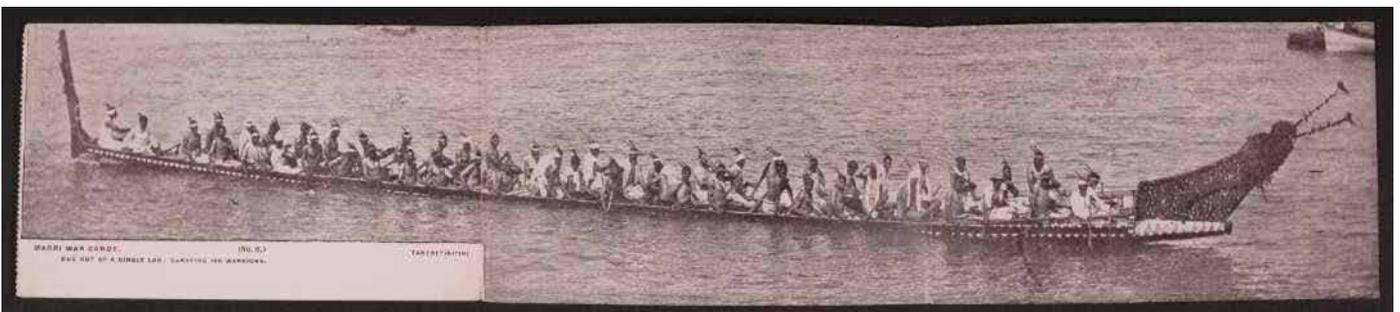
Darkness was continuous except when lit up by the splendours of the southern lights. The whole atmosphere blazed with the brilliance of ever-changing and many-coloured radiances. There were many and strange designs, some of which appeared to be definitely created from below; others appeared to take on changing forms in the air. It appeared that two forces were at work – an upper force which came down to, met, and doubled the lower force back on itself. At times the atmosphere seemed to be on fire, for it steamed or smoked, and gave out a sound as of burning flax.

Then came the tragedy. Tamarereti, their leader, had been choked to death in the act of swallowing a tiny fish, and insignificant shrimp (“He paku te ika, i rama ai a Tamarereti”), and they had partly embalmed the body and brought it back with them. They had experienced a hard voyage back, and were weak and spent from exposure. Then the end came.

Since that time it has been taught and believed that Reti’s canoe and its contents were together transferred to the South Polar sky, as signs for all future generations. The Southern Cross is shown to be the ornamental prow of the canoe, and is known by

the name of “Little Jewel-casket of Reti” (Te Putea io a Reti). The canoe of Tamarereti (Te Waka o Tamarereti) stretched along to the star Canopus (Autahi), which is the jewel adorning the stern post. The “Pointers” represents the anchor-rope (Te Taura o te punga) and the “Dark Hole,” near by, represent the anchor of the canoe of Tamarereti (Te Punga o te Waka o Tamarereti). (It should be explained that the anchor of a Māori canoe usually consist of a piece of solid rock, more or less round.) In this way, then, the name and fame of Tamarereti, and of his memorable canoe-voyage to the South Pole, has been fittingly commemorated. Also, since that event, those southern lights have been known as “The golden-glories of Dame Darkness primeval” (Nga kurakura o Hine nui te po). They are shrouded in profound darkness, and the ancient Māori decided that they are merely a means of releasing surplus earth-and-space energy – energy which cannot, in that dark and frigid region be used for the production and maintenance of life. ❧

From: Hongi, H. (1925) “Voyage of Adventure, Ancient Māori discovery of the South Pole.” In *The Weekly Press*, Christchurch NZ. Thursday 18 June 1925 (front page and following).



Maori war canoe, dug out of a single log, carrying 100 warriors (No. 6). Taheretikitiki. [Postcard]. Design registered by Harding and Billing, no. 183 12/6/03 [1903]. [Ephemera relating to Maori. 1900-1919]. Ref: Eph-A-MAORI-1903-02. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/30647215>.

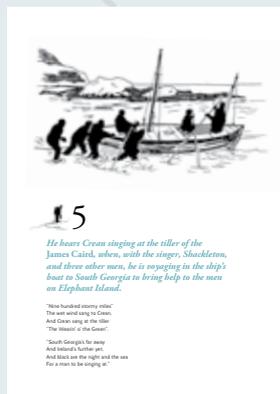
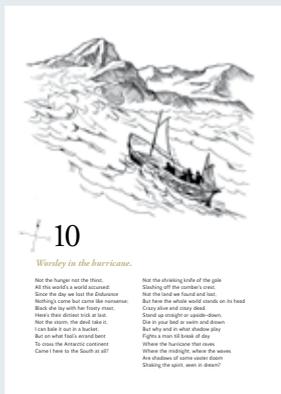
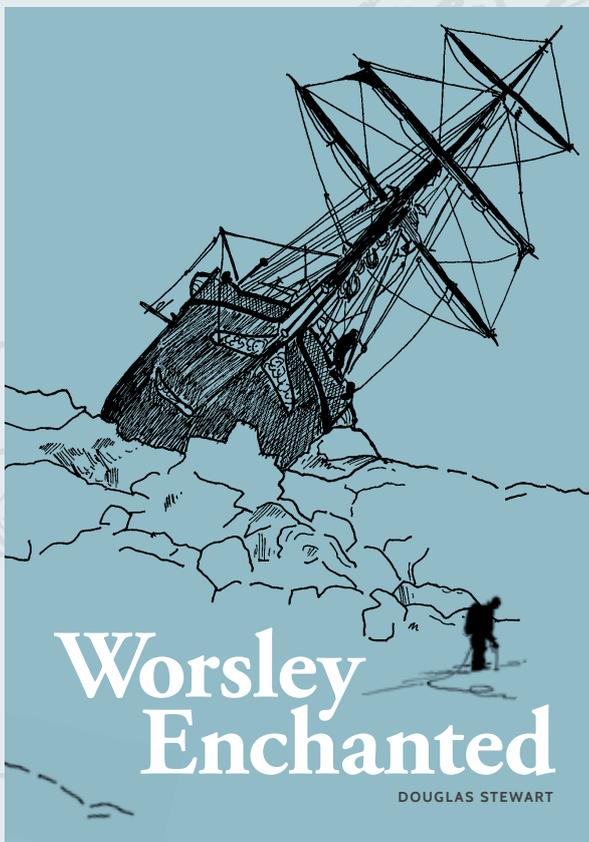
2 The Māori text is indistinct in the source document (Ed.).

# Worsley Enchanted

The small boat voyage in the *James Caird*, from Elephant Island to South Georgia, is a classic epic of man vs. ocean. The boat was navigated by New Zealander Frank Worsley, and the story, told from his perspective, was penned as a poem, *Worsley Enchanted*, by Douglas Stewart, and first published in serial form in *The Bulletin*, in 1948. It has subsequently been included in three anthologies.

The New Zealand Antarctic Society is pleased to announce the release of a stand-alone edition of *Worsley Enchanted* in the centennial year of the voyage of the *James Caird*. ⚓

Copies are available from the Society at [worsleyenchanted@antarctic.org.nz](mailto:worsleyenchanted@antarctic.org.nz). The price is NZ\$15.00 + postage (NZ\$5 within New Zealand, and NZ\$7 for overseas).



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# A Journey of Hope

*By Philippa Ross, the great-great-great-granddaughter of Sir James Clark Ross*

**I**t has been a journey fraught with difficulties; but as the Ross family crest says, “Hope lightens difficulties,” and thanks to decades of work and the hope held in the hearts of hundreds of passionate and persistent individuals, scientists, environmental groups, and diplomats from all over the world, the battle to protect the Ross Sea – the soul of Antarctica – has been won.

On Friday 28 October 2016 CCAMLR (Commission for the Conservation of Antarctic Marine Living Resources) created a legendary agreement to safeguard the richest source of life in the Southern Ocean. It’s an historic attainment for “The Last Ocean”. The most pristine marine system left on earth now has 1.55 million square kilometres of protection; a lifesaver to sustain the biodiversity of life that inhabits these sacred waters.

Not only is the Marine Protected Area (MPA) in the Ross Sea the world’s largest, but it’s also the first MPA to include the high seas. A no-take fishing zone of 1.2 million square kilometres has been set aside, while some harvesting of fish and krill for scientific research will be permitted within the remainder of the MPA. Protection for the area will come into force in December 2017.

There’ll be many happy feet tapping in Antarctica, in addition to those belonging to people across the world whose heart song has been validated. I now hope the monumental collaboration between the 25 country members of CCAMLR sets a benchmark for the world

to work collaboratively to protect the entire planet. The benefits of working in harmony with nature far outweigh any loss – she is after all the indomitable force that sustains all life.

As the great-great-great-granddaughter of Sir James Clark Ross (JCR), who discovered the Ross Sea, my heart is bursting with pride and eternal gratitude to everyone involved in making this a reality. JCR was a true pioneer, who sailed uncharted waters, discovering Victoria Land and the Ross Sea in what Amundsen described as “ponderous tubs” – a man who’s remembered as one of the most capable seamen the world has ever produced, and a votary of science to whom Antarctic scientific exploration owes so much.

I owe much to so many, particularly Rodney Russ of Heritage Expeditions, who generously gifted me a place on the company’s inaugural 35-day expedition to Antarctica called “In the Wake of Ross, Scott, and Amundsen”, honouring the 175th anniversary since JCR first chartered the waters. My own “voyage of discovery” was quite unlike his perilous journey in ponderous tubs! The dominant difference was that I knew where I was going and when I’d be back!

My most momentous memory of the journey was the night my uncle James and I were invited to visit Possession Island – the first place in Antarctica that JCR had landed all those years ago. Floating ice prohibited us from actually landing on the island, so the crew

Photo above: Cape Royds, Ross Island, with a splendid view of Mount Erebus “contemptuously puffing” (JCR’s words in his diary) in the background.



My uncle James Hood Ross and I at Possession Island, repossessing it!

drove the nose of the Zodiac onto a piece large enough for us both to stand on so we could take a photo with the island behind us, to commemorate the day when two generations of Rosses returned to metaphorically repossess the island. This was the first time a Ross had visited since it had first been found – an occasion we marked holding the Ross flag with pride.

This was the point of no return for me; the point when my journey turned into a rite of passage. The totality of my own experiences affirmed that my role in this life is to connect humanity to nature. Like JCR, I use the power of the earth's electromagnetic field to guide me. JCR used it to find the North Magnetic Pole. I use it to find a person's True North in my personal growth and development business [www.philippaross.com](http://www.philippaross.com).

The purity of Antarctica is majestic and humbling. The tranquillity is restorative; it allows the recalibrating of the spiritual, emotional, mental, and physical parts of oneself to create a feeling of wholeness. You get a real sense of being part of something that's so much bigger than the world we live in. It's a place that teaches you that nature has total sovereignty, and how much we need to understand and respect that power because it is the crucial element we need to sustain our survival. Its value to humanity is invaluable. The visual and auditory landscape of Antarctica is now an intrinsic part of who I am – something I can draw on to both revitalise my energy and recapture a sense of peace. In the same way a picture is worth a thousand words, the rich tapestry within nature's soundscape is priceless, its value subjective to the connection we feel and the story we want to convey. In Antarctica you can literally smell the purity and feel yourself unwind. The stresses and strains of the world have no place here; the only existence is in the moment – peace of mind, body, and soul rule. You feel vulnerable but without fear – a diametric contrast to the way we live our ordinary everyday lives.

All images on these pages courtesy of Philippa Ross.

Vol 34, No. 4, 2016



First landing in Antarctica at Cape Adare.

The significance of the agreement to me is even more profound because it comes at the end of the 175th anniversary year – a finale to an era of courageous exploration by early polar explorers such as JCR, and Sir John Franklin, who was lost while commanding an expedition with JCR's ships HMS *Erebus* and HMS *Terror* (which have both now been found – the latter a mere six weeks before the agreement was declared).

The agreement marks the beginning of a new era in my life as the news has travelled across the globe, connecting me with long-lost relatives of Sir John Ross and Sir John Franklin. My hope now is to connect to relatives of Bellingshausen, the man who first discovered Antarctica. My ultimate hope is to expand the passion to protect Antarctica into a global movement that reconnects people to themselves, each other, and the environment – a project I believe will go a long way to honour and harness the diversity of all life so humanity's innate desire to live in peace and harmony is fulfilled and able to create a legacy on which future generations can thrive.

If we hold hope in our hearts, it'll give us the courage and stamina to ride the difficult storms of our own journey to pursue dreams that others deem impossible. Dreams are the essence of what life is all about. Imagine if all those involved in protecting the Ross Sea had given up.

*If you lose hope, somehow you lose the vitality that keeps life moving, you lose that courage to be, that quality that helps you go on in spite of it all. And so today, I still have a dream.*  
Martin Luther King, Jr 🇺🇸



Ross family crest.

# The Captain's Pyjamas

By Andrew Leachman, Master Mariner and Ice Pilot to the Royal New Zealand Navy

At Archives New Zealand, in a file about the establishment of the Ross Dependency,<sup>1</sup> is a series of letters dealing with the non-return of Captain George S. Hooper's pyjamas. It seems incongruous that amongst letters of national historical significance between the Duke of Devonshire, British Secretary of State for the Colonies in London, and Viscount Jellicoe, Governor-General of New Zealand, there is correspondence from a lowly Marine Department stores clerk to Hooper, demanding an explanation over the non-return of a pair of government-issued pyjamas.

So who was George Samuel Hooper, and why would the Marine Department have issued him a pair of pyjamas?

In 1902 at the age of 28, Hooper obtained the rare qualification of Extra Master, in Lyttelton, and in 1907 he was appointed captain of the New Zealand training ship *Amokura*. He took over command of this vessel in Wellington from another renowned New Zealand sailor, one Frank Worsley of *Endurance* and *James Caird* fame. Hooper served as Master of TS *Amokura* for 12 years (1907 to 1919), during which time over 500 young men were trained for careers in both the Merchant Navy and the Royal New Zealand Navy.

Earlier in his maritime career, Hooper had worked aboard Union Steam Ship Company vessels, before being appointed to the role of Chief Mate of the government lighthouse tender *Hinemoa* in 1903. Servicing lighthouses around the rugged coastline of New Zealand at places such as Puysegur Point, Stephens Island, and The Brothers islands would have challenged the most gifted of sailors.

Hooper was a licensed compass adjuster, and in 1917 he held the rank of Lieutenant Commander in the Royal Naval Reserve.<sup>2</sup> On 20 December 1919 he was appointed Nautical Advisor to the government, and Chief Examiner of Masters and Mates for the Marine Department. During 1920 he travelled to Britain, where he visited the British Board of Trade examination rooms in London, Liverpool, and Glasgow. He also paid visits to the Admiralty Compass depot at Slough and the chronometer rating establishment at Greenwich.<sup>3</sup>

Why the Nautical Advisor to the New Zealand government became involved in the first Ross Sea whaling season is a rather convoluted story.<sup>4</sup> Carl Anton Larsen, the legendary founder of Antarctic whaling, wished to exploit the whales in the Ross Sea. James Clark Ross in 1841, and Roald Amundsen in 1911, had both commented on the large whale stocks in the vicinity of the Great Ice Barrier. In December 1922 Larsen was granted a licence by Britain to whale in the Ross Sea. Britain was not in a position to grant a license of this kind without a basis in international law for her sovereignty, and it was not until 30 July 1923 that British sovereignty was established by Order of Council.<sup>5</sup> The Ross Dependency that resulted was defined as “the coast of the Ross Sea, with islands and territories adjacent thereto”; i.e. all the areas south of 60° S between longitudes 160° E and 150° W. The Governor-General of New Zealand was then vested with the authority “to make all such Rules and Regulations as may lawfully be made by His Majesty’s authority for the peace, order and good government of this said Dependency”. This order establishing the Dependency was published on 16 August 1923.

Meanwhile, the whale factory ship *Sir James Clark Ross*, owned by Larsen’s company A/S Rosshavet, was being readied in Sandefjord in Norway. She departed Norway in September and proceeded to Barry in South Wales, where she loaded 10,000 tons of coal. Three whale chasers were fitting out in Seattle, bound for the south. In October 1923 there was a frantic exchange of telegrams between the Governor-General in Wellington and the Secretary of State for the Colonies in London. The New Zealand government was caught by surprise, with no previous knowledge of the make-up of Larsen’s catching flotilla. Consultations in Wellington between Prime Minister Massey, the Minister of Marine, G. J. Anderson, and the Crown Law Office, resulted in the Marine Department taking responsibility for administering all matters relating to the Ross Dependency.

On 11 November A/S Rosshavet’s office in Sandefjord informed the Minister of Marine that the *Sir James Clark Ross* expedition would save valuable time by calling at Hobart on 25 November,

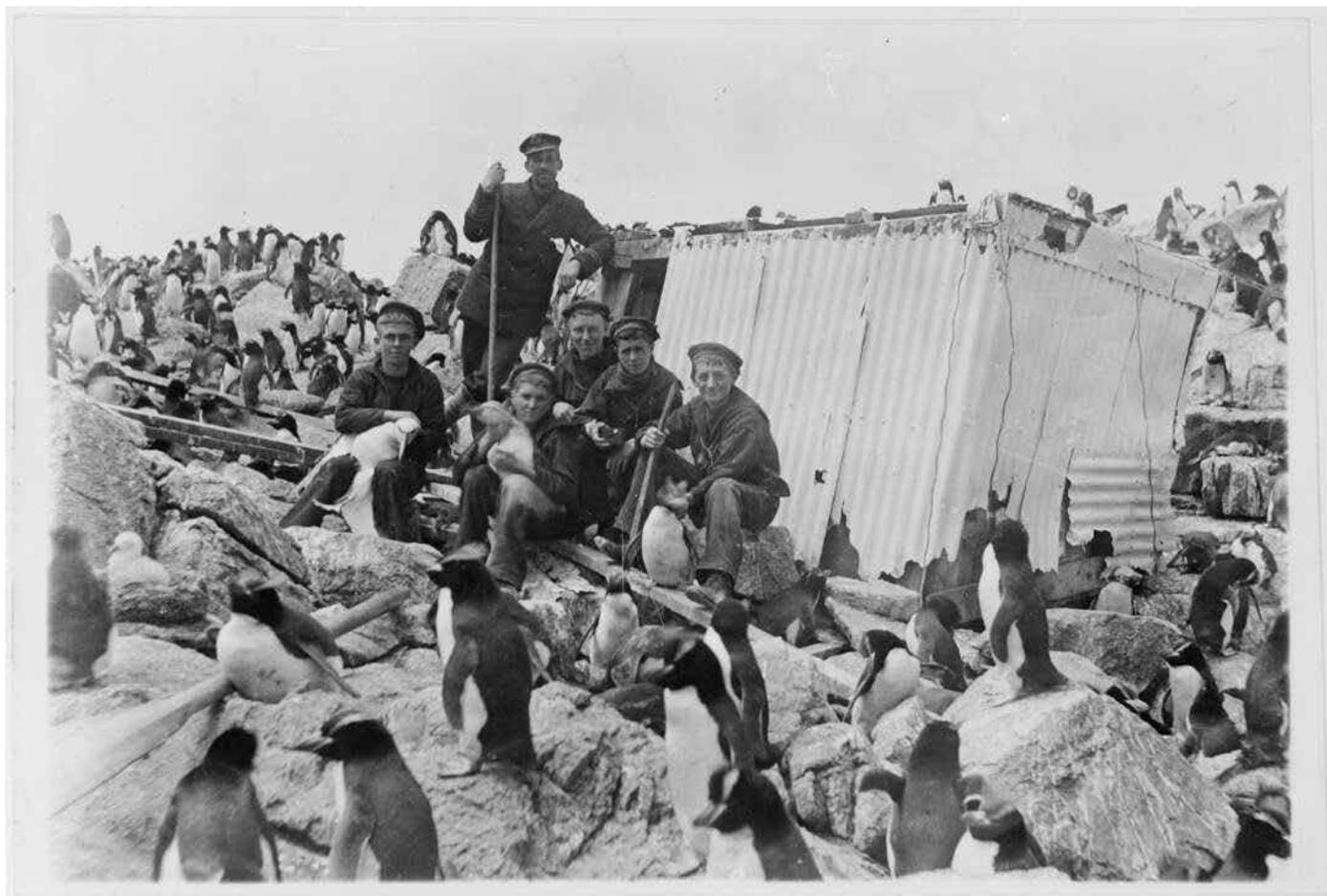
1 le Part 1, M1-2/9/7.

2 Gazetted ADM. 240/53/239, dated 27/3/1917.

3 *The Evening Post*, 12 August 1920 (under “Shipping: Port of Wellington”).

4 W. Barr and J. Watt, “Pioneer Whalers in the Ross Sea, 1923–33”, *Polar Record*, 41.

5 Archives file: Ross Sea Whaling Part 1, M1-2/9/7.



and would fulfil licence obligations with a port stop in New Zealand on the homeward-bound voyage. The Marine Department responded by deciding to send an official representative to join Larsen's whaling expedition in Hobart. Hooper was chosen for this role and was given the position of Administrator for the Ross Dependency. He was sworn in as a Justice of the Peace, taking his oath of office before Governor-General Jellicoe, and was issued with a full kit of Antarctic clothing – including the pyjamas – and a camera. Within days, Hooper departed for Hobart. On 29 November the *Sir James Clark Ross* was anchored in the stream off Hobart. Once Hooper had stepped aboard, “she unceremoniously, without the waving of a flag or the sounding of a siren, stood down the river Derwent on her way out to the Ross Dependency”.<sup>6</sup> Hooper played a significant role in the early establishment of the Ross Dependency: he was the first official representative of the New Zealand government to step ashore on the Antarctic continent.<sup>7</sup>

Hooper returned to his desk in Wellington in April 1924. The 1923–24 whaling season had not been a financial success, but many important lessons were learned.<sup>8</sup> Hooper did not go to the Antarctic again,

but he remained the Administrator for the Ross Dependency until 1926. That same year he was appointed Commodore of the Plimmerton Boat Club. Hooper had occasion to visit the Kaipipi shipyard in Stewart Island during the following years, to ensure that the *A/S Rosshavet* whale-chaser lay-up repair facilities were being maintained to Marine Department satisfaction.<sup>9</sup>

During 1930 he was elected president of the Plimmerton Boat Club, and on 3 March 1931 it was reported in Wellington's *Evening Post* that Captain G. S. Hooper had died the previous day aged just 57 years. To have died so young was tragic, but one marvels at his career. It must have been rewarding spending five months at sea with Larsen. Being the very first New Zealander to officially represent our country in Antarctica, gaining an Extra Master's qualification, teaching over 500 young sailors who passed through the *Amokura* training ship, and rising to the position of Nautical Advisor to the New Zealand government, are all outstanding maritime achievements. Plus, he lost a pair of government-issued pyjamas. Captain George Samuel Hooper was indeed an Extra Master Mariner. ⚓

6 A. J. Villiers, *Whaling in the Frozen South*.

7 J. N. Tønnessen and A. O. Johnsen, *The History of Modern Whaling*.

8 W. Barr and J. Watt, “Pioneer Whalers in the Ross Sea, 1923–33”, *Polar Record*, 41.

9 J. P. C. Watt, *Stewart Island's Kaipipi Shipyard and the Ross Sea Whalers*.

Photo above: Captain Hooper, boys, and penguins on the Bounty Islands. Ref: 1/2-056479-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23196041>.

# HMS *Protector* (A146) – RN ice patrol vessel

By Fred Davey

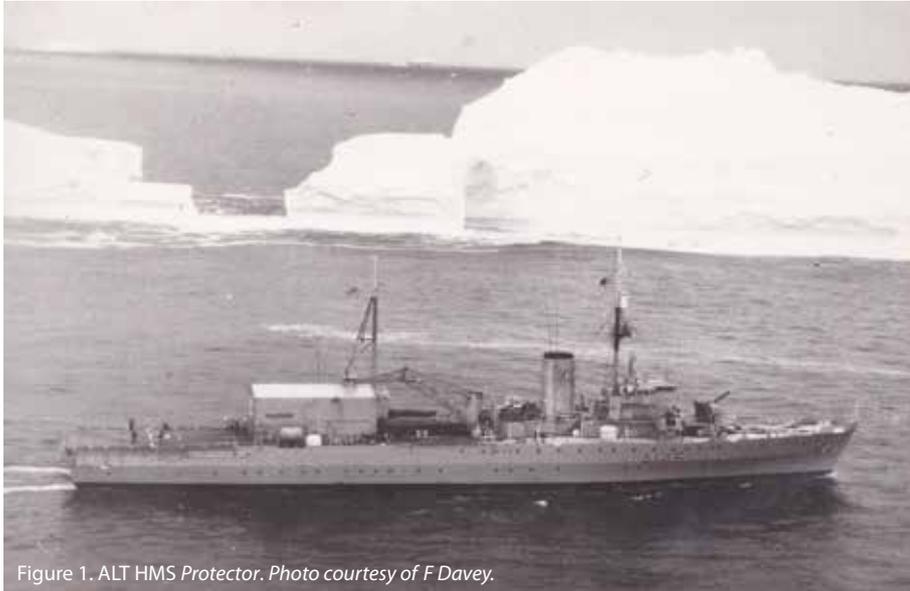


Figure 1. ALT HMS *Protector*. Photo courtesy of F Davey.

The article in the recent edition of *Antarctic* (Vol. 34, 1) about the visit of the new Royal Navy ice patrol vessel, HMS *Protector*, brought back to mind my first trip to Antarctica on the earlier HMS *Protector* (commanded by Captain S. R. Sandford RN) in 1965–6. This was quite a different ship (Figure 1). At the time, she was the second-oldest commissioned ship in the Royal Navy, the oldest being HMS *Victory* at Portsmouth Historic Dockyard (launched 1765).

HMS *Protector* was originally laid down as a fast net layer at Messrs Yarrow & Co Ltd of Glasgow, in August 1935, and was launched in August 1936. In 1954, she underwent a transformation from net layer to ice patrol ship in the Devonport dockyard, where a flight deck above her net deck and a hangar were built for two Westland Whirlwind helicopters that formed

the ship's "flight". On 3 October 1955 she departed Portsmouth for her first season in the Antarctic. Thirteen such seasons followed, through to May 1968, and she was scrapped in 1970. She was the last of the Royal Navy ships to be powered by steam turbines through triple expansion steam turbines with diesel-fired boilers. Although a relatively small ship, as she was on an independent commission she had a full captain in command.

HMS *Protector* was, I understand, affectionately known as the "Grey Ghost" by "FIDS" (the Falkland Islands Dependencies Survey), as she was painted grey and because her limited ice strengthening meant she tended to be careful about ice. However, she was armed, with twin 4-inch guns on the foredeck which had to be fired at intervals to ensure they were working and to give the gun crews much-needed practice. The target south was usually a small



Figure 2. Graf-Askania Gss-2 sea gravimeter. Photo courtesy of F Davey.

iceberg. She was 346 feet long, and, although displacing only 3,450 tons, she had a crew of 21 officers and 238 senior and junior ratings because she had to be crewed for full operations on a 24-hour basis. This led to cramped accommodation on board and a large number of the crew had only a locker for personal belongings and slept on hammocks that were replaced at change of crew watches. Tot time was still in existence and a ration was formally allocated to the crew every day at midday.

I joined her in Portsmouth as a graduate student of the Department of Geology at the University of Birmingham, to operate a surface ship marine gravity meter – the first time one had been used in Antarctic waters – and survey parts of the Scotia Sea and offshore Antarctic Peninsula. The geophysics group (under Professor D. H. Griffiths) carried out marine geophysical research in close association with

the British Antarctic Survey. The instrument I used was a Graf-Askania Gss-2 sea gravimeter #11, mounted on an Anshultz gyrostabilised platform to keep the instrument level, both on loan from Cambridge University (Figure 2). At sea, the meter appeared to be moving the opposite way to that expected, making some people feel unwell. As the instrument was running 24 hours a day and I had to have some sleep, I had a group of ratings as a watch group. Instructions were simple: if something unexpected happened, wake me! My attempts to instruct the group what to do were well captured by the on-board cartoonist “Sam” (Figure 3). As a civilian scientist I was accommodated with the officers and lived in the wardroom, which involved formal dressing for dinner every evening. However, as a civilian, I was not restricted by naval hierarchy and could visit other messes – such as the PO stokers’ mess (which had the best beer) – when invited.

We departed Portsmouth in October 1965, and arrived in Port

Stanley via South America in December. We then ran three legs down the Antarctic Peninsula to the south-west, through Bransfield Strait, visiting Deception Island the year before it erupted (Figure 4) and reaching as far south as Stonington Island in Marguerite Bay (Figure 5), and also ran across to South Georgia and the South Orkney Islands in the south-east. We did not enter the Weddell Sea. I also recorded gravity data on land, and still vividly remember being deposited on an isolated small rock in the middle of the Bransfield Strait by helo (a one-skid landing) to make a measurement and being left for an hour or more with only sea, rocks, and ice in sight. Fortunately the helo returned. The ship also supported other scientific studies by the University of Birmingham, carrying out several days of shot firing (with charges up to 300 pounds, about 400 yards astern of the ship) for seismic surveys recorded by researchers on the British Antarctic Survey ship RRS *Shackleton* in the Peninsula region.

The return trip was via Tristan da Cunha to South Africa (Simonstown), followed by brief stops at the central Atlantic islands of Saint Helena, and Ascension, and further stops in West Africa (Sierra Leone, Morocco). We reached home in May 1966. We had recorded over 28,000 line kilometres of marine gravity data, including 8,300 line kilometres of data from south of the Falkland Islands. The gravity data provided interesting insights into the structure and evolution of the Bransfield Strait region and Burdwood Bank, and formed the basis of my PhD thesis at Birmingham.

HMS *Protector* was replaced two years later in 1968 by HMS *Endurance* (commanded by Captain Peter Buchanan RN), a ship designed for working in ice-covered conditions. It was formerly MV *Anita Dan* of the Lauritzen Line.

Further information on HMS *Protector* can be obtained from the HMS *Protector* Association: <https://web.archive.org/web/20090606160817/http://khutilities.co.uk/protector/pages/contact-us.php> &

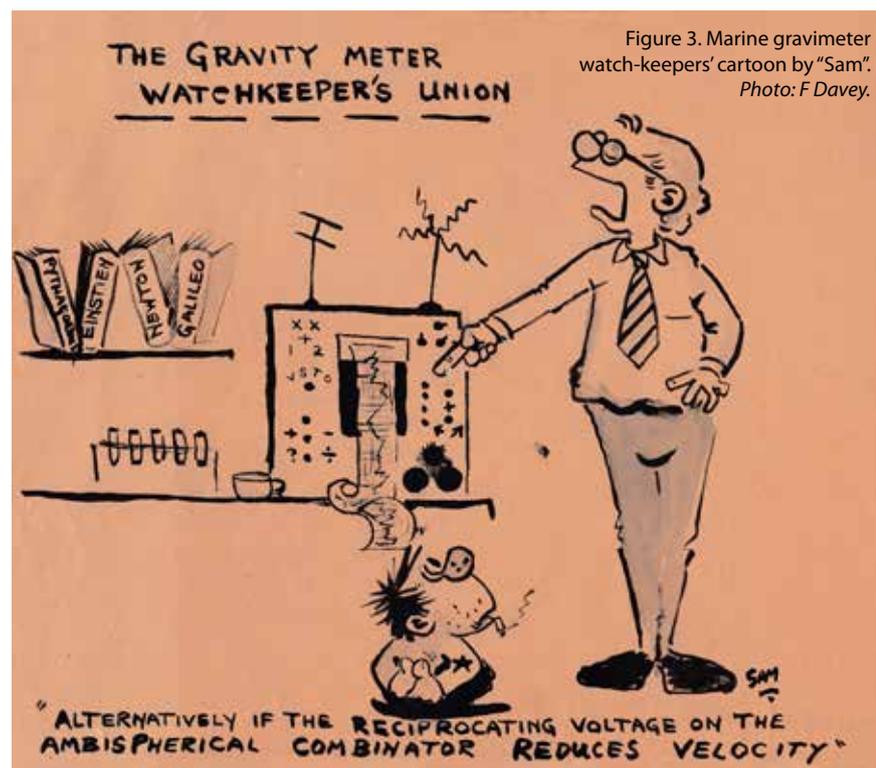


Figure 3. Marine gravimeter watch-keepers' cartoon by "Sam".  
Photo: F Davey.



Figure 4. HMS *Protector* at Deception Island.  
Photo: F Davey.

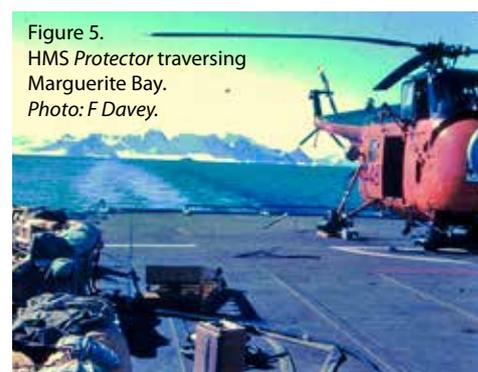


Figure 5.  
HMS *Protector* traversing Marguerite Bay.  
Photo: F Davey.



# Recent Polar Vessel Projects

By Anderson Chaplow, Lead Specialist – Naval, Lloyd's Register

World research fleets are ageing, vessels are reaching the end of their “extended” lives, and modern science requires safe, stable, capable platforms from which to undertake advanced polar research. Fortunately there has been a recent spate of high-tech vessels constructed and ordered to fill this need – powerful, strong, quiet, environmentally friendly vessels designed to meet the requirements of the new IACS (International Association of Classification Societies) Polar Rules for year-round operations in multi-year ice, whilst complying with the tough new IMO (International Maritime Organization) Polar Code for safety and environmental compliance in the “hot” new focus area for world shipping: the polar regions.

The following are summaries of some recent polar projects of note, intended to show the increasing investment and complexity of vessels being produced for operations at the ends of the earth.

*John G. Diefenbaker*: This will be one of the largest and most powerful icebreakers in the world when it joins the Canadian Coast Guard fleet around 2021. It is one of the first vessels to be designed to the Lloyd's Register *Icebreaker(+)* notation and also to the requirements of the second-highest ice class in the IACS Polar Rules – *Ice Class PC2*, the highest rating yet specified, for year-round operations in moderate multi-year ice conditions up to 2.5 metres thick. The *John G. Diefenbaker* will be fitted with an underwater air-bubbling system

that provides hull lubrication and reduced friction for ice-breaking operations, and, with a combined shaft power of 34 megawatts, it will be the world's third-most-powerful non-nuclear icebreaker.

*Baltika*: Delivered in December 2014 to the Russian Marine Emergency Rescue Service (FGI Gosmorspassluzhba) by Arctech Helsinki, this is the first icebreaker built with an asymmetric hull form for “oblique” icebreaking. This structure allows the vessel to generate a 50-metre-wide channel with a beam of only 20.5 metres, by moving sideways using three azimuthing thrusters. Classed to the RMRS (Russian Maritime Register of Shipping) *Icebreaker 6* notation, the vessel is capable of breaking ice up to 1 metre thick ahead and

Photo above: A rendered image of the Australian Antarctic Program *Aurora Australis* replacement. Photo: Damen/DMS Maritime/Knud E Hansen A/S.

60 centimetres thick abeam. The unique hull form is also suitable for oil clean-up operations (by using the flat side to ‘funnel’ oil into a recovery boom); and the vessel is provided with emergency response equipment, enabling it to conduct towing, fire-fighting, and salvage operations.

*Polaris*: Delivered only on 28 September 2016 to the Finnish Transport Agency by Arctech Helsinki, this vessel is the world’s first icebreaker with dual-fuel engines capable of burning both low-sulphur marine diesel oil (LSMDO) and liquefied natural gas (LNG) for environmentally compliant operations in the Baltic Sea Emissions Control Area. Also one of the first vessels awarded the *Icebreaker(+)* notation by Lloyd’s Register and designed to the requirements of IACS *Ice Class PC4*, it is capable of moving forward continuously through ice up to 1.6 metres thick.

*Xuelong II*: The first Chinese icebreaker to be built domestically for the Chinese Arctic and Antarctic Administration, this vessel, although smaller, will surpass the current vessel *Xuelong* in research capability and ice-breaking ability. Jointly classed by both Lloyd’s Register and China Classification Society (CCS), the vessel will be designed to IACS *Ice Class PC3* requirements for operations in ice up to 1.5 metres thick. It is currently scheduled for completion in 2018.

RRS *Sir David Attenborough*: Contracted by the Natural Environment Research Council (NERC) for the British Antarctic Survey (BAS), the colloquially known “Boaty McBoatface” is intended to replace the RRS *James Clark Ross* and the RRS *Ernest Shackleton* for both Arctic and Antarctic research operations. Designed to IACS *Ice Class PC4* requirements for

year-round operations in ice up to 1 metre thick, this vessel will be one of the most advanced research vessels in the world, featuring over 900 square metres of scientific cargo volume and a moon-pool (an opening in the hull, giving access to the water below) for safe and stable deployment of scientific equipment – an essential feature for many new research vessels.

*Aurora Australis* replacement: This vessel is being built by Damen for the Australian Antarctic program as a replacement for the *Aurora Australis*, and represents the single biggest investment in the Australian Antarctic program. Intended to act as both a research and resupply vessel to the Australian Antarctic bases, the vessel will be designed to the Lloyd’s Register *Icebreaker(+)* notation and to the requirements of IACS *Ice Class PC3* for year-round operations in second-year ice (which may include multi-year ice inclusions) up to 1.65 metres thick. Designed to be environmentally advanced, this vessel will also comply with the Det Norske Veritas *Silent-R* notation for acoustically sensitive vessels where low underwater noise emissions are required.

*S. A. Agulhas II*: Built for the South African Department of Water and Environmental Affairs in 2012 to replace the original *S. A. Agulhas*, this vessel is specifically designed as a polar supply ship and research vessel. Complying with the Det Norske Veritas PC-5 notation for year-round operations in medium first-year ice (which may include old ice inclusions) up to 1 metre thick, the vessel is also compliant with the IMO Safe Return to Port requirements and is the first ship of its kind to be certified for both passengers and low flash-point fuel, such as polar diesel and

Jet-A helicopter fuel. Importantly, the vessel has been “instrumented” and will provide a significant new capability for the full-scale direct measurement of hull-ice loads in the Antarctic region.

HMNZS *Endeavour* replacement: Contracted for construction at Hyundai Heavy Industries in South Korea by the New Zealand Ministry of Defence, the replacement auxiliary oiler and replenishment vessel for the Royal New Zealand Navy will include features enabling it to deliver fuel and other goods to support Scott Base and McMurdo station, during summer months, once an icebreaker has cleared a path. Chief of these will be compliance with the IACS *Ice Class PC6* requirements for summer/autumn operation in medium first-year ice (which may include old ice inclusions), but also enhanced measures to enable operation in cold conditions (“winterisation”), the carriage of low flash-point polar diesel (AN-8), and cargo operations against an “ice-pier”.

*Legend (ex Giant I)*: Whilst not a government vessel or a research vessel, *Legend* is worthy of note as a recent polar project. Built in 1974 as an ice-rated ocean-going salvage vessel, and perhaps an electronic eavesdropping ship, for the Soviet Union, this vessel has recently been refitted by ICON Yachts as a custom expedition vessel for the luxury yacht market. Retaining the original’s compliance with Lloyd’s Register’s *Ice Class 1A FS*<sup>1</sup> notation, the refitted vessel is provided with a commercially certified helipad, a twin-turbine helicopter, two snowmobiles, and a three-man recreational submarine, as well as a Balinese spa, a gym, a beauty salon, and a movie theatre.

1 FS: Finnish–Swedish Ice Class Rules.



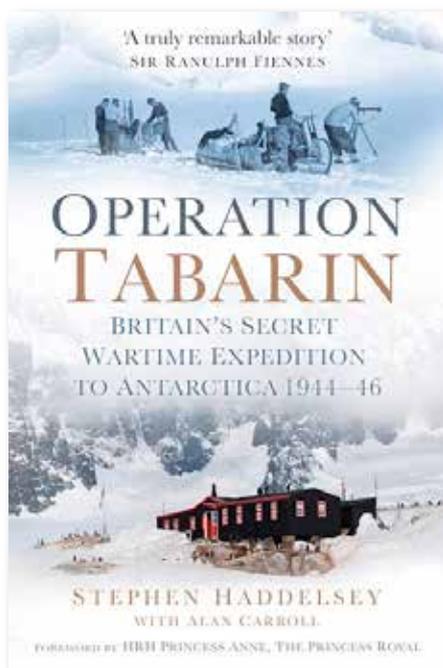
A rendered image of the Royal New Zealand Navy HMNZS *Endeavour* replacement. Photo: Hyundai Heavy Industries Co. Ltd.

*Aurora Borealis*: Not yet a reality, the *Aurora Borealis* is a joint European Union project (ERICON-AB) intended to produce an icebreaking research vessel with hitherto unknown capabilities, enabling it to operate in the central Arctic Ocean during even the most severe ice conditions. Following feasibility studies, the design now favoured – the *Aurora Slim* – is a slightly scaled-back version, still intended to be capable of achieving IACS *Ice Class PC1* (which would make it the first ever of this rating) but without the insulated drilling rig and second moon pool, and with a reduction in installed power from 94 megawatts to 52 megawatts. The current status of this project is unknown.

*US Polar Class*: Absent from the list above is a US Polar Class icebreaker; whilst there has been an on-again-off-again commitment to the procurement of replacement tonnage to the now absent US ice-breaking fleet, there is a recognised need, but no projects yet announced. In the early 2000s the Antarctic Research Vessel Oversight Committee (ARVOC) was established to examine the issue and ensure representation of the scientific community in the management and development of the US Antarctic Program's research vessels. Significantly, in May of this year the FY2017 Defense Appropriations Bill was approved, which included an allowance of US\$1.0 billion for the procurement

of the first US-made “heavy” icebreaker in more than 25 years. Interestingly, this was bundled with the Navy shipbuilding programme and not the Coastguard programme, indicating, perhaps, that it was being treated as a strategic purchase. Intended to replace the *Polar Star* (and *Polar Sea*), it is still short of the estimated six vessels required (three heavy, three medium) and does not provide for a dedicated Polar research vessel.

The above provides a taster of a few recent projects. It is an exciting time for polar research: a series of highly capable vessels, specifically designed and built for research and operations in ice-bound regions, are in the process of being procured or have been recently commissioned. ❄



## Operation Tabarin: Britain's secret wartime expedition to Antarctica 1944-46

by Stephen Haddelsey  
with Alan Carroll

Book reviewed by John Parsloe

**D**r Stephen Haddelsey's book *Operation Tabarin* first appeared in 2014 in hardback format. It has now been reissued as a softcover edition. The author has specialised in books with polar themes. For assistance with this book, he was able to call upon the expertise of Alan Carroll, a former base leader at Port Lockroy

(1954 to 1957) and now the Historical Adviser to the UK Antarctic Heritage Trust.

*Operation Tabarin* is the story of a little-known event during the Second World War; the secret establishment of British bases on the Antarctic Peninsula. Stephen Haddelsey has skillfully brought together previously unpublished diaries, letters, and reports to produce a very readable book that covers an area of Antarctic history that is not well known. During my polar seafaring days, I was fortunate to visit or see most of the places or features mentioned in his book, which made it of special interest to me. However, I was also keen to learn more on this little-publicised expedition during the Second World War, and this the book does extremely well. The author not only describes what the people of Operation Tabarin did, but how they did it, how they lived, and who they were.

Although the original intention was the political desire to deny the German navy safe havens in the Southern Ocean, the expedition also sought to reassert British territorial claims to the Antarctic Peninsula. A British scientific programme quickly developed, leading to the formation of the Falkland Islands Dependencies and, later, the British Antarctic Survey. HRH Princess Anne in her foreword makes this achievement very clear.

In the book's 256 pages there are a number of black and white photographs, original maps, comprehensive chapter notes, an index, and a bibliography. Read it!

Published by The History Press, The Mill, Brimscombe Port, Stroud, Gloucestershire, GL5 2QG, UK. Recommended retail price GBP16.99. ISBN 978-0-7509-6746-4. £

## Thank you

**I**would like to take this opportunity to thank those contributors and reviewers who have contributed articles and assisted in the production of *Antarctic* over the last two years. Some have written, some have reviewed, and some have responded to question after question from this Editor. In any case, my thanks to Antarctic Heritage Trust, Antarctica New Zealand, Marcus Arnold, John Bradshaw, Margaret Bradshaw, Janet Bray, David Burke, Anderson Chaplow, Jane Chewings, Bill Conroy, Herbert Dartnall, Fred Davey, David Dodd, Brett Fotheringham, Frank Graveson, Gusto Design, Neil Gilbert, David Harrowfield, Randal Heke, Alan D. Hemmings, Steve Hicks, Grant Hunter, Joe Johnson, Paul Kelly, Linda Kestle, Malcolm Laird, Andrew Leachman, David Lucas, Ken McAnerny, Roger McGarry, Lizzie Meek, Colin and Betty Monteath, Peter Otway, Robert (Bob) Park, John Parsloe, Ursula Rack, Michelle Rogan-Finnemore, Philippa Ross, Sylvia Strang-Parsloe, David Skinner, St Hilda's Collegiate School Dunedin, Bill Strickland, Sue Stubenvoll, Oliver Sutherland, Don Taylor, Myra Walton, Don Webster, and Mariska Wouters. £

My greatest thanks would be extended to a Photo Editor. If you have an interest here, or would be able to help sourcing images, and obtaining copyright permissions, please contact me.

We have just received news that Graham White, Life Member, and former president, has died. Our thoughts are with his family.



New Zealand Antarctic Society, in association with the National Museum of the Royal New Zealand Navy, invites you to a conference to mark 100 years since...



# The End of the Heroic Era



If you have an interest in Antarctic History, then this event is for you!

To be held in cooperation with the National Museum of the Royal New Zealand Navy, speakers will delve into the Heroic Era of Antarctic Exploration with presentations that look at the people involved, their motivations, achievements and the appreciation of this period, over time.

- Date:** Friday 24th to Sunday 26th March 2017.  
**Venue:** National Museum of the Royal New Zealand Navy, Torpedo Bay, Devonport, Auckland  
**Program:** Friday Evening, Cocktail Party  
**Saturday:** 9:00am to 4:00pm Conference Sessions followed by “Dog Watch” drinks.  
**Sunday:** 10:00am Commemorative Service, Navy Chapel, followed by a tour of the Devonport Navy Base. Afternoon, Conference Sessions and final Social Gathering

On 9 February 1917 the SS Aurora arrived in Wellington, New Zealand with the surviving members of the Ross Sea Party of the Imperial Trans Antarctic Expedition. This ended the period known as "The Heroic Era of Antarctic Exploration". Please join with the NZ Antarctic Society in marking 100 years since the conclusion of these incredible human achievements, scientific endeavours and geographic discovery, with all its associated tragedy and success.

## The Heroic Era of Antarctic Exploration

### Conference Programme, Costs and Registration



National Museum of the Royal New Zealand Navy, Torpedo Bay, Devonport, Auckland

Friday 24<sup>th</sup> March 2017

6:00pm: Cocktail Party. Get into the spirit of the conference with canapes and refreshments amongst the exhibits of this beautifully presented museum.

**Saturday 25<sup>th</sup> 9:00am – 4:00pm:** The conference officially opens with a welcome at the Museum with a variety of speakers and seminar sessions throughout the day. 4:00pm – 6:00pm: Social gathering, Navy Wardroom.

**Sunday 26<sup>th</sup> 10:00am:** Commemorative Service, Navy Chapel, Devonport Naval Base, followed by a tour of the Naval Base, lunch and afternoon conference session. 4:00pm – 5:30pm: final social gathering, Navy Museum.

**Cost: \$150 per person.** NZ Antarctic Society Members receive a 20% discount (\$120). The cost includes: Cocktail Party, conference fees, morning and afternoon teas and lunches on both days.

If you join the NZ Antarctic Society at the time of registration, you are entitled to the discounted Member's price for conference registration. If you choose this option, please complete and forward the Society's membership registration form and all applicable fees at the same time.

*(Registration form attached or available to download from [www.antarctic.org.nz](http://www.antarctic.org.nz))*

Should you wish to invite additional people to just the Cocktail function on Friday evening please provide their names and an additional \$30 per person.

### Registration Details:

First Name:

Surname:

Member NZAS?:  Yes  No

If no also applying for membership?:  Yes  No

Email:

Phone:

Address:

Additional People for Cocktail Party:

#### Address for general communications: NZ Antarctic Society – Auckland Branch

Secretary Roger McGarry

Phone: 0274 373 404

Email: [auckland@antarctic.org.nz](mailto:auckland@antarctic.org.nz)

#### Payments and Registration:

Please make to NZAS Auckland Branch.

Email: [wingm@ihug.co.nz](mailto:wingm@ihug.co.nz)

Direct Credit to Account No: 01-0183-0124400-00

(PARTICULARS: First name, CODE: Last name,

REFERENCE: Heroic); or cheque to:

NZAS Treasurer

3 Budock Road

Hillsborough

Auckland 1042

#### Call for Presentation/Speakers:

We welcome people who have original papers and revised or updated work that focus on the Heroic Era or the influence and/or understanding it has had over subsequent years. If you would like to participate as a speaker please provide an outline of your proposed topic to: [bigice8794@gmail.com](mailto:bigice8794@gmail.com) Accommodation support may be available for speakers from outside the Auckland Area.

**Publication:** It is intended to publish presentations in *Antarctic* magazine.

# Brissenden's Grave

By Oliver Sutherland

The mysterious death of the English seaman Stoker Petty Officer Robert Brissenden RN, of the British Antarctic Expedition, 1910–1913, might well have been forgotten in the decades since his death in 1912, but for his grave at Elmslie Bay, French Pass.<sup>1</sup> Brissenden was one of the crew of Robert Scott's vessel *Terra Nova* who had spent several months in 1912 at French Pass undertaking a survey of the area.

While we do not know who erected his handsome headstone, we do know that the grave has been tended over the years by both the Royal Navy and the Royal New Zealand Navy. Most recently, on Wednesday 24 August 2016, a party of six crew members from the naval vessel HMNZS *Endeavour*, led by the ship's captain, Commander Martin Doolan, visited Elmslie Bay and spent half a day refurbishing the grave. An earlier party from the HMNZS *Resolution* had visited in 2005.

For those of us of the Webber family, who have lived and farmed in the bay for over 150 years and who



Left to right: Commander Martin Doolan; Petty Officer Chef Alexandra Kinney; Lieutenant Naim Oguz; Chief Petty Officer Marine Technician Mark Lyes; Midshipman Dillon Hyland; Able Rate Seaman Combat Specialist Luther Paniora-Prescott. Photo courtesy of Oliver Sutherland.

hosted the crew of the *Terra Nova* during their sojourn at French Pass in 1912, the continuing attention paid to Brissenden's grave (which lies on our family land) by the Royal New Zealand Navy is greatly appreciated. 🇳🇿

<sup>1</sup> See Bill Conroy, "A *Terra Nova* Mystery", *Antarctic*, 34, 1 (2016), cover and pp. 2–3.

## Queries / Letters

Replies care of The Editor,  
editor@antarctic.org.nz

### Bunger Hills

I am an independent researcher in the field of Geomorphology, living in California, USA.

My understanding is that the "Bunger Hills" area was first discovered during "Operation Highjump" circa 1946–47, by US Admiral Bunger under the command of US Admiral Byrd, and includes an area of 300 square miles of hills and lakes that remain largely snow and ice free during the year. I understand that the water was found to be fresh and 38°F. It is also my understanding that the climate in this area does not differ significantly from the rest of Antarctica.

I have serious questions that I am hoping you may shed some light on.

- 1) Since this area was discovered more than 65 years ago, why hasn't some kind of permanent base been set up there, as this is easily the most hospitable area of the continent and has a freshwater supply?
- 2) Why hasn't this bizarre situation been taken in hand by the scientific community in order to discover WHY this area is ice free?
- 3) Do you have any logical and reasonable explanation for the HIGHLY unusual conditions found in "Bunger Hills"?

Very Sincerely,  
RG (USA)

### Shirase Antarctic Expedition Postcards

I am a member of PPHS of Great Britain, UFPP SATA French polar philately society and Arge German polar philately.

I am looking for Antarctic postcards from Shirase Antarctic expedition 1910–1912. Could you please let me know if some of your members have these postcards for sale or do you know someone in New Zealand who can have this for sale.

Thanks a lot for your reply and your kindness.

Regards,  
CM (France)



[www.antarctic.org.nz](http://www.antarctic.org.nz)

# New Zealand Antarctic Society Membership

The New Zealand Antarctic Society Inc was formed in 1933. It comprises New Zealanders and overseas friends, many of whom have been to the Antarctic and all of whom are interested in some aspect of Antarctic exploration, history, science, wildlife or adventure.

A membership to the New Zealand Antarctic Society entitles members to:

- *Antarctic*, the quarterly publication of the Society. *Antarctic* is unique in Antarctic literature as it is the only periodical which provides regular and up to date news of the activities of all nations at work in the Antarctic, Southern Ocean and Subantarctic Islands. It has worldwide circulation.
- Attend meetings, and educational and fun events that are held by the Auckland, Wellington and Canterbury branches of the Society.

The Editor of *Antarctic* welcomes articles from any person on any subject related to the Antarctic, the Southern Ocean or Subantarctic regions. In particular, articles recounting personal experiences of your time in the Antarctic are welcomed. Articles may be submitted at any time to the Editor at [editor@antarctic.org.nz](mailto:editor@antarctic.org.nz). The Editor reserves the right to decline to publish an article for any reason whatsoever. Note that all articles will be subject to editorial review before publishing. Please see our advice to contributors and guidelines for authors at [www.antarctic.org.nz/pages/journal.html](http://www.antarctic.org.nz/pages/journal.html), or contact the Editor.

Advertising, including inserts, is also welcome. Please contact the Editor for rates and bookings.

You are invited to join; please complete the membership application form:

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 New Zealand Antarctic Society Inc.  
 BNZ, Christchurch Branch

Please send your membership application form to:  
 New Zealand Antarctic Society  
 PO Box 404  
 Christchurch 8140  
 New Zealand

Overseas branch enquiries should be directed to [secretary@antarctic.org.nz](mailto:secretary@antarctic.org.nz), or to:

The National Secretary  
New Zealand Antarctic Society  
PO Box 404  
Christchurch 8140  
New Zealand

*Antarctic* magazine correspondence, advertising enquiries, and article submissions should be sent to [editor@antarctic.org.nz](mailto:editor@antarctic.org.nz), or to:

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New Zealand Antarctic Society  
PO Box 404  
Christchurch 8140  
New Zealand

Enquiries regarding back issues of *Antarctic* should be sent to [backissues@antarctic.org.nz](mailto:backissues@antarctic.org.nz), or to the National Treasurer at the above address.

Claims for missing issues should be sent to [claims@antarctic.org.nz](mailto:claims@antarctic.org.nz). Such claims can be considered only if made immediately after the subscriber has received the subsequent issue.

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# What's in a Name?

What's in a name? A rose by any other name would smell as sweet.

**W**e have a name growing in Lyttelton. It is the name of a dog and it was given by a child.

At first I fretted and feared the name. The “Hec” sounded like a baby crying or an old man coughing. I was afraid for the name and the dog. And the “tor” is the sound of a door closing, a sound of weak command.

But the more I listened and studied and thought, the more I saw that this name, “Hector”, is inspired. It is as inspired as the child that gave it.

Hector is named after Hector's dolphins, the puppies of the sea. They laugh and play and call their high-pitched cries that few men can hear. But dogs can hear them: they hear them coming, surfing through the waves in any weather to greet a stranger or welcome home a returning son. They call to those who set out on great adventures, the sea dogs leaving port.

Dolphins are pack animals, soft and caring with their young, playful, and supportive of their sick or dying. But when they are threatened they work together to charge, bombard, and pummel the intruder until it slinks away or succumbs. Yes, a pod of dolphins can kill an orca many times their size.

But “Hector” is also a name of great mana. Hector was a hero of the Trojan Wars of long ago and far away. He inspired his men by his courage in battle. He supported the women and made them feel safe. In that time and place women were not the warriors they are today. They made homes and cared for their families as dolphins and dogs do, and fought only when threatened or scorned.

So this name, “Hector”, is a fine gift. It is obvious yet subtle. It was given by a child and denotes a hero. And the dog is an Ice Dog, one of many hundreds that gave their strength, courage, and intelligence to serve mankind.

Men discovered a strange, cold continent. They turned Terra Incognita into Terra Nobilis: Antarctica.

Men brought the Ice Dogs to help them and they learned from the dogs. Without their dogs they would fail. Without an understanding of their dogs they died.

The Ice Dogs came from Siberia, Alaska, and Canada, the icy regions of the north. Many came through Lyttelton and served scientists and explorers for nearly 100 years. The Antarctic Treaty, which binds Antarcticans in international peace and collaboration, has evolved. It now values lives equally and does not allow for the killing of seals to feed dogs.

So the dogs were removed – not all shot as governments wanted, but valued and loved for their spirit and contribution. The last dogs from Scott Base were saved by a man called Bob McKerrow, who repaid mankind's debt to the Ice Dogs by bringing them back to Lyttelton on a US supply ship, carrying them to the airport so their feet, contaminated by years of work in pristine ice fields, would not touch the sacred soil of the city. And, on his bond, they flew to a new home in Minnesota. Bob mortgaged his possessions to do this.

So the Lyttelton Sled Dog, Hector, represents the courage, tenacity, teamwork, and friendship that we all need to succeed, working together across race, age, gender, and era for the benefit of mankind. Our dog tells a story of a continent free from war, where nations help each other and rely on each other in a circle of friendship.

The Great White Continent is teaching us secrets of how the world was made, where it came from, how it might end and how we might live in peace. Without war we have time to look, to listen, and to learn.

And “Hector” is a fitting name for a Sled Dog of Lyttelton.

Sue Stubenvoll

