

# FALKLAND ISLANDS.

## Governor's Office.

No.

207/16.

Date of Receipt.

ANT/GEN/1#16

From		SUBJECT.
Secretary of State for the Colonies.		SIR ERNEST SHACKLETON'S EXPEDITION.
No.	Date.	Rescue of men left on Elephant Island belonging to
101	1st June, 1916.	

Colonial Secretary's Record No.

MINUTES.

Despatch to Sec. of State No. 101 of the 1st June, 1916.

Registered Number of last Despatch

Desp. to S/S. No 127 of 14<sup>th</sup> July 1916.

No. next Despatch

319/16.

207/16

GOVERNOR TO SECRETARY OF STATE.

Sent 31st May, 1916.

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MARSHSHREW SIR ERNEST SHACKLETON ANGOSCiano BY WHALER FROM SOUTH *ell*  
GEORGIA REPORTS TOTAL DIACHYLON SHIP ENDURANCE CRUSHED WEDDLE SEA  
ANTARCTIC ODOMETERS 1915 SILVERGRAY WHOLE PALINGHAM EXPEDITION  
WEDGINGLY DRIFTED NORTH ON ICE FOR MOONSENT AND HALF THEN SPURFOWL  
THREE SMALL BOATS AND ALL ANCONIA AT ELEPHANT ISLAND SOUTH SHETLANDS  
AMORECISTE SILVERGRAY SHACKLETON LEFT 22 MEN IN HOLE MADE IN ICE  
CLIFF ELEPHANT ISLAND AND PORCUPINE FIVE MEN IN BOAT TO SOUTH GEORGIA  
SILVERGRAY IMMEDIATE ASSISTANCE REQUIRED TO SAVE LIVES PARTY LEFT  
ON ELEPHANT ISLAND WHOSE SUPPLIES NEARLY EXHAUSTED SHACKLETON SAYS  
EASY MATTER FOR ANY ARMoured VESSEL DO THIS IN THREE DAYS FROM  
FALKLAND ISLANDS. HE TRIED IN UNPROTECTED WHALER FROM SOUTH GEORGIA  
TO RESCUE MEN BUT STREAM ICE PREVENTED SILVERGRAY YOUNG.

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31st May Sir Ernest Shackleton arrived to-day by whaler from South  
Georgia reports total destruction of ship Endurance crushed Weddell *ell*  
Sea Antarctic 26th October 1915. Whole party of expedition twenty  
eight drifted north on ice for five months and half then took to  
three small boats and all arrived well at Elephant Island South  
Shetlands April 16th. Shackleton left 22 men in hole made in ice  
cliff Elephant Island and proceeded with five men in boat to South  
Georgia. Immediate assistance required to save lives party left  
on Elephant Island whose supplies nearly exhausted Shackleton says  
easy matter for any armoured vessel do this in 3 days from  
Falkland Islands. He tried in unprotected whaler from South Georgia  
to rescue men but stream ice prevented.  
Young.

(Cypher)

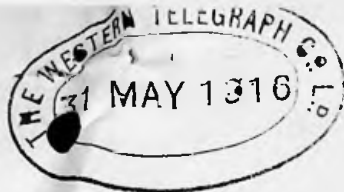


Governor to Chapelries, London.

*Sent 31<sup>st</sup> May, 1916.*

With reference to my telegram 31st May perhaps  
H.M.Ship Glasgow might be sent calling at Falkland  
Islands on the way for Shackleton

Young.



*Cpy of Telegram sent by Sir C. Shackleton  
To Daily Chronicle  
London*

have arrived Falkland Islands stop December 6th. 1914 left South  
Georgia 8th. encountered heavy pack off Sandwich Group entered pack  
fiftyeight degrees forty south eighteen west forced devious course one  
thousand miles through bergs January 10th 1915 sighted Coats Land  
ice becoming heavier fifty feet thick floes often onehifty square  
miles decided land earliest opportunity send Endurance civilization  
discovered new land twohundred miles coast line great glaciers  
discharging named this Caird Coast series abnormal circumstances  
commenced great migration thousands of seals north unaccountable at  
time then experienced hard north east gales sheltered behind bergs  
amidst serging pack found ourselves beset ice never opened again  
summer conditions nonexistent contrary all experience Antarctic  
in early February temperature below zero conditions apparently account  
for migration animal life middle February signs of ice opening  
so despite shortage coal attempted break out and February fortyaine  
degrees frost old and young packs cemented together impossible land or  
extricate ship prepared winter unnecessary give details winter  
generally mild usual blizzards sixtyseven degrees frost lowest  
temperature Endurance drifted southwest furthest south seventyseven  
degrees longitude thirtyfive west continued zigzag drift across Weddell  
Sea to northwest inevitably fixed in pack general scientific work  
carried on in view possibility pressure placed bovril alonging  
stores deck trained dogs for emergencies lost twenty dogs sickness  
some disappeared April 15th for one hundred and nine days and April  
grave anxiety pack drove ship towards great stranded berg saved by  
sudden change drift June began senace ice pressure rafting to height  
twenty feet close to ship July pressure more intense ominous signs  
ship would be involved pressure rising forty feet grinding into  
floes ahead blocks thirty tons thrown about communicating shocks to  
ship preparations for worst eventualities completed August 1st while  
examining floes during blizzard ice split under my feet just rushed down  
on board when with grinding crash pressure took us Endurance hove  
bodily out flung before gale amidst masses updriven ice vessel stood  
strain midday pressure ceased ship heeled over half out of water  
rudder split thenceforth Endurance focus active pressure



...er badly slipped sides landing beams buckling eventually rose clear middle October broke clear of ice distant waterway gave hope ultimate safety now drifting across reputed New South Greenland soundings nineteen hundred fathoms renewed pressure stern post damaged ship leaking dangerously steam on main engine all pumps continuously worked October 18th in ten seconds through heavy pressure endurance thrown out on ice seas cold temperatures below zero pumps freeing October 26th floes commenced scouring caused ships sides open lowered boats sledges provisions on to ice October 27th and came terrific pressure culminated in tearing out stern and rudder posts main deck breaking upwards icebergs pierced ship water overmastered pumps extinguishing fires ordered all hands on to ice pressure continuing near ship shifted equipment record here excellent morale all hands midnight crack opened through camp pressure continued cold wind fortyeight degrees frost October 28th moved camp ship submerged to upper deck fore and mainmast twisted out by pressure position party serious latitude sixtyone five south fiftyone thirtytwo west longitude nearest land prospect food Paulat threehundred fortyeight miles distant reorganized equipment all scientific records films photographs saved October 30th started relaying north seven dog teams relaying provision sledges men hauling boats half mile relays advance one mile in day new cracks high pressure ridges impeded progress killer whales and danger crossings after full consideration decided as impossible move large party across working ice to camp vicinity wreck salvaged stores depend on northerly drift and summer break up October 31st reached heavy floe made ocean camp salvaged stores from ship cutting through ice and main deck grappled hundred cases food our three boats James Caird Dudley Docker Stanoebe Mills prepared for sea journey next two months drifted north Endurance sank November 20th November drift sixty miles to good December drift equally disappointing northerly gales repeatedly driving back after good progress December 23rd left ocean camp ice appearing close enough to travel over hauling boats marching night through deep snow cutting through pressure ridges whole party with two boats advanced nine miles in five days December 26th rotten ice impossible proceed boats sinking through trash at times various units isolated separate floes forced retreat make camp in patience camp passed January February March 1916 slowly drifting north floe grew small under attack

neighbouring ice bergs and gales finally reduced hundred yards square  
 January shot five dog teams owing shortage food stringent rations  
 dearth of seals limited hunting radius January 18th. 1916 crossed  
 antarctic circle February passed without hope escape middle March  
 winter commenced low temperatures long nights heavy blizzards tents  
 worn out shortage fuel possibility making Rabbit Island disappear drifting  
 north rapidly northerly swell indicated open water close March 23rd  
 sighted distant peaks Delaville Island impenetrable ice working  
 pressure precluded attempt to cross to land April 7th sighted Clarence  
 Island narrow escape party great berg driving through pack missed us by  
 two hundred yards April 9th camp floe split pieces under influence  
 swell ice opened launched boats side rip driving ice almost <sup>finished</sup> finished to  
 expedition reeling through masses pack made north pulled boats on floe  
 for night heavy swell midnight floe split under tent pulled one man out  
 of water before floes closed together waited daylight on reeking floe  
 hundred feet long 10th made west heavy snowsquall reached open sea  
 high swell forced retreat back sea too heavy for deeply laden open  
 boats night drastically reduced equipment camped floeberg low temperatures  
 sea increasing berg began split during night dawn showed berg undermined  
 icefoot developed surrounded by surging pack undulating to great swell  
 noon 11th opportunity came ice opened suddenly we flung boats into sea  
 over icefoot of reeling berg proceeded west night no place to camp  
 reeled throughout 12th continued west position observations gave anxiety  
 for despite efforts make west since 9th current drifted east that night  
 no camping place fastened boats lee side floeberg heavy swell wind sudden-  
 ly shifting drove boats against berg cut painters escaped lay open sea  
 surface freezing temperature below zero several parties suffering exposure  
 13th decided run north for Elephant Island hopeless make Deception  
 Island pass through open pack difficult manoeuvring boats  
 caird holed above water line wind increasing to gale we were drove out  
 of pack ran till night hove to in high sea boats weighted down by ice  
 from freezing sprays crew of Mills suffering greatly no water impossible  
 warm food 14th sighted Elephant forty miles at once wind heading us made  
 little progress increased gale Caird took Mills in tow Hudson Blackburn  
 several frostbitten all night high cross sea furious gale driving snow

midnight decker disappeared ~~xxxxxxx~~ morning 15th reached north  
 and island inaccessible cliffs but decided attempt land small  
 beach in view condition party without water or hot food for two days  
 all equipment sudden on landing found several members verge physical  
 and mental collapse inspection beach showed impossible remain covered  
 at high spring tides 16th sent wild search coast safer landing 17th  
 proceeded west nearly blown to sea owing strong winds weakness large  
 number party landed through heavy surf found beach would be untenable  
 in heavy gales but proceeded cut hole in ice slope above reach of  
 waves owing seriousness situation shortage food inadequate protection  
 against winter decided endeavour reach South Georgia seven fifty miles  
 distant for help leaving main party charge wild whose judgment ability  
 experience valuable asset to expedition weather appallingly bad  
 constant blizzards our largest boat the Caird twentytwo feet long  
 was covered by carpenter with sledge runners boxlids and canvas  
 April 24th proceeded with volunteers to Forsley Green Macnish MacCarthy  
 Vincent passed through stream ice ran north fair wind first night  
 day after day made progress towards goal but antarctic ocean  
 maintained evil winter reputation snowstorms gales swept over us  
 for next fortnight only three times got sun for observation sixth day  
 forced jettison cars other equipment to relieve topweight owing boat  
 heavily iced up all equipment sleeping gear soaked through constant  
 work breaking ice off sides and rudder bailing water scraping ice out  
 of boat day and night all crew superficially frostbitten with record  
 cheerful attitude by companions eighth day while hove to in gale  
 lost sea anchor rope cut by ice fourteenth day sighted cliffs west  
 coast South Georgia during clearance snowstorm stood in but observing  
 seas shooting on uncharted reefs hauled off for night May 9th again  
 increased hurricane enormous sea running dead lee shore saw nothing till  
 afternoon when between squalls found were drifting on to cliffs one  
 chance remained set reefed sail boats stood strain kept afloat by  
 continued bailing wind shifted at very crisis enabling us clear land  
 10th gale restarting decided view condition party and shortage water  
 beach boat try cross island to whaling station on east coast dusk  
 beach boat in small cove too weak to haul up so hung on to her all  
 night 11th out away topsides enabling us to haul up 12th filled with ice

15th launch boat reached head King Haakon Bay 19th start across island  
 Vincent Monish until march took Orsan Versley interior island  
 unknown took three days provisions cooking stove no other equipment  
 and six hours continuous march covered thirty miles over glaciers across  
 mountain ridges snowside from two to four thousand feet sea made good  
 progress assisted by moonlight reached Stromness Whaling Station  
 afternoon May 20th this is the first crossing of South Georgia  
 received every assistance from manager Sorliee despatched whaler  
 same night for remainder party with record practical sympathy  
 managers four whaling stations Sorliee of Stromness Hanson of Leith  
 Harboer Bernsen of Husvik Bjergaar and Jacobsen of Grytviken  
 realising urgency hastened to equip whaler Captain Thom volunteered  
 command he obtained volunteer crew worked throughout ready for sea  
 morning 23rd and started south 26th enter large area pancake ice  
 being unprotected condition whaler stood north 27th renewed attempt  
 further west found streams of packed southeast to south stood north to  
 clear 28th made final attempt ice too formidable for slightly ton  
 unprotected whaler but easily negotiable for larger protected  
 vessel also view shortage coal reluctantly decided turn north for  
 assistance Falklands this decision caused great disappointment generous  
 nor again friends xxxxxxxxxxxxxxxx party on beach when I left  
 April 24th were well had five weeks provisions full rations exclusive  
 possibilities seals xxx as confident will make early rescue stop  
 work of expedition to date trehundred miles new coast line complete  
 hydrographical survey Weddell Sea elimination new south Greenland  
 continuous magnetic and meteorological observations important  
 biological records cinema record to October 30th 1916 photographic  
 record up to date

Shackleton.

*Shackleton*



FALKLAND ISLANDS.

NO. 101.

Government House, Stanley.

1st June, 1916.

Sir,

I have the honour to confirm my telegram of yesterday reporting the arrival here of Sir Ernest Shackleton.

"1st May Sir Ernest Shackleton arrived to-day by whaler from South Georgia reports total destruction of ship Endurance crushed Weddell Sea Antarctic 26th October 1915. Whole party of expedition twenty eight drifted north on ice for five months and half then took to three small boats and all arrived well at Elephant Island South Shetlands April 16th. Shackleton left 22 men in hole made in ice cliff Elephant Island and proceeded with five men in boat to South Georgia. Immediate assistance required to save lives party left on Elephant Island whose supplies nearly exhausted Shackleton says easy matter for any armoured vessel do this in three days from Falkland Islands. He tried in unprotected whaler from South Georgia to rescue men but stream ice prevented. Young"

2. As the rescue of the 22 men left on Elephant Island is ~~matter~~ calling for immediate action, and as H.M.S. Glasgow is the only armoured ship on this Station and the most suitable to send to Elephant Island, I ventured by my second telegram, Cypher, of yesterday, in the event of its being possible to detail her for <sup>the</sup> duty, to suggest that H.M.S. Glasgow might be sent calling at the Falkland Islands on the way to pick up Sir Ernest Shackleton, who would be able to navigate her through the ice in the Southern seas to the site on Elephant Island where he left 22 of his party.

I have the honour to be,

Sir,

Your most obedient, humble servant,

*Douglas Young*  
Governor.

THE RIGHT HONOURABLE

THE SECRETARY OF STATE FOR THE COLONIES.

&c.,

&c.,

&c.

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No. 1 OFFICE. 191

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Reserve Double Bed Room, on one of the upper floors, for	...	...	Moderate.
Reserve Room with two beds for	...	...	Two.
Reserve comfortable single Room for	...	...	Hermit.

Proprietors:

**GORDON HOTELS, LTD.**

GOVERNOR TO SECRETARY OF STATE.

Sent 2nd June, 1916.

UNDERFEED SLUMBERERS FAILING BRITISH TIRECLIP ~~XXXXXXXXXX~~ FOR  
RELIEF OF SHACKLETONS PARTY ALPENKIND BE MADE TO AMURRIABA FOR  
IMMEDIATE DESPATCH STEANSLOOP URUGUAY TO ELEPHANT ISALND  
CABRON FACILENESS FOR SHACKLETON SILVERGRAY YOUNG.

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With reference to my telegram 31st May may I suggest failing British  
wraship for relief of Shackletons party application be made to  
Argentine Republic for immediate despatch steamsloop Uruguay to  
Elephant Island calling at Falklanfd Islands for Shackleton  
Young.



FALKLAND ISLANDS.

Government House, Stanley.

3rd June, 1916.

Magistrate, South Georgia.

I hope that every attention is being given to the care of Sir Ernest Shackleton's men at South Georgia.

From me please thank the several Managers of the Whaling Companies at South Georgia for the kind sympathy shewn and for the assistance given by them to Sir Ernest and his party landed at South Georgia.

*Douglas James*  
Governor.

(Cypher)

Secretary of State to Governor.

Dated 3rd June Received 3rd June, 1916.

Your telegrams 31st May and June 2nd I have informed  
Admiralty and understand they are making all possible  
enquires

Bonarlaw.

(Cypher)

By Cable

Governor to British Minister, Buenos Aires.

Sent 3 June, 1916.

Can Argentine Government comply with request for service steamsloop Uruguay for immediate relief of Shackletons party if not is there other suitable vessel please telegraph early reply

Governor.

---

British Minister Buenos Aires to Governor.

Dated 3rd June Received 3rd June, 1916.

Uruguay disabled no other Argentine vessel available we are trying to arrange for sailing vessel Tijuca to start for South Georgia in eight days if nothing more suitable offers steamship Undine could proceed from South Georgia to Elephant Islands  
Tower.

---

Governor to British Minister , Buenos Aires.

Sent 3rd June, 1916.

Shackleton arrived Falkland Islands in whaler from South Georgia after trying to reach Elephant Island in whaler. Shackleton and Whaling Managers South Georgia decided Undine not suitable for winter conditions. Admiralty informed Shackleton failing Uruguay Houlder ~~XX~~ searching port for suitable whaler. If suitable vessel found call here for Shackleton

Governor.

British Consul Buenos Aires to Governor.

Dated 5th Received 5th June, 1916.

Sailing vessel Tijuca can start June twelve under Captain Larsen who knows Elephant Island well. He would sail in Undine from South Georgia accompanied by large powerful whaler and sees reasonable expectation of surmounting all difficulties. Calling at Falkland Islands appears impracticable owing to limited coal capacity and waether conditions. Please telegraph whether this is acceptable to Shackleton. Undine relieves South Orkney station every year

Tower

The above message was also received by Wireless 7. 6. 16.

---

Governor to British Consul, Buenos Aires.

Sent 5th June, 1916.

Replying to yours. From South Georgia Shackleton <sup>summer</sup> says though aware of Undines/relief work took strongest whaler with experienced Captain after deciding with Managers Undine not suitable for winter conditions to be faced but failed to reach Elephant owing to those conditions. Shackleton deeply appreciates your assistance and Companys kind offer in matter. Hope with your continued assistance will be possible to find other means considered suitable

Young.

By Cable.

British Consul Monte Video to Sir E. Shackleton.

Government has strong steam Trawler about 200  
tons built for Iceland fishing stop if you  
consider suitable will apply for it stop inform  
me what stores required whether coal at Port  
Stanley and pilot to take her on

Innes.



British Consul Buenos Aires to Governor.

Dated 5th Received 6th June, 1916.

All interested here regret Shackletons refusal of Tijuca Undine scheme. Please telegraph if refusal is definite . Nothing else can be suggested from here. Don Ernesto is most powerful whaler and additional coal supply might be sent in depot steamer

Tower

also  
The above message received by Wireless on 7th June, 1916.

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Governor to British Consul, Buenos Aires.

Sent 6th June, 1916.

Shackleton absolutely certain no whaler could combat stream pack ice in heavy swell and much regrets does not consider Tijuca Undine scheme feasible. Since my last telegram to you Shackleton has accepted offer of a strong steam trawler from Montevideo and arrangements being made for immediate dispatch to Port Stanley which he considers more suitable

Young.

(Private Cypher)

Naval Wireless.

Governor to British Consul, Punta Arenas.

Sent 6th June, 1916.

Shackleton has already accepted offer of a more suitable vessel and starts in a few days in her. Has already attempted rescue in large whaler but under present winter conditions whaler of no avail

Young.

Secretary of State to Governor.

Dated 5th June received 6th June, 1916.

FILTHNESS SHACKLETON FROM GLYPTICA BEGINS GILTHEAD RECEIVED  
PALIDNOTES NEWS YOUR SAFE ARRIVAL FACILENESS AND TRUSTE  
MEASURES SPURGEAR FOR RESCUE YOUR COMRADES MERPEOPLE  
SIDEGROAT ENDS BONARLAW.

---

Following for Shackleton from Governor General of Australia  
begins Commonwealth of Australia received with much  
pleasure news your safe arrival Falkland Islands and  
trusts measures being taken for rescue your comrades  
will meet with complete success ends Bonarlaw

CYPHER

By Cable.

British Minister Montevideo to Governor.

Received 6th June, 1916.

I am doing utmost to hasten departure relief ship but it is difficult to find competent captain. I will telegraph again later

Innes.

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Governor to British Consul, Montevideo.

Sent 6th June, 1916.

Only require Captain to Falkland Islands Shackleton with his Captain here

Young.

(Private Cypher)

Recd. by Navy Wireless

To Governor, Falkland Islands.

Received 6th June, 1916.

Your message received from Captain Kinneir there is no wooden vessel here fit for the purpose steel whaler Aldirant Ego is preparing to start in four days under Captain Larsen who has five years experience of South Shetland please wireless exact location of missing men as land wire has broken down presume they are to be landed in Falkland Islands when rescued

Bell

Governor to British Consul, Punta Arenas.

Sent 6th June 1916.

Shackleton has already accepted offer more suitable vessel and starts in a few days in her stop Has already attempted rescue in large whaler but under present winter conditions whaler of no avail.



COPY.

Buenos Aires,

June 6th, 1916.

Sir,

I have to acknowledge the receipt of your letter of yesterday's date informing me of the decision of your Board of Directors to send off a relief expedition from South Georgia to Elephant Island for the rescue of the members of the Shackleton Expedition..

I have been in communication with Captain G.J.Nunes during the last few days upon the correspondence which has been passing between me and Sir Ernest Shackleton as to the best means of sending the required relief.

The last telegram received from Sir E.Shackleton last night was to the following effect;-

"He is absolutely certain that no whaler could combat  
" stream pack ice in heavy swell, and he much regrets that  
" he does not consider that the scheme of sending the sailing  
" vessel "Tujica" from here and the "Undine" from South  
" Georgia to Elephant Island is feasible in the present  
" circumstances".

The above final decision of Sir Ernest Shackleton appears to dispose of any possible expedition by the vessels at our disposal here. With his experience Sir E.Shackleton's opinion must have great weight with us, and I should much regret that the splendid action of the Board of Directors of the Compañia Argentina de Pesca should result in endangering the lives of Captain Larsen and the crews of the "Tijuca" and "Undine" unless there were a reasonable likelihood of their achieving success.

Sir

Miles A.Pasman Esq.,

Compañia Argentina de Pesca.

San Martin 132.

Buenos Aires.

Sir Ernest Shackleton further telegraphs that he has accepted an offer of a strong steam trawler from Montevideo and he adds that arrangements are being made for the immediate despatch of that vessel to Port Stanley in accordance with the plan which he, Sir E. Shackleton consider the most suitable.

I have still another telegram from His Majesty's Minister at Xunkavidian Santiago, saying that a whaler "Almirante Goni" is prepared to start from Punta Arenas immediately.

No doubt the orders for the departure of this latter vessel will be promptly cancelled as soon as the news of Sir Ernest Shackleton's acceptance of the trawler from Montevideo reaches Punta Arenas, and I would submit to you whether, in the circumstances, it would not be better to defer the wishes expressed by Sir E. Shackleton and relinquish a project which does such honour to the compafia Argentina de Pesca and which will be highly appreciated by His Majesty's Government.

I need hardly say that I shall be glad to discuss the matter with you or Captain Mmes at any hour convenient to you, and I take this opportunity of expressing my warmest thanks for the efficient assistance which your Company has tendered to His Majesty's Legation in the circumstances attending the proposed relief expedition.

I am, Sir,

Your obedient servant.

(Signed) Reginald Tower.

No. 216.

Buenos Aires.

June 6th, 1916.

Sir,

On the 2nd instant I received your Telegram No.177 instructing me to take steps towards obtaining and sending a suitable vessel at once to rescue twenty-two members of Sir E.Shackleton's Expedition now on Elephant Island, South of the Shetlands.

On the same day I received a Telegram from Montevideo repeating one from Commodore Luce of H.M.S. "Glasgow", in which he suggested that the Argentine Government might send the sloop "Uruguay" to call at the Falkland Islands in the first instance for Sir E. Shackleton and then proceed to Elephant Island.

The same afternoon I saw Captain Montes, Acting Minister of Marine, and received from him a verbal assurance that the "Uruguay" should be placed at our disposal, the formal authorization of President de la Plaza being only necessary before definite instructions could be given for her instant departure.

On the 3rd instant I received a telegram from Mr Douglas Young, Governor of the Falkland Islands, asking whether the Argentine Government would comply with the request for the service of the sloop "Uruguay", and if not whether any other vessel was available for the purpose of a rescue party.

As I reported in my Telegram No.196 of the 2nd. the Argentine Ministry of Marine had in the meantime expressed

The Right Hon.

Sir Edward Gray Bart. K.C. M.P.

etc.

etc.

etc.

expressed their inability to assist us, inasmuch as the "Uruguay" was disabled in consequence of a collision some two months previously.

I so informed Commodore Luce and His Majesty's Ministers at Santiago and Montevideo, as well as the Governor at Port Stanley for the information of Sir E. Shackleton.

To the Governor I telegraphed on the 3rd instant that the Argentine Whaling Company (Compania Argentina de Pesca) were speaking of a sailing vessel in their service, named the "Tujica", which could be prepared for departure by the 11th or 12th instant for South Georgia. Her skipper, Captain Larsen, a Norwegian, was an experienced man and knew the locality of Elephant Island.

I brought this information to your knowledge in my Telegram No. 197, and repeated it to His Majesty's Ministers at Santiago and Montevideo.

Captain Larsen came to the Legation to see me, and assured me that, in his opinion, the voyage to South Georgia of the "Tujica" presented no difficulties. He ought to be able to reach South Georgia before the end of the month, and the s.s. "Undine", belonging to the same whaling company, could leave at once for Elephant Island. He would himself sail in the "Undine", and do all that he could to effect the rescue. He said that a powerful whaler named "Don Ernesto", was now at South Georgia, and that she could also proceed to Elephant Island with the "Undine".

I consulted Captain Nunes, a Director of the above named Whaling Company, and formerly in the Argentine Navy, on the subject. He endorsed all that Captain Larsen had said. He gave me every assurance that his Company would be pleased to place any of their vessels at our disposal for such a humanitarian act, and waived the question of

reimbursement

reimbursement which I had proffered.

On the 3rd I received a telegram from the Governor of the Falklands saying that Sir E. Shackleton had already tried to reach Elephant Island in a whaler from South Georgia, and had decided in concert with whaling managers on South Georgia that the s.s. "Undine" was not suitable for winter conditions. Mr Young added that it was vital for the relief expedition to call at Port Stanley for Sir E. Shackleton on its way south.

I also consulted Mr F. Scott, Manager in Buenos Aires for Messrs Boulder Brothers, who had been instructed from London to endeavour to find a suitable vessel. Mr Scott endorsed what I had proposed about the "Undine", saying that he had nothing better to suggest as far as concerned Argentina. Possibly a steamer might be substituted for the sailing boat "Tijuca" for the purpose of saving time in the trip from here to South Georgia.

On the 4th His Majesty's Minister at Montevideo telegraphed that the Uruguayan Government had a suitable vessel and that he would endeavour to obtain her.

On the 5th I telegraphed to the Governor offering definitely in the name of the Argentine Whaling Company to despatch the "Tijuca". I added that calling at the Falkland Islands appeared in the circumstances impracticable. I tried to dispel Sir E. Shackleton's doubts about the seaworthiness of the "Undine" by saying that she relieves the members of the South Orkney Meteorological Station every year.

I communicated this information to you in my Telegram No. 199 of the 5th, and repeated it to His Majesty's Ministers at Santiago and Montevideo.

The same day I received a reply from the Falklands,  
stating



stating again that Sir E. Shackleton had failed to reach Elephant Island before with the "strongest whaler" and was therefore opposed to the offer we had placed before him, while at the same time appreciating the assistance of the Company. He hoped that we should be able to find other means considered suitable.

I called another meeting of all interested here, including Don Pedro Christophersen (who had taken a leading part in <sup>organizing</sup> Mr. Amundsen's successful journey to the South Pole); Captain Nynes; Mr F. Scott of Houlder Brothers and others. All agreed that the combination "Tujica"- "Undine" seemed to constitute the best chance of success, especially in view of Captain Larsen's optimism based on previous experience.

I therefore telegraphed once more to the Governor to the effect that all those persons here interested in the question regretted Sir E. Shackleton's refusal to entertain our project. I asked whether the refusal was definite, as nothing else seemed to offer here. I added that the whaler "Don Ernesto" at South Georgia was exceptionally powerful, and I suggested that means might be effected of sending a supply of coal by a depot ship from South ~~Attagiakax~~ Georgia to Elephant Island.

Before receiving a reply to this last message I was shown a telegram from Messrs Christophersen at Montevideo stating that they had arranged with Mr Mitchell Innes for the despatch of a Uruguayan fishing boat by the intervention of the Uruguayan Government.

I also received a telegram from Sir Francis Stronge at Santiago stating that the whaler "Almirante Coilli" was preparing

preparing to start immediately <sup>from Punta Arenas.</sup> ~~for that port.~~

Late last evening I received a telegram from Mr Douglas Young at Port Stanley, repeating the decided opinion of Sir E. Shackleton that no whaler could combat the stream pack ice in heavy swell. He therefore expressed regret that our scheme was not feasible. He added that Sir E. Shackleton had already accepted the offer of a strong steam trawler from Montevideo and that arrangements were being made for her immediate despatch to Port Stanley.

I communicated this decision to all interested parties here, including the Argentine Whaling Company.

This Company nevertheless called a special meeting of the Board of Directors, at which it was decided to send off a relief expedition from the Company's whaling station at South Georgia to Elephant Island with the object of effecting the rescue.

As Mr Miles Pasman, the Vice President of the Company, said in a letter to me of the 5th instant "this resolution has been adopted in the desire to relieve as quickly as possible the distressing situation of the 22 men who have been cast on Elephant Island, and in view of the fact that at our whaling station of Grytviken, South Georgia, we have experienced men who are thoroughly acquainted with those latitudes and ice navigation, while our boats are much better adapted than any others which could be obtained here which leads us to consider that their chances of success are favourable. The advanced winter season makes it imperative that no time should be lost, and every effort should be made at once with the hope of succeeding in this humanitarian enterprise. Trusting that our resolution will meet with your approval we have etc." (signed) Miles A. Pasman, Vice President.

In view of the unequivocal opinion held by Sir E. Shackleton as to the inadequacy of the vessels of the whaling company for the task before them, I had no option but to discourage the company in their generous offer.

I enclose herewith copy of my reply to Mr Miles Pagan.

I have sent a copy of this Despatch to His Majesty's Ministers at Santiago and Montevideo and to Mr Douglas Young at Port Stanley.

I have the honour to be, with the highest respect,

Sir,

Your most obedient, humble servant.

REGINALD TOWER.

Buenos Aires.

June 6th, 1916.



Sir,

I have the honour to transmit herewith for your information copy of a Despatch and its enclosure which I have this day addressed to Sir Edward Grey on the subject of the proposed relief Expedition from Buenos Aires to Elephant Island.

I have the honour to be,

Sir,

Your most obedient, humble servant,

Reynolds Tower

*His Excellency.*

The Hon.

Douglas Young, C.M.G.

etc.      etc.      etc.

FAKLAND ISLANDS.

Governor to Secretary of State.

Sent 8th June, 1916.

JEWISH SHACKLETON ABAULA OFFER MAGNETICAL GLIMMERALE  
THROUGH BOURBELIER MONOGRAFU OF STRONG STEAM TRAWLER  
FOR RESCUE OF PARTY ELEPHANT ISLAND SILVERGRAY TRAWLER  
LEAVES MONOGRAFU DANZAVATE FOR PORTSTANLEY SHACKLETON  
HIPPOLOGIA LAGERBOCK ELEPHANT ISLAND IN HER ON 14TH JUNE  
YOUNG

---

8th June Shackleton has accepted offer made by Uruguay  
Government through British Minister at Montevideo of strong  
steam trawler for rescue of party Elephant Island. ~~xxxxxx~~  
Trawler leaves Montevideo this day for Portstanley Shackleton  
hopes to leave here for Elephant Island in her on 14th June.

Young.

Governor to Secretary of State.

Sent 8th June, 1916.

UNDERSTATE SHACKLETON ANSPECT MINTAGE MARSHTIT RYESTALKS  
HIM TO GLYPTICA BEGINS BEG COWWHEAT SURNOMINAL AND THROUGH  
YOUR EXCELLENCY SURMARK GILTHEAD MY WARM AND GRATEFUL  
SUBNODAL KIND AND SPRUCING MESSAGE AND EXPLEBIT HOPE SHACKLETON  
ENDS YOUNG.

---

With reference to your telegram 5th June Shackleton asks that  
following message may be sent for him to Governor General  
of Australia begins beg to convey to you and through Your  
Excellency to the Commonwealth of Australia my warm and  
grateful thanks for kind and sympathetic message and expression  
of hope Shackleton ends Young

COPY.

Compañia Argentina de Pesca.  
Sociedad Anónima.

BUENOS AIRES.

June 7th, 1916.

Sir,

We are in receipt of your esteemed letter of yesterday's date, informing us that in view of Sir E. Shackleton having made arrangements for an expedition to leave Montevideo, Your Excellency considers it unnecessary for our vessels to proceed to the rescue of the men on Elephant Island as we had projected. Acquiescing with Your Excellency's views we relinquish our project and trust that the trawler engaged by Sir E. Shackleton will meet with the desired success.

We are notwithstanding this, sending <sup>by</sup> our S/V "Tijuca", expected to leave on the 11th instant, instructions to our Manager at Grytviken to render every assistance possible should it be asked for.

We would here beg to express to Your Excellency our regret that we could not accede to the request made us from Montevideo, that we should allow Captain Larsen of the "Tijuca" to take charge of the expedition leaving there, we were forced to this as we have no one competent to command the "Tijuca" in the difficult voyage she is to make for us, carrying provisions and stores for the men at Grytviken with coals and barrels, all of which are urgently needed.

It is almost needless for us to repeat that the Compañia Argentina de Pesca will be only too pleased to render all assistance in her power.

We have the honour to be, Sir

Yours etc. (signed) Miles A. Pasman.

Vice President.  
Compañia Argentina de Pesca.

His Excellency, Sir Reginald Tower. KCMG, CVO.  
H.B.M.'s Minister  
Buenos Aires.



COPY.

No. 217.

BUENOS AIRES.

June 8th, 1916.

Sir,

In continuation of my Despatch No. 216 of the 6th inst. relative to the Relief Expedition to Elephant Island, I have the honour to transmit herewith copy of a letter I have this day received from Mr Pasman, Vice President of the Argentine Whaling Company, in which he informs me that to his regret, the Company were unable to accede to the request made from Montevideo that Captain Larsen of the sailing vessel "Tijuca" should take charge of the Uruguayan Expedition.

Mr Pasman has, however, given instructions that all assistance should be rendered by the Company wherever possible.

I have sent a copy of this Despatch and enclosure to the Governor of the Falkland Islands and to His Majesty's Ministers at Santiago and Montevideo.

I have the honour to be, with the highest respect,

Sir,

Your most obedient, humble servant,

REGINALD TOWER.

The Right Hon.

Sir Edward Grey Bart. K.G. M.P.

etc.

etc.

etc.

BUENOS AIRES.

June 8th, 1916.



Sir,

With reference to my Despatch of the 6th instant I have the honour to transmit herewith copy of a further Despatch which I have this day addressed to Sir Edward Grey on the subject of the Relief Expedition to Elephant Island.

I have the honour to be,

Sir,

Your most obedient, humble servant,

*Reynold Foweraker*

His Excellency

The Hon. Douglas Young. C.M.G.

etc.            etc.            etc.

FALKLAND ISLANDS.

(Cypher)

By Cable.

British Consul Montevideo to Governor.

Received 10th June, 1916.

Following for Shackleton message begins Ship being under the command of Officers of the Uruguayan Navy Uruguayan Government require that it shall remain so. Commander impresses me as being intelligent and competent and has orders to carry out all your orders. I feel sure that you will have no difficulty. For greater safety Officer R.N. R. accompanies ship

Innes

(Cypher)  
By Cable.

British Minister Montevideo to Governor.

Received 12th June, 1916.

Following message received from Punta Arenas 12th June  
for Shackleton no wooded steam vessels available Punta  
Arenas. Consul has hired steel whaler Almirante Goni.  
She should leave for Falkland Islands on Thursday 8th June.  
No information here as to whether Chilian Warship is  
available Commanding Officer Avoca.

British Minister Montevideo to Governor.

Received 15th June, 1916.

Have you news trawler

Innes.

---

Governor to British Minister, Montevideo.

Sent 15th June, 1916.

Trawler reported by Wireless Wednesday due arrive  
Port Stanley Friday morning

Young.

CABLE.

Governor to British Minister Montevideo.

Sent 18th June, 1916.

JIBDOORS SHACKLETON LEFT IN TRAWLER ENGINE TRAP FOR ELEPHANT  
ISLAND STRINSIES MORENESS SIX KNOTS INFORM MONOGRAFU. YOUNG.

---

18th June Shackleton left in trawler last evening for Elephant  
Island reports by wireless telegraphy this morning fine  
weather six knots inform Monte Video

Young.

CABLE.

Governor to Secretary of State.

Sent 18th June, 1916.

JIBDOORS UNDERGOD SHACKLETON LEFT IN GLIMMERALE TRAWLER  
ENGINE TRAP FOR ELEPHANT ISLAND STRINSIES MORENESS TONGIESORE  
SIX KNOTS YOUNG

---

18th June With reference to my telegram 8th June Shackleton  
left in Government of Uruguay Trawler last evening for  
Elephant Island reports by Wireless Telegraphy this morning  
fine weather six knots

Young.



207/16

Naval Wireless Station,

Falkland Islands.

June 20th 1916.

List of Stores and provisions supplied to Sir Ernest  
Shackleton, Antarctic relief expedition, from H.M. Naval  
Store Falkland Islands. June 1916.

4 service revolvers Mark 6. complete with holsters and belts.  
numbers. 188090, 187982, 188174, 188504.

108 Rounds Ammunition for same.

3 cases chocolate 150 lbs.

37 cases biscuits. 2172 lbs.

4 drums sugar. 500 lbs.

1 case tea 50 lbs.

4 cases coffee 192 lbs.

2½ bags haricot beans 370 lbs.

1 bag Marrowfat peas 100 lbs.

3 barrels rice 540 lbs.

2 Jars Lime Juice 2 gallons.

2 kegs Oatmeal 160 lbs.

1 barrel Salt. 200 lbs.

1 coil manilla rope 2".. 113 fathoms.

1 " " " 1".. 113 "

2 drums vacuum oil. 50 gallons.

1 drum heavy mineral oil 25 gallons.

300 Coal sacks.

70 Tons Coal from S/S "British Transport"

BY NAVY WIRELESS.

Sir Ernest Shackleton to Governor.

Received 24th June, 1916.

Stopped by ice unable rescue expect arrive Sunday afternoon  
advise no one outside Colony is there war news.

Shackleton

Please have light on Pembroke to-night.

Shackleton

CABLE

GOVERNOR TO SECRETARY OF STATE

Sent 25th June, 1916.

JIPOSA UNDERHEWN SHACKLETON RHYTHMICAL PORTSTANLEY MORENESS  
OXIDENTO ICE TERCETARIA REACH ELEPHANT ISLAND AND RESCUE  
PARTY YOUNG.

---

25th June With reference to my telegram 18th June Shackleton  
returned to Port Stanley this morning owing to ice unable  
to reach Elephant Island and rescue party

Young.

July 1st, 1916.

Copy.

The British Minister.

Monte Video.

Please communicate immediately to Uruguayan Government That I am reluctantly compelled to give up a second attempt with the *hankew* "~~Instituto de Pesca~~" as expert opinion has been given me that repairs made on engine can only be guaranteed for 10 days.

The *hankew* "~~Instituto de Pesca~~" requires a new crank; this would mean a months delay at the least, therefore I advise *hankew* her return to Monte Video.

Shakleton.

# SERVICE FORM.

(1915).

THE

## WESTERN TELEGRAPH COMPANY, LIMITED.

Station received from.	Time received.	Clerk's Signature.	Station sent to.	Time sent.	Clerk's Signature.
H am a H.	H. M.  M.			H. M.  M.	

Confirmation phone message.

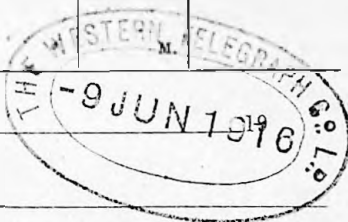
Station,

From

To

Cable office

Governor.



Montevideo advises that  
the name of the relief  
hawker is as follows

Instituto de Pesca no I.

207/16

British Minister MonteVideo to Governor Falkland Islands.  
Received 2nd July, 1916.

While Shackleton reports that trawler is not fit to go south again commanding Officer reports necessary repairs have been made and he awaiting instructions. Uruguay Government is somewhat embarrassed and hopes Shackleton and Officer will consult together and decide what is to be done.

---

Governor Falkland Islands to British Minister Monte Video  
Sent 5th July, 1916.

Opinion of expert trawler is not fit to go south again only temporarily repaired. Shackleton went to Sandy Point by last mail. I venture to suggest trawler should be ordered to return to Monte Video

Young.

207/16

Copy of Telegram received at 8.42 pm. on the 7th July, 1916  
from Monte Video, dated 6th July, 6.50 pm.  
to Harding, Port Stanley.

-----

Punta Arenas wires tell Governor Port Stanley  
have found good oak auxiliary sealing schooner. Am advising  
London. Have you any messages for me. Please reply by Naval  
Wireless care Pacific Company. Shackleton.

Macstaple.



207/16  
Cable.

Governor to Secretary of State.

Sent 7th July, 1916.

JEJUNE NESS UNDERLAYER SHACKLETON AT PUNTA ARENAS REMUGIREM  
HAS FOUND GOOD OAK AUXILIARY SEALING SCHOONER SILVERGRAY  
HIPPOLOGIA MAKE THIRD ATTEMPT RESCUE PARTY ELEPHANT ISLAND  
YOUNG.

---

7th July With reference to my telegram of the 25th June  
Shackleton at Punta Arenas reports by telegram has found  
good oak auxiliary sealing schooner. Hopes to make  
third attempt rescue party Elephant Island  
Young.

FALKLAND ISLANDS.

No. 207/15 .

Government House, Stanley.

11th July, 1916.

Sir,

I have the honour to acknowledge the receipt of your letters of the 6th and 8th June, and to thank you for your courtesy in forwarding to me copies of your despatches to Sir Edward Grey, on the subject of the proposals and kind offers made for the relief of 22 members of Sir E. Shackleton's Expedition on Elephant Island.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

*Douglas Gammie*  
Governor.

His Excellency

Sir Reginald Tower, K.C.M.G.

&c., &c., &c.

BUENOS AIRES.

207/16

Radio 12.5 p.m. "Orita"

Rec: 13<sup>th</sup> July 1916

To Governor, Falklands.

Received from Govt. Wireless 13.7.16.

Sailing South tomorrow July 12th wooden schooner  
great hopes return here first.

Shackleton.

207/16

Governor to Secretary of State.

Sent 14th July, 1916.

UNDESIROUS SHACKLETON LEFT PUNTA ARENAS JEMINI IN SCHOONER  
FOR ELEPHANT HAS HIPPOBOLGI YOUNG

---

With reference to my letter 7th July Shackleton left Punta  
Arenas 12th July in Schooner for Elephant has great hopes  
Young.

"Morning Post"  
14 June 1916

## THE SHACKLETON PARTIES.

### MEASURES FOR THEIR RESCUE.

The Admiralty yesterday issued the following :

The Committee appointed by the Admiralty to advise his Majesty's Government as to a relief expedition in search of Sir Ernest Shackleton and his parties met continuously during the middle of May, and on the 20th of that month presented a report embodying their recommendations in regard to the search of the Weddell Sea. The Antarctic ship *Discovery* was selected to be at once manned and equipped for two years; the search was to be conducted by the ship during the navigable season of 1916-1917, and a small but experienced party was, if possible, to be landed to winter and search the coasts by sledge journeys in the autumn and following spring. The ship was to return to the Weddell Sea the next navigable season, 1917-1918, to re-embark the land party and, if necessary, to continue the search for the remainder of that season.

The recommendations of the Committee were approved by the Government, the work was put in hand and was in full swing when the unexpected but most welcome arrival of Sir Ernest Shackleton at the Falkland Islands on May 31 put an end to the need of the search expedition. Since that the Committee have been occupied in advising as to the rescue of the 22 men left at Elephant Island; this Sir Ernest Shackleton himself will undertake, in the vessel generously put at his disposal by the Government of Uruguay.

With regard to the Ross Sea the rescue of the men left ashore, when the *Aurora* was blown away from her winter quarters at Cape Evans, will be carried out at the end of this year in the *Aurora* with the co-operation of the Governments of the Commonwealth of Australia and the Dominion of New Zealand.

207/16

FALKLAND ISLANDS.

No. 127.

Government House, Stanley.

14th July, 1916.

Sir,

In continuation of my despatch No. 101 of the 1st June, reporting the arrival of Sir Ernest Shackleton at Port Stanley from the Weddell Sea, where his ship the "Endurance" was crushed by the ice and sank on the 26th October, 1915, I have the honour to confirm my telegram of the 8th June informing you that Sir Ernest Shackleton had accepted an offer made by the Uruguayan Government, through the British Minister at Montevideo, of a strong steam trawler for the rescue of his party of 22 left at Elephant Island.

2. In due course the Trawler under the command of Commander Elchirikibsky with 4 Officers of the Uruguayan Navy, and Lieut. Ryan, R.N.V.R. of H.M.S. Macedonia arrived here on the 16th June and, after making all necessary preparations Sir Ernest, with Captain Worsley, and Petty Officer Crean, R.N., two of his expedition who accompanied him, left in her on the 17th June for Elephant Island, as I informed you by my telegram of the 15th June.

3. All went well until the trawler reached within 20 miles of Elephant Island, when Sir Ernest found it impossible to proceed further, on account of the heavy ice, large ice bergs and big seas. He then decided

THE RIGHT HONOURABLE

THE SECRETARY OF STATE FOR THE COLONIES.

Ac.,

Ac.,

Ac.



decided to return to Port Stanley, and arrived here on Sunday morning the 25th June. I informed you by my telegram of the same date of the return of Sir Ernest to Port Stanley, and of his being unable to rescue his party on Elephant Island.

4. On the return of the trawler to Port Stanley an examination of her engines showed great weakness in a previously repaired part of her machinery rendering her almost useless. Through the kindness of Commodore J. Lucas C.B. R.N. of R.N.S. Glasgow, the machinery was temporarily repaired under the direction of the Engineer Commander of the Glasgow. The repairs were however only of such a nature as to enable the trawler to return to Monte Video. The Engineer Commander considered that a new part of the machinery was required, and that in her present patched up condition it was quite unsafe for the vessel to proceed south again.

5. I need hardly say that this break down of the machinery of the trawler was a great disappointment to Sir Ernest Shackleton, and to the Officers of the Uruguayan Navy who volunteered their services for the relief expedition. The trawler left here on the 6th July on her return to Monte Video.

6. Hearing that there was a wooden Schooner at Punta Arenas of strong build which might be suitable for the purpose, Sir Ernest Shackleton decided to proceed thither with Captain Worsley and P.O. Crean, and left here by the mail steamer on the 1st July to make inquiries on the spot and if found suitable

a third attempt for the rescue of his party. On the 7th July I received a telegram from Sir Ernest, at Punta Arenas, informing me that he had found a good oak auxiliary sealing schooner. Of this I informed you by my telegram of same date, and that *Sir Ernest* hoped to be able to make a third attempt to rescue his party on Elephant Island.

8. Yesterday evening I received a telegraphic message from Sir Ernest Shackleton at Punta Arenas informing me "Sailing South tomorrow July 12th weather schooner great hopes return here first". I have to-day telegraphed this information to you.

9. Offers of other vessels have been made through Sir Reginald Tower, K.C.M.G. British Minister at Buenos Aires, but in each case Sir Ernest Shackleton did not consider them suitable to combat the strenuous pack ice and the heavy swell in the winter conditions of the Southern Seas.

I have the honour to be,

Sir,

Your most obedient,

Respectfully,  
Doubtless correct.

*Douglas Young*  
Governor.

Copy.



San Martin 132.

Buenos Aires.

August 12. 1916.

Sir,

We hereby have pleasure in confirming the conversation which our Mr. Berduc held with Your Excellency in reference to the decision of our board to send off a relief expedition to Elephant Island in view of the two consecutive failures of Sir Ernest Shackleton to attain that end.

Our experienced men, the elements at our disposal, and the fact that our whaling station is the nearest inhabited place to Elephant Island, where a large group of men are in urgent need of assistance, warrant the risk and expense which might be caused by the effort that we were disposed to make, disinterestedly, and guided solely by sentiments of humanity.

But the telegrams published in this morning's papers announcing that the "DISCOVERY" has sailed for the Falkland Islands on her way to pick up the crew of the "ENDURANCE" from Elephant Island, makes it necessary for us to desist from our intention, in view of the rapidity and efficiency with which the "DISCOVERY" can carry out the object in view.

We regret not having fulfilled our intention, but, at the same time we are pleased that the "DISCOVERY" has been sent, and hereby express our earnest hopes that she will meet with every success on her humanitarian mission.

We have the honour to be, Sir,

Very respectfully,

( Signed ) Miles A. Pasman

Vice-President.

Sir Reginald Tower,

Ac., Ac., Ac.,

Copy.

No. 282.

Buenos Aires.

August 13. 1916



My Lord,

With reference to my Despatches Nos. 216 and 217 of June 6 and 8 last on the subject of the proposed expedition by the Compañia Argentina de Pesca to Elephant Island to rescue the members of Sir Ernest Shackleton's party, I have the honour to transmit herewith copy of a letter which has been addressed to me by Mr. M. Pasman, Vice President of the above named Company.

In this letter Mr. Pasman states that in view of two failures of Sir. E. Shackleton to reach Elephant Island, they had determined at whatever cost, to utilize the experienced hands in their service towards effecting the rescue of the twenty-two men stranded on Elephant Island, but that, since the publication of a telegram from London announcing the departure of the "Discovery" compels the Company to desist from their intention.

From various conversations with Mr. Enrique Berduc, a member of the Board of the Cia. Argentina de Pesca, and Captain G.J. Nunes, I am satisfied with the sincerity of the project to which reference is made in the enclosed letter.

I am sending copy of this Despatch and its enclosure to the Governor of the Falkland Islands.

I have the honour to be, with the highest respect,

My Lord,

Your Lordship's most obedient, humble servant,

A handwritten signature in dark ink, appearing to read "C. Aguilar Torner".

The Right Hon.

Sir Edward Grey Bart K.G. M.P

etc.      etc.      etc.

207/16

BUENOS AIRES.

August 13th, 1916.



Sir,

With reference to my Despatches of June 6 and 8 dealing with the projected expedition by the Compañia Argentina de Pesca to effect a rescue of the stranded members of Sir Ernest Shackleton's party on Elephant Island, I have the honour to transmit herewith copy of a Despatch I have this day addressed to Sir Edward Grey, reporting that, in view of the departure of the "Discovery" from England, the Company have at their regret desisted from their intention.

I have the honour to be,

Sir,

Your Excellency's most obedient, humble servant,

*Reynold Fowler*

His Excellency

The Governor,

Port Stanley.

Falkland Islands.

To

Admiral Lokey  
Punta Arenas.

Falkland Islands 6 August am obliged to you  
for wireless message last night. Beg to offer  
you best thanks for valued assistance rendered  
by Chilean Government and yourself in  
affording services of ~~Government~~ <sup>Yelcho</sup>  
to tow back to Punta Arenas Schooner  
employed on Sir Ernest Shackleton's relief  
Expedition. With high esteem Governor Young.



S.-1330c.

(Established—May, 1900.)  
(Revised—February, 1914.)

Intercepted

## NAVAL SIGNAL.

FROM

ccr

To

ccr

P.O. OF WATCH

READ BY

REPORTED BY

PASSED BY

LOGGED BY

SYSTEM

DATE

18 AUG 1916

TIME

10-10

Admiral Murray Huxtable Admirante  
 Falklands. Urgently beg you allow  
 Condor to pick me up. My men. Admiral  
 Lopez has telegraphed details.  
 I consider a good chance now as ice  
 is loosening. The main English relief  
 cannot arrive Falklands before latter  
 end next month. This too late  
 to save all life. Speed essential.

Shackleton

FALKLAND ISLANDS.

No. 207/16.

Government House, Stanley.

5th September, 1916.

Sir,

I have the honour to acknowledge the receipt of your letter of the 13th August, and to thank your Excellency for the copy of your despatch to Sir Edward Grey, forwarding a copy of a letter from the Compania Argentina de Pesca on the subject of the Expedition they were prepared to undertake for the relief of the members of Sir Ernest Shackleton's party on Elephant Island.

I have the honour to be,

Sir,

Your Excellency's most obedient,

humble servant,

*Douglas Young*  
Governor.

His Excellency

Sir Reginald Tower, K.C.M.G.

&c., &c., &c.,

His Britannic Majesty's Envoy Extraordinary

and Minister Plenipotentiary,

Buenos Aires.