

CONFIDENTIAL.

C.S.

1924.

No.

C 24/28

1928.

S. of S. Telegram.

SUBJECT.

1928.

15th October,

SIR HUBERT WILKINS -

Proposal that he should be asked to receive possession in the name of His Majesty of any land or islands between western limits of Falkland Islands and Dependencies and eastern limits of Ross Dependency.

Previous Paper.

MINUTES.

Telegram from Secretary of State, 15th October, 1928.

Telegram from Secretary of State, 15th October, 1928.

Telegram 1 minute from S. of S. 27. 10. 28.Telegram Urgent to S. of S. 27. 10. 28.Telegram Urgent to S. of S. 29. 10. 28" Priority " " 29. 10. 28

Authority to Capt. Sir H. Wilkins, 29/10/28

Letter from Sir Hubert Wilkins 30. 10. 28.

Extract from "Penguin" 1. 11. 28

Confidential despatch to S. of S. 24/11/28

Telegram from Sir H. Wilkins, 30/12/28

" " " 21/129

" to S. of S. State, 2 January 1929

Subsequent Paper.

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1/3. 17/2

C.S.O. No. 131/28

Sheet No. 2

53-6 Cutting from the "Geographical Journal" of March, 1929.

Y.E. Article filed as submitted.

Y.E.

Aug 1929

8.11.29

(M)

57-58 Note on recent Antarctic discoveries, 20/4/29.

Y.E. Submitted. This article might be interesting to readers of the "Penguin".

Y.E.

Aug 1929

20.11.29

Mr C.S.

cutting, also with letter of thanks to Dr. Rudman Brown & forward him copy of Y.E. article with his note in. M in "Penguin" appeared

(21/27/6)

20/8/29.

and copies have been posted to Dr Brown. H Thomas P.O.

48.
Draft despatch submitted.

SRH:3
Ayl:3.
9. XI. 29.

M/

- Secret despatch from S. of S. of 29/6/29. 59-80.
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111. " from " " 11/2/30
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116. " from whaling office, South Shetlands 14/2/30.
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- 118-119. Letter to Mr L. B. Preston, 21/2/30
120. " " Head office, Hearst newspapers, 14/3/30.
121. " " Crown agents, 14/3/30

y. 8.

Draft despatch submitted.

2nd

26. 3. 30.

14th C.S.
G. R. J. M.
(7/5/30)

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DECODE.

TELEGRAM.

From The Secretary of State for the Colonies.

To His Excellency the Acting Governor.

Despatched: 15th October, 1928. *Time:* 19.40.

Received: 16th October, 1928. *Time:* 11.25.

GOVERNOR
STANLEY.

Confidential 15th October.

Please communicate following urgent and Confidential message from Casey representative of Prime Minister of the Commonwealth of Australia in London to Sir Hubert Wilkins on arrival begins Authorities here anxious to learn whether your expedition can rightly be described as a personal British expedition financing itself by sale of press and similar rights. There is reason to suppose that Byrd expedition may intend claiming for United States any undiscovered territory in King Edward VII area. Would it be possible without interference your plans for you to plant or drop British flags on any lands or Islands you may land or fly over in and between the Falkland Islands and Dependencies and Ross Dependency? Such action would be most helpful from the point of view of asserting British interests. If you are able to comply it would be appreciated if you could forward proof and statement of action taken to His Majesty's Government as early as possible. Please send reply through the Officer Administering the Government of the Falkland Islands. Good luck Casey ends.

SECRETARY OF STATE.

DECODE.

TELEGRAM.

From The Secretary of State for the Colonies.

To His Excellency the Acting Governor.

Despatched: 15th October,, 192 8. *Time:* 19.40.

Received: 16th October, 192 8. *Time:* 11.30.

GOVERNOR
STANLEY.

Confidential 15th October.

My telegram of 15th October. If conversation with Wilkins shews that he is willing to take action suggested in that telegram you should authorize him officially in writing to receive possession of in name of His Majesty any land or islands which he may discover between western limits of Falkland Islands Dependencies and eastern limits of Ross Dependency, i.e. between 80 degrees west longitude and 150 degrees west longitude. In that event you should impress upon Wilkins that he should give no publicity at present to such instructions.

SECRETARY OF STATE.

DECODE.

3

TELEGRAM.

From The Secretary of State for the Colonies.

To His Excellency the Acting Governor.

Despatched: 27th October, 192 8 *Time:* 0950.

Received: 27th October, 192 8 *Time:* 1210.

IMMEDIATE. GOVERNOR. STANLEY.

Confidential. My telegram of the 15th of October, Press reports that Wilkins Expedition left Monte Video 24th October for Deception Island. Can you say whether he is calling at Port Stanley on the way and if not whether there ^{are} any other means of getting in touch with him.

SECRETARY OF STATE.

DECODE.

TELEGRAM.

From His Excellency the Acting Governor.

To The Secretary of State for the Colonies.

Despatched: 29th October, 1928. *Time* 20.30.

Received: ... 192 *Time:*

URGENT.

CHAPELRIES
LONDON.

Confidential. October 29th. No. 2 My telegram of 29th October Your telegram of 15th October Confidential Wilkins arrived Stanley October 29th and leaves for Deception Island October 30th. He states that his expedition is completely equipped and proposes to explore Weddell Sea immediately and to make flight to Ross Sea about the middle of December. I have authorised him officially in writing as directed. Wilkins appears to appreciate fully position with regard to Byrd expedition and expects to complete survey of King Edward VII area before arrival of the person named.

GOVERNOR.

DECODE.

TELEGRAM.

From His Excellency the Acting Governor.

To The Secretary of State for the Colonies.

Despatched: 29th October, 1928. *Time:* 20.30.

Received: ... 192 *Time:*

CHAPELRIES
LONDON

PRIORITY.

Confidential. October 29th No. 1 Your telegram of 15th October Confidential following for Casey from Wilkins begins Wilkins Hearst Antarctic Expedition is personal expedition commanded by me without obligation to anyone and is financed by personal effort including sale of press. I am honoured to accept official recognition by His Majesty's Government and will D V drop or plant British flags in Weddell sea area and between Falkland Islands and Ross Dependencies ends


GOVERNOR.

2

FALKLAND ISLANDS AND DEPENDENCIES.

I, JOHN MEDLICOTT ELLIS, Acting Governor and Commander-in-Chief in and over the Colony of the Falkland Islands and its Dependencies, hereby authorize CAPTAIN SIR HUBERT WILKINS, KNIGHT, to receive possession in the name of His Britannic Majesty of any land or island which he may discover between the western limit of the Dependencies of the Falkland Islands and the eastern limit of the Ross Dependency, that is to say, between 80 degrees and 150 degrees west longitude.

Given at Government House, Stanley, this twenty-ninth day of October, 1928.


Acting Governor and
Commander-in-Chief.

WILKINS-HEARST ANTARCTIC EXPEDITION
CAPT. SIR HUBERT WILKINS, COMMANDER
HEADQUARTERS - WALDORF-ASTORIA, NEW YORK CITY

8

Ex. Box 111. Hektoria.

October 30th 1929

Dear Mr. Ellis:

Many thanks for the three

British flags received today.

Yours truly

Hubert Wilkins

Mr. J. M. Ellis

Acting Governor

Falklands

P.S. Please despatch the enclosed private telegram.

10

P E N G U I N.

Price... .. 1d.) Stanley,
 Monthly Subscription 2/-) Delivery free. Falkland Islands.
 Annual - 8s - 21. 0. 0.) Thursday, 1st November, 1928.

CAPTAIN SIR HUBERT WILKINS.

We learn from the "Weekly Times" of the 27th of September, 1928, that the leader of the Antarctic expedition, Captain Sir Herbert Wilkins, who visited Stanley recently, became engaged to be married just before leaving New York to Miss Suzanne Bennett, an Australian actress who has played in many parts in the American capital, and that the wedding, it is proposed, will take place on the explorer's successful return from the South.

We have further been informed personally in regard to Sir Hubert's organisation and plans that the official style of the expedition is the "Wilkins - Hearst" Antarctic Expedition" under Captain Sir Hubert Wilkins as Commander and with Headquarters at the Waldorf-Astoria, New York City. According to Sir Hubert's present intention he will first make a series of comparatively short flights over the Wedell Sea as soon as practicable after the establishment of his base at Deception Island during the month of November and will then make his attempt to circum-navigate the South Pole following the edge of the Antarctic continent about the middle of December. On arrival in the Ross Sea area after a non-stop flight, if all goes well, of some twenty-one hours duration, Sir Hubert hopes to land on the land-fast ice in the neighbourhood of Amundsen's "camp" on the Bay of Whales. From there he will communicate by wireless telegraphy with the whaling factory "Neilsen Alonso" which will be operating in that area and will send by previous arrangement from a distance of, say, 200 miles a whaling catcher with stores and petrol. Thus re-provisioned and re-fuelled - the stores and petrol having been duly handed up over the ice barrier - Sir Hubert has planned to fly to the "Neilsen

Alonso" in the open sea and to be taken on board for return to London and New York. If circumstances generally permit Sir Hubert may also on completion of the primary objects of the expedition make a flight over the South Pole.

In the unexpected event of failure to make a non-stop or almost continuous flight from Deception Island to the Ross Sea Sir Hubert foresees that he will be compelled to abandon his aeroplane on land-fast ice somewhere between those two points and to finish his journey on foot which he estimates will take him up to two years to accomplish. He has requested particularly that in the event of his disappearance for a time no relief expedition should be sent out to search for him.

COMMUNICATION.

The s.s. "Fleurus" left Stanley for Port Howard on the 30th of October, 1928. On her return from the West Falkland she will proceed to South Georgia, taking as passengers Mr. W. Barlas, Magistrate, and Mr. A. G. N. Jones, Clerk.

The m.v. "Gwendolin" arrived at North Arm on the 30th of October, 1928, and is due to leave that port to-day for Lively Island and Fitzroy and then return to Stanley.

The whaling factory "Southern Empress" left Stanley on the 30th of October, 1928, for the whaling grounds, and the "Hektor" sailed yesterday for Deception Island with Captain Sir Herbert Wilkins and his companions.

NOTICE.

CLEARANCE SALE. HOUSEHOLD EFFECTS. INSPECTION INVITED.

J. ROSS.

16
GOVERNMENT HOUSE,

STANLEY.

21st November, 1928.

FALKLAND ISLANDS.

CONFIDENTIAL.

Sir,

I have the honour to confirm my confidential telegrams of the 29th of October, 1928, and to inform you that Captain Sir Hubert Wilkins arrived at Stanley with his Antarctic expedition on board the whaling factory s.s. "Hektor" on the 29th of October, 1928, and that in accordance with your instructions I arranged for him to come to see me immediately on arrival. I communicated duly to him the message from Mr. Casey contained in your confidential telegram of the 15th of October, 1928, and ascertained in conversation with him the following facts and views of which I have already given you the summarised import.

2. The proper designation of the expedition of which Sir Hubert is styled the Commander in the "Wilkins - Hearst Antarctic Expedition" with headquarters at the Waldorf-Astoria, New York City. The expedition is purely personal and is financed by Sir Hubert's own effort. It is estimated to cost 60,000 dollars in United States' currency of which sum 50,000 dollars is being obtained from the sale to the Hearst Press of copyright news, 25,000 dollars having been paid in advance and 25,000 dollars/

HONORABLE
M. S. MERY, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES.

ollars becoming payable at the conclusion of the expedition. The balance of 10,000^{dollars} Sir Hubert is providing himself from the sale of his books and from the proceeds of his lectures. Sir Hubert stated emphatically that while he has received generous support for his venture from friends and sympathisers in the United States he is beholden to no one and has received no official recognition of any sort from the American Government. On the contrary he appeared keenly to appreciate the honour of the Knighthood conferred on him by His Majesty the King and strongly to feel the omission on the part of President Coolidge to acknowledge in any way even the achievement of his pilot Lieutenant Eielson, an American subject of Norwegian parentage, on the occasion of his Arctic flight. He added that although an internationalist in his ideas at heart he remained a Britisher, and would therefore be glad to assist so far as he could in furtherance of the cause of Empire by dropping or planting British flags in the manner suggested. Sir Hubert observed incidentally that he had only one British flag with him, and only one American which latter he had purchased while waiting at Montevideo in transshipment for the s.s. "Hektor".

3. I authorised Sir Hubert accordingly as directed by your confidential telegram of the 15th of October, 1929, to receive possession in the name of His Majesty of any land or island which he may discover between the limits of the Falkland Islands Dependencies and

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Enclosure I.

and the Ross Dependency i.e. between 80° and 150° west longitude and at the same time I was careful to impress on him the necessity for keeping these instructions confidential at any rate for the present. I enclose a copy of the instrument in writing officially communicated to Sir Hubert in this connection. I caused him also to be furnished before departure with a number of "Union Jack" flags.

4. The s.s. "Hektorla" left Stanley on the 31st of October and reached Deception Island in the South Shetlands on the 4th of November, 1928. Sir Hubert's intention was to base himself at Deception Island and first during the month of November to make an aerial survey of the confines of the Weddell Sea with the primary object of proving or disproving the unbroken unity of the Antarctic Land. He proposes thereafter about the middle of December to make his flight from Deception Island to the Ross Sea following the edge of the Antarctic continent. He hoped that he would accomplish this flight "non-stop" in twenty-one hours; on the other hand if he was forced to come down on the way he foresaw the possibility of being obliged to finish his journey on foot and of being lost, say, for two years to civilization, in which event, he said, he had asked particularly that no relief expedition should be sent to search for him. If successful, Sir Hubert anticipated that he would have reached the Ross Sea and have completed an aerial survey of King Edward VII. Land and the adjacent territories before the

arrival/

arrival in the vicinity of Commander Byrd's expedition to the South Pole, which is proceeding via New Zealand by a vessel of the Ross Sea whaling fleet, and cannot owing to ice conditions make the intended base at Amundsen's "house" on the Bay of Whales so early in the season.

4. I would add that Sir Hubert has kindly promised to keep me informed from time to time of the progress of his operations and I enclose, in case it may be of interest to you, a copy of ^apress message received on the 5th of November, 1928, from him. I shall not fail to notify you without delay of any development of importance which may come to my knowledge in regard to the expedition.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

J. M. ELLIS.

Enclosure II.

ENCLOSURE NO. II. TO FALKLAND ISLANDS DESPATCH
CONFIDENTIAL. of the 21st NOVEMBER. 1928.

TELEGRAM.

From :- Sir Hubert Wilkins.

To :- His Excellency the Acting Governor.

5th November. 1928.

TELEGRAM RECEIVED REQUEST OPERATOR RELAY PRESS
IMMEDIATELY KEEPING COPY YOUR PRIVATE INFORMATION
FOLLOWING FOR UNIVERS LONDON PRESS COPYRIGHT
DECEPTION SUNDAY NIGHT FIVE DAYS STEAMING BROUGHT
US FROM FALKLANDS FIRST DAY SNOW STORMS HIGH
WINDS ROUGH SEAS EXTRA LASHINGS NECESSARY FOR
PLANES THEY UNDAMAGED NEXT DAY LONG ROLLING
SEAS SWEEPING UNINTERRUPTED ROUND WORLD ROCKED US
AN ONE LONE ICEBERG VIEWED ME ICEPACK SATURDAY
NIGHT SNOWSTORM COVERED EVERYTHING CAPTAIN HANSEN
PUSHED HEKTORIA ONWARD SMALL WHALESHIPS FOLLOWED
BEHIND THIS MORNING WEATHER CLEARED SIGHTED LAND
STEAMED THROUGH PACK ICE IN BRANSFIELD STRAIT
ALL DAY NOW AWAITING DAYLIGHT ENTER DECEPTION
HARBOUR EVERYTHING THANKS TO SKILLED NORWEGIAN
SAILORS COME THROUGH SPLENDIDLY DESCRIBING SHORE
CONDITIONS TOMORROW.

WILKINS.

CODE.

TELEGRAM.

From..... Sir Hubert Wilkins, South Shetlands.

To..... His Excellency the Acting Governor.

Despatched : 30th December, 1929. *Time* : 23.00.

Received : 1st January, 1929. *Time* : 12.10.

GOVERNOR STANLEY.

Greetings you and Watsons presume you know found
Graham Lands an island discovered many more and mapped
thousand miles new coast now marking time please when
any send me information about ships calling here.

WILKINS.

CODE.

TELEGRAM.

From His Excellency the Acting Governor.

To Sir Hubert Wilkins, South Shetlands.

Despatched: 2nd January, 1929. *Time*:

Received: 192 *Time*:

WILKINS
DECEPTION SOUTH SHETLANDS

via Hektorla.

Thanks for greetings and message stop Have had
no news regarding progress of expedition since your last
telegram some time ago and am most interested to learn
great discoveries made stop Will advise you as soon as
known of any ship bound for Deception stop All good
wishes.

GOVERNOR.

19
CODE.

TELEGRAM.

To
~~xxx~~ SECRETARY OF STATE FOR THE COLONIES.

From. ~~xx~~ GOVERNOR. STANLEY.

Despatched: 2nd January. 192 9. Time :

Received : 192 Time :

January 2nd.

Following is verbatim extract from telegram received from Sir Hubert Wilkins at Deception Island, South Shetlands, December 30th, begins :-

" Presume you know found Graham's Land an island discovered may more and mapped thousand miles new coast now marking time Please when any send me information about ships calling here "

ends.

GOVERNOR.

CODE.

TELEGRAM.

From Sir Hubert Wilkins, South Shetlands.

To His Excellency the Acting Governor.

Despatched: 3rd January, 1929. *Time:* 14.00.

Received: 4th. January, 1929. *Time:* 10.58.

GOVERNOR
STANLEY.

Could Fleurus be chartered to come at once five our
expedition at what price stop How soon could we get there
to Montevideo or other ports urgently.

WILKINS.

CODE.

TELEGRAM.

From The Acting Governor.

To Sir Hubert Wilkins, South Shetlands.

Despatched : 4th January, 1929. Time :

Received : ... 192 Time :

WILKINS
DECEPTION.

Your telegram received stop Fleurus is at present at Montevideo but is due to arrive Stanley January 9th stop Am consulting Tonsberg Company by telegram regarding proposed charter stop First sailing from Stanley would be by Orduna to Punta Arenas February 4th stop Am enquiring as to possible sailings from South Georgia and am endeavouring also to ascertain whether any vessels are bound for Deception direct in near future stop Will communicate again as soon as I am in a position to give definite information.

GOVERNOR.

CODE.

TELEGRAM.

From The Colonial Secretary.

To The Manager, Tonsberg Whaling Company,
South Georgia.

Despatched: 4th January, 1929. Time:

Received: ... 192 Time:

MANAGER TONSBURG COMPANY
HUSVIK SOUTHGEORGIA.

Sir Hubert Wilkins enquires whether Fleurus can be chartered urgently to convey members of his Antarctic Expedition five in number from Deception to Stanley or South Georgia en route for Montevideo or other port and if so at what cost stop

Fleurus is due to arrive Stanley from Montevideo January 9th stop This Government is anxious to assist as far as practicable stop Please telegraph your views.

SECRETARY.

CODE.

TELEGRAM.

From The Colonial Secretary.

To The Magistrate, South Georgia.

Despatched : 4th January, 192 9. *Time* :

Received : ... 192 *Time* :

MAGISTRATE
SOUTHGEORGIA.

Please telegraph probable sailings in near future
from South Georgia to Monte Video or other ports.

SECRETARY.

CODE.

TELEGRAM.

From Manager. Tonseberg Co. South Georgia.

To SECRETARY . STANLEY.

Despatched : 6th January. 192 9. *Time :* 1925.

Received : 7th January. 192 9. *Time :* 1100.

Regret that I am unable to let Sir Hubert Wilkins have Fleurus before returning to South Georgia as I have ordered full load of live sheep and mutton for shipment between tenth and fifteenth of January according to Government's sailing notice if Government and Sir Wilkins desire. Fleurus can proceed Deception direct from Georgia soonest possible after discharging and cleaning boilers stop. Cost of Charter same as under Government's service

ANDERSEN

CODE.

TELEGRAM.

From MAGISTRATE. SOUTH GEORGIA.

To SECRETARY. STANLEY.

Despatched: 7th January. 192⁹. Time: 1300.

Received: 7th January. 192⁹. Time: 1246.

Your telegram of 4th January Ravenstone sails
for River Plate 15th January, Tijuca for Buenos
Aires 26th January and Southern Isles about the end
month for Montevideo.

MAGISTRATE.

26
CODE.

TELEGRAM.

From H.E. THE ACTING GOVERNOR.

To SECRETARY OF STATE FOR THE COLONIES.

Despatched: 7th January. 192 9. *Time:*

Received: 192 *Time:*

7th January.

Wilkins has now telegraphed urgently asking what arrangements can be made to take members of his expedition from Deception to Stanley for Montevideo or other port.

I am making enquiries with the view to such action as may be practicable.

CODE.

TELEGRAM.

From Governor. Stanley.

To Wilkins. Hecctoria. Deception.

Despatched: 8th January. 192 9. Time:

Received: 192 Time:

Fleurus can be chartered to come for you from South Georgia arriving Deception January 26th on and stop. Inclusive cost of hire approximates to £40 per day or say £400 for voyage provided that there is no delay at Deception stop. Orana leaves Stanley for Punta Arenas and Valparaiso February 4th and Southern leaves South Georgia for Montevideo and Europe end of January stop. Please telegraph what acting you wish me to take.

Governor.

CODE.

28

TELEGRAM.

From Sir Hubert Wilkins, South Shetlands.

To His Excellency the Governor.

Despatched: 10th January, 1929. *Time:* 20.00.

Received: 11th January, 1929. *Time:* 10.25.

GOVERNOR
STANLEY.

I hereby agree to pay owners Fleurus Forty pounds English per day for time which would be occupied on trip from Falklands to Deception and return stop need be no delay here we ready at moments notice having only hand bags no freight anytime after fifteenth January stop would suit us and Hektorla probably Fleurus also if she called here first returning via Georgia please state in your reply if this alternative and terms agreeable and if so please conclude the agreement for me thanks.

WILKINS.

C/21728.

29

CODE.

TELEGRAM.

From The Colonial Secretary.

To Sir Hubert Wilkins, South Shetlands.

Despatched: 11th January, 1929. Time:

Received: ... 192 Time:

WILKINS
HEKTORIA.

Urgent. Manager Tonsberg Company insists that Fleurus should first proceed South Georgia. From South Georgia Fleurus can proceed to Deception direct and thence to Stanley arriving Deception January 26th onwards. Cost of hire payable by you will be same as payable by Government namely sixteen pounds per day plus actual value of coal oil etcetera consumed or approximately forty pounds per day in all. Please telegraph as soon as possible whether you wish me to conclude hire on terms and conditions stated. If you come to Stanley His Excellency Arnold Hodson will be delighted if you and Lieutenant Eielson will stay at Government House while waiting for Orduna due February 4th which appears to be best opportunity for you to get away.

SECRETARY.

CODE.

TELEGRAM.

From Sir Hubert Wilkins, s.s. "Hektoria".

To The Colonial Secretary.

Despatched: 12th January, 192 9. Time 22.30.

Received: 15th January, 192 9. Time 10.53.

SECRETARY GOVERNOR
STANLEY.

Many thanks please conclude agreement on terms
stated your wire today we appreciate and accept His
Excellency's hospitality.

WILKINS.

CODE.

TELEGRAM.

From The Colonial Secretary.

To The Manager, Tonsberg Whaling Company, South Georgia.

Despatched: 15th January, 192 9. *Time:* 2 p.m.

Received: 192 *Time:*

ANDERSEN
HUSVIK
SOUTHGEORGIA

Please send Fleurus earliest possible to Deception for Sir Hubert Wilkins who will proceed thence direct to Stanley stop I confirm cost of charter payable by Wilkins at same rate as on Government service.

SECRETARY.

CODE.

34

TELEGRAM.

From H. B. THE GOVERNOR.

To SECRETARY OF STATE FOR THE COLONIES.

Despatched: 16th January. 192⁹. Time: 1145

Received: 192 Time:

January 16th.

My telegram January 7th have arranged for Wilkins to come from Deception to Stanley by Fleurus arriving end of January and will communicate full information regarding expedition as soon as available.

GOVERNOR.

CODE.

TELEGRAM.

From.....ANDERSEN. SOUTH GEORGIA.....

To.....COLONIAL SECRETARY. STANLEY.....

Despatched : 23rd January. 192 9. *Time :* 1430.

Received : 24th January. 192 9. *Time :* 1059.

Fleurus sailing for Deception Thursday stop Please
state next sailing for South Georgia.

ANDERSEN.

CODE.

TELEGRAM.

From.....COLONIAL SECRETARY. STANLEY.

To.....SIR HUBERT WILKINS. HECTORIA.

Despatched: 24th January. 192 9. *Time:* 1530.

Received: 192 *Time:*

Fleurus leaves South Georgia for Deception today January
24th

SECRETARY

CODE.

TELEGRAM.

From *Colonial Secretary.*
To *Sir Hubert Weir.*

Despatched : 25th January. 192 9. Time : 1215.

Received : 192 Time :

The Governor desires me to convey through you to
Lieutenant Eilesen His Excellency's heartyest congratulation
on the award to him of the United States Aviation National
Trophy.

SECRETARY.

CODE.

TELEGRAM.

From COLONIAL SECRETARY STANLEY.

To SIR HUBERT WILKINS. NIGERIA.

Despatched: 25th January.

192 9. Time: 1215.

Received:

192

Time:

His Excellency would be glad on your departure from
Deception if you will telegraph approximate date of
arrival at Stanley.

SECRETARY.

CODE.

TELEGRAM.

From.....MAGISTRATE. SOUTH GEORGIA.....

To.....SECRETARY. STANLEY.....

Despatched: 25th January. 192 9. *Time:* 1500.

Received: 26th January. 192 9. *Time:* 1042.

Fleurus sailed 24th January for South Shetlands

MAGISTRATE

CODE.

TELEGRAM.

From.....25th January.....Sir Hubert Wilkins. Hectoria.

To.....SECRETARY. STANLEY.....

Despatched : 25th January. 192 9. *Time :* 0005.

Received : 25th January. 192 9. *Time :* 1106.

THANKS FOR INFORMATION.

WILKINS.

CODE.

TELEGRAM.

From SECRETARY OF STATE FOR THE COLONIES.

To GOVERNOR. STANLEY.

Despatched: 25th January. 192 9. Time: 1345.

Received: 26th January. 192 9. Time: 1115.

25th January.

Your telegram 16th January Please inform Wilkins on arrival that H.M. Government have learned with interest of his successful flight over Graham's Land and have asked you to convey to him their congratulations on this notable achievement, and their sympathy at the enforced abandonment of his future plans for this season Please tell Wilkins from Casey that Shipping Companies will carry party half fare in Orana Agents Port Stanley of P.S.N.C. informed.

SECRETARY OF STATE

Hon. C.S.

For necessary letter, please.

(Itld) A.H.

26/1/29

Inform Sir Robert
reilly
2. 2. 29
/s/

(40)

C/21/28.

4th February, 29.

Sir,

I am directed by the Governor to inform you that in accordance with instructions received through the Secretary of State for the Colonies His Excellency has much pleasure in communicating to you that His Majesty's Government have learned with interest of your successful flight over Graham's Land and have asked him to convey to you their congratulations on this notable achievement and their sympathy at the enforced abandonment of your future plan for this season.

I am,

Sir,

Your obedient servant,

J.S.
/c.

Colonial Secretary.

Captain Sir Hubert Wilkins,
S T A N L E Y.

DECODE.

TELEGRAM.

From.....CAPT. SIR HUBERT WILKINS.....

To.....COLONIAL SECRETARY. STANLEY.....

Despatched : 30th January. 192 9. *Time* : 1000.

Received : 3rd February. 192 9. *Time* : 1133.

Leaving six this morning will communicate later.

· WILKINS.

DECODE.

TELEGRAM.

From.....CAPT. SIR HUBERT WILKINS.....

To.....SECRETARY. STANLEY.....

Despatched : 2nd February. 192 9. *Time* : 0115.

Received : 2nd February. 192 9. *Time* : 1056.

Fleurus expect to arrive Saturday afternoon about two
o'clock.

WILKINS.

DECODE.

TELEGRAM.

From GOVERNOR. STANLEY.

To SECRETARY OF STATE FOR THE COLONIES.

Despatched: 2nd February. 192 9. Time: 13001

Received: 192 Time:

Wilkins arrived today. Unless you instruct otherwise
propose to forward detailed report by despatch.

GOVERNOR.

DECODE.

TELEGRAM.

From.....BRITISH MINISTER.....BUENOS AIRES.

To.....GOVERNOR.....STANLEY.....

Despatched: 5th February. 1929. *Time:* 1345.

Received: 6th February. 1929. *Time:* 1047.

Are you likely to be able to communicate the following message despatched from the Legation Havana 3rd February to me here.

Begins

I should be glad Sir Hubert Wilkins could be informed Cuban Geographical Society have again awarded him their Gold Medal this year and I am to receive it from President on his behalf tomorrow evening Monday. If Wilkins has arrived Buenos Aires could he send me message read at meeting it would I am sure be much appreciated Morris. Message ends.

ROBERTSON.

DECODE.

TELEGRAM.

From..... His Excellency the Governor.

To..... H.B. Minister, Buenos Aires.

Despatched: 6th February, 1929. Time: 15.00.

Received: ... 192 Time:

Your telegram of the 5th February Wilkins left Stanley by Orduna February 5th due Valparaiso 16th February. Suggest you communicate direct with him at that Port.

GOVERNOR.

ANTARCTIC QUEST.

SIR H. WILKINS'S DECISION.

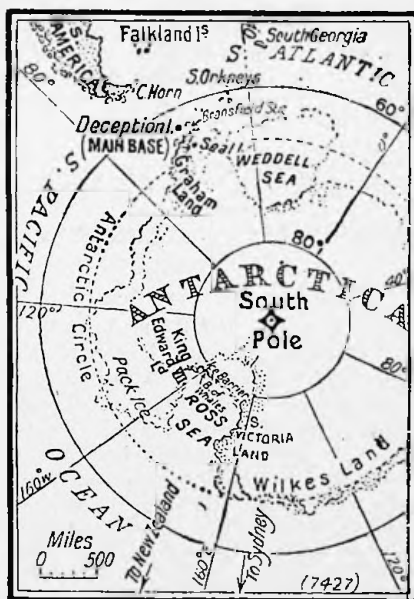
A FINAL FLIGHT.

(From Captain Sir Hubert Wilkins.)

DECEPTION ISLAND, JAN. 10.

Our present exploration trip is ended. To-morrow we shall look for a place to store our machines and equipment and investigate the possibilities of a speedy return to civilization. This decision we reached after another flight over the great white South to-day.

We left Deception to-day in sunshine and under the most favourable conditions. Crossan piloting the Los Angeles, which is now on pontoons. We flew about 250 miles and looked over the



country recently discovered. We tried to locate a more southerly base accessible by boat and where we would be likely to have more favourable conditions than at Deception.

We flew in the early part of the flight at an altitude of 2,000ft. below the level of the mountain peaks and took some remarkable "still" motion pictures. Further south clouds obscured the land from sea level up to 4,000ft., leaving the mountain peaks in sunshine and looking as though they were idly floating on a great grey feather bed. From the aeroplane the cloud surface looked inviting and almost solid enough to land on, yet we knew that if the engine failed we should hurtle through the billowy masses to jagged peaks and yawning crevices beneath. But our Lockheed aeroplane with the Wright Whirlwind engine continued without faltering. Further south the cloud belt broke and we saw once again the Graham Land plateau and the sharply indented coastline and gaping glaciers.

Mr. Heaton Nicholls, leader of the Natal wing of the South African Party, in the course of a speech at Howick, dealing with the German Trade Treaty, said that the Nationalists began their administration by trying to teach South Africa that it was unpatriotic to show favour to British goods. Did it not, they said, savour of dependence to show favours to Great Britain? They would put their relations with this "foreign country" on a business footing. It was useless (said Mr. Nicholls) to point out that South Africa received from Great Britain a vast amount of goods which it could not produce itself.

DURBAN, JAN. 10.

(FROM OUR CORRESPONDENT.)

DENOUNCED.

NATIONALIST GOVERNMENT

FEELING IN NATAL.

It is generally felt that the agreement with the Union is a good thing, but that the powers of the Union are too wide, seeing that it may alter the rates suddenly without reference to Southern Rhodesia, whose merchants are thus placed at an unfair disadvantage. It is understood that the Southern Rhodesian Government will shortly approach the Union Government with the view to holding a conference to discuss the matter.

Soon after we passed the closed belt we had to turn on account of the restricted load. We had reluctantly come to the conclusion that we had been favoured with unusual meteorological conditions during the early part of the season, and that as our discoveries had shown Graham Land to be not part of the Antarctic Continent, but a group of islands, not offering (as we had thought it would) a connected land line in case of engine failure, we must postpone further efforts until next season. We can then hope to carry our base to the continent itself and start from there on a flight along the still undiscovered coast line, from the point where our discoveries ended this year, for the further 1,800 miles to the Ross Sea barrier. Back over the clouds we came and circled over Deception Harbour and landed among the myriads of birds that always present a great hazard to flying from this place. Our friends on board the Hektor were much relieved at our return, for a head wind had come up and we were absent much longer than they expected.

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(47)

WILKINS-HEARST ANTARCTIC EXPEDITION
CAPT. SIR HUBERT WILKINS, COMMANDER
HEADQUARTERS - WALDORF-ASTORIA, NEW YORK CITY

Port Stanley.
February 2nd 1929.

To
HIS EXCELLENCY the GOVERNOR
FALKLAND ISLANDS and DEPENDENCIES.

Sir,

Herewith, submitted for your information is a chart bearing the original sketch made of the west coast of the WEDDELL SEA as it appeared on a flight from Deception Island to approximately Latitude 71°30' S. Longitude 68° W.

The flight was made in clear weather on December 18th 1928 in a Lockheed Vega Monoplane, named "San Francisco", fitted with Wright Whirlwind engine, wheeled landing gear, piloted by Carl Ben EIELSON, Lieutenant, United States Air Force Reserve, the writer as navigator. The outward journey was made at a ground speed of about 120 m.p.h. The return, with increased engine revolutions and a favourable wind at a ground speed of more than 130 m.p.h.

We carried a British, an Australian and an American flag. The British flag, only, was dropped on what we believe to be part of the Antarctic continent at the southern limit of our flight.

Your attention is drawn to the fact that the flight was made for reconnoitring purposes only. The outline of the coast was sketched in relation to recognizable features on the printed chart and checked by dead reckoning. It can not be considered complete in detail or absolutely correct but we believe the general outline to be comparatively accurate.

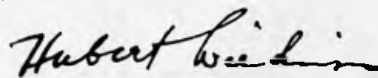
The place names pencilled on the chart are those to be recommended to a committee of geographers for their approval.

A complete report, a more detailed plan and photographs will later be published by the American Geographical Society which society financially aided and sponsored the expedition.

Our two airplanes and supplies have been stored at Deception Island and it is our intention to fly from Deception Island to the Ross Sea next December.

I have the honor to be, Sir,

Yours respectfully



Captain, Royal Australian Air Force Reserve.

GOVERNMENT HOUSE,

STANLEY.

14th February, 1929.

FALKLAND ISLANDS.

No. 24.

Sir,

I have the honour to confirm my telegram of the 2nd of February, 1929, and to inform you that Captain Sir Hubert Wilkins together with Lieutenant C. Ben Eielson and the three other members of his Wilkins-Hearst Antarctic Expedition arrived at Stanley by the s.s. "Fleurus" on the 2nd of February and left by the R.M.S. "Orduna" on the 4th of February for New York. During their short stay at Stanley Sir Hubert and Lieutenant Eielson stopped with me as my guests at Government House.

2. As you will have learned from the previous telegrams addressed to you in this connection, Sir Hubert arranged through the medium of this Government for the s.s. "Fleurus" specially to call at Deception Island in the South Shetlands to bring him and his party to Stanley. I attach copies of the telegraphic correspondence exchanged with him on the subject and would explain that I have now considered it equitable as the s.s. "Fleurus" was due in any case about the same time or shortly afterwards to return to Stanley that Sir Hubert should pay to the Tonsberg Whaling Company the additional cost only of the diversion via Dictator.

Enclosure 1.

*Reds. 20, 21, 29-30,
34, 38.*

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

Island, or approximately £250 out of a total amount of £400, the balance of £150 being defrayed as in the ordinary course by this Government under the contract for the carriage of the mails between Stanley and South Georgia. Sir Hubert has expressed his satisfaction at and his gratitude for this accommodation.

4. Incidentally I would say that Sir Hubert had made arrangements with the Meteorological Department of the Argentine Government for the national ship "Primo de Maio" to transport him from Deception Island to Buenos Aires free of cost but that owing to the misdirection of a telegram the plan miscarried.

5. I enclose for your information a copy of a letter addressed to me by Sir Hubert on arrival at Stanley relative to his work in the Antarctic together with the original chart annotated by him on the flight in the course of which he discovered that Graham's Land consists of two main islands and a group of five or six smaller islands and located the coastline of the south polar continent some 650 miles distant from Deception Island. I should be grateful if the chart may be returned to me at your convenience.

6. Sir Hubert has requested that the portion of his letter which deals with the dropping of the British flag on what he believes to be the south polar continent may be treated as confidential. He states that this action on his part will not be popular in the United States of America from which country he has derived the monetary sinews of his

expedition. /

Enclosure II.

Enclosure III.

expedition. He understands furthermore that Commander Byrd will probably drop American flags and claim as much as possible of the Antarctic for the United States. In this connection you will be interested no doubt to learn that Sir Hubert places the total cost of this year's work, exclusive of the cost of the two Lockheed-Vaga aeroplanes, at less than £5,000. Among other results of practical importance Sir Hubert is of the opinion, as stated in his articles to the press, that he has discovered the existence in Graham's Land of deposits of coal.

7. Sir Hubert regards his work as but partially completed although, perhaps, this, the initial, stage of it may be considered the greater. He intends to return in order to continue it in November of this year and starting again from Deception Island where the two aeroplanes are stored in good condition in the land station maintained by the Hektor Whaling Company, to fly first to the further~~est~~ point reached by him on his flight last December at the supposed edge of the Antarctic continent. On the way he will be obliged, he anticipates, to skirt around the cliffs of Graham's Land as his aeroplanes will be too heavily laden to climb above the mountain masses. From this advanced base he proposes to resume his flight with one aeroplane for the remaining 1800 miles along the coastline of the mainland westwards to the Ross Sea, sending the second aeroplane back with sufficient 1. fuel to enable it to make Deception Island. In the

Ross /

Ross Sea area Sir Hubert will endeavour to end his flight at Commander Byrd's headquarters on the Bay of Whales and thereafter to regain civilization by the whaling factory s.s. "Nielson Alonso".

8. Ultimately Sir Hubert's hope is to establish, with the support of the Governments of the Southern Hemisphere, seven bases around the South Pole on the Antarctic continent and five other bases in an outer circle on sub-Antarctic islands. These bases will all be equipped with aeroplanes and with meteorological apparatus and will be in touch with connecting stations in the Argentine, Antarctic, and Africa. They will collaborate with thirty similar stations in the Arctic and will in conjunction enable the world's weather to be foretold.

9. For the better efficiency of his expedition next season Sir Hubert requires to have at his disposal in case of emergency a vessel such as a whaling catcher. There is a possibility of his being able to obtain, in default of any other vessel, the assistance of Dr. Charcot, of Antarctic fame, with his "Pour-quoi Pas". He has asked me, however, for definite permission either to fit out and use a catcher of his own, selling the whales killed to the Hektor Whaling Company to defray expenses, or for the Hektor Whaling Company to use an additional catcher in connection with their land station at Deception Island which would come to his assistance if and when required. Otherwise Sir Hubert explains that it is too great a

tax/

tax on the Whaling Companies concerned in the height of the season to release a catcher to effect, it may be, his rescue in the event of his aeroplanes breaking down and making a forced landing somewhere in the Antarctic ^{waters}. If you consider it practicable to meet Sir Hubert in this matter I would suggest that the latter alternative is in all the circumstances to be preferred.

10. I understand from Sir Hubert that his immediate plans are to proceed to New York and possibly also to England and to Europe. During next Arctic summer he intends to renew his survey of the north polar regions and wishes to test his theory of the existence of a conical depression at the North Pole by taking soundings with a submarine under the ice from Alaska to Spitsbergen. He proposes first to approach the United States Navy for a submarine, then in case of refusal the British Admiralty, and finally, if need be, the German Government. He contemplates also a further flight over the North Pole in a German airship. At the end of the Arctic summer he will return, as already stated, to the south in order to take advantage of the Antarctic summer.

11. In conclusion I would add that in accordance with the instructions contained in your telegram of the 25th of January, 1929, I caused the Colonial Secretary to convey by letter to Sir Hubert the congratulations of His Majesty's Government on his achievement hitherto as well as the message from Mr. Casey regarding the special rates of passage granted to him by the Pacific Steam Navigation Company, Limited.

I have the honour to be,

Sir,

Your most obedient
humble servant,

ARNOLD HODSON.

THE UNIVERSITY,

SHEFFIELD.

20. 4. 28.

Mr. Rudman Brown presents
his compliments & encloses
a note on the Excellency's
Antiquarian Society's

With the writer's compliments

57

RECENT ANTARCTIC DISCOVERIES.

By R. N. RUDMOSE BROWN, D.Sc.

(*With Sketch-Map.*)

The Times has recently published a number of dispatches from Sir Hubert Wilkins, giving an account of important discoveries that he made in his flight of 1200 miles over Graham Land on December 19, 1928, the first flight made in Antarctic regions. Previous to this flight our knowledge of the eastern side of Graham Land ended in about lat. $66^{\circ} 30' S.$, with Larsen's discovery of Weather Island and the

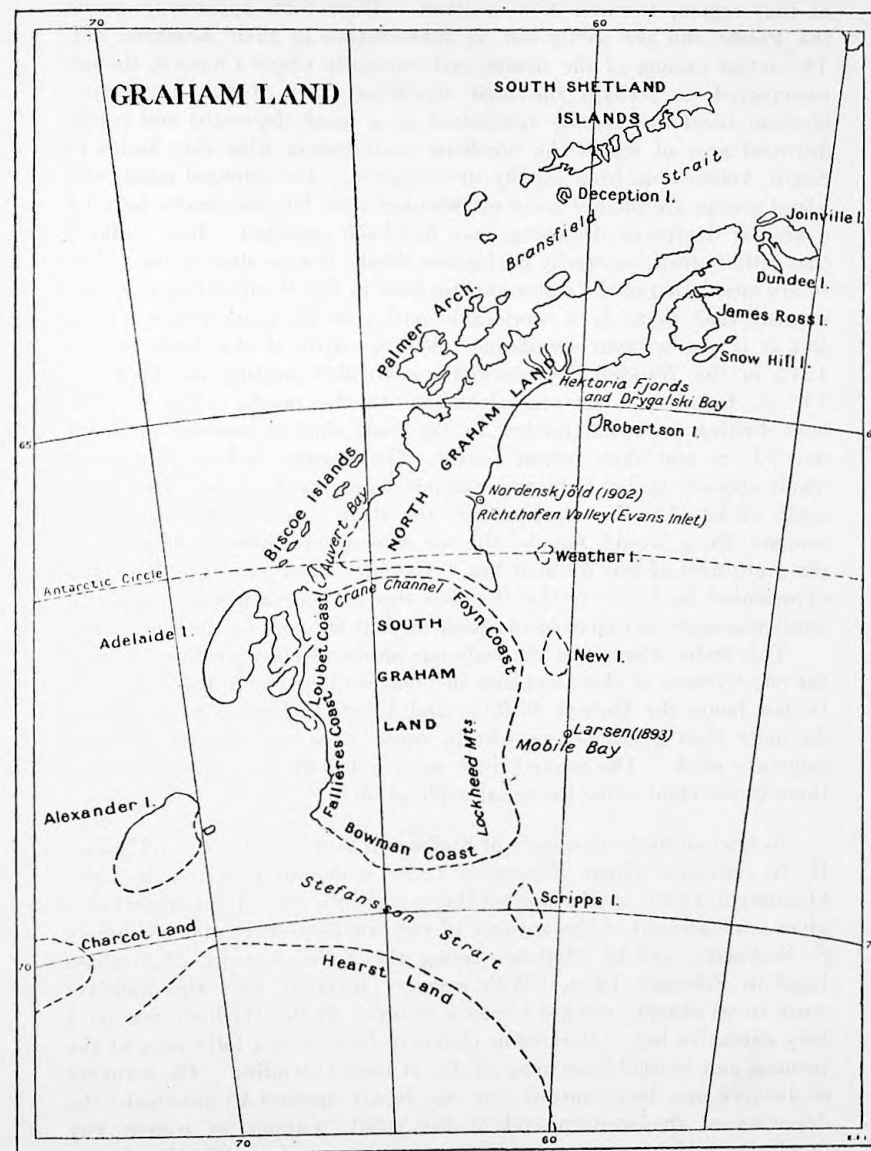
Foyn coast in 1893. But detailed knowledge of the coast ended much farther north. The shelf-ice on that coast stopped Larsen's *Jason* from approaching, and O. Nordenskjöld did not advance on foot beyond Richthofen Valley in about lat. 66° S.

On the western side of Graham Land the work of Dr. J. Charcot had carried knowledge of the fringe of the land to Alexander Island (Bellingshausen's discovery of 1821) and the Charcot coast in lat. 70° S. But the actual coast-line was not traced south of the Fallières coast in about lat. 69° , and to the north of that there were several gaps in the charting, notably on the Antarctic Circle.

Leaving his base at the whalers' station in Deception Island, South Shetlands, in a Lockheed aeroplane, piloted by Lieut. B. Eielson, Sir Hubert Wilkins flew south over Trinity Land and the eastern part of Graham Land to about lat. 72° S., long. 63° W. The visibility was perfect, and the plane flew at a height that varied between 2000 and 8200 feet. The Graham Land heights in the north proved to be over 8000 feet. At Drygalski Bay (of Nordenskjöld) Sir Hubert Wilkins found several great fjords, Hektor fjords, almost cutting across the peninsula. Farther south he noted Evans Inlet, which would seem, however, to be the same as Richthofen Valley. About on the Circle he found a channel across Graham Land, Crane Channel. The western end is apparently the unexplored Auvert Bay of Dr. Charcot, and the eastern end is between Larsen's Foyn Land and the King Oscar coast, which was roughly charted previously. A new island some fifty miles south of Weather Island may possibly be the land which Larsen called Foyn Land, although the latter is more likely to be the mountainous coast of South Graham Land. Near the eastern coast of South Graham Land, Wilkins found high ranges, Lockheed Mountains, from which the great Whirlwind Glaciers pour into Mobile Bay. The most unexpected discovery was a second strait in about lat. 70° S., joining the Weddell and Bellingshausen Seas. This is Stefansson Strait. Its northern shores are called the Bowman coast, and south of it the ice-slopes apparently rise to the ice-sheet of Antarctica. This part of the continent was named Hearst Land. Graham Land has thus been proved to consist of two large islands and not to be a peninsula of the continent. No landing was possible, because the aeroplane had to be furnished with wheels for rising from the only ice surface available on Deception Island, and in the south the available landing places demanded ski. Stefansson Strait was seen to be covered with smooth ice, which probably is its normal state, and is due to the outpouring of glacier ice from Hearst Land. Several other features were noted, some of which are shown on the rough sketch-map appended. Until Sir Hubert Wilkins returns with his observations and photographic records the map must be regarded as provisional.

The significance of these discoveries is considerable. They go far to solve the great problem of the structure of Antarctica, the relationships between the folded Andean ranges of Graham Land and the plateau

structure of Victoria Land, Wilkes Land, and probably Coats Land. Evidently the Andean folds skirt the continent but do not enter it.



Provisional sketch-map of Graham Land, showing Sir Hubert Wilkins' discoveries.

They would appear to pass through Alexander Island, Charcot Land, which will probably prove to be an island, not far to the south of Peter

Island, which appears to be volcanic (see this *Magazine*, January 15, 1929, p. 28), and either through King Edward Land, or to the north of that region, towards New Zealand. These folds apparently girdle the Pacific and are partly lost by submergence in their Antarctic arc. The actual finding of the straits, and especially Crane Channel, though unexpected, is perhaps the least significant part of the discoveries. Graham Land was already recognised as a much depressed and partly drowned area of which the northern continuation with the Andes of South America has been lost by submergence. Its indented coasts and island groups are further proof of this character, but the straits indicate a greater degree of drowning than had been expected. It is unlikely that either strait, especially Stefansson Strait, is ever clear of ice. The rotary circulation of the water and pack-ice in the Weddell Sea does not suggest that there is a serviceable outlet in its south-western part. But it is not without significance that the drift of the *Endurance* in 1915 in the Weddell Sea showed considerable westing in about lat. 74° S. before the set was definitely to the north. The *Deutschland* drifting in 1912, farther to the east, showed westing in about lat. 72° S. and then turned north. The eastern end of Stefansson Strait appears to be wide and extends from north of lat. 70° S. to south of lat. 72° S. If, however, the strait were generally open in summer there would not be the ice congestion which is habitual in the south-west of the Weddell Sea. Can the open year that Weddell experienced in 1823 in the Weddell Sea have been a year when this strait was open and allowed the pack to drift through to the west?

This flight, which was the only one made in clear weather, showed the effectiveness of the aeroplane in pioneer discovery in the Antarctic. In ten hours Sir Hubert Wilkins and Lieut. B. Eielson were able to do more than a ground expedition could hope to effect in a whole summer's work. The ground work must follow in time, but meanwhile there is abundant scope for aerial exploration.

In relation to the discovery of Stefansson Strait a letter from Captain H. K. Salvesen, dated September 1928, communicated to *The Times* (January 5, 1929) by Mr. Gordon Hayes is of interest. Captain Salvesen gives some account of the voyages of two whale-catchers under Gunners S. Beckmann and G. Mathisen along the Fallières coast of Graham Land in February 1924. Both gunners believed that the Fallières coast turns sharply eastward into a channel to the Weddell Sea or a very extensive bay. Beckmann claims to have seen a lofty cape at the turning, and beyond it an open sea for at least 100 miles. The estimate of distance may be erroneous, but the report appears to anticipate the discovery of the western end of the strait, without, of course, any conclusive evidence that it is actually a sea passage except the observation that from the open space large numbers of blue whales were travelling north-west.

SIR HUBERT WILKINS' DISCOVERIES IN GRAHAM LAND

AS reported in the *Times* on 21 December 1928, and confirmed by later telegrams, Sir Hubert Wilkins, by a flight of 1200 miles from his base at Deception Island to about lat. 72° S. and back, has proved the insularity of Graham Land. It can no longer be regarded as a large-scale peninsula, jutting north from the main plateau mass of Antarctica, but is in reality two large islands separated from lands farther to the south by an ice-filled channel 40-50 miles broad. The new discovery is perhaps the most important in Antarctica since Shackleton in 1908-9 ascended the Beardmore Glacier to the great Antarctic Plateau. For the first time an aeroplane has been flown over the Southern Continent; but apart from this the expedition marks more than one new departure in Antarctic exploration. Preliminary arrangements took less than three months; expenses were cut down to a minimum by arranging for transport by a Norwegian whaling factory; and the personnel more immediately engaged in the venture was limited to four. Sir Hubert sailed from Monte Video in the *Hectoria* on October 24 with Lieut. Eielson (pilot), Crossan (second pilot), and Porter (mechanic) as his companions, and two Lockheed monoplanes, one of which (the *Los Angeles*) had been used on the Alaska-Spitsbergen flight last April. The *Hectoria* touched at the Falkland Islands on October 30, and Deception Island was reached on November 4. It was some days apparently before the machines could be landed: then difficulties centred over the most suitable type of under-carriage. During trial flights it looked as if skis—necessary in the event of a forced landing—could be used for the final take-off. Summer conditions, however, arrived sooner than had been anticipated, and in the absence of a proper snow-surface it was decided to use the *Los Angeles* fitted as a seaplane. In the end repeated attempts to get off with the seaplane on December 18 were unsuccessful. Equipment was hurriedly transferred to the second machine, the *San Francisco*, fitted with wheels (which ruled out any possible landing), and she finally took the air from a specially prepared runway on December 19. The expedition had now been over a month at Deception Island, and during that time had experienced little else than thaw conditions. In the absence of fuller data it is quite possible that these are normal round Deception Island during the Antarctic summer. Until December 18 and 19 there had been only one reasonably fine day in a period of six weeks.

Crossing Bransfield Strait the *San Francisco* climbed to a height of about 8000 feet. Graham Land was then seen to be a narrow but continuous tableland deeply indented by fjords on both sides. Between 66° and 67° S. "a level ice shelf following a twisted channel cuts Graham Land in half": it is proposed to name this new-found strait Crane Channel. At its east end was an island immediately south of and larger than Weather Island. South of Crane Channel the tableland ceased, the land surface appeared much more irregular, and the mountains were often triangular shaped. A second strait, provisionally named Casey Channel, was found in about lat. 70° S. Numerous new islands were seen between $69^{\circ} 30'$ and 71° S.: while beyond was the great ice-filled strait, 40 to 50 miles in breadth, which it is proposed to call Stefansson Strait. The islands seen latterly had rounded low mountains and gentler slopes; the machine flew at about 2000 feet altitude. South of

Stefansson Strait was an ice-cliff running like a "roughly pencilled line" to the far horizon: beyond was an "unbroken slope southward as far as the eye could see;" Sir Hubert believes that the latter (for which he proposes the name Hearst Land) is the Antarctic Continent proper, from which Graham Land is now shown to be separate. Wilkins and Eielson had now been flying for more than five hours and had covered a distance of about 600 miles. The wheels as under carriage made any landing quite out of the question. The return was therefore made direct to Deception Island, and at increased speed to avoid bad weather which was seen coming up from the west. Over South Graham Land the course appears to have followed the meridian of 63° W.

According to later telegrams a second but shorter flight was made in the *Los Angeles* on January 10 with Crossan as pilot and seaplane floats. Clouds, however, interfered somewhat with the programme, which was to prospect for a more suitable base accessible by ship and where skis could be fitted. The chief difficulty throughout appears to have been the lack of snow at Deception Island: that the expedition remained there in spite of this disadvantage may perhaps be due to the *Hectoria* having at once become fully occupied as a whaling factory, the attendant whale catchers not being large enough to carry the planes and push forward the base into a more suitable region. Following the second flight Sir Hubert decided to store his machines at Deception Island. A telegram to the *Times* published on January 28 indicates that this has been done, and that the party was about to leave for Port Stanley in the *Flerus*, the Government ship which each year visits the Falkland Island Dependencies in connection with whaling supervision. This year's flight, important as the results are, is therefore regarded merely as a preliminary, and it is hoped next season to carry out the original plan of a complete flight along the south edge of the Pacific from Graham Land to the Ross Barrier.

The new discoveries, apart from general interest, mean most to the tectonic geologist. The idea of a Graham Land mountain range running to Edward Land had long been held. Amundsen's discoveries in 1911-12 and the progress of geological knowledge considerably modified the earlier views, and more recent opinion favoured a mountain range swinging out to the Pacific between Graham Land and Edward Land. Sir Hubert Wilkins' discoveries suggest perhaps further modification. Certainly they show that there is no continuous range running due south; it appears rather that a mountain arc may continue south-west from Graham Land as an intermittent chain of mountainous islands via or to the south of Charcot Land, swinging much more to the west than was formerly imagined. Fresh interest attaches therefore to the region between Hearst Land and Charcot Land. The newspaper reports hardly allow of more being said on this matter, though it is worth adding that cliffs with bedded appearance were seen on South Graham Land, and are provisionally claimed as sediments.

The preliminary accounts leave one important point unsettled. Is Stefansson Strait permanently ice closed or not? The "roughly pencilled line" definitely suggests barrier-cliffs above pack-ice. If the pack-ice were permanent, it is doubtful if such a sharp line would persist. There is other

evidence, however, for the Strait being probably open and navigable from time to time. In the correspondence columns of the *Times* on January 5 there was published a letter written early in October last describing how two captains in the employ of Messrs. Chr. Salvesen and Co. of Leith had reached the south-west point of Fallières Coast in February 1924 and reported an open gulf stretching eastward for "at least 100 miles." This would appear to be the west end of Stefansson Strait. A strait such as this open from time to time also offers an explanation of Captain Larsen's unexpected voyage to 68° S. in the Weddell Sea early in December 1893. Larsen's reaching such a high latitude early in the season could readily be explained if in light ice years the Weddell Sea pack escaped without much difficulty to the west as it might through Stefansson Strait. The drift of Shackleton's *Endurance* shows the extreme conditions in a heavy ice year, when Stefansson Strait would be completely blocked.

Sir Hubert Wilkins' discoveries direct attention not so much to the west coast of Graham Land, but rather to the east coast, his aeroplane course being in the main on that side along the 63rd meridian. An attempt has therefore been made to plot the new lands in relation to those seen by Larsen in 1893. A few words on the latter's voyage are, however, necessary. An account was published in the *Geographical Journal* in October 1894, being a translation, not too accurate, of Larsen's original Journal. A more satisfactory description, however, is that given by Johannes Petersen in the *Mitteilungen der Geographischen Gesellschaft in Hamburg*, 1891-92 (published 1895). If these two papers are read in conjunction it will be seen that Larsen confined the name Foyen Land to "four hills which are free of snow on their northern and eastern slopes" and which lie approximately on the Antarctic Circle. To the coast farther south Larsen himself gave no name, although it has since been usually called Foyen Land. Some confusion has also been caused by Larsen's use of the term "ice barrier." At the time of his voyage little was known of the Ross Barrier, and the word "barrier" had a much looser significance than it has to-day. Larsen's Journal, however, and Nordenskjöld's later voyage in 1902, make it clear that south from 66° S. lat. (Cape Framnaes) he was sailing along the coast proper—a point not fully recognized on Admiralty Chart No. 3175. Some years after Larsen's voyage, Otto Nordenskjöld sledged over the ground north of 66°, and was able to show that there the "ice barrier" is a real barrier (or shelf-ice) comparable with, but lower in height, than the Ross Barrier. Shackleton took the further step on the map which accompanies *South* of calling this "low ice terrace" the Nordenskjöld Barrier. Nordenskjöld's discoveries showed further that Larsen's positions were probably too far to the east. If the errors of longitude are considerable it will of course increase the difficulty of definite identification of the mountains seen by Larsen with those seen by Wilkins, and a great deal will depend on the accuracy of position which can be claimed for the aeroplane during flight. Wilkins' successful navigation in the Alaska-Spitsbergen flight in April 1928 suggests, however, that his observations will have definite position value and an accuracy considerably greater than Larsen's.

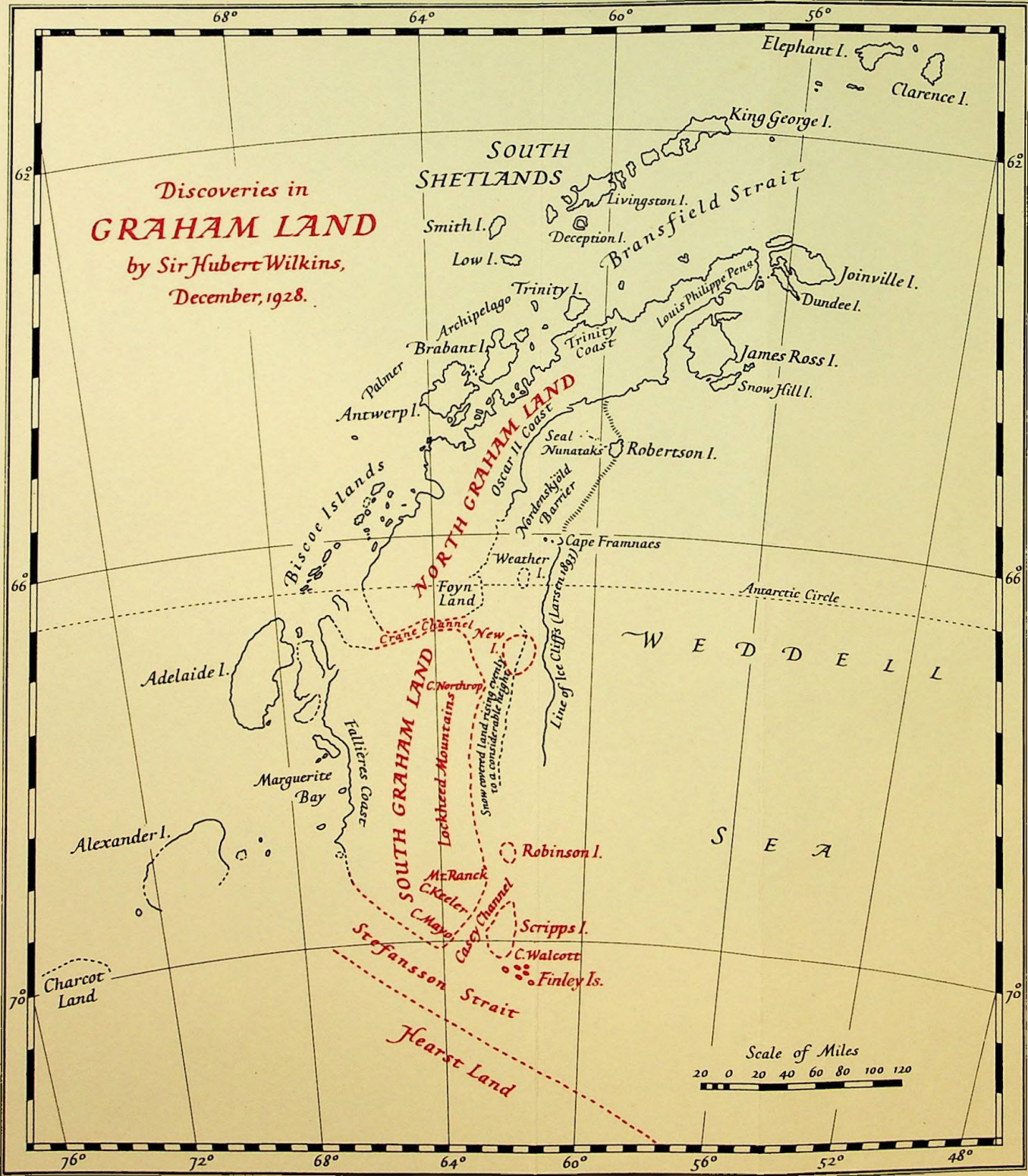
Space in some cases and in others uncertainty have prevented all Sir Hubert's names being placed on the conjectural map. Two names, however, are pur-

posely omitted: Evans Inlet (of Wilkins) appears to refer to Nordenskjöld's Richthofen Valley; the other, Mt. Napier Birks, coincides at least on the present map with Larsen's Foyen Land. Wilkins refers to Mt. Napier Birks as a conspicuous double mountain; Larsen, on the other hand, describes Foyen Land as four hills constituting a very conspicuous landmark. It is therefore most doubtful if they are the same; and there is, in fact, considerable probability that Larsen's Foyen Land is represented by Wilkins' New Island. At any rate its conspicuousness, stressed by Larsen, will prove a valuable key to correlation of the different discoveries. Possibly Mt. Napier Birks is in reality Larsen's Mt. Jason: but here again there is considerable difficulty, as Larsen himself, on a later voyage (1902), appears to have been willing to accept certain nunataks near Cape Framnaes as representing Mt. Jason. On the accompanying map an effort has been made to show all these difficulties as clearly as possible: it should be emphasized, however, that the coasts shown, particularly round Casey Channel and Stefansson Strait, are based only on newspaper reports.

The new discoveries raise once more the debated question of the names of the larger features in this part of Antarctica, and it is much to be hoped that Wilkins' map will now make a final settlement possible. Though not perhaps entirely justified, Graham Land about thirty years ago became the general name for the whole mainland: the claims of "Palmer Land" and "Trinity Land" were recognized by applying them to the Palmer Archipelago and Trinity Island. That a general name was more than ever necessary followed automatically when the Falkland Islands Government took over control of these remote dependencies. One may ask, however, what will be the position now that Crane Channel cuts Graham Land in two. Will the general name remain, or will North Graham Land and South Graham Land (as Wilkins calls them) require separate names? If so, it is not inappropriate to suggest that Larsen himself should not be forgotten. Whatever the outcome it is very desirable that Sir Hubert should at once give the Admiralty full opportunity to make use of his original maps, for incorporation in the next edition of the Graham Land Chart (3175). It is that chart which is the basis of the present sketch-map; but those particularly interested should know that Chart 3175 is at present appearing almost annually as a new edition; the latest, issued in February 1928, contains the results of surveys made on board the *Discovery* in 1927; but considerable modifications are again due on the result of further work at present being carried out by an Admiralty survey party acting for the *Discovery* Committee.

NOTE: In the newspaper reports, "Findley Is." is obviously a slip for "Finley Is.," they being named after Mr. J. H. Finley, the President of the American Geographical Society; the name has been spelt thus on the map.

J. M. WORDIE.



FALKLAND ISLANDS.

Downing Street,

SECRET.

29 June, 1929.

Sir,

I have the honour to transmit to you, for your information, copies of correspondence with Sir Hubert Wilkins regarding certain aeroplane flights which he proposes to undertake in antarctic areas in or near the Falkland Islands Dependencies during the antarctic summer of 1929-30.

2. The aspects of the matter affecting British territorial rights should not be made public but you are at liberty to announce, when you think fit, that arrangements have been made with Sir Hubert Wilkins for undertaking certain aeroplane flights in order to add to geographical knowledge of the areas referred to.

3. Owing to the shortness of Sir Hubert Wilkins' stay in this country it was not practicable to consult you before these arrangements were made, but I shall be glad to receive in due course a report from you upon the work done by Sir Hubert Wilkins and your views upon the question whether similar arrangements should be made for a second season.

4. The "William Scoresby" is being directed to render the assistance desired by Sir H. Wilkins.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

Pearfield

GOVERNOR
ARNOLD HODSON, ESQ., C.M.G.,
etc., etc., etc.,

Fr. Sir H. Wilkins
28.5.1929.
Fr. do. 28.5.1929.
To do 14.6.1929.
Fr. do. 18.6.1929.
To do 27.6.1929.

ROYAL SOCIETIES' CLUB,

ST. JAMES'S STREET, S.W.1.

28th May, 1929.

The Under Secretary of State,
Colonial Office,
S.W.1.

Dear Sir,

During the Antarctic summer 1928-29, my Antarctic expedition consisting of five men equipped with two lockheed Vega Monoplanes, and with the assistance of the Hektor Whaling Company, reconnoitred the Graham Land Area, Falkland Islands Dependencies. It was discovered that "Graham Land", as outlined on Admiralty charts, instead of being a peninsula part of the Antarctic continent is a group of islands separated from the mainland by a strait. The outline of the area as it appeared from the air on December 20th, 1928, is shown on the chart herewith.

During the flight a Union Jack was dropped on what is believed to be a newly discovered sector of the Antarctic continent. More than a thousand miles of coastline, seven new islands, two channels and a strait were added to what was previously known of the Falkland Islands Dependencies.

The equipment used last year is now stored in good order and condition at Deception Island. With further assistance from the Hektor Whaling Company, additional equipment and personnel, I propose to continue my Antarctic work throughout the season 1929-30. The plan of operation is as follows:-

1. From headquarters at Deception Island fly the two Lockheed machines along the west coast of the Graham Islands group to the coast of the mainland discovered last year and establish a base at some conspicuous place west of eighty degrees west longitude. A cairn and flag will be erected and all necessary action taken to claim the area west of and adjoining the Falkland Islands Dependencies for the British Empire.
2. To carry out a detailed survey of the vicinity of the above base making short flights along the coast and inland, and landing at several points if possible.
3. After staying at the base for two or three weeks and until the weather is favourable, continue the flight westward with one machine - following, photographing and sketching the edge of the land fast ice until reaching the Bay of Whales, Ross Sea. If possible a landing will be made and some detailed work done en route. This flight we believe will add a further two thousand miles of coastline to the area claimed for the British Empire.
4. The second machine will remain at the southerly base and ready for emergency or rescue if necessary. When word has been received that the machine going west has reached the Ross Sea, the second machine will return to Deception Island.
5. A third machine, to be acquired and taken south this year, will be especially equipped for aerial survey. This machine can be used in emergency for rescue and in particular for the purpose of surveying the area discovered last year.

The estimate of expenses in connection with the plan is as follows:-

	£
Salary of staff - 6 men - September 1st 1929 to June 1st, 1930	4,310
Maintenance of staff in the field	600
Rail and boat fares to Deception Island and return	1,300
Emergency rations	200
Emergency equipment	120
Antarctic clothing	180
Amphibian airplane, spare engine, etc., delivered Deception	1,250
Survey equipment, cameras, supplies, etc.	500
Wireless for new plane	300

Wireless

	£
Wireless for boat	300
Tractor with snow-levelling attachment	250
Motor boat	250
Office expenses, communications and miscellaneous	440
	<hr/>
	£10,000
	<hr/>

In view of the fact that the Wilkins-Hearst Antarctic Expedition is a private expedition under my undivided and personal control financed last year almost entirely from my own private resources, and that this year I propose to contribute my private equipment and machines valued at £20,000 to the expedition, I respectfully request that my application be favourably considered for a grant of £7,500 to be made available, if possible, by June 15th and a further grant of £2,500 to be made available by January 1st, 1930 in order to meet the cost of operation and cover the expense of providing for possible emergency.

I am etc.,

(Sgd.) Hubert Wilkins.

ROYAL SOCIETIES' CLUB,
ST. JAMES'S STREET, S.W.1.
28th May, 1929.

The Under Secretary of State,
Colonial Office,
S.W.1.

Dear Sir,

With reference to my communication of today's date, outlining my proposed arrangements for the forthcoming season's work in the Antarctic, and in order to provide protection and aid in emergency if necessary, I respectfully request you to consider the possibility of having your research vessel, "William Scoresby", operate from November 15th to the end of December, 1929, in the vicinity of Deception Island, South Shetlands.

An examination of the design of the "William Scoresby" discloses the fact that, in order to salvage or transport aeroplanes such as will be used by my Expedition, it would be necessary to add to the "William Scoresby's" equipment a derrick 38 feet long.

This would need to be stepped on the rear mast at a point above the deck house and be capable of lifting a weight of one and one-half tons from the horizontal to the deck of the ship.

It is suggested that a derrick constructed of Mannesman solid drawn tubes would serve the purpose. Its topping haul could be attached to near the top of the existing rear mast and the running gear carried through fairways to the winches on the deck forward.

In addition, and to accommodate an aeroplane or seaplane on deck in fine weather and in smooth water,
it

it would be necessary to construct two benches the full length of the aft deck, each two feet wide with centres ten feet apart and of a height to within six inches of the height of the stern rail. The benches would each have to be strong enough to withstand a weight of half a ton distributed along a ten foot by three inch bearing surface.

There are conveniences on the planes for lashing and staying them in every direction, also eye-bolts for use in lifting them on board ship. Nothing more than the derrick, its running gear and the benches mentioned need be added to the facilities on board the "William Scoresby".

I am etc.,

(Sgd.) Hubert Wilkins.

Downing Street,

14th June, 1929.

66834/28.

CONFIDENTIAL

Sir,

I am directed by Mr. Secretary Webb to inform you that he has had under consideration your two letters of the 28th May in which you outline the arrangements which you propose for the execution of certain aeroplane flights in antarctic areas adjacent to the Dependencies of the Falkland Islands during the antarctic summer of 1929-30.

2. Mr. Webb understands that the plan of operations to be carried out is generally on the following lines:-

(i) To fly two Lockheeds Vega aircraft from a base at Deception Island to an advanced base west of longitude 80°W inland of Charcot Land. This flight would follow the coast of Graham Land and further work would be carried out in connection with the survey which was commenced there last year.

(ii) To fly one aircraft westwards from the advanced base and endeavour to land at a point approximately 100 miles therefrom. The flight would then be resumed westwards and a landing made if possible at a point 300 miles from the advanced base. On the return flight a landing would be attempted approximately 200 miles west of the advanced base i.e. midway between the two landing places on the outward flight.

3. Mr. Webb also understands that you will, as far as possible, conduct an aerial survey during the proposed flights, and in particular, will endeavour to

obtain

obtain a continuous series of aerial photographs of any hitherto unknown territory which may be covered.

4. On this understanding, but without wishing to preclude you from making any minor modifications of this programme which experience on the spot may indicate as advisable, Mr. Webb approves of your proposals and will give directions that they should be assisted from the Research and Development Fund of the Falkland Islands to the extent hereinafter indicated.

5. On the receipt of your assurance that you will use your best endeavours to carry out this programme the sum of £2,500 will be paid to your account at the London Head Office of the Bank of Montreal on the 1st of July, and £5,000 on the 1st of August. A further sum of £2,500 will be paid when the contemplated work has been accomplished to the satisfaction of the Secretary of State, or alternatively, if the execution or completion of the work should be prevented by accidents, adverse weather conditions, or other circumstances beyond your control, the liabilities of the expedition for salaries or otherwise will be met to an amount not exceeding £2,500. The Secretary of State would be the sole judge of whether the circumstances preventing the execution of the work were actually beyond your control.

6. Mr. Webb will be glad to receive in due course an account of the expenditure of the expedition and particulars regarding the sums payable for the salaries of the staff upon the return of the expedition.

7. I am to remind you that it is particularly undesirable that the intention of working beyond the boundaries of the Dependencies of the Falkland Islands should become publicly known. Full directions regarding the course which it is desired that you should adopt

in

in taking possession of lands will be sent to you at a later date.

I am etc .,

(Sgd.) · E.R. Darnley .

SIR HUBERT WILKINS .

ROYAL SOCIETIES CLUB,
ST. JAMES'S STREET,
S.W.1.

18th June, 1929.

Dear Sir,

In reply to your communication 66834/28 of 14th June, I wish to state that your understanding of my plans as outlined in paragraph 2 sections (1) and (11) of your letter is correct.

I will, as far as possible, conduct an aerial survey during the proposed flights and will respect your wishes with regard to publicity.

I give you my assurance that I will use my best endeavours to carry out the programme outlined and sincerely thank you for your assistance.

I will be glad to submit in due course an account of the expenditure of the expedition.

I would be obliged if you would pay the instalments referred to in your letter to the WILKINS EXPEDITION ACCOUNT, Bank of Montreal, Threadneedle Street, London. All other communications should be addressed care of the Royal Societies' Club, St James's Street, London, S.W.1.

With my thanks for your co-operation and assistance.

I am etc.,

(Sgd.) Hubert Wilkins.

The Under Secretary of State,
Colonial Office,
S.W.1.

29th June 9

66834/29.

CONFIDENTIAL.

Sir,

I am directed by Lord Passfield to acknowledge the receipt of your letter of the 18th of June relative to the exploration of areas in the Antarctic adjacent to the Falkland Islands Dependencies and to inform you that payments on account of the expenditure of the expedition will be made to the Wilkins Expedition Account in the manner indicated in the 5th paragraph of the letter from this Department of the 14th instant.

2. You should keep the Governor of the Falkland Islands informed of the progress of your work as far as may be practicable, and in due course furnish the Secretary of State with a report upon it. You should send a copy of this report to the Governor direct, if that would enable it to reach him sooner than if it were sent through this Office.

I am,

Sir,

Your obedient Servant,

R HUBERT WILKINS.

FALKLAND ISLANDS.

SECRET.

GOVERNMENT HOUSE,

STANLEY,

29th August, 1929.

My Lord,

I have the honour to acknowledge the receipt of Your Lordship's Secret despatch of the 29th of June, 1929, with enclosures, in connection with certain aeroplane flights which Sir Hubert Wilkins proposes to undertake in antarctic areas in or near the Falkland Islands Dependencies during the antarctic summer of 1929-30.

2. Your Lordship's instructions conveyed to me in paragraph 2 have been carefully noted and will be duly carried out.

3. With reference to the following extract from Sir Hubert Wilkins' letter to Your Lordship dated the 26th of May, 1929 :-

"1. From headquarters at Deception Island fly the
"two Lockheed machines along the west coast of
"the Graham Islands group to the coast of the
"mainland discovered last year and establish a
"base at some conspicuous place west of eighty
"degrees west longitude. A cairn and flag will
"be erected and all necessary action taken to
"claim the area west of and adjoining the
"Falkland Islands Dependencies for the British
"Empire."

I have the honour to suggest that Sir Hubert Wilkins should be appointed a Justice of the Peace for this Colony in order to avoid any legal quibbles which might arise in the future. I attach a Memorandum which explains why I venture to bring this point to Your Lordship's notice.

4. As time will not permit me to receive a reply

to/

In duplicate.

THE RIGHT HONOURABLE
LORD PASSFIELD OF PASSFIELD CORNER, P.C.,
SECRETARY OF STATE FOR THE COLONIES.

to this despatch by letter mail before Sir Hubert Wilkins passes South, I have the honour to request that Your Lordship's instructions may be conveyed by telegram.

5. I will not fail in due course to forward a report of the work done by this expedition which will receive my whole-hearted support and, in addition, to submit my views upon the question as to whether similar arrangements should be made for a second season.

I have the honour to be,

My Lord,

Your Lordship's most obedient, humble servant,

ARNOLD HODSON.

(82)

ENCLOSURE TO FAULKLAND ISLANDS SECRET DESPATCH
of the 29th of August, 1929.

MEMORANDUM.

ANTAROTICA

By

J. GORDON HAYES.

Page 359.

-----: : 0 :-----

"2. LEGAL CONSIDERATIONS. - The legal considerations
"that arise out of the foregoing circumstances should be
"of no little interest to all who feel any personal con-
"cern in the welfare of the British Empire. It is
"important to be assured that our title to these Antarctic
"Dependencies cannot be questioned by any unfriendly Power.
"There would be little reason to trouble further about
"the matter if territory could be acquired solely by right
"of discovery; but unfortunately this is not so. The
"acquisition of territory is purely a question of Inter-
"national Law, in which the following are some of the
"settled principles. Discovery is recognized as a valid
"title to territory only if followed by occupation; though
"it "strengthens a title based on occupancy." Occupation
"consists in formal annexation and settlement. The
"hoisting of a national flag and the reading of a declar-
"ation are not sufficient to annex land, unless this is
"an undoubted act of the central government speaking on
"behalf of the State." A servant of the Crown must be
"charged specially with this duty, unless the proceedings
"of subordinate officials are duly ratified by the supreme
"Government. If this has been done in all cases in
"Antarctica, as it is known to have been done in some,
the/

"the British title is so far good; but "a private
"person cannot perform even an inchoate annexation."
"which is invalid and incapable of ratification."

10. [Faint text]

11. [Faint text]

12. [Faint text]

13. [Faint text]

14. [Faint text]

15. [Faint text]

16. [Faint text]

29th August,

29.

Sir,

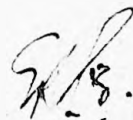
I am directed by the Governor to request that you will be so kind as to include the attached letter in the mail bag forwarded by you from Monte Video to the Foreign Office for transmission to the Right Honourable the Secretary of State for the Colonies.

2. I am also to request that you will sign and hand the enclosed receipt to Mr. J. D. Creamer who will deliver this letter to you in person.

I have the honour to be,

Sir,

Your most obedient,
humble servant,



Acting Colonial Secretary.

THE HONOURABLE
ERNEST STOWELL SCOTT, C.M.G., M.V.O.,
ETC., ETC., ETC.

MONTEVIDEO,

11th September, 1929.

Sir,

I have the honour to acknowledge the receipt of your despatch of the 29th ultimo and, in reply, to inform you that the letter to which you referred was forwarded in the Legation mail-bag by the steamship "Andes", which sailed from this port yesterday, and that the receipt, duly signed, was handed to Mr. J.D. Creamer.

I have the honour to be,

Sir,

Your obedient Servant,

Ernest L. Scott

The Honourable:

G.R.L. Brown,

etc., etc., etc.-

*10m C.S.
Please acknowledge
of receipt. M.*

Telegram received to day. (81)

how exactly decided

3rd October. Very Secret—
His Majesty the King has
issued to Sir Hubert Wilkins
commission empowering him to
take possession in the King's
name of such hitherto
unknown territories as may
be discovered in the course
of his expedition between
Falkland Islands and
Ross Dependency. Log 8.

DRAFT DESPATCH.

From the Honourable the Colonial Secretary

to His Excellency the Governor.

(Copies to be typed .)

ALTERATIONS.

DRAFT.

Secret. Type yourself.

Despatch to S & S

1. Report S. N. G. minor here & left (dates)
on minutes for Despatch.
2. Sundry left — Sec. 5. Ends
3. Machine mentioned in
1. not been brought.
It's old Pilot not with him.
at his new one
4. From what I hear about machine
left at Despatch John I do
not consider my will be the
to perform the ^{ambitious} programme
to miss to undertake.

I have etc.

FALKLAND ISLANDS.SECRET.

GOVERNMENT HOUSE,

STANLEY,

13th November, 1929.

My Lord,

With reference to Your Lordship's Secret despatch of the 29th of June, 1929, I have the honour to report that Sir Hubert Wilkins arrived at Stanley in the floating factory 'Melville' on Wednesday the 6th of November and left the following morning for Deception Island.

2. Sir Hubert is accompanied by two pilots, one a Canadian and one an American, and an engineer. Neither of the pilots has been in the Antarctic before. Lieutenant Nielsen the pilot on the last occasion is not a member of the expedition this year.

3. For some reason unknown to me the third aeroplane mentioned in Section 5 of Sir Hubert's plans, as stated in his letter of the 23th of May, 1929, a copy of which was enclosed in Your Lordship's despatch under reference, has not been brought. I mention this matter to Your Lordship as it would appear to create a breach of the agreement under which Sir Hubert has received a grant of £10,000. From what I have heard of the machines stored at Deception Island I do not consider they will be able to perform the ambitious programme he wishes to undertake.

4. The R.R.S. 'William Scoresby' which arrived at Stanley two days before the 'Melville' left for Deception Island on Friday the 9th of November.

I have the honour to be,
My Lord,
Your Lordship's most
obedient, humble servant,

THE RIGHT HONOURABLE
LORD PASSFIELD OF PASSFIELD CORNER, P.C.,
SECRETARY OF STATE FOR THE COLONIES.

ARNOLD HODSON.

T E L E G R A M.

From. COLONIAL SECRETARY.

To. WHALING OFFICER. SOUTH SHETLANDS.

Despatched. 12th November.1929. 1645.

CONFIDENTIAL.

Please keep me closely informed regarding developments
trial flights.

SECRETARY.

DECODE.

(91)

TELEGRAM.

From WHALING OFFICER. MELVILLE.

To COLONIAL SECRETARY. STANLEY.

Despatched: 15th November. 1929. *Time:* Received at C.S.O.
per telephone 1015.

Received: 16th November. 1929. *Time:* (See above)

Referring to your telegram of the 12th owing to repairs to elevator no probability of flight very unlikely before last week in November. Do you require fortnightly return from factories operating in icefield.

WHALING OFFICER.

FALKLAND ISLANDS.

No. 106

97
DOWNING STREET,

25 August, 1923.

Sir,

With reference to your despatch No. 26 of the 14th February regarding the Wilkins-Learest Antarctic Expedition, I have the honour to return the map which was enclosed therein together with two copies which have been made.

Map.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) PASSFIELD.

GOVERNOR

ARNOLD HODGKIN, Esq., C.M.G.

etc., etc., etc.,

FAULKLAND ISLANDS.

SECRET.

Downing Street,

5 October, 1929.

Sir,

I have the honour to acknowledge the receipt of your Secret despatch of the 29th August, relative to certain aeroplane flights which Sir Hubert Wilkins proposes to undertake in antarctic areas in or near the Falkland Islands Dependencies during the antarctic summer 1929-30.

2. In reply to the suggestion that Sir Hubert should be made a Justice of the Peace for the Colony I have to invite reference to my Secret telegram of the 3rd October.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) PASSFIELD.

GOVERNOR

ARNOLD ROBBEN, ESQ., C.M.G.

etc., etc., etc.

DECODE.

9+

TELEGRAM.

From WHALING OFFICER. SOUTH SHETLANDS.

To COLONIAL SECRETARY. STANLEY.

Despatched : 23rd November. 192 9. *Time* : 2045.

Received : 24th November. 192 9. *Time* : 1025.

CONFIDENTIAL.

My telegram ^{15th} ~~12~~th flights of 15 minutes duration
were successfully carried out by both pilots yesterday
afternoon.

WHALING OFFICER.

DECODE.

92

TELEGRAM.

From.....WHALING OFFICER. SOUTH SHETLANDS.

*To*COLONIAL SECRETARY. STANLEY.

Despatched: 27th November. 192⁹. *Time:* 2030.

Received: 28th November. 192⁹. *Time:* 1040.

When landing after test flight 26th November slight damage done to tail skid necessitating repairs which will take about 4 days to complete.

WHALING OFFICER.

DECODE.

96

TELEGRAM.

From COMMANDING. WILLIAM SCORESBY.

To COLONIAL SECRETARY. STANLEY.

Despatched: 8th December. 192 9. *Time:* 0200.

Received: 9th December. 192 9. *Time:* 1000.

PRIVATE.

Both aeroplanes have now flown satisfactorily. One is now on board Scoresby with all necessary fuel and gear for flight to Ross Sea. Proceeding South 8th December if weather permits. Wilkins proposes flying to Ross Sea if good taking off ice field can be found, if not he will survey south of Graham's Land using floats for landing. He cannot rise with full load using floats thus precluding long flight if flat ice field cannot be found by us.

COMMANDING OFFICER.
WILLIAM SCORESBY.

DECODE.

(97)

TELEGRAM.

From WHALING OFFICER. SOUTH SEETLANDS.

To COLONIAL SECRETARY. STANLEY.

Despatched : 10th December. 192 9. *Time :* 2000.

Received : 13th December. 192 9. *Time :* 1050.

Scoresby left here noon G.M.T. in search of suitable place
to commence trip.

WHALING OFFICER.

98

T E L E G R A M .

From. COLONIAL SECRETARY. STANLEY.
To. COMMANDING OFFICER. WILLIAM SCORESBY.

Despatched. 10th December. 1929. 1530.

His Excellency desires me to thank you for your telegram and will be grateful if you will keep him fully informed of developments. Your telegrams marked private will be treated as strictly confidential.

SECRETARY.

DECODE.

99

TELEGRAM.

From..... COMMANDING OFFICER. WILLIAM SCORESBY.

To..... COLONIAL SECRETARY. STANLEY.

Despatched: 18th December. 192 9. Time: 0140.

Received: 19th December. 192 9. Time: 1110.

PRIVATE.

Have been South as far as Marguerite Bay off Alexander Island without finding taking off ground for aeroplane which could be reached owing to heavy pack ice. Wilkins has made one flight with floats over Graham's Land reporting Bescochen Bay now suitable and moderately clear of pack Ice. Am again attempting to make this.

COMMANDING OFFICER.
WILLIAM SCORESBY.

TELEGRAM.

100

FROM. WHALING OFFICER. SOUTH SHEPHERD ISLANDS.
TO. COLONIAL SECRETARY. STANLEY.

DESPATCHED. 18th December. 1929. 2000.
RECEIVED. 19th December. 1929. 1105.

After unsuccessful attempt to penetrate pack ice Scoresby returned to Port Lockroy 17th December. Taking off from water immediately on arrival at Port Lockroy Wilkins succeeded in locating flat ice suitable for starting place for Ross Sea Voyage. Crossing Graham's Land at 10,000 feet he verified last year's work.

BRECHIN.

DECODE.

101

TELEGRAM.

From COMMANDING OFFICER. WILLIAM SCORESBY.

To COLONIAL SECRETARY. STANLEY.

Despatched: 29th December. 192 9. *Time:* 2300.

Received: 31st December. 192 9. *Time:* 1135.

Ice in Beascochea Bay proved unsuitable. Wilkins has made two flights from position 68 degrees South 75.5 degrees West over Charcotland Southward. I am proceeding North for flight from Adelaide Island.

SCORESBY.

DECODE.

102

TELEGRAM.

From . WHALING OFFICER. SOUTH SHETLANDS.

To COLONIAL SECRETARY. STANLEY.

Despatched: 5th January. 1920. *Time*: 2025.

Received: 6th January. 1920. *Time*: 1100.

Scorasby arrived here 2200 4th January. Wilkins has succeeded in adding about 300 miles new coast line to map besides verifying last year's observations.

WHALING OFFICER.

DECODE.

103

TELEGRAM.

From..... WHALING OFFICER. SOUTH SHETLANDS.

To COLONIAL SECRETARY. STANLEY.

Despatched: 26th January. 192³⁰. *Time*: 2300.

Received: 27th January. 1930. *Time* 0930.

Scoresby left here 25th January with Wilkins Expedition
anticipating taking off smooth water sheltered by ice
barrier 100 West and reaching Byrds base.

BRECHIN.

DECODE.

104

TELEGRAM.

From The Secretary of State for the Colonies.

To His Excellency the Governor.

Despatched: 6th February, 192 30. *Time:*

Received: 192 *Time:*

6th February.

Press reports state message has been received from Deception Island reporting that Wireless Station had been trying to get into touch with Scoresby for 7 days without success and that anxiety was felt for her safety. Telegraph whether report correct and any comments. Are attempts being made to communicate with Scoresby from Stanley or Grytviken.

Secretary of State.

DECODE.

TELEGRAM.

From His Excellency the Governor.

To The Secretary of State for the Colonies.

Despatched: 7th February, 192 30. *Time:* 2000

Received: 192 *Time:*

7th February.

Your telegram 6th February do not consider that there is any cause for alarm as Scoresby is out of wireless range proceeding 100° west longitude with Wilkins. Will telegraph immediately any information received.

Governor.

DECODE.

106

TELEGRAM.

From His Excellency the Governor.

To The Secretary of State.

Despatched: 8th February, 192 30. *Time:*

Received: 192 *Time:*

8th February. No. 2.

Following telegram received from Ranck Hearst Newspapers New York begins whaler Melville Deception Island radios no word for nine days from Scoresby bearing Sir Hubert Wilkins and Wilkins Hearst Expedition from Deception Island in seatch of place to take off flight over Polar Caps this despite all efforts made reach them radio have you any information what would you suggest grateful for answer our expense ends. Shall I comply.

Governor.

DECODE.

TELEGRAM.

From His Excellency the Governor.

To The Secretary of State.

Despatched: 9th February, 192 30. *Time:*

Received: 192 *Time:*

Your telegram of 6th February My telegram of 7th February have since ascertained regular schedules were arranged twice daily between Scoresby and Deception Island. Scoresby left Deception on 25th January and communication was established same day on 600 metres wave lengths. Scoresby was then off Law Island about 100 miles from Deception latitude 63 20 south longitude 62 20 west since then nothing has been heard. It is difficult to understand why failure to communicate with Scoresby was not reported immediately instead of waiting more than ten days. I am still of opinion failure to communicate with Scoresby is due to fact that she is out of range. It must be borne in mind that except under very favourable conditions her wireless range of 600 metres is approximately 200 miles. Operator Deception reports in support of this statement that he had difficulty in getting in touch with Scoresby on her recent voyage from South Georgia to Deception when only one day distant from the latter. It is therefore impossible to say whether absence of communication is due to accident or to ship being out of range. In view of above facts if you deem it advisable to leave nothing to chance and to err on the safe side I will arrange at once for catchers to proceed from Deception Island to search area in question and if you wish I will go in Fleurus myself to organise and assist in search. All attempts made to establish communication with Scoresby, from Stanley Grytviken and Deception have been without result.

Governor.

DECODE.

TELEGRAM.

From The Secretary of State.

To His Excellency the Governor.

Despatched: 11th February, 1923 Time 1510.

Received: 192 Time:

11th February.

Your telegram of 9th February Press Messages from New York state information received Deception communication has been established between Scoresby and whaling vessel effort now being made by Deception to reach Scoresby direct wireless. Please inform Discovery II and communicate any further news received.

Secretary of State.

DECODE.

TELEGRAM.

From His Excellency the Governor.

To The Secretary of State for the Colonies.

Despatched: 11th February, 1923. *Time:*

Received: 192 *Time:*

11th February.

Scoresby heard calling this evening presumably all well
further report will be sent tomorrow.

Governor.

GOVERNMENT TELEGRAPH SERVICE.

110

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

12/2/30.

To

Hearst Newspapers

New York.

Your telegram of 7th February Scoresby now in touch with whaling fleet.

Colonial Secretary.

Time

GOVERNMENT TELEGRAPH SERVICE. 111

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
13	Newyork	59	7th	0130.

To

L.C.O. GOVERNOR. STANLEY.

WHALER Melville Deception Island radios no word for nine days from Scoresby bearing Sir Hubert Wilkins and Wilkins Hearst expedition from Deception Island in search place to take off for flight over polar caps this despite all efforts made reach them radio have you any information what would you suggest grateful for answer our expences.

Ranck

Hearst Newspapers New York.

1000. 8/2/30.

Time

TELEGRAM.

From 'Ronald' (re 'Scoresby')

To The Colonial Secretary.

Despatched: 12th February, 192 30. *Time:*

Received: 13th February, 192 30. *Time:*

Latitude 65 35 South Longitude 69 45 West Due
Deception February 14th.

Scoresby.

TELEGRAM.

From His Excellency the Governor.

To The Secretary of State.

Despatched: 12th February, 192 30. *Time:*

Received: 192 *Time:*

Your telegram of 11th February Ronald's operator reports Scoresby endeavoured to pass message through him to Deception today. Signals very strong but message unreadable owing in his opinion to inexperience of Scoresby's operator who I believe is a new man. From strength of signals Ronald's operator concludes Scoresby will arrive Deception tonight. Will communicate further tomorrow.

Governor.

DECODE.

114

TELEGRAM.

From His Excellency the Governor.

To The Secretary of State for the Colonies.

Despatched: 13th February, 192 30 *Time:*

Received: 192 *Time:*

13th February.

Your telegram of 11th February communication with Scoresby established through Ronald due Deception 14th February.

Governor.

TELEGRAM.

From His Excellency the Governor.

To Secretary of State for the Colonies.

Despatched: February, 14th. 192 30. *Time:*

Received: 192 *Time:*

Report received Scoresby arrived Deception with Wilkins
no fresh land discovered Wilkins left today for Europe on
transport.

Governor.

GOVERNMENT TELEGRAPH SERVICE.

116

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
1	Melville	27	2330	14th.

To

Colonial Secretary,

Portstanley.

Scoresby arrived Deception 14th stop Wilkins expedition
sailed on board Henrik Ibsen two hours after their arrival
here stop no more land discovered

Whaling Officer.

9r55 15th Febr.

Time

DECODE.

TELEGRAM.

(117)

From Scoresby.

To Secretary.

Despatched: 17th February, 192 30. *Time:* 2300.

Received: 9r45 18th Febr. 192 30. *Time:*

Arrived Deception. One flight made due south from 100 west
but no land seen. Leaving for Stanley Feb. 17th.

Scoresby.

STANLEY

119

21st February, 1950.

My dear Freeston,

I reached Stanley on February 2nd after an enjoyable voyage in 'Orduna' and am now settled in again to duty. I am glad to say that the pressure of work does not seem so severe as it was when I left and I am in hopes of a comparatively peaceful tour.

The Governor has asked me to write to you about Sir Hubert Wilkins. The trouble is that Sir Hubert has without doubt been communicating direct with his own wireless set, without a licence* for the same from this Government, from Deception to U.S.A. over the head of the Stanley W/T Station. He is thus at once acting in contravention of international regulations, breaking our local Ordinance, and avoiding the payment of charges which would normally accrue to revenue.

* He did not even ask us for permission. In/

L. B. Freeston, Esq.,
Colonial Office.

In law the case would seem to be clear enough against him under section 3 (4) of Ordinance 7 of 1925 while he could presumably be called upon, if necessary by civil action, to make good the amount lost to the revenue. His Excellency, while feeling strongly in the matter the more so as Sir Hubert has failed to keep this Government informed of his operations and has now left somewhat abruptly direct from Deception for Europe, is anxious to avoid any undue precipitation and would be glad of advice as to the line of action the Secretary of State would desire to have followed. May I ask you to let me know the official view in the matter as early as is convenient ?

I trust that you are feeling better in health than when I saw you last.

With kind regards,

Yours very sincerely,



120
C/21/22.

14th March.

30.

Gentlemen,

With reference to your telegram of the 7th February, regarding the Wilkins-Hearst Antarctic Expedition, I am directed by the Governor to confirm the following telegram despatched to you by me on the 12th February, 1930 :-

" HEARST NEWSPAPERS
NEW YORK.

" Your telegram of 7th February Scoresby now
" in touch with whaling fleet"

COLONIAL SECRETARY."

2. I am to say that the cost of the above telegram is £1. 6. 11, and to request that you will be so good as to remit this amount to the Crown Agents for the Colonies, 4 Millbank, Westminster, London. S.W.1 for credit of this Government.

I am,
Gentlemen,
Your obedient servant,

W. H. Murray
Colonial Secretary.

THE HEAD OFFICE,
HEARST NEWSPAPERS,
CITY OF NEW YORK,
U.S.A.

(121)

C/21/38.

14th March, 30.

Gentlemen,

I am directed by the Governor to forward to you a copy of a letter which has been addressed to the Head Office of the ~~W.D. & H.O. Wills~~ Hearst Newspapers, New York, on the subject of the recovery of the cost of a telegram despatched to them on the 12th of February, 1930, and to request that you will be so good as to credit the amount in question to this Government when received.

I am,

Gentlemen,

Your obedient servant,

epd *Julius*

Colonial Secretary.

ABSTRACT OF WILKINS EXPEDITION MESSAGES

122

SENT MESSAGES

DATE	DESTINATION	Nr. WORDS
Nov. 1929		
12th	K.U.P. S. Francisco	130
16th	" "	111
19	" "	167
18	" "	135
21	" "	52
22	" "	85
23	" "	150
15	" "	131
26	" "	278
27	" "	212
"	" "	29
28	" "	93
29	" "	117
3rd Decr	" "	211
11	" "	76
12	" "	39
"	" "	64
"	" "	89
14	" "	15
"	" "	16
16	" "	103
17	" "	164
20	" "	186
21	" "	137
"	" "	17
22	" "	25
22	" "	31
24	" "	102
28	" "	304
30	" "	199
3/1/30	W.C.C	16
4/1/30	K.U.P.	10
"	" "	154
"	" "	21
"	" "	64
"	" "	719
6/1/30	" "	464
"	" "	185
7/1/30	" "	359
13/1/30	" "	211
15/1/30	" "	81
22/1/30	" "	124
25 " "	" "	118
27 " "	" "	16
" " "	" "	36
11/2/30	" "	45
16	" "	983
TOTAL NUMBER OF WORDS SENT		<u>7074</u>

14m C.S.
Wilkins ^{Expedition} ~~Expedition~~
For State Wireless ¹⁰⁰⁰ ~~1000~~

G. E. Schiller (129)
Jub
18.3.30

The Expedition had three transmitting sets and two receiving sets - all short wave.

It had been agreed that K. V. P. San Francisco a station ^{controlled} ~~operated~~ by the Navy Syndicate, should broadcast all press news including messages to Sir Hubert Wilkins on a special wave length. This arrangement failed.

It was also found that none of the three transmitting sets had sufficient power to communicate with K. V. P.

On receipt of a message via Norway Sir Hubert arranged for the use of the 'Melville's' set employing his own operator and using the call sign assigned to the Expedition, viz K.D. 2.

I attach a list of all messages sent. No note of messages received was kept as these were picked up as broadcast news.

Abandon of William Seaverly

Previous to leaving Deception Island for the south Sir Haker Wilkins communicated with K. V. P. stating that owing to a change in the wireless stop of the 'Seaverly' and to the fact that the area immediately west of Deception was an area unfavorable for wireless communication no news would be received from him for at least three weeks. Mr. Brechin saw the text of this message and can vouch for its having been sent.

One evening about a fortnight after the Seaverly's departure there was a message for Holsen, the Operator of the Expedition, among the broadcast news from K. V. P. This message asked Holsen to give the names of whaling factories in the vicinity of South Shetlands which he did stating that each factory had four catchers.

The following evening Holsen received another message asking if any anxiety was felt for the Seaverly. Holsen is a Dane and his English is ~~not~~ ^{imperfect} of the best. He asked Mr. Brechin to draft a reply. Mr. Brechin did so stating that no anxiety was felt and that the Seaverly was not expected back for at least

three or four days.

Next day Mr Nielsen, Manager for the Hektor Company at Reception received a message from the Company asking why they had not been informed that whaling had been stopped to allow of a search being made for the 'Severely'. This was the first information received at Reception that any anxiety was being felt for the vessel.

Mr Nielsen immediately sent for Holsten and asked to be shown the messages he had sent. No telegram worthy any bearing on the matter could be traced.

Mr Bugge, a son of the Director of the Hektor Company also received a message containing a fuller report of what had appeared in the newspapers.

When Holsten saw that his name had been mentioned as the sender of the information he telegraphed immediately to K.U.P. asking an explanation. K.U.P. denied all knowledge of the matter, stating that they supposed the Hewart newspapers must have received the news through some other station. Mr Holsten was dissatisfied and telegraphed the Hewart Syndicate that unless

the reports were corrected he would place the matter in the hands of a doctor on his return to Monte Video. The only reply he received was a request for any news he could send, promising payment.

By this time the 'Seaver' was in touch with the Melville.

Mr. Holten laid his case before Sir Hubert Wilkins immediately on the latter's return. pointing out that his reputation was at stake. Sir Hubert only laughed and said the incident had given him more publicity than all the rest of the Expedition. Mr. Freshin was present at the interview.

The Expedition

If the opinion of Mr. Nielsen and Capt. Aronsen can be taken as representing the opinion of the whaling community, and I believe it can, the Expedition was organized simply as a newspaper scoop and was never intended to achieve any other purpose. It appears that its proposed object was to establish a chain of Meteorological Stations

— 5 —

in the Antarctic with a view to obtaining weather forecasts which would be of assistance to trans-Atlantic and trans-Pacific flights. In this the American Geographical Society and the American Meteorological Society are interested. The idea is regarded by the whalers at Reception as fantastic.

The actual work accomplished this season was negligible. From Adelaide Island to which he was transported by the 'Seershy' Sir Hubert checked his previous observations and (it is stated) flew over some 40 miles of new territory within the British sector. In addition he made two spectacular flights in the vicinity of 100° W. It would not appear that these were of any scientific value. The

- 6 -

they served to furnish sensational copy for the newspapers.

Sir Hubert made no secret of the fact that the entire equipment of the Expedition, even the clothing was given him in return for cine pictures of such things in use in the Antarctic and for 'unsolicited testimonials'.

He confessed at the outset that he had little hope of accomplishing any work of real value and that he was quite well aware that his planes were unsuitable for the flight to Byrd's Depot in the Ross Sea.

As regards exploration Sir Hubert informed Mr Breechin that Mr Darnley had told him it was not desired that he should add any new land to the British sector and that if he discovered any land outside that sector America could claim it. He did not take the British flag with him. There he left at Deception Island.

The relations between Wilkins and his pilot Al. Cheesman (loaned to the Expedition by the Canadian

— 7 —

Inland Airway Transport Company)
were latterly somewhat strained. Cheesman
complained that he had been engaged
under false pretences and that had
he known that the Expedition was
only a 'Yankee News Boost' he certainly
would not have joined it.

_____ 2

W. H. Brown
47.111.20

136

FALKLAND ISLANDS.

SECRET.

GOVERNMENT HOUSE,

Brechin, the Whaling Officer, South Shetlands, who is cited in Mr. Brown's report.

STANLEY,

1st April, 1930.

4. From the facts before me I must conclude that Sir Hubert Wilkins has achieved on this expedition few

My Lord,

I have the honour to refer to Your Lordship's Secret despatch of the 29th of June, 1929, in paragraph 3 of which I am directed to furnish in due course a report upon the work done in antarctic areas in or near the Falkland Islands Dependencies during the antarctic summer of 1929-1930 by Sir Hubert Wilkins, and to give my views upon the question whether arrangements should be made for next season similar to those made for this.

2. In the first place I have to confirm my telegram of the 14th of February, 1930, and to state that Sir Hubert Wilkins on return to Deception Island on that date from his voyage in R.S.S. "William Scoresby" to 100° west longitude embarked immediately on the whaling transport s.s. "Henrik Ibsen" and left, after two hours, direct for Europe. I have not at any time received a report from Sir Hubert Wilkins although he was requested by Your Lordship to keep me informed of the progress of his work, so far as might be practicable, in the letter addressed to him from the Colonial Office, Confidential No. 66834/29 of the 29th of June, 1929.

3. I have obtained, however, a report bearing on the matter, of which I enclose a copy, from Mr. G. R. L. Brown, Assistant Colonial Secretary, who visited Deception Island early in March of this year. I have every confidence in the reliability of Mr. Brown and Mr. G.

In duplicate.

THE RIGHT HONOURABLE

LORD PASSFIELD OF PASSFIELD CORNER, P.C.,
SECRETARY OF STATE FOR THE COLONIES.

Brechin/

with the Colonial Office.

135
7. It appears that the principal object of the Brechin, the Whaling Officer, South Shetlands, who is cited in Mr. Brown's report.

4. From the facts before me I must conclude that Sir Hubert Wilkins has achieved on this expedition few results of any value which could not have been obtained without his aid, and that it is indeed doubtful whether he ever seriously intended to carry out his somewhat ambitious programme.

5. Among the antarctic whaling community the opinion is freely expressed that the whole affair was simply a 'press stunt'. This opinion has acquired an unfortunate appearance of truth owing to the entirely unfounded story of the "disappearance" of the R.S.S. "William Scoresby" which was circulated to the Press. This journalistic indiscretion has of course been an occasion of great inconvenience not only to this administration but also no doubt to the Colonial Office, and must have raised no small anxiety among the relatives of the personnel of the expedition.

6. The whole affair however assumes a graver aspect owing to the fact that Sir Hubert Wilkins has received from this Colony's funds a considerable sum of money upon conditions clearly laid down in the correspondence he held with the Colonial Office. These conditions have apparently not been observed. One of the most important of them, as reported in my Secret despatch of the 13th of November, 1929, was the purchase of a third aeroplane regarded as essential to the success of the expedition. No such aeroplane has been purchased. New equipment was to be provided. There seems, however, to have been no attempt to equip the expedition on an adequate scale and in accordance with the agreement made with the Colonial Office.

ENCLOSURE TO FAIRFAX ISLANDS SECRET DISPATCH of the
1st of April, 1930.

7. It appears that the principal object of the expedition was the execution of a flight to the Bay of Whales in the Ross Sea area; preparations on a suitable scale were not made for this flight, and it is doubtful if it was ever seriously contemplated.

8. Upon the question of the attitude taken by Sir Hubert Wilkins in regard to newly discovered territory some comment must be made. Here, as in other matters, Sir Hubert seems to me to have acted with indiscretion. Although he undoubtedly realises that speech is silver he has apparently forgotten that silence is gold. He has been reputed as having said in conversation with Mr. Brechin, that he had been instructed by Mr. Darnley of the Colonial Office not to drop a British flag over newly discovered territory. This alleged statement is difficult to understand, unless it be regarded as a piece of 'journalism', because it is in contradiction to the request contained in the Confidential letter, No. 66834/28 of the 14th of June, 1929, to which Sir Hubert replied in the affirmative.

9. In conclusion I find it my duty to state that I am of opinion, from the evidence at my disposal, that Sir Hubert Wilkins has failed, through his own fault, to carry out any substantial portion of the work he ostensibly set out to perform, and I do not therefore consider myself justified in recommending a continuation of assistance to him from this Government's funds.

I have the honour to be,

My Lord,

Your Lordship's most obedient,
humble servant,

ARNOLD HODSON.

133

ENCLOSURE TO FALKLAND ISLANDS SECRET DESPATCH of the
1st of April, 1930.

WILKINS-HEARST EXPEDITION.

Wireless.

The Expedition had three transmitting sets and two receiving sets - all short wave.

It had been agreed that K.U.P. San Francisco, a station controlled by the Hearst Syndicate, should broadcast all press news including messages to Sir Hubert Wilkins on a special wave length. This arrangement failed.

It was also found that none of the three transmitting sets had sufficient power to communicate with K.U.P.

On receipt of a message via Norway Sir Hubert arranged for the use of the 'Melville's' set employing his own operator and using the call sign assigned to the Expedition, viz: K.D.Z.

I attach a list of all messages sent. No note of messages received was kept as these were picked up as broadcast news.

Absence of 'William Scoresby'.

Previous to leaving Deception Island for the south Sir Hubert Wilkins communicated with K.U.P. stating that owing to a change in the wireless staff of the 'Scoresby' and to the fact that the area immediately west of Deception was an area unfavourable for wireless communication no news would be received from him for at least three weeks. Mr. Brechin saw the text of this message and can vouch for its having been sent.

One evening about a fortnight after the 'Scoresby's' departure there was a message for Holsen, the Operator of the Expedition, among the broadcast news from K.U.P. This message asked Holsen to give the names of whaling factories in/.

in the vicinity of South Shetlands which he did stating that each factory had four catchers.

The following evening Holsen received another message asking if any anxiety was felt for the 'Scoresby'. Holsen is a Dane and his English is imperfect. He asked Mr. Brechin to draft a reply. Mr. Brechin did so stating that no anxiety was felt and that the 'Scoresby' was not expected back for at least three or four days.

Next day Mr. Nielsen, Manager for the Hektor Company at Deception received a message from the Company asking why they had not been informed that whaling had been stopped to allow of a search being made for the 'Scoresby'. This was the first intimation received at Deception that any anxiety was being felt for the vessel.

Mr. Nielsen immediately sent for Holsen and asked to be shewn the messages he had sent. No telegram with any bearing on the matter could be traced.

Mr. Bugge, a son of the Director of the Hektor Company, also received a message containing a fuller report of what had appeared in the newspapers.

When Holsen saw that his name had been mentioned as the sender of the information he telegraphed immediately to K.U.P. asking an explanation. K.U.P. denied all knowledge of the matter, stating that they supposed the Hearst Newspapers must have received the news through some other station. Mr. Holsen was dissatisfied and telegraphed the Hearst Syndicate that unless the reports were corrected he would place the matter in the hands of a Solicitor on his return to Monte Video. The only reply he received was a request for any news he could send, promising payment.

By this time the 'Scoresby' was in touch with the 'Melville'.

Mr./

Mr. Holsen laid his case before Sir Hubert Wilkins immediately on the latter's return, pointing out that his reputation was at stake. Sir Hubert only laughed and said the incident had given him more publicity than all the rest of the Expedition. Mr. Brechin was present at the interview.

The Expedition.

If the opinion of Mr. Nielsen and Captain Aronsen can be taken as representing the opinion of the whaling community, and I believe it can, the Expedition was organized simply as a Newspaper scoop and was never intended to achieve any other purpose. It appears that its professed object was to establish a chain of Meteorological Stations in the Antarctic with a view to obtaining weather forecasts which would be of assistance to trans-atlantic and trans-Pacific flights. In this the American Geographical Society and the American Meteorological Society are interested. The idea is regarded by the whalers at Deception as fantastic.

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He confessed at the outset that he had little hope of accomplishing any work of real value and that he was quite well aware that his planes were unsuitable for the flight to Byrd's Depot in the Ross Sea.

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The relations between Wilkins and his pilot Al. Chessman (loaned to the Expedition by the Canadian Inland Airway Transport Company) were latterly somewhat strained. Chessman complained that he had been engaged under false pretences and that had he known that the Expedition was only a 'Yankee News Boost' he certainly would not have joined it.

(SGD.) G. R. L. BROWN,
17. 3. 30.

GOVERNMENT HOUSE,

STANLEY,

1st April, 1930.

FALKLAND ISLANDS.

SECRET.

My dear Sir Samuel,

I shall be grateful if you will glance through the secret despatch I am sending off by this mail in connection with Sir Hubert Wilkins.

Although I have no doubt Sir Hubert is a brave and determined man I am forced to the conclusion that his last expedition was in the nature of a Press Stunt. The accounts he cabled to the Times were greatly exaggerated, and gave an entirely erroneous impression of what he had actually been through and done. Captain Shannon of whom I have a high opinion was exceedingly annoyed at the exaggerated ^{and} sensational messages he sent.

I trust he will be made to disgorge the money advanced to him for the purchase of the new aeroplane and equipment, etc. He has certainly failed to implement his side of the bargain with the Colonial Office.

Yours very sincerely,

JH

BRIG.-GENL. SIR SAMUEL H. WILSON,
G.C.M.G., K.C.B., K.B.E.,
PERMANENT UNDER SECRETARY OF STATE FOR THE COLONIES,
COLONIAL OFFICE.



FALKLAND ISLANDS.
NO. 22

Downing Street,
3 March, 1930.

Recd.
105, 106, 107, 115
109, 114,

Sir,

I have the honour to acknowledge the receipt of your telegrams of the 7th, 8th, 9th, 11th, 13th and 14th of February regarding the H.R.S "William Scoresby", and to express my thanks for the assistance rendered in endeavouring to obtain communication with the vessel.

The information of the return of the vessel to Decapton was received with relief, and a report by the Master of the vessel as to the failure of the Wireless Telegraph to maintain communication is being awaited.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

(Signed) PASSFIELD.

GOVERNOR

ARNOLD HODSON, Esq., C.M.G.
Esq., &c., &c.

8th. March, 1930.

Sir,

The following resume and remarks covering the two periods of our work with Sir H. Wilkins are forwarded.

The first period was from Dec. 7th. 1929, to Jan. 4th. 1930.

The second period was from Jan. 24th. to Feb. 14th. 1930.

The main intention during the first period was to reach flat fast ice suitable for Wilkins' plane to be able to take off on skis with a heavy load for a flight direct to Ross Sea.

Stress of weather obliged us to shelter in Melchior Harbour during night Dec. 10th, whence we proceeded through the de Gerlache Strait. The difference in weather in Bransfield Strait and de Gerlache Strait was most marked being heavily overcast, dull, snowing and blowing in the Bransfield Strait while it was clear, good weather, South of Anvers Island and in de Gerlache Strait.

Pack Ice was encountered soon after leaving Bismark Strait, stretching to about 20 miles off the land as far as Adelaide Island, where it turned almost West.

We attempted unsuccessfully to push our way through the pack at various points to reach Matha Bay, Margurite Bay, Pendleton Strait, and Visagugue Island, where we expected to find fast ice.

At the last of these places we actually got in sight of fast ice, but even this attempt had to be abandoned owing to the heaviness and closeness of the pack preventing us making any further headway.

All these attempts were only abandoned, when, in the opinion of Sir H. Wilkins and ourselves, nothing further could be gained and only danger to the ship would result, with no possibility of reaching our objective.

After this last attempt it was apparent that the prevailing ice conditions would effectually prevent our finding our own way into fast ice without help and consequently it was decided to return to Bismark Strait to carry out a reconnaissance flight and also to examine the snow slopes of Anvers Island, with a view to landing the plane there.

This was on Dec. 16th. Anvers Island proved quite impracticable as a taking off ground, owing to the steepness of the slope and the fissures in the ice.

On the following day, floats were put on the plane and Sir H. Wilkins made a flight to the Southward with the object of finding from the air suitable ice that we could approach, and also to measure the width of Graham's land in this latitude.

On his return he reported fast ice in Beascochea Bay bordered by several miles of open water inside the pack, which he had examined closely and of which he brought back some excellent photographs to help us in finding the easiest way in. He also told us that the distance across Graham's land to the Weddell Sea was about 30 miles at Flandres Bay.

The plane was immediately re-embarked and we proceeded to Beascochea Bay, via the Bismark Strait, picking up the pack ice outside the Argentine Islands. With considerable difficulty we reached the fast ice at Ilot Denian at midnight on Dec. 18th. where we secured with ice anchors.

The Bay bordered by the Argentine Islands was a veritable graveyard of icebergs which were far too numerous to keep any account of and which only permitted glimpses of the land at intervals and effectually prevented taking any astronomical observations.

Most of these bergs were grounded and the remainder of the sea was covered with heavy pack ice except for about a three mile stretch of open water bordering the fast ice and land.

In addition to this, navigation was rendered difficult owing to the erratic nature of the soundings, it being not uncommon to get 60 fathoms Aft with the anchor taking the ground in 20 fathoms forward.

Numerous rocks and islets were observed which were not shown on Charcots Chart and which were probably covered by ice when this was made.

The plane with its gear was landed on the morning of Dec. 19th. and was ready to fly by the afternoon, when Sir H. Wilkins found that the abnormally high temperature prevailing during the day had rendered the surface of the ice totally unfit for flying and made it quite useless as a take-off ground any more this season.

Everything was ~~re~~ re-embarked and we proceeded towards open water where we turned to the South along the edge of the pack ice to find a suitable place for a seaplane flight as near Charcot land as possible.

RESUME. (Continued.)

12.1 141
ing found a suitable place we waited some time in the pack for a good day, which came on Dec. 27th. This flight however was unsuccessful on account of heavy snow storms in the vicinity of Charcot Land, forcing Sir H. Wilkins to return.

On Dec. 29th. he made a further flight which proved successful. From this position we proceeded N E along the edge of the pack with a view to making a further flight from the neighbourhood of Adelaide Island.

Although we waited here for several days no further flight could be attempted on account of a heavy swell and we were forced to return to Deception Island due to shortage of Oil Fuel. This passage was made by de Gerlache Strait where Sir H. Wilkins made a further flight ending at Deception Island.

On our second voyage with Sir H. Wilkins the object was to make sea-plane flights from various points on the edge of the pack ice between 100 W. Longitude and 80 W Longitude, and accordingly we proceeded direct to 100 W. meeting the pack ice at various points and passing well to the South of Peter 1st. Island and Charcot Track.

The first flight, made in cloudy weather, on Jan. 30th. was for the purpose of reconnaissance to see if it was possible to get any further South in this vicinity, and as a result, we went on to a position, Latitude 70.01 S Longitude 100.39 W, where we waited for suitable flying weather.

A long flight to the South was made on Feb. 1st. in rather cloudy weather but no land was sighted, after which we proceeded Eastward intending to stop at positions about 120 miles apart on the edge of the pack, for a few days each, to make further flights.

These stops were made but the weather conditions, culminating in a heavy gale prevented any further flights.

On Feb. 7th. we reached a position in Latitude 70.32 S. Longitude 81.42 W, which appears to be the furthest South yet recorded in this Longitude, and if only the weather had cleared at all, which it did not, Sir H. Wilkins would have been able to carry out a most valuable flight as he considered we were probably very close to land.

We were obliged to abandon any further attempts at flying and return to Deception Island on Feb. 9th. as the weather showed no sign of clearing.

The Track Charts show the great variation in the pack ice off Adelaide and Alexander Islands from December to February. We experienced a very marked change in the weather between December and February.

The first voyage was done in clear, fine weather as a rule, but during the second voyage, snow, fog, and overcast weather, with some gales was experienced.

We have carried out Plankton and Hydrographic work wherever an opportunity arose during our time South.

I would like to point out that the position of the anchors and hawsepipes in this ship is not suitable for ice work. The anchors were kept inboard except when navigating in shallow water, but we never felt confident that the hawsepipes would not suffer damage.

The Wireless gear did not prove satisfactory, and it is suggested that I.C.W. and Short Wave be installed. A Short Wave receiver loaned by Sir H. Wilkins proved exceptionally good but of course we were unable to reply to messages picked up on this receiver, as we had not sufficient power to work the Short Wave Transmitter for the distance required.

The derrick and platform installed at Simonstown proved very satisfactory.

The ship suffered no damage during these two voyages that we know of. The Echo Sounding Gear has been out of action the whole time.

Everyone on board showed great keenness in facilitating the work of the expedition.

I am, Sir,

Your Obedient Servant,

R. L. V. Shannon.

Commanding Officer.

REPORT OF WORK CARRIED OUT BY R.R.S. WILLIAM S.

FROM OCTOBER 10th. 1929.

TO JANUARY 25th. 1930.

- Oct. 10th. 1929. = At Simonstown. In Dockyard. Completed fitting derrick and tested same to 3 tons.
1347. = Proceeded to Oiling Jetty and took in 82 tons.
1740. = Proceeded out of harbour bound for South Georgia.
-
- Oct. 11th. 1929. = At Sea. Heavy sea and swell. Leak found from upper deck over the after hold through galley. (This has probably been caused by the strain on the deck plates when testing the derrick.)
-
- Oct. 12th. 1929. = On Passage. Heavy weather. Mainly head winds.
-
- Oct. 13th. 1929. = " " " " " " " "
-
- Oct. 14th. 1929. = " " " " " " " "
-
- Oct. 15th. 1929. = " " " " " " " "
1900. = Towing Station No. 461.
-
- Oct. 16th. 1929. = On Passage. Dense Fog.
1845. = Station No. 462.
-
- Oct. 17th. 1929. = On Passage. Head wind and sea.
-
- Oct. 18th. 1929. = " " " " " " " "
-
- Oct. 19th. 1929. = " " " " " " " " . Rough confused sea.
-
- Oct. 20th. 1929. = " " " " " " " " . Head winds, snow and sleet squalls.
-
- Oct. 21st. 1929. = On Passage. Head wind and sea. Sighted first Iceberg.
2257. = Station No. 463. Abandoned later owing to storm.
-
- Oct. 22nd. 1929. = On Passage. Hove to. Violent Gale with snow squalls.
-
- Oct. 23rd. 1929. = " " " " " " " " " "
-
- Oct. 24th. 1929. = Gale decreasing. Rough head sea. Two Icebergs sighted.
-
- Oct. 25th. 1929. = On Passage. Snow squalls and confused sea.
-
- Oct. 26th. 1929. = " " " " " " " " . Weather improving and clearing. Sighted one Iceberg.
-
- Oct. 27th. 1929. = On Passage. Weather good. Sighted five Icebergs.
-
- Oct. 28th. 1929. = " " " " " " " " one " "
1437. = Arrived and secured at Grytviken.
-
- Oct. 29th. 1929. = At Grytviken. Overhauling Lucas and putting on fresh wire. Cleaning bunkers.
-
- Oct. 30th. 1929. = At Grytviken. Same routine as 29th. Taking in stores. Painting Derrick.
-
- Oct. 31st. 1929. = Preparing for sea. Took in two tons of coal and stores.
0915. = Proceeded to Pisca Whaling Station for 26 tons of Oil Fuel, sufficient to take ship to Port Stanley, as due to bad weather on passage from South Africa, sufficient oil was not on board.
1340. = Proceeded on Passage to Port Stanley.
2155. = Station No. 464.
-
- Nov. 1st. 1929. = On Passage. Six whales sighted.
2200. = Station No. 465.

- Nov. 2nd. 1929. - On Passage. One whale sighted.
2200. - Station No. 466.
- Nov. 3rd. 1929. - On Passage.
2210. - Station No. 467.
- Nov. 4th. 1929. - On Passage.
1335. - Arrived Port Stanley, and secured to Oiling Jetty. Struck glancing blow going alongside, rubbed off three letters of name on Starboard Bow, and a plate slightly dented. Took in 115.5 tons of Oil Fuel.
1450. - Proceeded to Public Jetty and secured.
- Nov. 5th. 1929. - At Port Stanley. No report received by H.B. The Governor as to the date of arrival of S.S. Melville, with Sir H. Wilkins on board. Decided to delay departure until some definite news was received.
Hands cleaning ship, Oiling Gear and Painting.
- Nov. 6th. 1929. - At Port Stanley. Hands Painting. S.S. Medall coming alongside, damaged Starboard side of Bridge. Sir H. Wilkins arrived and informed me that we would certainly not be required before the 15th. Nov. Arranged times for W/T communication with S.S. Melville, ordered fresh provisions and prepared to sail on 8th. Nov. Arranged a supply of Oil Fuel from the Captain of S.S. Melville if it should be required at Deception. (le
- Nov. 7th. 1929. - At Port Stanley. Hands Painting and cleaning ship and taking in fresh provisions.
- Nov. 8th. 1929. - 0315 Proceeded on Passage to Deception.
1615 to 1927 Hove to, but weather quickly moderated and again proceeded.
- Nov. 9th. 1929. - On Passage.
1800. - Station No. 468.
- Nov. 10th. 1929. - On Passage.
0600. - Hove to, N.E. gale with rain and fog. Waiting for weather to moderate to work station.
1340. - Station No. 469.
2345. - Hove to. Westerly Gale.
- Nov. 11th. 1929. - Hove to. " " "
0310. - Proceeded on Station No. 470.
1400. - On Station No. 470.
- Nov. 12th. 1929. - Large number of whales sighted.
0350. - Station No. 471.
1436. - " No. 472.
- Nov. 13th. 1929. - 0311. - Station No. 473.
1455. - " No. 474.
Ten whales sighted.
1900. - Asplan and Elephant Islands sighted.
- Nov. 14th. 1929. - N by W gale.
0720. - Station No. 475. (This had to be abandoned before fully completed due to N by W gale.
1820. - Off Admiralty Bay. Station No. 476.
2147. - Station No. 477.
- Nov. 15th. 1929. - Weather thick. Snow. Easterly gale. Hove to.
1000. - Station No. 478. Fixed by D.F. and D.R. Verified by run back to Martins Head to check position for the next station.
Sleet and snow, and very thick weather.
2218. - Station No. 479. Fixed by Land Fix with a direct run of 20 seconds between.
- Nov. 16th. 1929. - 0410. - Station No. 480.
0910. - Station No. 481.

(Continued.)

Dec. 18th. 1929. = Arrived at Fast Ice at Midnight.
(Cont.)

Jan. 19th. 1929. = Landed aeroplane and all gear required.
1600. = Sir H. Wilkins reported Ice was Treacherous and unsuitable for aeroplane to take off from.
Aeroplane and gear again embarked
1900. = Sailed for South to make seaplane flights.

Dec. 20th. 1929. = Coasting along Pack to Southward.

Dec. 21st. 1929. = " " " " "
2130. = Stopped on edge of Pack North of Charcot Land to await clear weather for flying.

Dec. 22nd. 1929. = Still waiting for clear weather.
Worked Plankton Station No. 495.

Dec. 23rd. 1929. = Awaiting clear weather. Lying in Pack Ice for shelter.

Dec. 24th. 1929. = " " " " " " " " " " "

Dec. 25th. 1929. = " " " " " " " " " " "

Dec. 26th. 1929. = Weather clear but swell on the edge of Pack too heavy for seaplane to take off. Proceeded to lee of large Berg N.W. 10° but as swell was still too heavy remained in the shelter of Berg.

Dec. 27th. 1929. = Seaplane hoisted out but unable to rise off water due to sea, proceeded to Pack when seaplane was again lowered into water where it took off, returning after 1½ hours owing to snow over Charcot Land.
Remained on edge of Pack.

Dec. 28th. 1929. = Snow. Overcast. Remained in Pack. Lifeboat drill exercised.

Dec. 29th. 1929. = Weather clear. Seaplane away for four hours returning at 1107 and reporting discovery of new land to the Southward of Charcot Land.
Proceeded Northward along Pack.

Dec. 30th. 1929. = Stopped on edge of Pack off Adelaide Island at 0700.
Station No. 496. worked.
Awaiting suitable weather for flying.

Dec. 31st. 1929. = Awaiting suitable weather for flying.

JAN. 1st. 1930. = " " " " "
Station No. 497.

Jan. 2nd. 1930. = Weather still unsuitable for flying. Owing to shortage of Oil Fuel proceeded towards Deception.
Plankton Station No. 498. To West of Pack.

Jan. 3rd. 1930. = 0850. = Plankton Station No. 499.
1607. = " " No. 500.
2120. = " " No. 501.

Jan. 4th. 1930. = 0635. = Anchored in Port Lockroy.
0615. = Proceeded through Neumayer Channel towards Deception.
0803. = Seaplane hoisted out for flight to Deception.
Arrival reported at 1100.
2150. = Secured to S.S. Melville at Deception.

Jan. 5th. 1930. = Unloading the Wilkins Expedition Gear. Heavy N.E. Gale.

Jan. 6th. 1930. = Heavy N.E. Gale. Waiting for better weather before proceeding to Port Stanley. Took in 19 tons of Oil Fuel and water.
During this last Southern cruise large numbers of whales were sighted off the Pack ice between Adelaide Island and Anvers Island. An attempt was made to mark

(Continued.)

- Jan. 6th. 1930. = them but although whales were close under the ships bow, only one doubtful hit was secured. I noticed that the darts did not fly straight but tended to turn over and divert from the line of fire.
(Cont.)
- Jan. 7th. 1930. = Gale commenced to fall off at noon.
Sailed for Port Stanley Via Boyd Straits.
- Jan. 8th. 1930. = On Passage.
- Jan. 9th. 1930. = " " .
- Jan. 10th. 1930. = Arrived Port Stanley for Oil Fuel and provisions at 2200.
- Jan. 11th. 1930. = Drew fresh provisions also embarked 60 Mutton carcasses for S.S. Melville
- Jan. 12th. 1930. = Completed with Oil Fuel. Unable to leave jetty due to a S W Gale.
- Jan. 13th. 1930. = Sailed for South Georgia on instructions from Dr. Kemp.
- Jan. 14th. 1930. = On Passage. Established W/T Communication with R.R.S. Discovery II.
- Jan. 15th. 1930. = On Passage. Fog.
- Jan. 16th. 1930. = " " " "
- Jan. 17th. 1930. = " " " " Arrived Grytviken at 2300.
- Jan. 18th. 1930. = Embarked Oil Fuel, Fresh water and stores. Discharged F.E. Davies, T.W. Dinning~~g~~ and H.E. Peare and signed on W.J. Thorne, W/T Operator, and S.R. Bellenger, Netman.
- Jan. 19th. 1930. = 0730. = Sailed for Deception.
- Jan. 20th. 1930. = On Passage.
- Jan. 21st. 1930. = " " .
- Jan. 22nd. 1930. = " " . Large number of Icebergs sighted. Made Clarence Island.
- Jan. 23rd. 1930. = On Passage. Large number of Berge and whales sighted.
2300. = Arrived Deception and secured.
- Jan. 24th. 1930. = At Deception. Embarked Soapplane and Gear.
- Jan. 25th. 1930. = Sailed for Long. 100 W, lat. as far South as possible.
Easterly Gale moderating later.
- ~~Jan. 26th. 1930.~~
- Jan. 26th. 1930. = On Passage. Clear weather.

- 1440
- 27/1/30. On passage. Snow and Fog. Numbers of whales sighted.
- 28/1/30. On passage. Fog variable. Killer whales sighted. Large number of bergs have been seen during last two days. (See ice report).
- 29/1/30. On passage. Numerous bergs sighted. Pack ice was met Lat. 69 . 47 S. Long. 90 . 00 W, being the first pack sighted since leaving Deception Island. Pack was skirted to Northward until we were again able to get into mean course, 259 degrees. Pack was touched at intervals from this time. Numbers of whales were sighted.
- 30/1/30. 0450. Stopped in bay on pack ~~xxx~~ edge. Station No. 502. The position here was Lat. 69 . 43 S. Long. 99 . 38 W. The plane was hoisted out and a flight made but due to snow to the Southward it returned in 40 minutes, reporting a wide lead to the ~~Eastward~~ Southward and about 10 degrees to the West of our position. We proceeded to this lead and skirting pack we eventually go to a position on edge of heavy pack Lat. 70 . 34 S Long. 100 . 39 W, where Station No. 503 was completed. Due to snow no flying could be done. Blue whales were sighted.
- 31/1/30. Snow, Thick weather. Awaiting suitable weather for flying.
- 1/2/30. 1415. Aeroplane took off flying South, and returned at 1655, reporting no land in sight to 73 S. Proceeded back towards Deception skirting pack edge.
- 2/2/30. ~~XXXX~~ 1405. Stopped on Station No. 504 in bay of pack ice. The cast steel drum of the Lucas Sounding Machine fractured while hauling in the sounding wire. This wire will probably be unsuitable for future use owing to the kink caused in the wire when it bent over edge of drum. The fracture may have been caused by the cold temperature and a slight flaw. Remained in this position awaiting suitable flying weather. Several whales were sighted.
- 3/2/30. ~~XXXX~~ 0500. Proceeded as weather was still unsuitable for flying making slow headway due to heavy seas. Many whales sighted.
- 4/2/30. On passage. Skirting Pack ice.
1115, Station No. 505.

Awaiting suitable weather for flying. Sky clear but swell a little too heavy for plane to take off. In my opinion, a flying boat would be much more suitable than seaplanes and could be flown much more often~~xx~~. Rarely get a flat calm and clear weather. Several whales sighted.
- 5/2/30. Awaiting suitable flying weather.
1440. Hove to. N E Gale. Thick weather.
- 6/2/30. Hove to. " " " "
- 7/2/30. 0030. Gale decreasing. Proceeded Eastwards as owing to shortage of Oil Fuel it is necessary to get nearer Deception to await suitable flying weather conditions.
1400. Turned South, being in the position of furthest South obtained in Long. 81 . 30 W so far. Eventually meeting pack in Lat. 70 . 31 S, Long. 81 . 36 W, where Station No. 506 was completed.
- 8/2/30. Mod. N Swell. Vis. Poor.
Sounding Station No. 507 at 0900.
" " No. 507b at 1200,
Weather unsuitable for flying. Snow squalls.

NOV 5 1970 11 00 AM '70

heavy snow and heavy westerly swell.

Ref. Station No. 205. Several images signed.

6907. " No. 511.

1225. " No. 512. *Snow squall*.

1937. " No. 514.

12/2/30. 0240. Station No. 516.

1236. Proceeded N E towards line N E from Pendixton Strait.
Now on reserve oil bunkers.

2105. Wilkins requested to go back to Deception immediately as by W/T information was received that a transport was leaving for South America 14th. Feb.

14/2/30. 1920. Disembarked aeroplane and Wilkins expedition gear at Deception to S.S. Henrik Ibsen.

1137. Secured alongside S.S. Melville.
Sir H. Wilkins and party sailed in S.S. Henrik Ibsen for Monte
Video.

16/2/39. Piped down. N E gale with snow.

18/2/30. 0635. Sailed for Port Stanley via Nelson Strait.

20/2/30. On passage. Heavy beam sea.

21/2/30. On passage. Arrived Port Stanley 1227. Took in 103.6 tons oil fuel, and landed aeroplane derrick and gear, also trawling gear on Camber Jetty. Secured Town Jetty 1357.

23/2/30. Piped down.

25/2/30. " " " " " " "

27/2/30. 0000. Station No. 518

2142. " No. 520.

- 28/2/30. 0948. Station No. 521. Lost 2700 metres Lucas wire due to heavy swell.
2231. Station No. 522.
Thick weather at times.
- 1/3/30. 1130. Station No. 523. Fog most of the day.
Remained stopped during night due to dense fog.
- 2/3/30. 0742. Station No. 524. Cleared sufficiently to get one sight and then came in thick again. Clearing again in afternoon when one whale was marked. No sights were obtained after this and next station was done on D.R and one bearing of Shag Rocks, taken 3 1/2 hours previously. Station No. 525.
Remained stopped for night due to fog.
- 3/3/30. Fog all day.
1022 Station No. 526.
Proceeded towards Grytviken.
1730. Hove to Easterly Gale with rain.
- 4/3/30. Gale abated. Dense fog. Proceeding to Grytviken.
1916 Secured at Grytviken.

D 47/26

R.R.S. WILLIAM SCORESBY, *150*

SOUTH GEORGIA.

20/4/30.

The Colonial Secretary,

Port Stanley.



Sir,

Enclosed please find report of movements and track charts covering period Oct. 10th. 1929, to March 4th. 1930.

I am, Sir,

Your Obedient Serant,

R. L. V. Shannon.

Commanding Officer.

At front of file

C/21/23.

14th May,

30

Sir,

I am directed by the Governor to acknowledge with thanks the receipt of your letter of the 20th of April 1930, enclosing report of movements and track charts of the R.R.S. 'William Scoresby' covering the period 10th October 1929 to 4th March 1930.

I am,

Sir,

Your obedient servant,

W

Colonial Secretary.

Commanding Officer,
R.R.S. 'William Scoresby',
C/o Discovery Committee,
Colonial Office,
LONDON.

85 P.

(152)

Misc Falk Is 1
COMMUNICATIONS ON THIS SUBJECT
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERENCE AND
DATE OF THIS LETTER BEING QUOTED.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

4, Millbank, Westminster,

LONDON, S.W. 1.

14th May 1930

Sir,

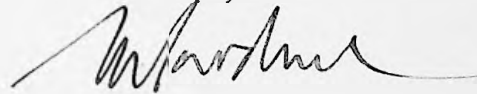
With reference to your letter No.C/21/28 of the 14th March, 1930, I have the honour to inform you that we have received from Hearst Enterprises Incorporated, the sum of £1.6.11. stated to be the amount due to the Government of the Falkland Islands, being refund of the cost of a telegram despatched on the 12th February, 1930.

The amount has been credited in our
Falkland Islands account,
for the month of May, 1930.

I have the honour to be,

Sir,

Your obedient servant,



for the Crown Agents for the Colonies.

To The Colonial Secretary,
FALKLAND ISLANDS

WH

B

To Yachet
JH

Downing Street,

30 Apr , 1930.

Dear Ellis,

Freeston has left this Department, much to my regret, and so I am replying to your letter to him of the 21st of February.

There will be a great deal of matter for enquiry about the Wilkins expedition, and it does not seem very likely that that gentleman will return to the dependencies. In these circumstances, it seems useless to contemplate any further steps regarding his contraventions of wireless law, and I am not sure that we have not contributed to them by failing to give him advice as to the course which he should pursue in such matters.

The statements attributed to me by Wilkins, according to Brechin's report, are amazing, and I need hardly say that most of them are the opposite of the truth. *They may however possibly be explicable as attempts to conceal the real objects of the expedition*

I am glad ^{to} personally I had no share

in.

J.M.ELLIS, ESQ.

in vouching for the reliability of Wilkins.

Yours sincerely,

R Damluy

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SCHLOSS LENZBURG
AARGAU SWITZERLAND

Hon. C.S.

Please acknowledge
with thanks.
2730

June 12th 1930

To His Excellency

H. Governor of the Falkland Islands
& Dependencies

Sir Falkland Islands

Herewith please receive
a copy of the report of the
Weikins Heart Antarctic Expedition
1929-30.

With regret not to have seen
you on my way back from
the Expedition. and tendering
my very best respects

I have the honor to be

Sir
Yours truly
Hubert Weikins

C/21/28.

11th October,

30.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 18th of June, 1930, and to thank you for the copy of the Wilkins-Hearst Antarctic Expedition 1929-1930 enclosed.

I am,

Sir,

Your obedient servant,

Edw. Brown

for Colonial Secretary.

Sir Hubert Wilkins,
Schloss Lenzburg,
Aargau
Switzerland.

FURTHER ANTARCTIC EXPLORATIONS

BY

CAPTAIN SIR HUBERT WILKINS

[With separate map, Pl. III, facing p. 388]

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FURTHER ANTARCTIC EXPLORATIONS

Captain Sir Hubert Wilkins

[With separate map, Pl. III, facing p. 388]

IN September last I set out again for the Antarctic to continue the work of the previous season.¹ With Parker D. Cramer and S. A. Cheesman, pilots, and Orval H. Porter, engineer, I left New York on the 22nd of the month on board the *Northern Prince*. At Montevideo we picked up Vigo Holt, wireless operator, and joined the N. Bugge Hektor Whaling Company's transport steamship, the *Melville*, and in company with my old friend Sverre Nielsen, manager of the Deception Island whaling station, traveled to my former base. No ice was encountered, even in the channels between the islands of the Antarctic Archipelago, and not until we reached the harbor did we see an iceberg.

ARRIVAL AT DECEPTION ISLAND

In Deception Harbor the ice this year was thin and shaky as compared with other years. When I first visited the island in December, 1919, the ice on the water was six feet thick. In 1928, when we arrived on November 11, it was less than three feet. This year it was not even two feet thick, an unexpected condition that upset our calculations and made it necessary for us to fall back on our emergency plan of operation, which was much more complicated than the one we had hoped to use.

Our machines, which had been stored without attention or watchmen throughout the winter, were found to be in good shape. The wings were under cover but the bodies of the machines had remained out in the open. They had not been snowed under. The tail surfaces

¹ Captain Sir Hubert Wilkins: The Wilkins-Hearst Antarctic Expedition, 1928-1929, *Geogr. Rev.*, Vol. 19, 1929, pp. 353-376.

of one were partly covered with snow, which, melting in the early spring, had fractured a small part of the stabilizer. It took us but a few hours to make the slight repairs necessary and, after waiting for a spell of fine weather, to place the wings in position.

The weather was even worse than it had been the previous year. The temperature was not low—just below freezing point—but the weather was damp and windy. Last year we had prepared a runway, and it had taken us many days of back-breaking labor to carry the heavy stones from the hillside and clear a space wide and long enough for a take-off and landing. This year we had the aid of a Cletrac caterpillar tractor and an Austin Seven motor car to help us enlarge the field. Because of the peculiar weather the runway, by the time we were ready to use it, was in a very bad condition. Half of it was clear of snow but saturated with water which drained from the hillside. The other half had big snowdrifts and slushy snow upon it, and the situation was only saved by the new type large-sized tire wheels that we had brought for our planes. The field, made on the only flat stretch in the neighborhood, was of necessity narrow and could be used in one direction only. There was not an hour during the first three weeks after our arrival when conditions were favorable for flying. Yet in spite of that we were able to test the machines and although we flew many miles and covered a great deal of territory in the neighborhood of Deception we met with only slight trouble.

BEGINNING THE SEARCH FOR A SOUTHERN BASE

By the time we were ready to make long flights we could see that it would be impossible to do much from Deception. The ice in the harbor had melted, and the runway was not sufficiently long for us to take off very great loads. It would be necessary to fall back on our emergency plan. This was to load plane and supplies on board the R. S. S. *William Scoresby* and seek farther south for some suitable landing field. This plan had been rendered possible by a generous arrangement on the part of the British Colonial Office and the Discovery Committee of that office whereby the *Scoresby* was made available to us on the understanding that she should carry out her scientific research as she took us from place to place. We believed that we should be able to find, somewhere along the coast or in the pack ice, a stretch of flat ice large enough to serve the purpose, and from there we hoped to make long flights and eventually to fly to Ross Sea.

After we were loaded and ready to sail bad weather held us prisoners in the harbor for two days. On December 12 we started south. The first night we reached Melchior Island, in Schollaert Channel, an anchorage used by the whalers' floating factories. The next night



FIG. 1



FIG. 2



FIG. 3

FIGS. 1 to 3—Preparations for the season's work at Deception Island. The planes after wintering in the open (Fig. 1); the Austin Seven motor car (Fig. 2); and the Cletrac tractor (Fig. 3) used in clearing the runway.

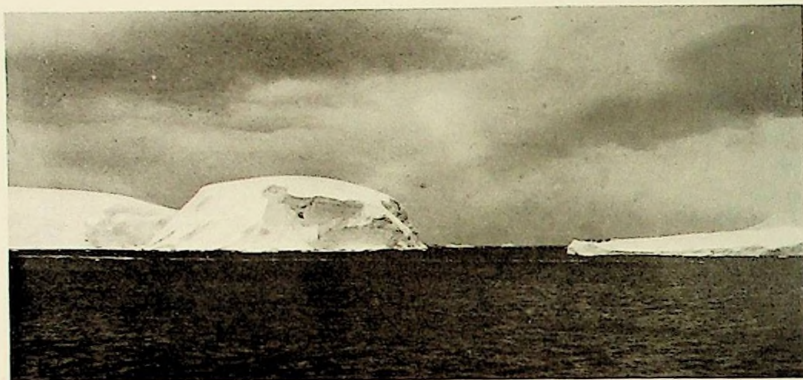


FIG. 4



FIG. 5



FIG. 6

FIGS. 4 and 5—Entrance to Melchior Harbor at the northwestern entrance to Schollaert Channel between Brabant and Antwerp islands. Iceberg in foreground.
FIG. 6—Cliff on the eastern side of Melchior Harbor viewed from the anchorage.



FIG. 7



FIG. 8



FIG. 9

FIG. 7—Stratified snow at the entrance to Melchior Harbor.
FIG. 8—The southern end of Neumayer Channel between Antwerp and Wiencke islands.
FIG. 9—The Argentine Islands, in the foreground, and Beascochea Bay.

found us at Port Lockroy on the western side of Wiencke Island. Charcot on his first expedition described Port Lockroy as "the best shelter we have found in the Antarctic." It is indeed sheltered from the heavy seas, but the glacier face, sloping steeply down the mountain sides, keeps breaking off into the sea with an almost continuous roar;

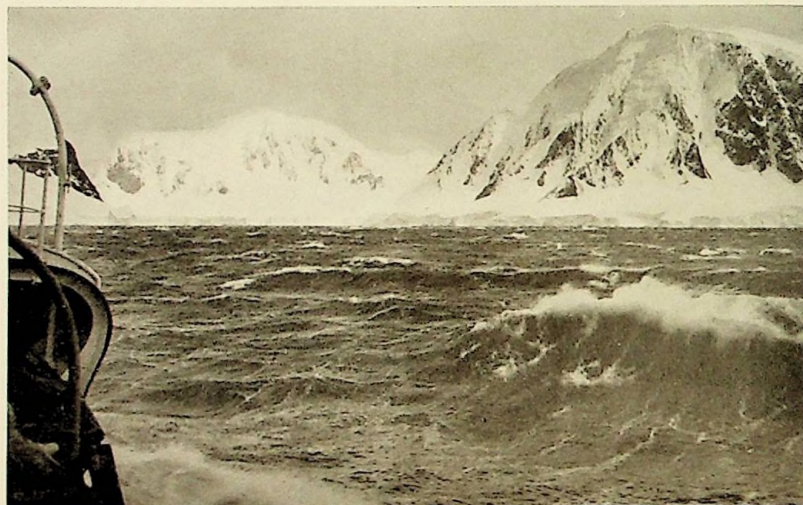


FIG. 10—Entrance to Neumayer Channel.

and, while the falling pieces were not large enough to endanger our vessel, the harbor was so full of broken ice that it was quite unsuitable for a seaplane take-off. On the way we had passed through the spectacular Neumayer Channel. Mountains reaching to ten thousand feet rise almost sheer from the water. About their sharp peaks is an almost constant whirl of snow. Halfway up their sides the massive cliffs are so steep that snow cannot cling to the surface, and these cliff faces are stained a variety of colors. One place, where the stains are vividly green, has been named Copper Mountain; but no one has so far been able to reach the precipice or investigate its content.

From Port Lockroy we put out through Bismarck Strait into the wide Pacific Ocean. So far we had seen very few icebergs and practically no pack. The ice was extremely far south this season. We met the first pack, much broken and mushy, off the Biscoe Islands. Pushing southward as far as the southwestern end of Adelaide Island we came to a bight which seemingly gave near approach to the land. We were, however, held up long before we reached the land-fast ice. Although we followed the edge of the pack for miles we did not see a single floe of sufficient size for even an emergency landing and nothing half big enough for a take-off with skis. All the ice surface was rough

and much broken, a condition that made it impossible even to land the machines from the deck. It was a great disappointment. I had seen many floes suitable for a landing field in this neighborhood in other years, but this year they did not exist. Nor could we take off from the water: the sea was either too rough or the swell too great even to

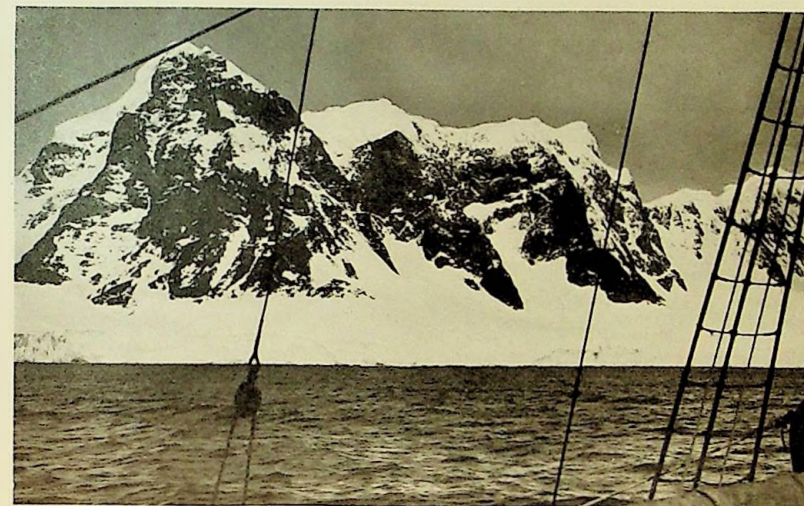


FIG. 11—Neumayer Channel.

launch the plane; and, after waiting almost a week, there seemed to be only one thing to do, and that was to return to the ice-free Neumayer Channel.

On the way back we made an attempt to push into Grandidier Channel, where there would almost certainly be smooth ice. At the head of the channel hundreds of bergs were stranded; and between them and extending for many miles was a floating mass of heavy pack—far too thick for any vessel to penetrate. The charts of this region are unmarked with soundings, and the ground was known to be foul with submarine pinnacle rocks rising sheer a hundred feet or more. As we were going slowly forward one day our anchor, hanging twenty fathoms beneath the bow, caught fast on a rock—when there was no bottom at a hundred fathoms at the stern of the ship a hundred and fifty feet away! We pushed and shoved at the ice in Grandidier Channel for several hours without making much headway towards the smooth ice which we could see from the masthead. Nor was it possible to fly our supplies to the flat ice, for the sea outside the pack was too rough. Even well inside the ice edge the swell was great. Reluctantly we continued on to Port Lockroy which we reached on December 18.

FLIGHT FROM NEUMAYER CHANNEL TO WEDDELL SEA

On the day after our arrival the weather was fine, and we soon had the seaplane overboard and ready for flight. I had planned to cross the southern of the two main islands of the Antarctic Archipelago and, by covering its width in longitude, determine the accuracy of last year's mapping of the east coast. The mountains in the vicinity of Port Lockroy are high. Farther to the east, over the shelf ice in Weddell Sea, we had flown last year at 8000 feet and then had seemed to be well beneath the level of their peaks. This year, when over Flanders Bay, as we came level with the mountain tops, our altimeter registered 9000 feet. Even at this altitude we could not clear them with safety, so we flew over the valleys between. Finally we climbed to 10,000 feet for safety, only to find ourselves in the influence of a strong east wind. We could look across the col at the head of Flanders Bay into Evans Inlet, discovered last year, and see that the distance across was short. To avoid the wind we descended to 9000 feet. Our engine was not functioning perfectly; so, for safety in case a landing was necessary, I decided to follow the western side of the coast as far as Beascochea Bay and then, if the engine had recovered, turn toward Weddell Sea. Close beside the mountains we flew. We passed Mt. Peary, one of the noblest peaks in that vicinity, and covered Wandel Island, where Charcot had wintered in the *Français* (1904), and Petermann Island, where he had wintered in the *Pourquoi Pas?* (1909). The channel between these islands was comparatively clear of ice. In Leroux Bay and Grandidier Channel the ice was fast and unbroken as far as we could see.

Mt. Chevreux, opposite Leroux Bay, is high, well over 9000 feet. Flying between Mt. Chevreux and Mt. Perchot we crossed the narrow neck of land between Leroux Bay and Richthofen Valley. A first glance in the direction of Weddell Sea was mystifying. It looked as if a plateau extended eastward as far as the eye could see. According to my last season's calculations the land should have been not more than twenty-five miles wide at that point. We were flying at an air speed of one hundred and twenty-five miles an hour, and we had been going for ten minutes. We should have crossed the land in that time, unless of course our air speed did not correspond with our forward speed. An observation for ground speed and drift showed our forward speed to be less than sixty miles an hour. We had a sixty-mile-an-hour head wind. And now I could see that what had appeared to be an endless plateau was in reality a mass of soft white-topped cloud. As a matter of fact we soon crossed the highland and proved that our calculations made last year were correct. It is about twenty-five miles from Leroux Bay to Richthofen Valley, and between Flanders Bay and Evans Inlet the distance is shorter.

Below us we could see hazily through the edge of the cloud the



FIG. 12



FIG. 13

FIG. 12—The *William Scoresby* and the seaplane *Los Angeles* at Port Lockroy.
FIG. 13—Port Lockroy on the western side of Wiencke Island.

steep slopes dropping down into Richthofen Valley. Last year I had named the capes on either side Cape Fritsche and Cape McCarroll. We flew onward almost to Cape Fritsche. In the distance, to the northeast, we could see Robertson Island. The clouds were lower there. Southwest of us the Foyn Coast, which could be traced by the fringe of cloud, turned southwest until it swung almost due west to form Crane Channel. Jason, Veier, and Foyn islands were lost beneath the clouds. I very much wanted to follow Foyn Coast and trace Crane Channel accurately; but our fuel was not sufficient, and I hoped some time later to do that work. The chance, however, did not occur, and we cannot say definitely that this channel runs right through at sea level from the Weddell Sea; for as we flew, Mt. Napier Birks obscured the shores from sight. Later, far out at sea from the deck of the *Scoresby*, we had an opportunity to study with high power binoculars the topography thereabouts, and I still believe that Crane Channel exists. It is not a clear water channel but is filled with ice, probably shelf ice in part.

The head wind had been so strong and such a hindrance that from near Cape Fritsche we turned back and with the gale on our tail were soon over Beascochea Bay. The great cirque at the head of the bay is the most awesome thing I have seen from the air. I had directed Cheesman to fly over it, and with ready obedience and skill he did so. But he opened the engine throttle wide. It was no place over which to linger. Whirling currents caught the machine. We looked down into what seemed to be a cylinder leading down to hell. The whirl of the wind had scored its snowy sides in corrugations; dust and rock fragments torn from the cliffs near by made it look bottomless; and the drop was almost sheer, we believe, for about 6000 feet. From Beascochea Bay we swung out and over the Argentine Islands to verify their position and that of three new islands that had been added to the chart from the deck of the *Scoresby* when we had been in that vicinity the day before. The Argentine Islands are far from correctly placed on the Admiralty chart. Considerable geographical work was done in the vicinity by the *Scoresby*.

In Beascochea Bay we had seen low flat ice extending for fifteen miles, apparently a perfect surface for a take-off. Bordering the edge of the ice there was a stretch of open water, but in order to reach it we should have to push the ship through several miles of thick pack. We flew back with light hearts to Neumayer Channel.

ATTEMPT AT LONG FLIGHT FROM BEASCOCHEA BAY ICE

We lost no time in getting the machine on board the *Scoresby*, and we were soon (Dec. 19) under way for Beascochea Bay. Rounding the Argentine Islands we turned toward the land. The pack ice

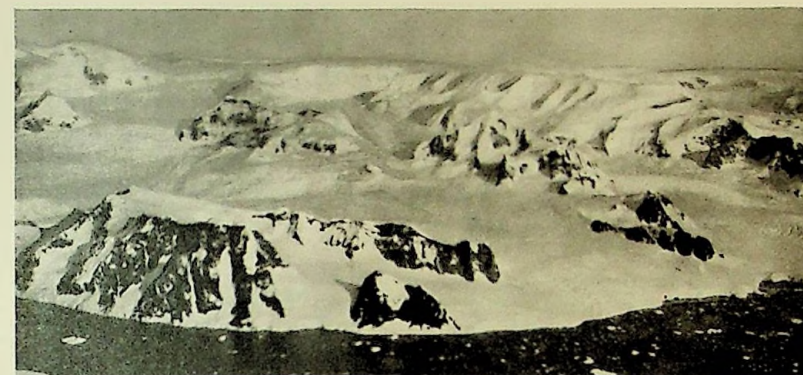


FIG. 14

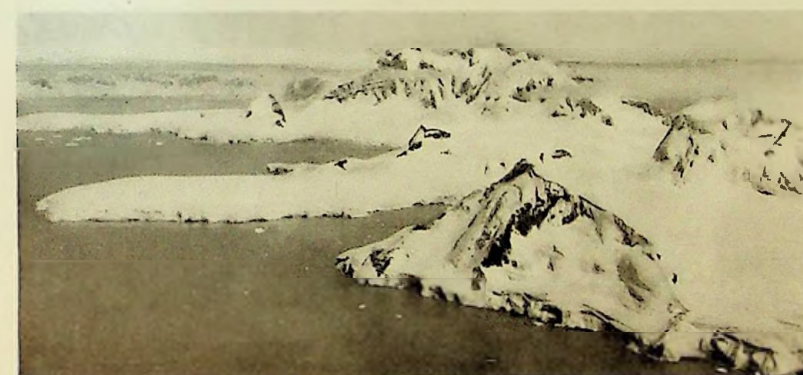


FIG. 15



FIG. 16

FIG. 14—Port Circumcision, Petermann Island, winter quarters of Charcot's expedition, 1909.
FIG. 15—Mt. Peary, an outstanding summit of the Graham Coast.
FIG. 16—The coast south of Mt. Peary.

became thicker and thicker. It was less dense near the islands, but we dared not go too close for fear of running aground. From the air we had seen many rocks awash, and the water was known to be treacherous. After pushing for twelve hours through the pack with slow progress we came to the open water and approached the ice shelf. It was very low. The top of the ice was not more than six

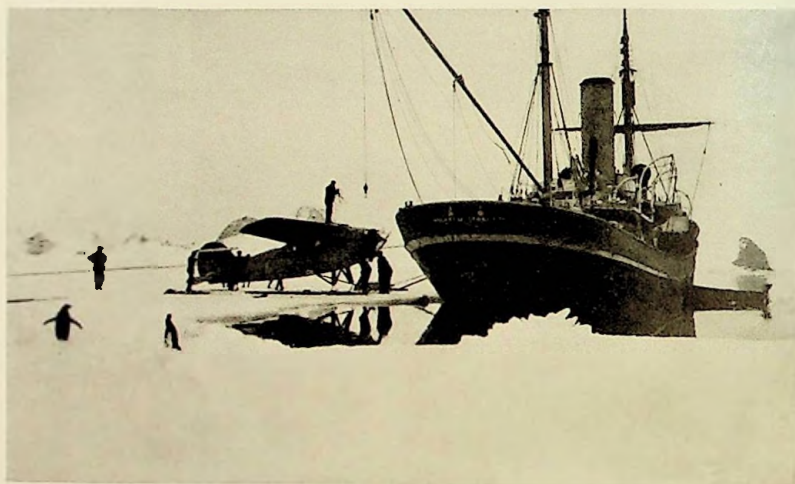


FIG. 17—On the ice at Beascochea Bay: the seaplane ready to be reloaded.

inches above the water. This was a disappointment. From the air it was not possible to judge the thickness of the ice but we had hoped it would be several feet. As the *Scoresby* came alongside we eagerly jumped to the ice. It seemed firm and solid even under tests with ice picks and chisels. We had arrived at the ice at midnight. By breakfast time we had the machine overboard and then unloaded the motor car which we had brought along to test the way and carry our supplies from the ship to the point of starting. As we worked, many Adélie penguins gathered around and watched us, full of curiosity about our movements.

By lunch time all requirements for the long flight were ready to be transferred to the head of the bay. We started out with the light car to pilot the way. Suddenly down it went through the ice into the water, fortunately to be held up by another layer of ice beneath. The car was only a tenth as heavy as the airplane; but, everywhere we tried it, it went through the crust of ice. It was astonishing. The temperature had been low when we started; we had been intensely busy, and the increased warmth felt we attributed to the unaccustomed exercise. An examination of the thermometer showed that the air temperature had risen from 24° F. at midnight to 54° F. at noon! The

sea water had also changed from 32° to 37°, a most surprising rise in so short a time and a most unusually high temperature for that part of the world, where during the summer the temperature is generally just about freezing point. The warmth continued throughout the day. Our airplane on skis began to sink into the ice, and we had to make haste and get it back on board the *Scoresby*. Obviously it was



FIG. 18—Looking down Grandidier Channel from opposite Beascochea Bay.

not worth while waiting for colder weather. The season was advancing rapidly, and as a result of the melting the surface would be so uneven and full of water holes that it would make a take-off from there not merely dangerous but quite impossible.

We reloaded and felt our way around the edge of the pack and out to sea, passing hundreds of small icebergs stranded in the vicinity of the Argentine Islands. The sight, as we threaded our way among them by the light of the midnight sun, was as beautiful and wonderful as any I have seen. All colors of the spectrum radiated from the crystal sides of the stranded bergs. The sun's rays scintillating at a low angle tinged the mountains near by as well as the ice with a reddish golden hue. Slowly ahead we went with the anchor down. Every now and then we would run into rocks and shallow water. It was a thrilling night; we did not leave the bridge.

SOUTHWEST TO FOLLOW THE PACK ICE

Our best chance now seemed to be in pushing farther south and west in the hope of reaching the land-fast ice or some flat floe in the pack from which to fly to shore, or some smooth water from which to

launch our seaplane. Free of the ice we headed south, a storm with us. Once more we were abreast of the southwestern end of Adelaide Island. The edge of the pack in this vicinity was still far from land. We followed it closely, hoping that somewhere north of Charcot Land we might find ourselves near the solid land-fast ice. The weather turned fine again, but a constant swell made seaplane flights impossible. The pack between longitudes 70° and 73° W. edged along latitude 67° and then took a turn directly southwest until it reached latitude 68° , whence it trended due west. At longitude 75° the edge turned abruptly south but only to form a narrow bight; we had proceeded less than thirty miles in a southerly direction when we came once more to the thick pack. By this time we had used almost half the fuel oil for the *Scoresby* and could not afford to make any farther westing. It was decided to wait in the pack for a few days at least or until it was calm enough to make a flight. On Christmas Day we were about twelve miles south of latitude 68° . There was a high wind blowing, and dark clouds hung low in the sky. The swell of the sea had risen until the wave crests were twenty feet or more in height. The grinding of the ice floes made doleful noises, and our prospects did not look hopeful. With the easterly wind the pack drifted farther and farther north.

By the morning of the 27th we had drifted near a tremendous iceberg. But big as it was it offered little shelter. The high wind swept along its flat-topped surface and sank to the sea again almost at the edge of the ice cliff. The swell of the ocean curled around the side of the berg and stirred the water in the lee. However, as things seemed to be getting to a desperate pass, I decided, against my better judgment, to make an attempt. It was from the start almost hopeless. The plane rocked and rolled in the water and with the engine running bucked about on the sea like a thing run wild. Cheesman at the controls did his best to keep the machine on the course and, when in the most favorable position, he gave her the gun. She sprang from wave to wave with leaps like a hunted kangaroo. In the cabin the pounding of the pontoons on the water sounded like the rattle of artillery fire. As soon as our speed began to increase, the shocks, as we struck the high waves, were terrific; and the wooden sides of the machine, where the pontoon bracings are fastened, heaved and buckled. In a few seconds the pontoon gear was so strained that it would have been madness to continue the effort, and, as I was about to give the order, Cheesman cut the gun with difficulty and taxied to the small lee afforded by the iceberg. We were reluctant to give up the attempt and, tightening the pontoons and reducing the load, tried again—this time in the lee of the berg. But the distance was too short, and coming into the wind we almost turned turtle.

Happily the weather was improving, and late in the evening of the 27th the skies cleared. Steaming into the pack we found a stretch

of water comparatively smooth though strewn with fragments of ice. The pontoon gear was reset, and additional bracings were placed inside the fuselage. Once more we went overboard, but this time we were likely to have much trouble with the ice. To touch even a small fragment when skimming along the surface at seventy miles an hour would have rent our pontoons to pieces; and there was no place where we could get a clear, straight run. It was necessary for Cheesman to steer a zigzag course. This he cleverly did, and we managed to get in the air.

FIRST FLIGHT TOWARDS CHARCOT ISLAND

It was good to be under way; but far to the south we could see a great wall of cloud that would surely block our progress. Our position was directly north of Charcot Land, and we headed south for the three peaks that Charcot had charted. There was no sign of land to be seen; clouds and distance hid it from our view. The water from which we had started was thirteen hundred fathoms deep. We flew over scattered pack for fifty miles. There was nowhere a safe place to land. There was a great deal of comparatively open water here and there, caused no doubt by the recent strong wind; but the water was thickly strewn with small fragments of ice that would have wrecked any seaplane attempting a landing. Although there were a number of bergs at the edge of the pack, there were comparatively few inside. Two castle-like bergs with a low flat one between them lay directly in our course and made a good landmark.

From the air we could plainly see the distribution of diatomaceous matter at the fringes of the ice floes and in the scattered pack, and it occurred to me that a survey by airplane of the plankton distribution would furnish the whalers with a general idea as to where whales might be found.

We were flying at 2000 feet, but in half an hour we had to descend to clear the first bank of clouds. Beyond we could see another line of clouds, thick and low. In less than an hour we were flying at 500 feet under a heavy gray mass. Fog appeared in the distance, which when we came to it proved to be hard, dry, falling snow. We were forced down lower than 500 feet. Charcot Land we knew to be over 2000 feet high, and at any moment we might find ourselves at the charted position of the land. There were not only the mountains to think of, but a sudden turn might lose us enough altitude to put us in danger of running into icebergs, if such were in the vicinity. The compass was running wild. There was only the gray blank wall ahead. Beneath us I could faintly see what appeared to be land-fast ice—ice without a crack in it. I asked Cheesman to turn, and as we swung I thought I caught a glimpse of the dark cliffs of Charcot Land looming

dimly through the haze. It was heart-breaking to have reached the land we sought with gas enough to take us at least two hundred miles farther and then be forced to turn back. But there were other things to claim our attention.

Should we be able to find the *Scoresby*? It was our first long flight over the Antarctic pack far from land, and our course in and under the clouds had been confusing. It was with some difficulty that we steadied the compass and set our homeward course. We were beneath the low clouds for a considerable time and could not get a reliable observation for position, speed, or drift. Finally we reached the area of sunshine through which we had flown and were once more able to take observations and check our course. We had scarcely done this when the two castle-like bergs we had passed on our way out came into sight and in a few minutes the trailing smoke from the *Scoresby*.

Our friends on the ship were glad to see us back. They had been worried because our wireless signals had faded now and then. Had we come down, there was hardly a chance for rescue. Out-and-back flights over the broken pack are much more trying and dangerous than a long flight from point to point. One might leave in good weather, fly into bad weather and get into difficulty, and come back to find bad weather had developed at the point of starting. On a long straight flight, when bad weather is met, one can alight, if a landing is possible, and remain until conditions improve.

SECOND FLIGHT TO CHARCOT ISLAND

We waited, with little grace I am afraid, for the weather to clear, drifting the while farther north, away from our goal. Early in the morning of the 29th the weather in the south appeared to be clearing, and at five minutes past seven we again climbed into the air. The take-off proved better and easier, although Cheesman had to dodge several pieces of ice as we taxied along the surface. We passed over the ship, having first requested her to lie on a true north and south course in order that we in the air might check our compasses. That day, however, we scarcely needed a compass because to the east of us Alexander Island stood out clear and sharp. The bright sun cast dark shadows on the pack and made it easily possible to steer straight and true. Four small icebergs grouped themselves together near the edge of the pack where we entered it, making a conspicuous landmark. We found that the trailing column of smoke from the steamer's funnel, put up for our benefit by the *Scoresby*, showed plainly against a clear sky or against the pack ice, but on that day to the north of us lay a dark bank of cloud against which it was impossible to see the smoke. The vessel itself, not two hundred feet long, was from a few miles away a

speck in the ocean, and without some other landmark it would have been difficult to find.

NEW ISLANDS SEEN TO THE EAST

The ice had changed a great deal from its condition when we had flown over it two days before. For twenty miles we flew over pack through which any ship might have passed; but the ice, which in general was scattered, was not sufficiently open to afford a clear space for a take-off or a landing with a seaplane. Between latitudes 68° and 69° in longitude 75° 30' the pack ice was broken into rough squares about the size of a city block which except in a few places had not changed relative positions. There was open water in the cracks, but it was fast getting covered with the snow drifted by the wind along the surface of the pack. There seemed to be a great deal of snow on the ice, and drifts that had formed behind the lumps of pack were much larger than those we had seen the year before in the Arctic Sea. Most of the drifts had been formed by a northeast wind. From latitude 69° the heavy pack was cracked only here and there, the cracks running irregularly but mostly in a northeast and southwest direction. About twenty miles north of Charcot Land was a belt about ten miles wide of much broken pack and considerable open water. The break-up in the ice had apparently occurred some time previous to our visit because the pack had been twisted and turned in every direction. The snowdrifts were all of a jumble although they had undoubtedly been formed in the same general direction as those a little farther north. The lanes of open water were naturally at right angles to the wind, and while it might have been possible to land in them in a cross wind it would have been practically impossible to take off again. For us to land, however, was out of the question; for by the time we could have walked the twenty miles to Charcot Land and back the leads might easily have closed and pinched our plane.

Mt. Havre on Alexander Island stood out magnificently, and E. de Rothschild Island was most conspicuous. Bearings on these points made it possible for us to fix our position with comparative accuracy. In an hour and twenty minutes after leaving the ship we were at the coast of Charcot Land. Cheesman swung broadside so that I might take a movie of it. A few miles north of the main island there is a small island too low for Charcot to have seen. Our estimate of the position of the north of Charcot Land is within five miles of where Charcot placed it. This is a remarkable agreement considering that Charcot had mapped the land from a distance of fifty miles. The three peaks named by Charcot are conspicuous but not quite in the same relation to one another as they appear on the chart we used, in which the distance between Marion and Martine Peak is about 20 miles, be-

tween Marion and Monique about 7 miles. It seemed to us that these distances should be just about the reverse. We were flying at twenty-five hundred feet, and the peaks were five hundred feet beneath us. From where we first reached land—about latitude $69^{\circ} 45'$, longitude $74^{\circ} 55'$ W.—E. de Rothschild Island bore 70° true. Far to the east we could see two new islands; their most northerly limit bore 90° true, and the most southerly part of the southern island 112° true. They appeared to lie between latitudes $69^{\circ} 30'$ and $70^{\circ} 30'$. The northerly or larger island seemed to be about thirty miles long, crossing latitude 70° in longitudes between 68° and 69° . These two new islands may belong to the group whose most easterly part we saw last year and which we named Finley Islands, but of course we were too far away to chart them with accuracy. The Scripps and Finley islands, discovered and named last year, are low and were so far distant from our position this year that they must have been below the horizon.

In the neighborhood of the two new islands and south of them we could see a few icebergs fast in the shelf ice. The shelf ice was not high at the edge we saw near Charcot Land, not more I think than three feet above the water, probably less, though it is difficult to tell from the air. We judged from the conditions that this shelf continues and joins the part of Stefansson Strait crossed by us last year on our flight to Hearst Land. The presence of icebergs in this shelf ice makes it seem possible that at some time or other the strait has been less solidly filled than it is at present. It is likely that during some seasons it is filled with broken pack. The surface, so far as we could see, was ridged with snowdrifts, and these were old and rounded. The few small bergs that were fast in the shelf ice near Charcot Land and over which we flew were sloped with snow banks from their tops to the general level of the ice on their northern sides but were more steep and abrupt on the southern exposures.

CHARCOT ISLAND AND THE MAINLAND

We followed the coast of Charcot Land from $69^{\circ} 45'$ S., $74^{\circ} 55'$ W. on a course 138° true for twenty-five miles. Then we could see that the coast turned farther southward; and we changed our course to 162° true, crossing a cape for which I have suggested the name Cape Mawson in honor of Sir Douglas Mawson. We continued on that course for twenty-three miles and were then beyond the coast and again over the shelf ice. We turned to follow the general direction of the coast, making a course of 225° true for twenty-five miles.

The coast soon turned more northerly to form a shallow bay. From the position reached we could see, at what we estimated some thirty miles, south and extending to the east and west, a low sloping

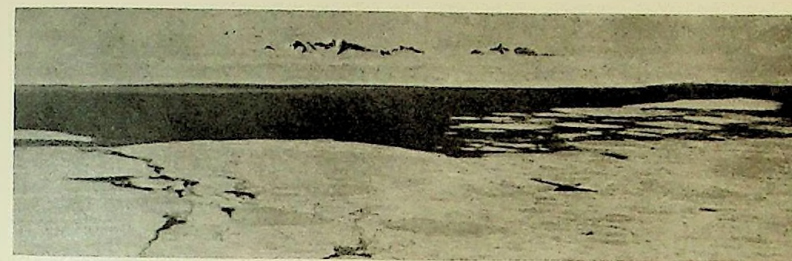


FIG. 19



FIG. 20

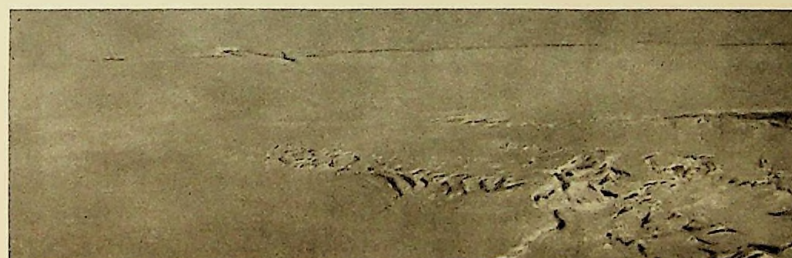


FIG. 21



FIG. 22

FIG. 19—A lane of water north of Charcot Island, here about 20 miles distant.

FIG. 20—Charcot Island from about 18 miles away west by north. Cape Byrd in extreme distance.

FIG. 21—The east coast of Charcot Island, Cape Mawson at left.

FIG. 22—Charcot Island from about latitude 70° S. and longitude 74° W.

snow-covered land. It seemed to rise gradually but was unmarked by any dark outcrop or mountain. We believe that it is part of the mainland and that it joins Hearst Land, which we discovered and named last year. We could see the southwest termination of Charcot Land, which we thus discovered to be an island. Its heights in the center were rounded and deeply covered with snow, in places slightly crevassed. There were no rock exposures to be seen except those on the three peaks on the northern side. From about latitude $70^{\circ} 40'$, longitude $74^{\circ} 30'$ we turned and followed a course 305° true for thirty-five miles, crossing over the southwest corner of the island to the west coast. Before we reached the west coast we had been flying for more than half the time that our gas would last, and so we were forced to turn back and make our way to the *Scoresby*.

The southwestern end of Charcot is about twelve miles wide and gives a ham-shaped appearance to the island. It terminates in about $70^{\circ} 30' \text{ S.}$, $76^{\circ} 20' \text{ W.}$ At about 70° S. , 76° W. and lying southwest of Monique Peak there is a sharp cape for which I propose the name Cape Byrd in honor of Rear Admiral Byrd. Cutting over this corner of the island we turned toward Marion Peak on a course 34° true and covered a distance of thirty-five miles which brought us between Monique and Marion peaks and from there we took up our course for the ship.

My time had been so fully occupied with taking bearings, observations for speed and drift, photographs, making notes on surface conditions, etc., that I had little opportunity to look for signs of penguins or any other sort of life; but no birds came conspicuously to our notice. The snowdrifts on the top of the island ran in so many directions that it was impossible to chart them clearly. It seemed that at an altitude of 2000 feet there had been much greater variety in the wind direction during the winter than there had been at sea level, where the drifts were mostly northeast and southwest. The drifts were comparatively high, and it would have been risky to have landed upon them even with skis. We could not afford a landing as we were fitted with pontoon gear. However, in order to strengthen claims that Great Britain has for many years laid to these areas, I dropped, near Cape Mawson and near Cape Byrd, the British flag and a document claiming the area for Great Britain. The flag was suspended on a parachute so that it might float in the air for some time and after the weight to which it was attached reached the snow. The text of the document is as follows:

By virtue of authority to do and perform all and every lawful act necessary to take possession of such territories found between the Falkland Island Dependencies and the Ross Dependency in the name of George, by Grace of God, of Great Britain, Ireland and the British Dominions beyond the Seas King, Defender of the Faith, Emperor of India, etc., etc., signed by His Royal Hand and given at the Court

of Saint James on the 21st day of August 1929 I now float His Majesty's flag above this territory and deposit this record at approximately lat.——— long.——— as evidence of this visit and claim, so far as this act allows, this territory, land and sea, in the name of His Britannic Majesty King George the Fifth.

Dated———

Signed

On this flight of a little more than four hours we had seen three new islands, extended the coast of Hearst Land and Stefansson Strait for a further distance of two hundred and fifty miles, outlined one hundred and fifty miles of the coast of Charcot Land that had never before been seen, and discovered that it was not part of the mainland but an island.

FLIGHT FROM PORT LOCKROY TO DECEPTION ISLAND

Wind and seas had risen again to a point that would have made a second flight with a seaplane from that position impossible, and so we decided to steam back along the edge of the pack toward Adelaide Island and make a flight from there to Casey Channel and map in detail the Finley Islands. Eastward the weather became worse, so that eventually we brought up in an embayment in the pack near the southern end of Adelaide Island and waited there in the heaving swell for three days without a chance to launch the machine or take off. A flight from that position would have nicely rounded out our survey of that neighborhood, but it was not possible to carry it out.

To see something more of the Detroit Aviation Society Plateau, I decided to fly from Port Lockroy to Deception Island and did so with Parker Cramer at the controls (Jan. 5). There was no wind in the channel, but owing to the current the water was choppy. The coast presented a magnificent sight. In this region I think the Antarctic mountains are most splendid. We flew along de Gerlache Strait and over Trinity Island to the Austin Rocks, which we photographed, carrying out a survey from the air that would be impossible from the surface. The area in that neighborhood is so studded with rocks awash and others just showing above the surface that it is extremely dangerous for a boat to approach.

We landed at Deception Island and found the population quite excited about an earthquake that had occurred two days before. It had rocked the boat as if she were in a heavy sea. A part of the harbor bottom had dropped suddenly fifteen feet, carrying with it the end of a wharf and a section of light railway. The houses on shore, however, were not damaged, and the happening was not seriously dangerous nor significant. The beach at Deception Island is continually steaming, and after the disturbance columns of steam issued from a lake some distance from the beach but soon subsided.

Several hours after our arrival the *Scoresby* reached Deception Island. She had stayed out until almost the last drop of oil had gone, knowing that she could replenish her tanks from the hospitable Norwegians' supply. Their help in this and many other ways has been a great benefit not only to our expedition but to others.



FIG. 23—The seaplane sheltered in the lee of an iceberg.

WESTWARD CRUISE ALONG THE EDGE OF THE PACK

In a few hours it had been arranged with the permission of the Colonial Office in London and its Discovery Committee that the *Scoresby* should return to the Falkland Islands, reprovision and refuel, and return immediately that we might make another venture into the western seas. For two days the vessel was delayed at Deception because of bad weather, and although we even then expected her to return by January 15 it was not until January 25 that she was once more in the harbor. In less than twelve hours our machine and supplies were on board, and we were ready to put to sea. It was almost too late in the season to go forward with our flying plans, but conditions in the polar regions are so uncertain that it is never wise to give up hope without exhaustive trials. In any case, we could be sure of doing a great deal of new and useful oceanographical work.

We had scarcely left Deception when the break in the weather came with high continuous winds from the east. We shaped our course to a point a little south of Peter I Island. It was there that the Norwegian ship *Norvegia*, carrying out scientific research, had last year met the

unbroken pack. Great blue and fin whales sported among the white-caps, and an occasional band of sinister black-and-white killer whales would nose their way about us. We saw no ice until we reached $69^{\circ} 20' \text{ S.}$ and 90° W. —a position about thirty miles south of Peter I Island. We followed along the edge of the pack which ran between



FIG. 24—Looking down over the pack ice from a position about latitude 70° S. and longitude $101^{\circ} 20' \text{ W.}$

latitudes $69^{\circ} 20'$ and $69^{\circ} 30'$ until we reached longitude $99^{\circ} 50' \text{ W.}$ and then turned southward into what appeared to be a small bight in the pack.

FLIGHT OVER THE PACK ON JANUARY 30

The weather had not improved: the sky was covered with low clouds, and to the south snow squall after snow squall moved from east to west. In the lee of an arm of the pack was a sheltered strip of water, and hoping that the weather to the south might clear we prepared to launch the plane. We then discovered that the frequent changes in temperature since we left Deception Island had set up much condensation in the fuel tanks and that the below-freezing temperatures which we were then experiencing had frozen the water solid in the pipes which should have carried the gasoline to the engine. It was necessary to remove practically the whole of the fuel system and heat it to melt the ice. By the time that work was done the weather was almost calm, and we put the machine overboard. The water surface by this time was almost too smooth for a seaplane to take

off, but by taxiing into a snow squall coming in our direction we managed to get into the air. We soon saw that the way to the south was barred; the snowstorms in that direction became constantly thicker. It was not possible to see far ahead even by flying low over the ice. Conditions were dangerous, and no good service could be done by flying blind over the pack.

Swinging out towards the edge of the pack we discovered that the ice a little to the west of where we had launched the plane turned sharply south. We returned to the ship, hoisted the plane on board, and proceeded along the edge of the ice. The calm spell had lasted but an hour or so, and the wind rose again. We crept along to $70^{\circ} 10'$ S. and $100^{\circ} 45'$ W. At that point the ice pack turned northward again, and there we awaited better weather. Our wireless had failed to penetrate the obstacles between us and Deception Island; and, while it was possible for me to pick up stations throughout the world and hear broadcasting over the short wave, it was not possible for us to communicate with our base. Low cloud and frequent snow squalls continued, and well inside the pack the swell was high.

At last there came a change in the wind. It veered round to the south. This tended to clear the weather but, coming across the swell, knocked up a choppy sea. Near the ship there were fifty or more small bergs in sight, including one to which some earth and rocks were clinging. In the distance it might easily have been mistaken for a rock-scarred mountain. Many of the bergs in this vicinity were not high, probably less than ten feet above the water, their surfaces covered with a layer of snow three to four feet thick. They came no doubt, driven with the easterly wind, from somewhere between our position and Charcot Island.

By the morning of February 1 the weather was clearing, but scattered snowstorms still drove past us and blotted out our visibility. By noon the wind swung more to the westward; and, fearing that the weather would set in thicker, I decided in spite of the choppy sea to attempt a flight. In the last few days there had been a considerable variety in temperature, and again there was trouble in the fuel lines from condensation. It was two in the afternoon, local time, when the machine was ready for the water. Mr. Bowers, mate of the *Scoresby*, Mr. Knowles, the boatswain, and the crew were by this time becoming accustomed to handling our plane and did their work skillfully and well. On this day it was just twelve minutes from the time we started to remove the lashings that held the machine to the deck until we were in the air.

FLIGHT OVER PACK ON FEBRUARY 1

We swung over the ship as usual to test our compasses and then, turning slightly west of south, flew under a lowering clouded sky. The

ship was soon lost to sight, but the berg with the earthy face was a conspicuous landmark. At 500 feet the drift caused by the southwest wind was about fifteen degrees. This somewhat checked our forward speed. Some of the clouds were up to 1000 or 1500 feet. We climbed to that altitude, but there the wind was stronger and more turbulent. We descended again, but even at 500 feet we had to fly through wisps of cloud. No sign of the sun could be seen. The light conditions over the ice were the worst possible for navigation and flying. Rough ice could scarcely be distinguished from smooth, and the young ice that had formed over the patches of water between the thicker pack rendered its presence inconspicuous but just discernible. These dull gray patches and the occasional windrows of new snow across the older yellowish pack—telltale marks to those experienced in polar conditions—served in a measure as aids to navigation and helped Cheesman who was piloting to keep a more or less steady directional course. The air was so rough that it was impossible to keep the machine on an even keel, and this made it difficult to check our true speed over the ice. Although there were numerous bergs here as at other points from which we flew at the edge of the pack, there were comparatively few to be seen farther south. On that dull day only a few could be clearly distinguished from any distance, and these were the ones that had vertical sides with brows of snow projecting over their tops and giving the appearance of a shadowy pencil line along their upper edges.

When the ship hove to beside the pack we thought that we were at the foot of a bight and that the main pack ran far to the north and west of us, but from the air we could see that it was only a narrow tongue that projected northward and that the main trend of the pack was to the southwest. At latitude 71° the pack ceased its southern trend and extended westward as far as the eye could see. As far as this point the ice over which we passed was such that a strong ship might have forced a way through, but beyond 71° the floes were larger and only slightly scattered. Some of them were large enough for a landing field and, under the low cloudy surface and to the inexperienced eye, looked smooth and flat enough for skis. But with the experience of eight polar summers behind me, I could detect the slightly mottled surface indicating the wind-driven snow banks stretching out behind the irregular blocks of rough ice. It was only the peculiar light conditions that made these floes appear to be smooth and level. Not once have we observed in the Antarctic pack ice suitable landing fields such as we saw frequently in the Arctic north of Alaska. A skillful pilot might make a safe forced landing at some places, and no doubt the surface of the land-fast ice would serve for a satisfactory landing field.

The weather gave much concern. Ahead it looked black and forbidding, a big snow squall lying across our path. As we ran into

the frozen cloud we experienced a peculiar condition. The temperature increased by three degrees. It was 27° F. at the edge of the pack. The warmer, damper air filled the cabin and cockpit of the plane as if with the smoke of many cigarettes. The engine also felt the change, and I worried somewhat as the revolutions died slowly down. Cheesman replied to my inquiry that he had not changed the throttle, and even when he tried it in several different positions the engine failed to recover. We sank low in the misty air. Gradually we flew clear of the storm, and the damp air cleared away; the engine picked up, and we plugged on southward. Beneath us a few seals lay like dead flies upon a huge white sheet; if we passed directly above them they would roll lazily over on their backs to watch us as we passed, waving their flippers as if in a friendly greeting. The sight of these living creatures upon the forbidding ice pack somewhat relieved it of its terrors and gave us comfort.

"APPEARANCE OF LAND"

After we had been flying for fifty minutes Cheesman excitedly drew my attention to a long dark-looking mass looming through the gray mist to the southwest of our course. It was exactly in the direction in which lay Captain Cook's "strong appearance of land," so marked on Admiralty Chart 3175 (Antarctic Regions, Sheet VI, 1929)², and because of which I had set my course a little west of south. "Shall I make for it?" he shouted. With a caution born of many disappointments after hurried judging of polar conditions in poor, hazy light, I replied "Let's keep our course for a few miles farther. If there is any doubt at all about it being land, you can almost be sure that it isn't." With the little five-power binoculars which I have found most serviceable in our planes I scanned the horizon before us. Slightly on our left hand—that is to the eastward of our course—I could see another dark splotch and yet another dark gray mass still farther to the east. It must be the land behind the barrier, I thought. If that was so we should strike it by going straight ahead. By this time it was again necessary to take an observation for ground speed and drift, and I was astonished to find that our forward speed had increased without advancing the engine throttle. We had evidently run through the wind that had been interfering with our

² Cook's narrative contains no mention of "appearance of land" at this, his most southerly position, 71° 10' S., 106° 45' W. (A Voyage towards the South Pole and Round the World Performed in His Majesty's Ships the Resolution and Adventure, in the Years 1772, 1883, 1774, and 1775 (2 vols., 2nd edit., 1777). Vol. 1, pp. 267-268). He describes the vast ice field by which farther progress southward was arrested, its "ice hills . . . many of them very large and looking like a ridge of mountains . . . seemed to increase in height as you traced it to the South." He expresses the opinion that "this ice extended quite to the pole, or perhaps joined to some land," and goes on to say that but few birds were seen "or any other thing that could induce us to think any land was near. And yet I think there must be some to the South behind this ice."—EDIT. NOTE.

progress. The plane sped straight ahead without drifting. This was not an unmixed blessing. So long as the wind held we might expect at least intervals of clear weather between the snowstorms, but if the wind dropped the atmosphere would get more and more hazy until a fog developed. I looked again at what we believed were great dark land masses. The prospect was still hopeful, and traveling at a speed of 125 miles an hour we expected soon to reach the nearest mass and know for certain.

About that time I looked below and was much startled by what I saw. There, it seemed, were two men running for their lives. The shock was instantaneous and was over almost as quickly. They were great emperor penguins of course. Yet from the air they looked exactly like those wild Siberians we had seen running helter-skelter from the shadow of the *Graf Zeppelin* as we crossed the northern wastes on the round-the-world flight. We could not help but laugh loudly at the comic figure they cut and craned our necks to watch them as they were speedily left behind. Never once did they hesitate or stop to look around. With their broad backs towards us, their bodies swaying like pendulums, they hurried from the thundering noise of our engine. We left them with the impression that they would run on forever.

Then we looked again for the supposed land ahead. On both sides in the distance there were strong appearances of land; but the closest dark area we could see soon took the form of a long, low berg. We could not imagine why it looked so uniformly dark in contrast to the smaller bergs which were almost lost in the haze of the sunless day. As we neared the berg the problem was solved. On the side next to us was a narrow strip of open water, black in comparison with the dull gray of the other openings thinly covered with young gray-colored ice. Evidently the drift of the berg in the current set up such a disturbance in the water that the ice could not collect near its edge, and the clear dark water reflected on the sheer side of the crystal berg gave it a close resemblance, when viewed from afar, to a low snow-covered land mass. It may have been that the bergs were aground and the pack drifting past them left a patch of open water in their lee. The darkness was on the lee side when the wind blew from the west as it had done a few hours before, but as we flew at five hundred feet the air was calm in that vicinity.

In a few minutes we could see that the objects on either side of us were also icebergs and not land as we had hoped. The conditions were probably similar to those that have led to so many false reports of land in the Antarctic. Disappointed we continued on our southward course. Ahead the wall of snow cloud that barred the way had too wide a frontage for us to circumvent, and it was no use trying to get on top. We lost sight of everything except that immediately beneath us. Cheesman no longer had a distinct horizon to fly by. Twenty

degrees to the one side and then to the other we would swing, and it took all my time to record the progress of the plane and keep check of our position. I had no time to keep watch through the cabin windows and see what we were flying over. At times a quick glance showed me that we were still over floe ice, ice that was split and cracked but not badly broken. We were down to one hundred fifty feet, and it was not possible to go lower with safety. It was not as if we were flying over the Arctic ice where we could have come down to fifty feet without fear of running into anything. At any point in the Antarctic pack we might strike an iceberg a hundred and fifty feet high or even higher. To fly long in such thick haze would mean that we should soon be flying round in circles and, losing all sense of direction, fail to find our way out of the snowstorm or back to the *Scoresby*.

CONCLUSIONS REGARDING MAINLAND

We kept on for a full ten minutes. It was then an hour and a half since we left the ship, and in that elapsed time we should have reached at least latitude 73° . Judging by the soundings taken farther north we might well expect to have reached land. But still dimly beneath us I could see the faint outline of fractured ice floes. As at Charcot Island we were unable to come down on the ice. Our vision was restricted; but, as we were undoubtedly above ice more or less firmly attached to the mainland, as at the other points visited, I dropped the British flag suspended from a parachute together with a proclamation claiming as far as such claims may, that area, land and sea, for the British Crown.

Our later discoveries some distance farther east might have some bearing on the fact that the land in the longitude and latitude in which we flew was some distance farther south than we expected. To the east we found that the sea bottom shallowed to less than five hundred meters and then got deeper again. This may be the case in 100° W. The gray, misty, snowstorm had closed us in completely. To make a right-about turn and steady our compass was not an easy matter; but Cheesman finally managed it successfully, and after twenty minutes effort we emerged into a clearer atmosphere. We set our course for the edge of the pack, now far out of sight to the north. It is probable that in clear weather, from our farthest south, we could have seen land ahead; but we saw no definite indication of it.

ANNUAL VARIATIONS IN STATE OF THE ICE

By flying very low on our journey back I could see that the greatest snowdrifts had been formed when the wind blew from the southwest or the northeast, the drifts formed by the southwest wind being slightly the greater. There was no evidence of winter fractures or

pressure in the floe ice, and the surface was still slightly roughened by the tops of what had been at one time broken pack ice. Evidently the floe ice was not many years old, or else the snowfall in that district is not great. Judging from the thickness of the snow on the ice near the edge of the pack, however, it appears that the snowfall last season exceeded two feet in thickness since much of the ice we observed in February had that thickness of last season's snow still upon it. At times, it seemed to us, the ice must break away from the edge of the thick floating barrier or shelf ice; and sometimes a section of the shelf ice comes with it, as is evidenced by the low flat bergs to which the pack ice still adhered. This seems to indicate that the breaking of the ice from the barrier is periodical but not necessarily annual.

One thing that seems to bear out this theory is the fact that this year there are so many icebergs at the edge of the pack but comparatively few within the pack itself. The breaking off of the bergs probably has some influence on the drift of the ice, as they are subjected with their greater depths and height to much pressure from the wind and currents. The ice this year except in the neighborhood of Charcot Island so far as our investigations went would probably not move far from the continental edge. It is my opinion that no surface ship no matter how strong could have pushed through it to a point south of latitude 71° between the Antarctic Archipelago and longitude 100° W. There was no possible chance, so far as we could see, of a ship ever reaching the barrier; because, even if the ice was broken from its edge, the band of pack would still be too formidable. It is doubtful if a surface vessel could even reach floes of sufficient size and nearness to each other to enable a landing party to walk from ship to shore. This season, so far as we could see in the areas visited, even the edge of the fairly solid pack was more than one hundred twenty miles from the land-fast ice, a distance far too great for any landing party to attempt to draw their supplies on sleds unless of course they were prepared to live on the resources of the country or expected to come directly back.

ESTABLISHMENT OF METEOROLOGICAL STATIONS

It seems unlikely, therefore, that we can hope to establish yearly boat communication with a permanent base on the coast line near longitude 100° W.; and, because it is of great importance to the comprehensive study of Antarctic meteorology to have a station in that region, we must look for other means than surface ships to help us. It is possible, of course, to fly over the pack ice as we have done; and, if a party is in the condition to wait for suitable weather, no doubt on some day in the summer season a flight to a southern base could be made. But the chance of finding clear weather conditions together with favorable seas for a take-off with great loads is so uncertain as to

make that method of establishing and maintaining a base uneconomical. It might be done by going with a vessel carrying planes and prepared to winter in the pack, since in the early spring a runway could be made on the ice and the necessary flights carried out by the use of skis.

I believe the problem could be solved more easily and economically by the use of a submersible vessel which would go under the pack and come up near the land or at the solid edge of the ice shelf. Such a vessel could carry airplanes if necessary and would be more certain of accomplishing the work. The bergs in the pack, if this year's conditions are typical, would present no great difficulty to a submarine. The bergs were widely scattered and comparatively small so that it would be easy to go around them. During our flights over the pack we never saw a floe more than ten miles wide, except on the solid practically land-fast ice in Stefansson Strait and south of Charcot Island. It seems to me that, while icebergs might be a slight hindrance to the use of submarines in the Antarctic, they are not impossible to cope with; and it is my opinion that some time in the not distant future the submarine will help solve the many difficulties of establishing bases and carrying out detailed scientific work in the Antarctic as well as in the Arctic.

RETURN TO THE SHIP AND TO DECEPTION ISLAND

These things passed through my mind as we flew back towards the *Scoresby*. Meanwhile the task of finding the ship was not an easy one. We had undoubtedly flown a somewhat muddled course when lost in the clouds and snowstorm; so to make sure of finding the ship I decided to keep well to the westward until we should strike the edge of the pack and then follow it until we came to the *Scoresby*. This plan of making sure to be on one side of the destination until you seem to be opposite to it and then turning at right angles is one that was thoroughly drilled into me by Stefansson in the Arctic, and time after time I have proved its value.

We flew to the edge of the calm, hazy belt through which we had passed on our southward journey and after passing through it came again to the westerly wind. Now it was in our favor, and soon after passing under a low thick cloud we could see the dark loom of the open sea ahead. And a relief it was to tired eyes, for we were well on the way to snow blindness through intense scrutiny of snow cover and haze.

Flying low along the edge of the ice we noticed that the temperature had dropped and the wind had increased. No snow had stuck to the wings of the machine during flight, but the struts and propeller were at times lightly coated. We swung over the *Scoresby* and alighted. No sooner had we struck the water than the spray from the waves

froze to the pontoons and the ice began to pile up in alarming quantities. With all haste the machine was hauled on board. Had there been such a temperature when we attempted to take off, we should not have been able to start.

The wind increased, and the sea ridged the pack in swathes fifteen to twenty feet high. It would take several days for the swell to subside. We had completed the main object of our investigations in that part of Antarctica, and so while the weather was clearing we edged our way along the ice in the direction of Charcot Island. Three times when the wind died down and the weather cleared somewhat, we brought up beside the pack; but the swell of the sea was at all times too great to launch the plane. At each place a series of oceanographical observations were carried out, and many things of interest were collected by the biologists on board. The report on the oceanographical work done will be published by the British Colonial Office.

As we were again coming to the end of our fuel supply we turned still farther northward, the weather never for a moment improving. Then after a period of interrupted communication with Deception Island, we received a message that the *Henrik Ibsen*, which had carried supplies to the whalers, would proceed in two days to Montevideo. If we could return at once she would carry us back to civilization. If we missed that boat we might lie idle for six weeks. In increasingly bad weather we headed with all speed toward Deception. The transport wirelessly that she could not wait more than two hours beyond her scheduled time for leaving. I asked our friend Sverre Nielsen, the manager of the Deception Island whaling station, to place our second machine and the supplies at Deception on board the transport, and we arranged everything on the *Scoresby* so that we could transfer our load to the transport as soon as we were in the harbor. Early in the morning the wind abated, and by running full steam ahead we managed to reach Deception on February 14 exactly at ten o'clock, the time at which the steamer was to sail. In less than two hours we were steaming toward Montevideo.

APPENDIX

ACKNOWLEDGMENTS AND EQUIPMENT

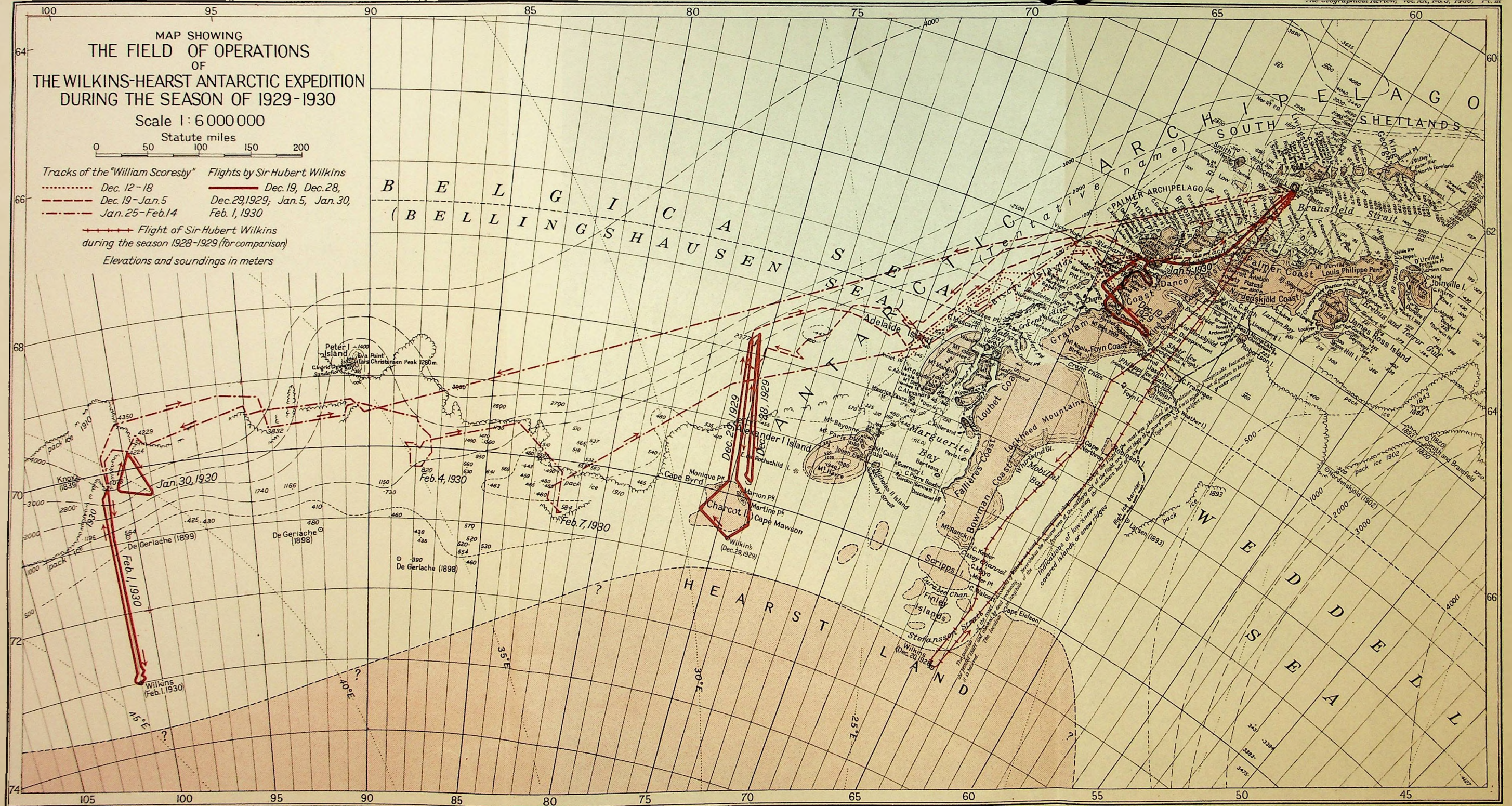
The 1929-1930 expedition was made possible by considerable financial support from the British Colonial Office and the aid of the R. S. S. *William Scoresby*. By using for this and the previous season's work equipment already paid for by service in the Arctic the expedition was relieved of considerable expense (see Appendix "Acknowledgment and Equipment," The Wilkins-Hearst Antarctic Expedition, 1928-1929, *Geogr. Rev.*, Vol. 19, 1929, pp. 375-376). Transportation, wages, and traveling expenses were the principal items of expenditure. In addition to the *William Scoresby*, whose captain and crew greatly facilitated our labors by their cheerful and efficient help, we are particularly indebted to the N. Bugge Hektor Whaling Company, to their transports, and to the manager of their Deception

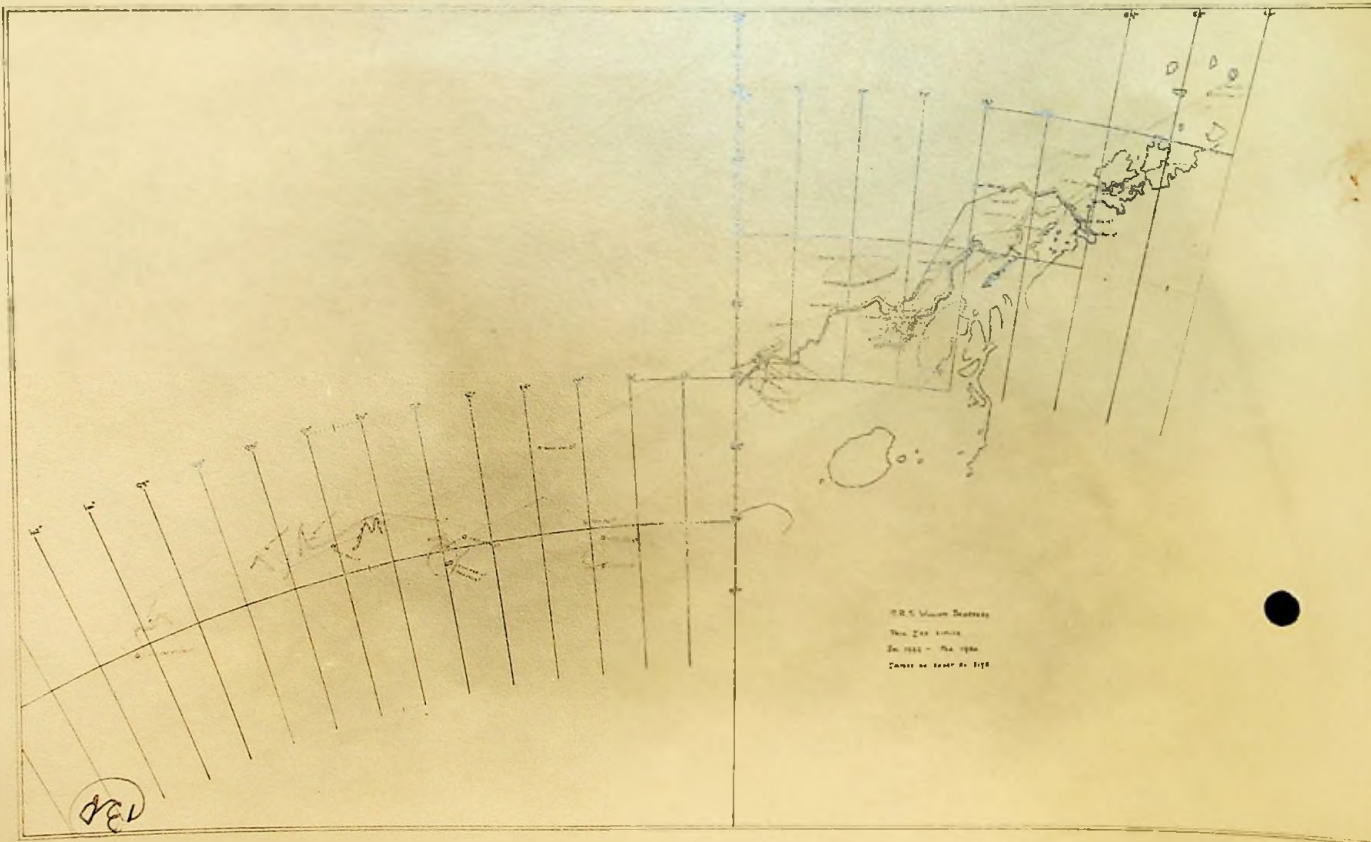
Island station, Sverre Nielsen. Many passenger-shipping concerns have given us service at cost of operation, and because of the smallness and mobility of my party the total expense for our two seasons' work in the Antarctic amounts to less than \$60,000.

Our planes, used last season, were stored at Deception Island. We carried with us new supplies of Vacuum Mobiloil and Plume gasoline for our airplanes. Our food consisted of pemmican, Freia chocolate, Sætre biscuit, Horlick's malted milk, together with nuts and raisins. Our clothing, which proved as adequate as our other supplies, was made up of Eskimo fur suits, Worumba camel's-hair cloth, Burberry wind-proof suiting, and Jaeger socks and underwear. Besides our flying machines we had need of light mechanical ground transportation; and we found the Cletrac caterpillar tractor presented by the Cleveland Tractor Company, the Evinrude outboard motor loaned by the Outboard Motor Corporation of Milwaukee, and the Austin Seven motor car each indispensable and perfect of its kind. The Cletrac with a Fresno scraper did the work of thirty men in clearing the runways, carrying our supplies, and moving our planes from one place to another. We should have been at a great loss without it.

In the field the work has been carried out by a staff of four men besides myself. Parker Cramer and S. A. Cheesman, the pilots, while new to the Antarctic, had already proved their mettle in the far North, Cheesman as pilot of the Northern Aerial Mineral Exploration Company of Canada and Cramer when flying to Greenland and Labrador in successive efforts to cross the Atlantic last year and the year before. Orval Porter, as on the other trips when he has been with me, proved to be the backbone of the expedition by keeping our engines in such excellent condition that in three years we have not had a single forced landing. We are much indebted to the *San Francisco Examiner's* wireless services. Under the direction of Mr. Martin we received messages for us and transmitted ours direct to San Francisco. The Hearst Examiner Wireless K. U. P. broadcasting news kept us in touch with the events happening in the world, and each day we had our newspaper. The wireless correspondence was in the efficient and painstaking charge of Vigo Holt of Montevideo who had been with us in the Antarctic the previous year.

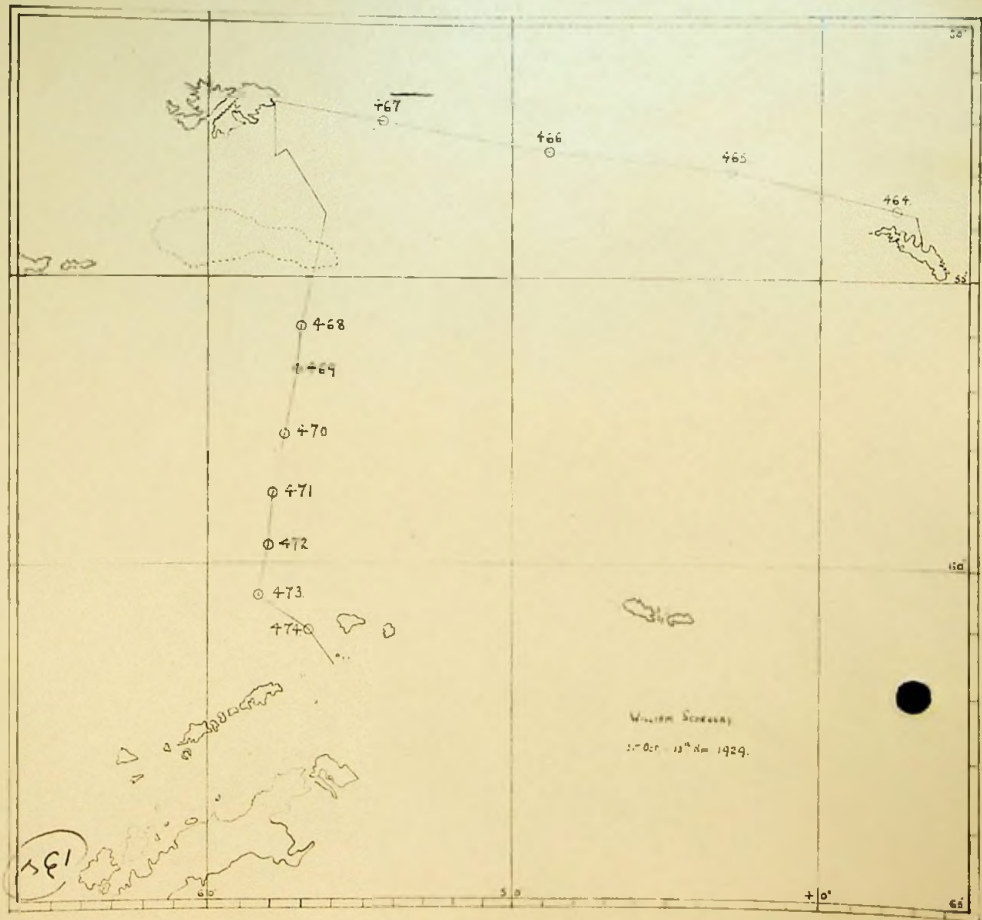


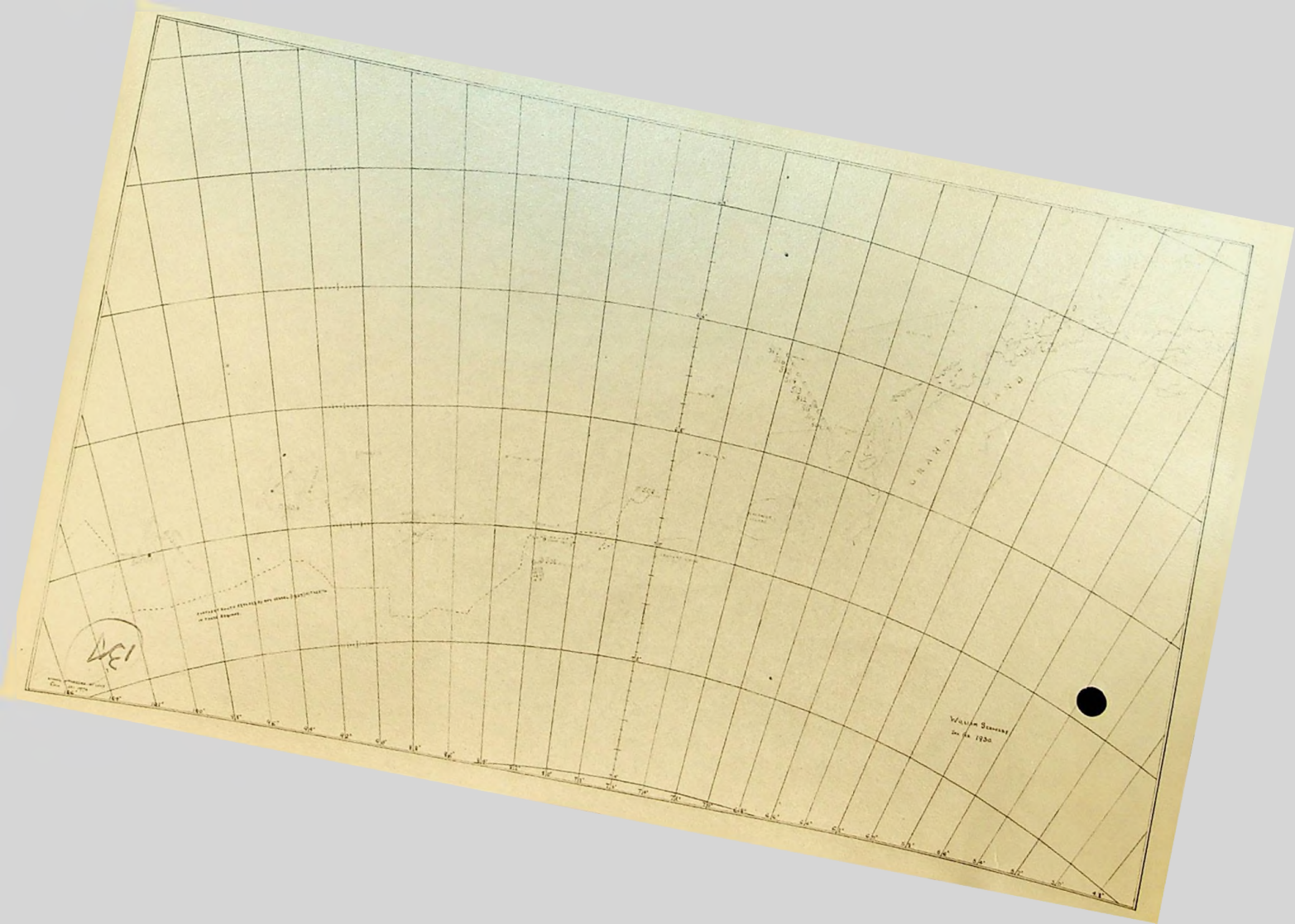




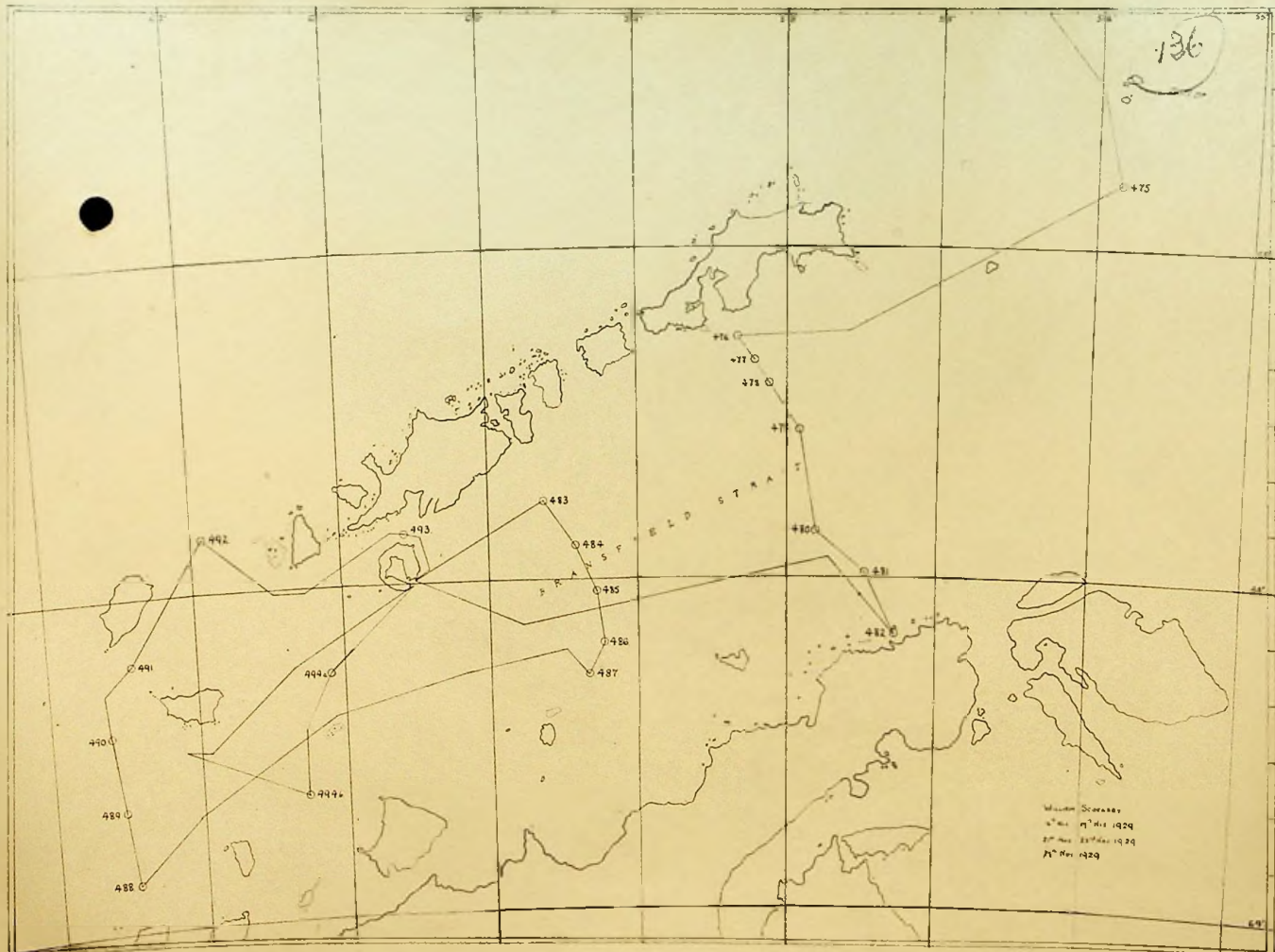
U.S. Marine Band
The 2nd Corps
In 1911 - 1912
Charted by Capt. R. L. H.

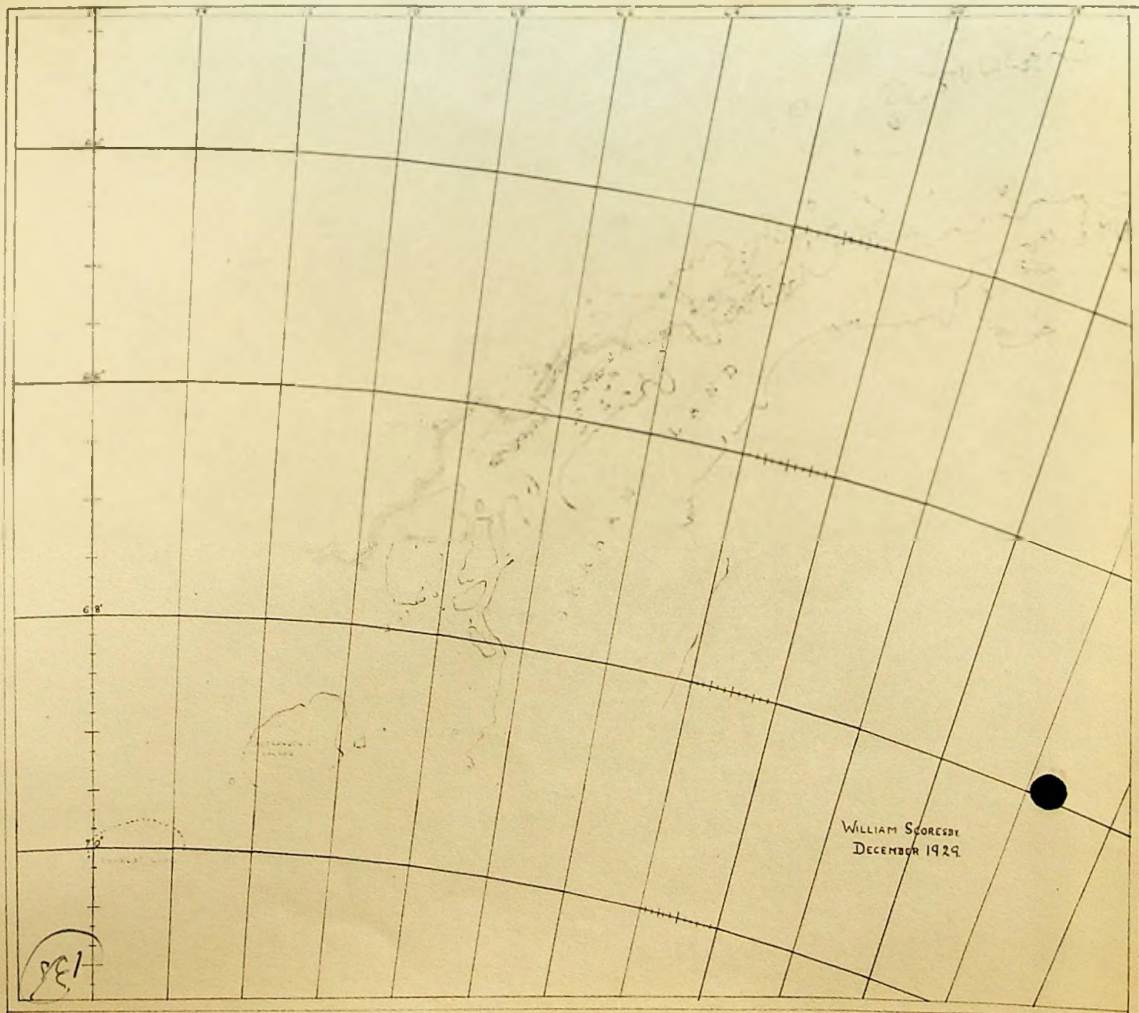
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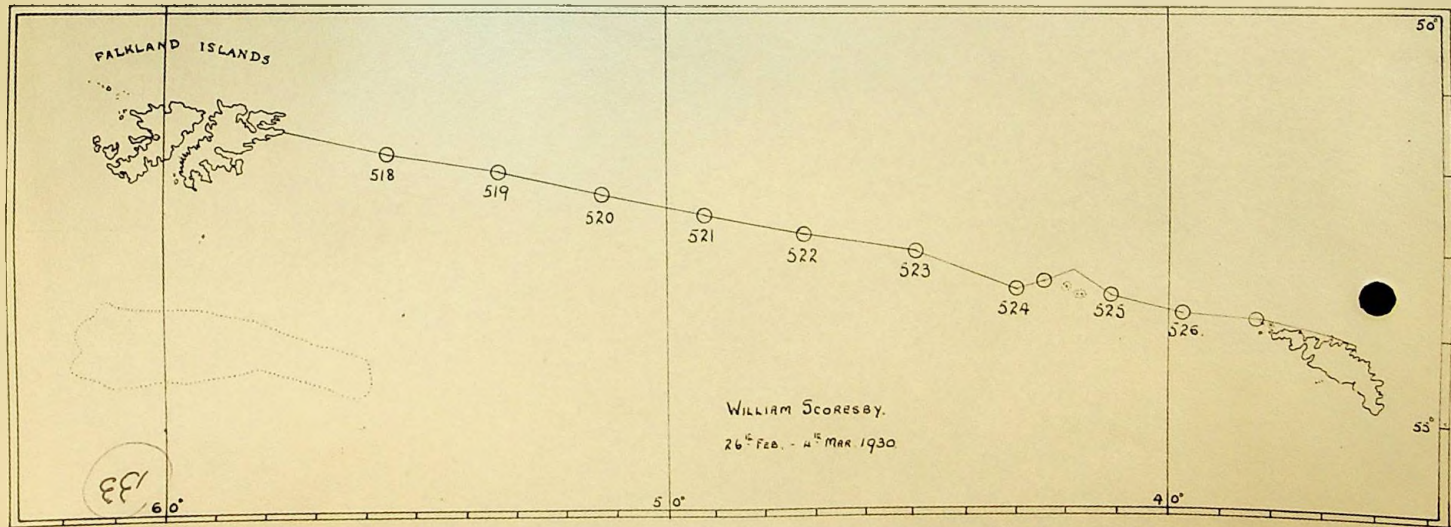


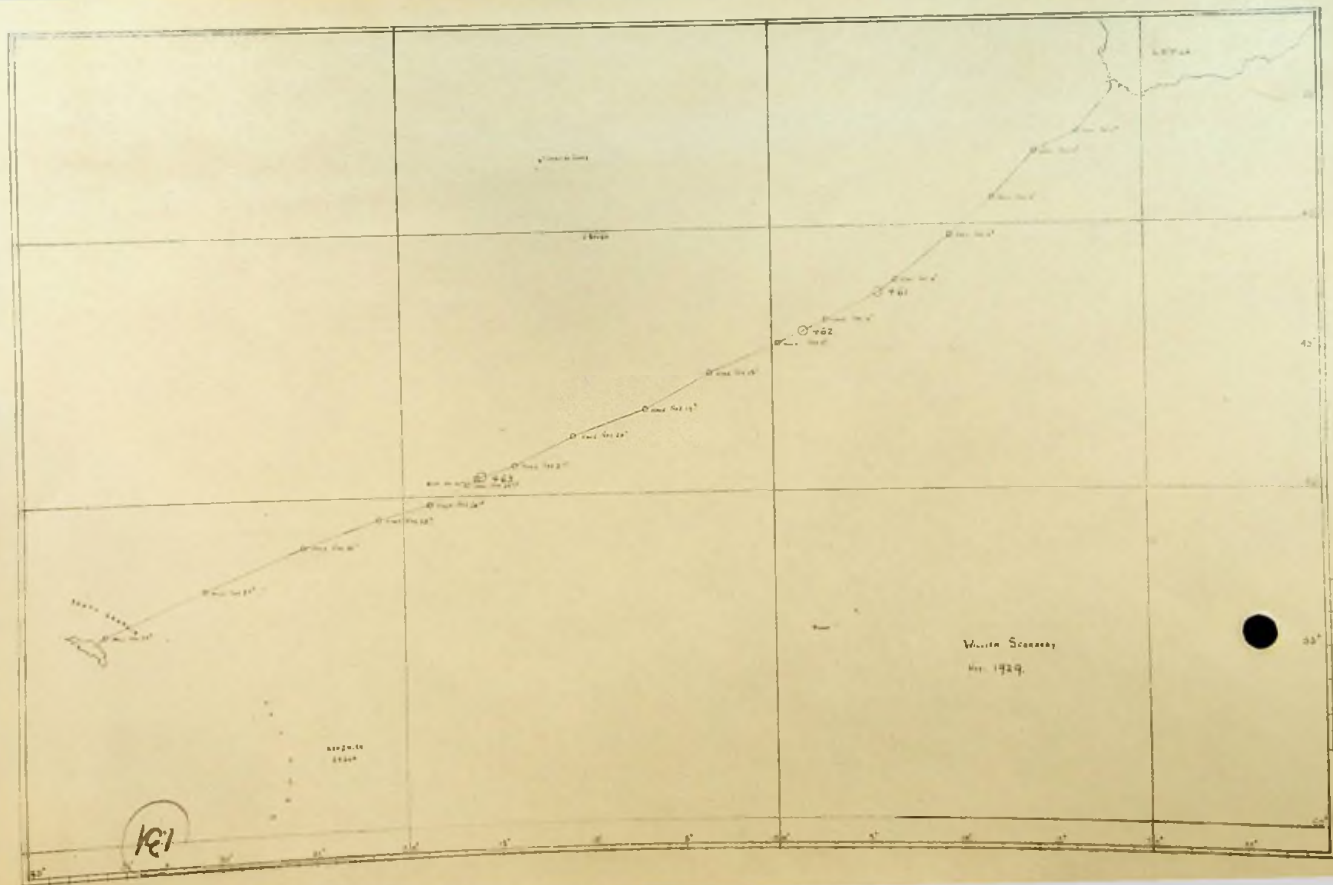


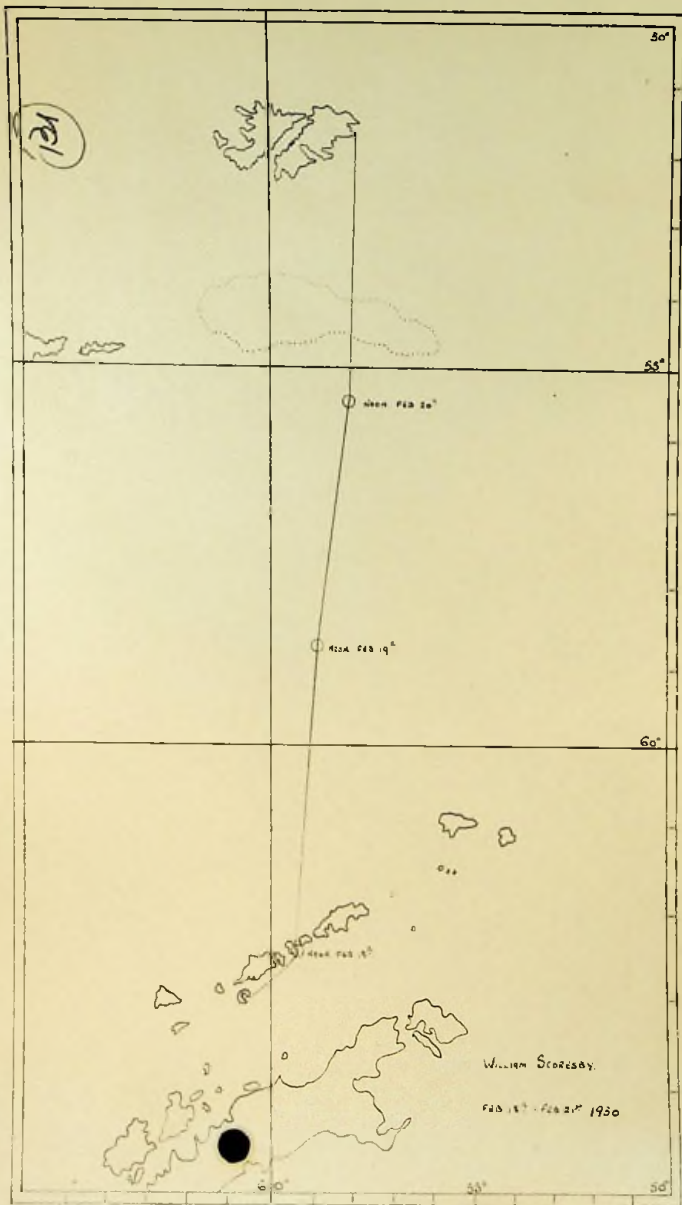
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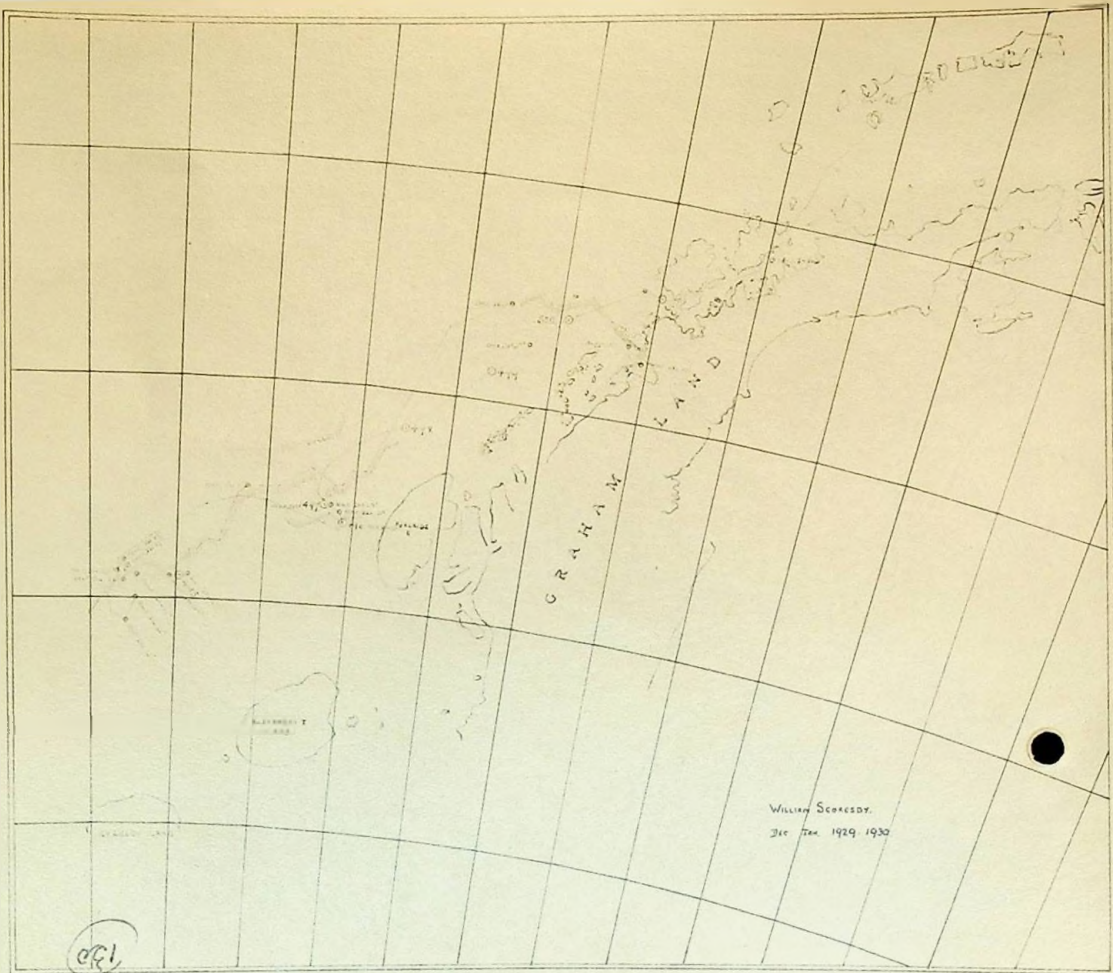




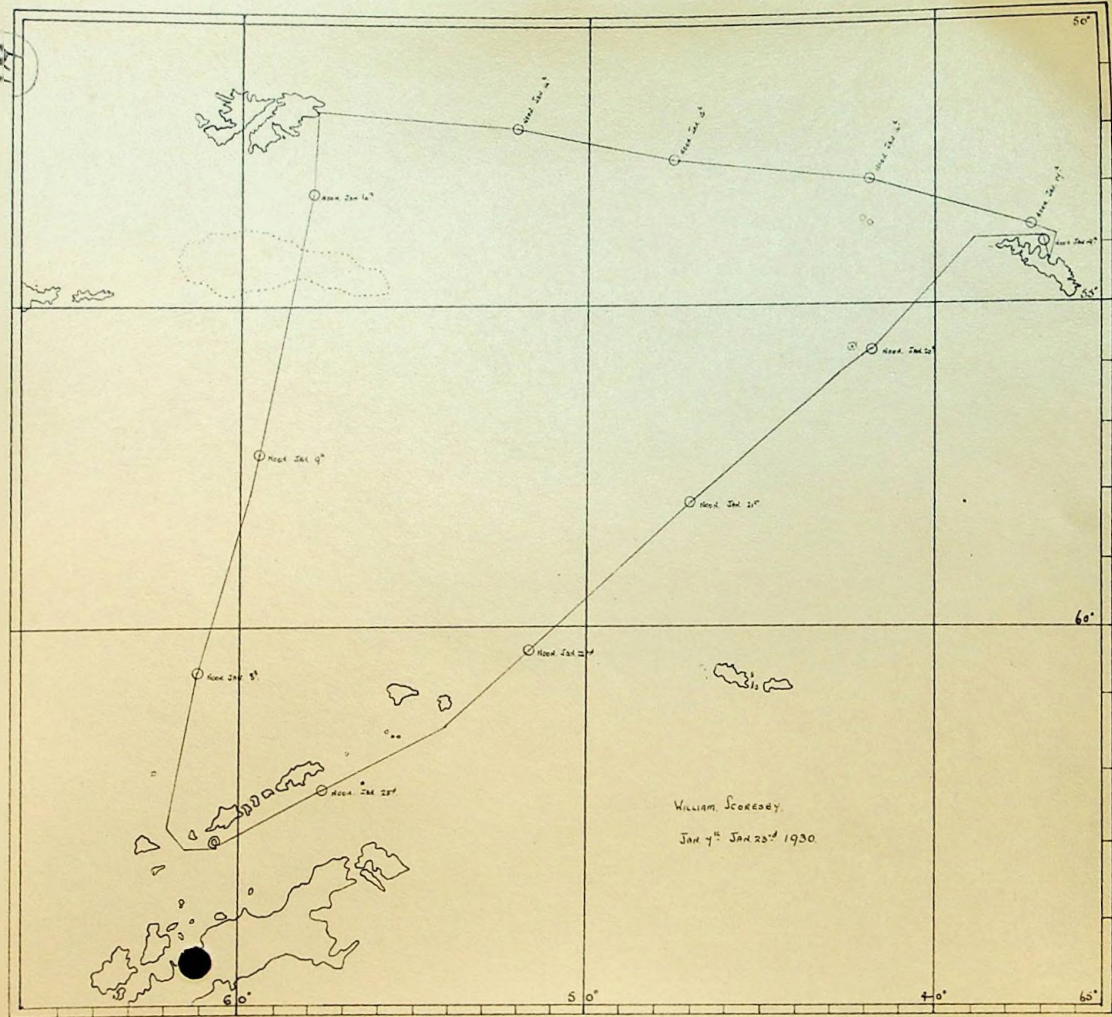








WILLIAM SCHROEDER.
JULY 1929-1930



William Scoreby
Jan 7th Jan 28th 1930

REPORT OF
the

Wilkins-Hearst Antarctic Expedition.
Capt Sir Hubert Wilkins, Commander.
Headquarters City Club, New York City.

1930

June 12th 1930.

The Under Secretary of State,
Colonial Office,
London. S.W.I.

Sir:

As the result of a promise made to the American Geographical Society this report is presented in the form of a reprint from the Geographical Review.

In 1925, when the writer was first attempting to organize airplane reconnaissance flights over the Polar Regions the American Geographical Society was the only scientific society to respond to an appeal for sponsorship, financial and scientific aid. The Society's sympathetic and helpful attitude made it possible for the writer to organize his first and subsequent polar expeditions and at the beginning he promised that the American Geographical Society would have the rights to first publish the full results and records of any aerial polar expeditions he might undertake.

With the desire to be morally free to claim for his mother country any new areas discovered between the Falkland Island and the Ross Sea Dependencies the writer addressed an appeal, through Mr R. Darnley, to the Colonial Secretary for co-operation inasmuch as the use of the Research Vessel "William Scoresby" might afford, and for financial assistance sufficient to cover the operating expenses of the 1929-30 season of exploration.

The writer already had at his disposal the airplanes, fuel and much of the equipment necessary as well as the good will of H. Bugge, Hektor Whaling Company through whose assistance it was possible for the expedition to reach and maintain its base and from time to time replenish its supplies. The good will and assistance of the Hektor Whaling Company has made it possible for the writer to economically carry out his work in the Antarctic Regions and he desires to express his thanks to that company and to bring the matter conspicuously to the notice of the Colonial Office, London.

Wilkins- "Earst Antarctic Expedition report. 2.

In a letter, number 66834/29. dated 14th June 1929, signed by R.Darnley, Esq., the present writer was informed that after considering the general plan of the expedition -

(I) " to fly two Lockheed Vega aircraft from a base at Deception Island to an advance base west of longitude 80° W. inland from Charcot Land. This flight would follow the coast of Graham Land and further work would be carried out in connection with the survey which was commenced last year."

(II)" to fly one aircraft westwards from the advanced base and endeavour to land at a point approximately 100 miles therefrom. The flight would then be resumed westwards and a landing made if possible at a point three hundred miles from the advanced base. On the return flight a landing would be attempted approximately 200 miles west of the advance base i.e. midway between the two landing places on the outward flight ". the Colonial Secretary -

(par4) " approves of your proposals and will give directions that they should be assisted from the Research and Development Fund of the Falkland Islands to the extent hereinafter indicated". (Par 5) " the sum of £ 2,500 will be paid to your account on the 1st of July and £ 5,000 on the 1st of August".

These sums were duly paid and acknowledged. A further sum was mentioned, to be paid when the contemplated work had been accomplished to the satisfaction of the Secretary of State or, alternately, if the execution or completion of the work should be prevented by accidents, adverse weather conditions or circumstances beyond control. Due to adverse ice and weather conditions the various landings were not accomplished.

Because the cost of operating the expedition throughout the season was approximately covered by the sums above mentioned and thankfully received, the writer neither expects nor requests any further sum to be paid by the Colonial Secretary from the Research and Development fund of the Falkland Islands to the funds of the expedition.

A list of the expenditure in connection with the expedition is attached.

Wilkins -Hearst Antarctic Expedition report 3.
How far the expedition succeeded in its object may be learned from the report entitled FURTHER ANTARCTIC EXPLORATIONS and particularly By referring to the routes marked in red on the map attached.

The writers' sincere thanks are due and offered to R. Barnley., Esq., the members of the Discovery and the Antarctic Committees and to the Captain, Officers and crew of the Research Vessel "William Scoresby for their ready, resourceful and cheerful help.

It was with satisfaction that the writer observed the caution executed by Captain R.L.V. Shannon and his officers, the devotion to duty and the scientific verve expressed by the scientific staff and the efficient operations of the crew of the "William Scoresby".

Through the congenial co-operation of every one on board it was possible not only for the flying staff to take advantage of every opportunity the weather offered to carry out their program but also for the "William Scoresby" to carry out a large program of scientific research.

The report herewith includes, with the exception of three soundings vital to its full interpretation, only the work of the flying crew and a general description of conditions experienced and routes followed. Details of the journies, weather reports, oceanographic, hydrographic and other observations made on board the "William Scoresby " will doubtless be presented in the reports of the Officer commanding.

In all respects, until the publication of this report, was the intention of the work beyond the boundaries of the Dependencies of the Falkland Islands reserved from public knowledge. Copies of documents dropped near points for which the names Cape Mawson and Cape Byrd have been suggested and at longitude 101° W latitude 73° S. are herewith. Unfortunately the attempts to secure photographs during flight of the flags flying were unsuccessful.

Acknowledgements for the help of the pilots and the staff of the expedition, for assistance and donations to the expedition will be found in the appendix of the printed report.

I am,

Sir,

Yours truly

Hubert Wilkins

WILKINS-HEARST ANTARCTIC EXPEDITION

CAPT. SIR HUBERT WILKINS, COMMANDER

HEADQUARTERS - CITY CLUB - NEW YORK CITY

Expenditure 1929-30.

New spare parts for engines and airplanes	\$3,178.56	
Airplane skis.	1,040.00	
Improved short wave wireless sets.	2,125.00	
Provisions and supplies.	2,526.00	
Office expenses telegrams, correspondence	2,480.75	
Fares, transportation, etc.,	6,846.00	
Salaries 2 pilots, 1 engineer, 1 wireless,	9,400.00	
Maintenance of commander.	3,650.00	
Victualing on Norwegian ships and at base.	1,250.00	
Freight and carriage on planes and equipment.	4,376.00	
total	\$36,872.31.	aprox £7,605/0/0

Sum furnished by Research and Development fund

£7,500/0/0.

Copy

WILKINS-HEARST ANTARCTIC EXPEDITION.

Capt, Sir Hubert Wilkins, Commander.
Headquarters. City Club. New York City.

By virtue of the authority to do and perform all and every lawful act necessary to take possession of such territories found between the Falkland Island Dependencies and the Ross Dependency in the name of George by Grace of God, of Great Britain, Ireland and the British Dominions beyond the seas King, Defender of the Faith, Emperor of India, etc., etc., etc., signed by His Royal Hand and given at the Court of Saint James on the 21st day of August 1929, I now float His Majesty's flag above this territory and deposit this record at approximately latitude 73° S. longitude 101° W. as evidence of this visit and claim, so far as this act allows, this territory, land and sea, in the name of His Britannic Majesty King George the Fifth.

dated February 1st 1930.

signed. Hubert Wilkins.