

Whaling. (South Shetlands)
(Reports)

2 # 17

C.S.

No. 337/21 A

Magistrate South Shetlands

SUBJECT.

1921

20th April

Previous Paper.

361/20

Report by Mr. J. E. Hamilton, Magistrate South Shetlands on whaling operations at South Shetlands and Graham's Land for season 1920/21

MINUTES.

~~P.A. 19/4/20~~

Letter from Mr. Hamilton of 20th April 1921
Emile

H.E. the Governor,

Submitted.

W. Thompson
A. C. S. 20/4/21.

~~P.D. 25/4/21~~

H.E.S.

On circumscribing report: I have thanked Mr. Hamilton for it.

2. Draft despatch to S. of S. Suedend.

Rh

24 April 1921

P.S. I am writing separate minute about information not obtained from Crown agents. (see para 4 of despatch)

Rh
24 April 1921

Subsequent Paper.

351/22

Dispatch to S. of S. No 38 of 27 April 1921
Emile

H. C. S.

(6) can more conveniently be placed in paper containing Mr. Hamilton's report on South Shetlands for 1920/21: (in that report it was recommended that taking of Humpback, Right and Sperm Whales should be prohibited). When that has been done papers can be referred to Mr. Hamilton.

(intd) J. M.
22nd September, 1921.

J. M.
South Shetlands
Report accordingly
ttttt 26/9/21

Hon. Col. Sec.

Noted and returned please.

In drafting the new Whaling Regulations with Mr. Binnie, the sperm whale was omitted from the list of species to be protected which, ^{perhaps} only comprises the humpback and Right whale.

2 I am pleased to observe the somewhat cautious admission that protection is "possibly" desirable for the humpback.

3. From the whaling report, South Georgia 1920-21 (C.S. 279/21) it appears that the Right whale still occurs in small numbers, 12 were taken, it is therefore the more necessary to protect this species if there is hope of ^{some} restoration of its numbers.

J. M. Millon.
Ship Magistrate
South Shetland
30 Sept 1921.

Y.S. Submitted

ttttt 2/10/21
J.M.
3 Oct 1921.

P.F.
73/11/31

(11)

Stanley.

20th. April 1921.

Sir,

I have the honour to submit herewith my report on the whaling in South Shetland during the season just ended.

It includes some notes on the industry, suggestions for regulations, notes on the seal life of the Dependency and a brief account of events connected with the British Imperial Antarctic Expedition.

I have the honour to be,

Sir,

Your obedient servant,

J. E. Hamilton

(J.E.Hamilton)

Stipendiary Magistrate,

South Shetland.

The Honourable Colonial Secretary,

Stanley.

337/21.



South Shetland Whaling

Report 1920-21

Original.

REPORT ON THE

WHALE IN SOUTH SHEETLAND

IN THE SEASON

1920-21.

General Narrative.

On the 10th. November 1920 I embarked in s.s. Fairland at Hill Cove and arrived at Stanley on the 13th: on the 15th. I went on board s.s. Ronald which sailed for South Shetland next day.

The weather was fine but foggy for the whole of the passage, the first ice, consisting of small patches of brash, being sighted at 7 40 p.m. on the 19th. On the same night Ronald was stopped about five miles off Smith Island since the weather was too thick to permit land to be sighted. The morning of the 20th. was fine and Boyd Strait free of any quantity of ice except for some bergs which were a source of anxiety when the fog came on again; on account of this it was not possible to enter Port Foster, Deception Island until about 2 30 p.m.

Ørn II and Svend Foyn I had already arrived and were mooring.

Fishing was started immediately so that by the 22nd. Ørn had four whales, Svend Foyn two and Ronald one all true whales.

Rosby arrived on the 23rd., Thor I was entered on the 3rd. December, Laverågren on the 11th., and Sol-screif on the 24th.

Up to Christmas time there was a fairly steady supply of whales, but the flow of fresh water was irregular, the springs being frequently frozen up or reduced to trickles by the frost: I have a note of five days when the wind was "strong" and five more when it was "very strong" or "blowing hard" during this period. Trying out is seriously hampered by lack of fresh water and hunting by rough weather.

After Christmas the weather was better and fresh water ran abundantly which it continued to do until about the middle of March.

During the time when I was at Deception I
was

was occupied in becoming acquainted with the whaling people and gaining some knowledge of their practices in whaling, in visiting the more accessible parts of the island, collecting zoological specimens and endeavouring to carry on some research on the whales cut up on the land station of the Helco Company. The results of the last were very disappointing, being meagre in the extreme compared with the labour entailed: it was necessary to spend the entire day on the "plan" in a most unclean condition to acquire the measurements of a few whales, often in weather which was a mixture of strong winds and snow squalls. The only shelter available was in the press boiler houses, which are warm but have a characteristic odour in their atmosphere, an odour which clings to the person and is obnoxious to most people. The time of waiting about between taking measurements and being able to examine the viscera of a whale was enormously in excess of the time when the work could be done.

I did not come across any condition or parasite with which I was not already acquainted, with the exception of a second species of barnacle on the humpback.

On the 21st. January Helco was entered, having been at Admiralty Bay where there had been very great difficulties on account of ice.

On the 1st. February I left Deception in Solströf for Port Lockroy, where we arrived next day. It was my purpose to make a tour, so far as opportunity offered, of the factories in Belgica Strait, to acquire some knowledge of the district, and if the animals could be found, to collect some skins of seals in accordance with my instructions.

While I was in Solströf my time was almost entirely occupied with collecting and preparing seal skins and skeletons, but I was out whale hunting in the catcher Bjerk on two days, on the second of which we went down the channel between Graham Land and Booth Wandel Island as far as approximately 65 10 S latitude, where the passage was completely blocked by two large icebergs and to regret we were compelled to turn back.

On the 21st. of February I proceeded to Helco

which

which was at that time and until she left for South Georgia in a small harbour in Schellert Channel between Cape van Ryswyck and Fournier Bay: it is not marked in the Admiralty Chart.

Until the 10th. of March I remained in Holo and continued to collect seals, and on that day proceeded to Guvernaøren in Guvernaøren (Sobraon) Harbour. Thor I was at this time in Svend Foyn Harbour about a mile from Guvernaøren.

I went out with a whale catcher on two days while at Guvernaøren Harbour and finally left Belgica Strait for Deception Island on the 20th. of March in the whale catcher *Norman B.* The distance was about one hundred miles but as soon as we approached the Northern end of the Strait we met a very heavy head sea. On account of snow and fog we could not enter Deception that night and spent the whole of it at sea, finally arriving at Deception Anchorage at 5 a.m. after a very rough passage of twenty hours.

Ronald left Deception on the morning of the 28th. of March and took a course which passed through Nelson Strait. After a fine passage we arrived at the Falkland Islands on the 31st.

I travelled an estimated distance of 900 miles in the South Setland region.

It gives me great pleasure to state that I invariably met with the greatest courtesy from all the Scandinavians with whom I came in contact and that they were always most willing to afford me help if I desired it.

I could not have carried out the work of collecting seal specimens without the assistance which I received from Captains T. Sinclair and B. Hansen.

NOTES ON THE WHALING IN SOUTH SHETLAND IN THE SEASON

1920-21

This season has been a very good one, every factory being full or nearly so at the time of her departure.

4754 whales yielded 208269 barrels of oil.

The supply of whales was fairly steady and so far as I was aware there was no period of excessively heavy catching, but I was informed that part of February, when I was in Belgica Strait, was poor at Deception.

Species taken.

In the earlier part of the season blue whales were plentiful and in the best condition whereas fin whales were in poor condition: I was informed that this was normally the case. The latter species however increases in fatness until at the end of the season they are at their best.

So far as I saw humpbacks were small throughout the entire season, but rather ^{less} plentiful than last year, if the numbers taken may be used as a criterion.

Gubernoren had two bottlenose, which are worth about a ton of oil: apart from these no other species were taken by any factory and there were no reports of sperm or right whales being seen.

"Linke" (Baleanoptera acutorostrata) were common, and killed whales as well; the latter species is the cause of a certain amount of waste of whale carcasses since it attacks them at times when they have been left with flag and buoy while the catcher which has taken them pursues other whales.

One of Hector Company's catchers lost a whale altogether in this manner, and another brought in a small blue whale of which about half had been eaten away, but I was never able to acquire evidence that the killers will attack uninjured blue or fin whales, although they will certainly damage dead floating specimens and perhaps those which have a harpoon in them but are still living; the smell or taste of blood will doubtless attract them in the same way as it

does

does other predaceous animals. There is not in my opinion sufficient evidence to justify an attempt to reduce the numbers of the killer on the ground that they affect the number of commercially valuable whales by their depredations.

Hektor and Odd Companies resumed operations this season bringing up to eight the number of factories working.

"Ronald" is the name of Hektor Company's new factory and is the only vessel in use which has been built for the business; being devoid of meat and bone boilers she can be used only in conjunction with the land station in Deception. For almost the whole of the season the thirty six large press boilers on the land station were in daily use and eight additional small press boilers were landed and erected but not brought into use since they still require to be walled in and so included in the main press boiler buildings.

When working at full capacity this station can dispose of seven or eight blue whale carcasses per day; during the good fin whale fishing I was in Belgica Strait but the number consumed must have proportionately greater. I have not the slightest doubt that Captain Øre kept the land station working at its maximum capacity; he was always most anxious for it to produce the greatest quantity of oil on account of the enormous expense of this the first trip of Ronald.

The most serious difficulty with which the station has to contend is that connected with water, a great quantity being used: up to Christmas the supply was somewhat intermitted as previously stated, but after that time it flowed freely until within a few days of Ronald's departure.

Governørea of Odd Company is a factory which has been newly refitted, having as Imo sustained most serious damage by the great explosion at Halifax, Nova Scotia. She is inadequately supplied with press boilers; a further criticism of this factory will be found a little later in this report.

Statistical Tables.

Table I contains a summary of the catch for each vessel for the whole season: it is arranged in order from the smallest to the largest catch.

Eight factories with twenty-six catchers secured 4754 whales and produced 268269 barrels of oil, comprising 148,262 barrels of blubber oil and 60,007 barrels of press oil, the ratio being as 2 47:1.

The average yield per whale is 43 80 barrels consisting of 31 18 barrels of blubber oil and 12 52 barrels of press oil.

Table I.

Name of ship	Whales taken			Total	Oil produced		Total
	Blue Fin	Wh.	Bl.		Blbr.	Press	
Dombay	193	220	38	431	13713	4487	18,100 ✓
Neko	172	340	46	558	14280	4720	19,000 ✓
Ørn II	250	269	13	532	17820	6980	24,800 ✓
Svend Foyn I	183	408	11	601	18570	6930	25,500 ✓
Thor I	173	359	15	559	14914	10986	25,900 ✓
Solstreif	240	269	34	543	18941	8059	27,000 ✓
Governøren	191	518	14*	725	21824	6045	27,869 ✓
Ronald	351	445	8	804	28200	11800	40,000 ✓
Total	1755	2838	159	4754	148262	60007	268269

*and two bottlenose.

1755
2838
159
—
4754

Table II.

Name of ship	1 Total oil	2 Average	3 Hbl. +	4 Blie and fin average	5 Blubber oil figure*
Bombay	18200	42 25	360	43 19	3 05
Nelo	19000	34 05	920	35 30	3 02
Ørn II	24800	46 61	260	47 28	2 55
Svend Foyn I	25500	42 35	220	42 75	2 69
Thor I	25900	45 33	300	47 05	1 35
Solstrelf	27000	49 72	740	51 59	2 31
Gavernøren	27869	38 44	292	38 89	3 6
Ronald	40000	49 75	160	50 05	2 38
Total.	208,269	43 80	3252	44 73	2 47

Columns 2 and 4 are in barrels per whale.

+Column 3 gives in barrels the oil contribution of the humpbacks to the catch of the vessel named in the same line as a figure. Gavernørens two bottlenose are included in her 292 barrels.

*Column 5 gives the blubber-oil figure taking the press oil figure as the unit in each case.

Baleen.

Thor I cleared with ten tons of cleaned whalebone, Gavernøren with ten tons uncleaned and Ronald with one hundred tons uncleaned, The total being 120 tons.

Table II.

This table contains an analysis of the oil produced in relation to the number of whales taken, and also a figure giving the number of barrels of blubber oil produced for each barrel of press oil made.

In order to arrive at the figures for the only two species which are of importance at present, namely blue and fin whales, I have deducted in each case the number of humpbacks taken by each ship and allowed twenty barrels of oil to each of this species, which seems reasonable on account of their small size. In the case of Guvernorøen I also deducted her two bottlenose and allowed for each one ton (5 barrels) of oil.

The figure resulting from this adjustment is that in the fourth column of figures and is headed "Blue and Fin average".

After deducting the humpback figure the general average for blue and fin whales rises to 44.73 barrels per whale, having been 43.80 for the three species together.

It will be observed that Noko, Guvernorøen and Bombay are all well below the general average, Orn II and Svend Fogn I are within about one barrel of it while the remainder are above.

Solstreif has a most commendable average -51.59 and Ronald is second with 50.05; Solstreif's high figure must in part be due to the high proportion of blue whales in her catch; but in spite of this the figure reflects the highest credit on her manager.

The oil return from Ronald shows only nos. 1 and 4, that is ship and shore station oil, but from what Captain Øre stated the oil from the tongue press boiler was included in the no. 1: the dividing line between the two grades 1 and 2 appears to be somewhat vague.

Thor I has a remarkably high figure for press oil, and the lowest ratio of blubber to press oil - 1.35:1. Her captain attributed this to the possession of four press
boilers

boilers for tongues, and his returns show nos. 1, 2 and 3.

He informed me that he had seen even the tongues allowed to remain in the carcasses of whales which had only been flensed and then turned adrift, but he did not say which factory had been guilty of this, nor in what year it took place.

I myself never saw it.

Gavernøren shows the highest figure in the blubber/press oil ratio, and a number of whales second only to Ronald; besides this her blue and fin average is very low, Ne'o alone being lower and Ne'o is a ship of small size.

Gavernøren has only twelve press boilers and to this I attribute her low press oil figure.

I venture to suggest that the greatest pressure might be put upon this company in order to compel them to increase the number of press boilers. From what I saw of this vessel, and so far as the opinion of a person who is ignorant of naval architecture is of value, there seems to be plenty of room on the forward deck for two additional tongue boilers between the present blubber boilers and the break of the deck above.

WASTE.

There has been and still is a considerable amount of waste in the utilisation of the carcasses of the whales taken.

Almost without exception the middle portion of the back with the muscles of the region and usually the entire internal organs are allowed to drift away: all of these structures are reported to contain little oil.

And if whales are plentiful a certain number of carcasses are wasted entirely, as I have frequently seen. Even Helton's Company's land station with 36 large press boilers cannot deal with the carcass of every whale taken by the company's catchers during good fishing.

The present practice of filling the press boilers of floating factories with oil and then if possible the open boilers entails the cessation of the production of press oil before blubber oil production is stopped, and therefore the entire waste of the last carcasses of the season.

If the practice of filling the boilers is to be permitted one open boiler should be filled for every press boiler, but if the expeditions can pay without filling boilers at all it seems desirable to avoid it. On the other hand it is necessary with some ships to fill some boilers in order to put the ship in good trim for the bad weather which may be expected during the passage from South Shetland to the Falkland Islands: Ronald had press oil from the land station in some of her open boilers and her captain assured me that it was a great advantage to have it there from the point of view of steadying the ship. In this case the procedure could not entail any waste of carcasses.

CONTROL OF THE WHALING INDUSTRY.

It is not in my opinion feasible to leave detailed control of the fishing with regard to the number of whales to be brought in in a given time to the Government Officer in South Shetland since in the absence of constant facilities for travel he cannot control factories which may be distributed over a distance of 150 miles from Deception Island to Port Lockroy; and in any case while he was at one factory the managers in all the others could do whatever they liked. The universal fitting of wireless to the factories precludes surprise visits.

Central control might be based on two foundations, limitation of the catch and limitation of the oil with regard to quantity produced by each ship and the relative amounts of the different grades.

Limitation of the catch has two phases, the limitation of the gross number taken and confining the catch to definite species.

So far as an increase in the number of press boilers in a given ship is concerned the possibility of this depends to a certain extent on the size and design of the ship under consideration, but excess of blubber oil could be remedied in a small ship by reducing the number of blubber boilers or/and if necessary refusing a licence for a third catcher.

With reference to the limitation of the number of whales, I propose to make an analysis of the whaling statistics available in order to arrive at a just estimate of the value of an average blue or fin whale.

Suggestions for further regulation of the Industry.

I venture to make the following suggestions for the further

farther regulation of the industry, but I beg to state that it is my opinion that in the present state of knowledge of the life history of the whale no regulations can be regarded as final.

1. None of the following species to be killed. Sperm, Right and Humpback Whales.

With reference to the Sperm Whale, although this species is at best a straggler in the district dealt with in this report, yet it has been so incessantly hunted in all parts of the world that no chance of protecting it should be neglected.

Right Whale. An animal which is now taken very rarely: none were brought in during the 1920-21 season: it was at one time the only large whale which could be captured besides the sperm and humpback, and was probably the chief prey of the early fishery in South Shetland, although sealing also seems to have been of considerable importance. I believe it to be in danger of extinction.

The Humpback was taken in great numbers in the first year for which there are statistics for South Shetland when about 2,000 were captured, but as in other places there has been a remarkable, rapid falling off in the number killed so that in the 1920-21 season only 159 were recorded and they yielded only 1.08% of the total oil.

There are two hypotheses which may be put forward - i. that the humpback although not exterminated has been greatly reduced in numbers by killing.

ii. that the constant chasing has frightened the animals away; many whales are chased and not shot; and this species has a reputation for intelligence.

If i. is correct, hunting should be stopped to prevent extinction and with the hope that the numbers may to some extent at any rate be restored.

If ii. is correct it is my opinion that if the few humpbacks which use South Shetland waters at present were not molested they might eventually attract more and that in the course of time the numbers might increase to such an extent that fishing might be resumed for one season, to be

followed by a period of rest for permitting the numbers to recruit. By analogy the humpbacks still to be seen would play the part of the natural and artificial decoy birds used in wildfowl shooting.

2. Floating factories should be required to produce a definite proportion of press oil as compared with the blubber oil produced. For the present and as preliminary measure I suggest the quantity should be one barrel of press oil for every two and a half barrels of blubber oil produced.

3. It may eventually be desirable to set limits to the number of whales and the total production of oil for each factory, but a considerable amount of investigation is still required before any definite figures can be set out in this connection.

The following is the result of an attempt to summarise the points which have to be considered in framing suggestions for the regulation of this important industry.

1. It is impossible, without further data, to make a definite statement as to whether the blue and fin whales are being exterminated or not, and therefore the greatest possible economy is to be desired, both with reference to the numbers of whales killed and the utilisation of those taken. I have had several reports of great numbers having been seen at different times outside the islands, where the sea is usually too heavy for fishing, and also far to the southward in the neighbourhood of the Biscoe Islands or even beyond them; but there do not appear to be any good harbours in that direction, and the risks of taking a factory through these waters would be enormous since they may be considered to be uncharted for practical purposes: there is in my opinion some hope that so far as blue and fin whales are concerned the present fishing is merely attacking the fringe of a vast herd.

2. The industry has been almost entirely created by the energy and courage of the inhabitants of the towns of Tønsberg and Sandefjord and to a greater or less extent the inhabitants of these towns are dependent on it.

3. Apart from the initial capital expenditure the annual cost of fitting out and maintaining an ordinary (25,000-26,000 barrel capacity) expedition is very great; it may be estimated at 3½ million kroner, which at Kr. 20=£1 is £175,000 and the risks attached to the business from ice, weather, unknown rocks and other dangers of a like nature, and fire are very high. Moreover the entire success or otherwise of an expedition entirely depends on the price received at the sale of the oil.

I venture to suggest that if possible His Excellency the Governor might be kept informed of the current price of whale oil, and that copies of the balance sheets of the different companies might be procured: these balance sheets are, I understand, published.

Without the data which would be acquired in this manner it would be difficult to frame regulations which would neither cripple the production of oil nor permit such waste as has too often shown clearly that the motto of the industry is "carpe diem".

NOTES ON WHALE HUNTING.

I was present in whale catchers when twelve whales were taken, one being a humpback and the remainder blue and fin.

The localities were the Southern part of Bransfield Strait, Belgica Strait and Bismarck Strait.

The chief difficulties which are present in this ricking arise from the physical conditions and the natural alertness of the animals hunted.

1. Physical conditions.

In very rough weather it is not possible to hunt because of the difficulty of keeping the gun on the whale and also because the gun platform and the whole bow of the catcher is liable to be buried in heavy spray.

Fog prevents the whales from being seen and the only way to find them is to stop the engines and listen for the sound of the blast which is audible for a great distance in calm weather; but even when found it is easy to lose the prey in fog.

Fog also increases the danger of running on ice or rocks.

The danger from ice has two phases: when making a passage during the dark hours it is a constant danger, and this applies to the factories as well: while hunting in water full of drift ice or beside the floes it is very difficult to avoid collision, on one occasion the whale boat in which I happened to be ran up on an ice cake and canted over when we backed off there was a groove about eighteen inches deep in the solid ice: the lack of excitement indicated that such occurrences are common.

The most frequent damage from ice arises from the propeller striking comparatively small pieces, when blades may be broken off or injured: it is the universal practice to carry a spare propeller for each catcher.

I have knowledge of only three beaches where propellers can be replaced: Deception, Svend Foyn Harbour and Port Lockroy, but the last is only suitable for small catchers.

since the water deepens very slowly from the beach

2. The wariness of the whales

Surpach' and fin can generally be approached with reasonable ease. The former is stated to be subject to panic so that if the catcher steams hard after it the whale will rush away in a strait line blowing frequently and is easily run down and shot.

Female fin whales accompanied by large calves are shy, as I have myself seen; unfortunately I can make no statement as to their behaviour when accompanied by small calves.

Blue whales are usually rather nervous; the peculiar beat of a damaged propeller makes it difficult to approach them, and it is asserted that a loud noise made on the deck of a catcher while a whale is blowing near by will frighten it badly. As bearing on this the following is of some interest- A certain gunner whom I knew well was particularly remarkable for the small whales he usually brought in, he appeared to be always unfortunate in having fin whales when the others had blue or if he had a blue it was almost certain to be small. The man in question is a gunner of many years experience so that his lack of success was somewhat surprising until Holtor Company's doctor went out with him, after which the doctor told me privately that this gunner when hunting did not use signs or commands in a low voice to direct the movements of the boat while he was on the platform so that "you could see the whales jump" I have complete faith in Dr. Andersen's statement.

The result of so much unnecessary noise would be that the whales would become so scared as to be unapproachable.

The harpoon gun usually has the sight fixed for fifty metres so that allowance must be made for this in shooting at less distances: the drag of the foreloper also has to be taken into account unless the shot is almost dead ahead.

I estimate that the time during which the
sight

2
sight must be taken and the shot fired in the case of the fin whale to be 1½ seconds and in the case of the blue whale to be 3 seconds: bomb shots, i.e. misses, are common

I beg to state in conclusion that so far as my observations go I can see no very serious difficulty in hunting or shooting the whales once a knowledge of their favourite haunts has been acquired. The handling of the winch and line after a whale is shot requires great care and close attention.

Whale meat.

The meat of the fin whale is the principal source of fresh food supply for the entire whaling fleet.

It is usually taken from the dorsal part of the tail, behind the level of the anus. I have always found it excellent, very close, resembling beef, but with a slight characteristic flavour which was extremely faint when the meat was fried in steaks but rather more pronounced when the meat was made up into "meat balls".

During a season very many tons could be secured in a state sufficiently fresh to be eaten, but the sooner the meat is cut from the carcass the better since decomposition sets in very rapidly. In my opinion there is some variation in the length of time the meat remains edible depending on the region in which the bomb has exploded, so that it is not possible to make any hard and fast rule as to the maximum age at which a carcass may be used for food, but it does not exceed 24 hours. Once the meat has become cold it will keep for many days if hung up: the temperature of the air at Deception is never very many degrees above zero.

On one occasion I ate meat from a very small fin whale, probably a suckling, and presumed it to be rather dry pork until the gunner of the whale catcher in which I was at the time explained that it was whale. It had been larded and roasted.

In 1913 I ate meat from a blue whale and found it also to be similar to beef; in the same year an opportunity occurred of sampling seiwhale meat, but although the flavour was good it was somewhat tough which could probably have been remedied by hanging.

The flesh of the humpback is usually considered to be of inferior quality, and from one experience I agree with this: but the fault may have been the cooling.

The flesh of all whales is naturally of larger fibre than that of the ox.

SEALS.

1. Fur Seal. C. Bang, one of Mel'tor Company's gunners informed me that he had seen a "silk", that is fur, seal at the entrance of MacFarlane Strait into Bransfield Strait about five years ago. He is acquainted with the species, having been a gunner at New Island, and has a hat made from the skin of a male fur seal shot at sea, but not in the South Shetland area.

It is possible that the survivors of the South Shetland herd may linger on the wild and exposed North West coast of the group. This region is never visited by the whalers and so far as I could see after Ronald had left Nelson Strait is thickly studded with reefs and isolated rocks. This coast being exposed to the ocean there must normally be aswell there and I regard it as dangerous in the extreme since it is practically unknown.

2. Elephant Seal occurs frequently over the whaling area as far South as latitude 64 47' at least, but I never saw nor had reports of any large rookeries, such as might constitute a source of oil supply.

3. Weddell Seal so far as my experience goes is the most abundant species in South Shetland. It is probably safe to say that it may be found on every beach whence the snow has melted and often in small flocks.

Until the ice had gone from Deception Harbour this species could always be seen lying on it in moderate numbers, but the ice field was breaking up and was therefore too dangerous for hunting on.

The hair is shed in the early part of summer, but in the beginning of February when I went to Port Lockroy all the adults had good coats, although one immature specimen had not completed the change.

I was informed by Captain B. Hansen that there are very much greater numbers of seal far to the Southward, that is in the neighbourhood of the Discoe Islands or even farther

farther South (he penetrated to about 67 S latitude).

I had also a conversation with a man who had been in the Weddell Sea with C.A. Larsen, he told me that the number of seal there was very great, and that the catch consisted mainly of Weddell, Ross and Sea Leopard Seals, each of these species as well as the Crab-eating Seal has very distinct characteristics.

I did not see more than one pup seal of any species, and I believe it to have been a Weddell, but the observation was made during a whale hunt and the matter could not be investigated.

From the statements made to me I venture to predict that Weddell Sea will be found to be the headquarters of the Ross Seal and the Southern Pacific those of the Crab-eating species.

4. Ross Seal One specimen was taken by me in Peltier Channel, and Mr. G. H. Wilkins reported having seen a few near Andvord Bay.

5. Crab-eating Seal. This species occurs sufficiently to have acquired the name of "silver" seal among the whalers, and was reported by Captain B. Hansen to be more frequent to the South than it is in the whaling area.

I secured ^{three} ~~****~~ specimens and saw five altogether. My skins are all males, the two older specimens like so many seals were scarred, but whether by fighting, ice or killer whales I cannot say.

The skin of this species is most beautiful, being a creamy grey with a brilliant gloss

6. Sea Leopard Seal. So far as my data are concerned this animal is larger than the Weddell and second only to the Elephant in size. The last I killed was 11ft. 1in. over all and 6 feet in girth, but it was exceptionally fat, the usual form being attenuated, which with the enormous jaws imparts a snake like appearance to the species. I have seen this seal tearing off and eating lumps from the tongue of a whale carcass which was moored alongside Nelo.

It occurs on the ice cakes in Bransfield Strait

but

Strait, but my eight specimens were all taken in Neko's Harbour where there appeared to be a small but steady supply

They were all shot on ice cakes. The animal must be gaffed as soon as it is shot since the slightest movement will usually precipitate it into the water and the sea leopard almost invariably sinks when killed. I usually found it necessary to land on the ice to finish off the seals with a lance and attach a tow rope to the jaw. It is very savage when wounded. Great haste must be observed in these operations on the

these small pieces of ice since they are liable to turn over or break in half without the slightest warning, and the water is extremely cold, so that apart from the chance of being crushed by the ice there is a probability of the shock proving fatal.

The Ross and Crab eating seals were prepared as scientific specimens and one leopard also. The following method was that used in skinning all the others.

An incision was made from the throat to the anus another round the head behind the eyes a third round the base of the hind flippers and two more round the front flippers a little below their insertion. From the remarks passed on this method by persons who had been engaged in sealing it was correct. The animal was hoisted by the neck with the aid of a winch if it was available and the skin was then easily removed along with the blubber.

If it was not possible to use a winch the skinning was done from the median incision so that the skin fell flat on the deck in order that the carcass could be turned and the skin entirely freed.

The skin was flensed by laying it over a plank and removing the blubber in horizontal strips, this can be done in the case of a large skin as it hangs curtain wise, but if the skin is small it must be constantly lifted on to the plank so that

plank so that it is supported by it. An unflensed sea leopard skin requires four men to handle it and even then the work is not easy; when flensed one man can lift it.

The flensed skins were salted and finally headed up in casks with plenty of salt for carriage to Stanley. My first seal, a small Weddell, took nearly a day to flense but in the end I could flense a large skin almost clean in about two hours. While doing this work it is impossible to avoid being soaked through and through with blood and oil.

The blacksmith in Solstreif made me a small flensing knife and a hunting knife, and Neko's blacksmith a lance and a small steel gaff, all of which I found extremely useful.

I estimate that three good (average adult) Weddell or sea leopard seals will yield a barrel of oil.

The flesh of the Weddell seal is excellent if soaked for a few days in vinegar and salt solution, and after one night in salt and water the liver of the sea leopard may be considered a delicacy.

I regret greatly to state that it is my opinion that an extensive sealing industry could not in normal seasons be carried on in South Shetland. A single vessel might be able to fill up if she were not too large, but the effect on the seal population would require careful watching. Report however points to good hope of an industry developing in the Weddell Sea and on the Pacific side to the southward of the whaling area.

I never had an opportunity of visiting any of the large islands of South Shetland proper to the North of Deception, but seals are reported to occur there in larger numbers than I have seen in other parts of the whaling area. This is probably due to the presence of more numerous beaches suitable for the animals to haul up upon but constant enquiry brought no report of really great numbers at any one place.

TOPOGRAPHICAL NOTES.

The most urgent necessity exists for an accurate chart of the South Shetland area.

I venture to cite a few points on which the whalers' experience has thrown a little light.

1. Mount Herschell and Tower Hill are situated on a large island, at the South end of which is M'Nielsen Harbour, an important anchorage, although very deep. Mt. Herschell is reported to be on the 54th parallel of Southern latitude. There is a wide channel between the island and the mainland.

2. Trinity Land does not exist as such: there is an island of moderate size where the capes are marked at the North East end of Trinity Land on chart no. 3205, but the remainder of the "island" consists of rocks above and below water.

3. Intercurrence Island has another smaller island immediately to the South of it (Besides Small Island)

4. Austin Rocks show about six peaks and the ground round them is very foul. I estimate that the highest of this group is at least 100 feet above the water.

5. The details of the main features of the coast of Danco Land require correction.

6. Smith Island has an angle relative to the parallel of 63 S latitude different from that shown.

7. Captain B. Hansen informed me that the rocks marked on an old chart and therein named Stimson Rocks (to the North East of Cape Melville) exist and were seen on one occasion by s.s. Orin.

8. Captain Sinclair stated that he had seen Her Rock and that it is a snow covered island projecting high above the water, and also that the "rocks reported by Bransfield" NE of North Foreland exist and are awash.

PROPOSAL

PROPOSAL FOR LIGHTS ON THE COAST OF
SOUTH SHETLAND.

Captain Øyre, who has many years experience of South Shetland waters, raised the question of the erection of two beacon lights on Deception Island.

He said that it would be of very great benefit to the whalers when the nights begin to be dark and especially during the foggy weather which is so common in the neighbourhood of Deception if two lights were erected: one on the point to the East of the entrance to Port Foster (where 17 fathoms is marked on the plan in chart no. 3205) and another inside the entrance almost due West (beside the figure 5 fathoms in the plan)

The channel into Port Foster is very narrow and the dangerous Raven Rock is always submerged and for this reason Captain Øyre suggested that the inner light might be partly red and partly white, so as to show the red until the channel was open, that is as long as Raven Rock was between the light and the observer.

The light on the point indicated outside the entrance would be visible through an angle of nearly 180 degrees, in the three directions from which most of the catchers arrive, namely NE, E and S.

Deception Island is notorious for its bad weather and it is often difficult to find the entrance on account of a great part of the coast being a cliff wall in which the entrance is a cleft.

If the island cannot be sighted from a distance it may be necessary to spend the night in useless steaming at sea, as my experience indicated this is to be avoided if possible.

Captain Øyre informed me that Helter Company would attend to the erection of the lights and look after them subsequently, daily if need be, both places being very accessible: he suggested acetylene beacons such as those used at South Georgia.

Representations

Representations were also made to me of the utility of a light on Cape Melville. This is the landfall expected by ships which approach Bransfield Strait from the North, and it is often difficult to make on account of thick weather: Colstreif and *Spa* have both been ashore in the immediate vicinity of this point.

I was informed that it is perfectly feasible to erect a light here, so far as landing was concerned

I beg most earnestly to support these suggestions.

NOTE

The records of the expedition are preserved in the
British Museum, and are available for reference to
anyone interested in the history of the Antarctic
continent.

The expedition was organized by the Admiralty
and was commanded by Captain Scott. It was
the first British expedition to reach the
South Pole.

NOTE

ON

THE BRITISH IMPERIAL ANTARCTIC

EXPEDITION.

1920.

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NOTE ON THE BRITISH IMPERIAL ANTARCTIC EXPEDITION,

The members of this expedition arrived in three separate ships—M.C. Lester in Ørn II, T. Bayshawe in Svend Foyn I, both entered on the 20th. November G. I. Wilkins and J.L. Cope (leader) arrived with eight dogs in Solstreif on the 24th. December.

Mr. Cope had travelled from Sandefjord in Thor I as far as Monte Video, but had gone ashore there on account of the master of that vessel (Ransen Vernili) having received a cable from his owners instructing him to hold up all the special polar outfit secured in Norway, and the cinematograph camera, because the latter and part if not all of the former had not been paid for. With reference to this Mr. Cope stated that he believed that the polar outfit was a present to the expedition and that he had made arrangements to pay for the camera.

From Monte Video Mr. Cope set out to have cabled to Europe and as a result of this action two cables arrived at the office of Christoffersen Hermanos in Monte Video, one to Mr. Cope from Mr. Lars Christensen, the principal owner of Thor I sanctioning the use of the gear on condition that the camera and films were returned in Thor I at the end of the season and stating that the agreement as to landing and relieving the expedition was considered cancelled, but the matter was left to the discretion of the whaling managers concerned—G. Andersen of Svend Foyn I, E. Vernili of Thor I and Th. Larsen of Ørn II.

The second cable was signed by Mr. Cope's agent in London "Dinsley" and stated that the camera had been paid for and that "Christensen withdraws conditions", presumably those of the cable to which reference is made above, the latter cable being dated ten days later than that from Mr. L. Christensen.

Having met Mr. Wilkins in Monte Video Mr. Cope travelled in Solstreif to South Shetland, by way of Stanley.
from

From the date of his arrival, the 24th. December, a great deal of time was spent by the parties concerned in more or less acrimonious argument since H. Vernili would not regard the wire from "Dinsley" as giving him any basis for action, but would only attend to the statements in that from Mr. Christensen, his owner.

In the end the original plan of going to Howe Bay was abandoned and arrangements were made to land the entire expedition with all stores and gear at a point between Anford Bay and Flandres Bay in a position of approximately 64 47 S, 62 45 W., since it seemed probable from the whalers reports of the appearance of the land at this place, as seen from the sea that an ascent to the interior of Graham Land thence would not be insuperably difficult: I understand however that the obstacles proved to be insuperable.

There is at the landing place a water ferry boat which has been included in the hut built by the expedition. These boats are flat bottomed barges of heavy build, completely decked with a small hatch amidships.

The boat in question is in the middle of a large peat-in rockery and has been on the same spot ever since she was left there by Ne'lo; at least three winters have passed since then, and the boat shows no sign of having been touched by ice, nor does the rockery display evidence of ice damage.

The place is to some extent protected from the ice in Belgica Strait by Gryde and Le Maire Islands and I am of the opinion that there is no serious danger of heavy pack-ice being forced up and destroying the depot.

At a distance of about three hundred yards on the landward side the permanent snow field begins as a slope which is not very steep and has an altitude of a very few feet at the lower edge in the neighbourhood of the depot, so that there is no apparent danger of snow or ice falls burying the hut and stores.

Five tons of coal (fifty bags) were landed in addition to kerosene and I have been informed that since the landing seals have been plentiful, so that a stock has been secured of blubber for fuel and meat for the dogs.

The stores landed appear from the list which

I saw, to, be far more than sufficient for the two members of the expedition which have been left there: seal meat and liver are also excellent eating if properly prepared.

About forty eight hours were occupied by three whale catchers in assembling at Deception, loading and the passages, as well as the landing, at which I was present.

Mr. Cope and Mr. Williams eventually returned to Scistreif at Port Lockroy in the end of February or the beginning of March, while I was in He'lo, Mr. Cope stating his intention of proceeding to Longe' Vico to secure a schooner and crew for work next Southern summer in the South Shetland region.

On the 5th. of March captain O. Andersen of Svend Foyn I proceeded to the depot with the sole intention of giving an opportunity of return to the two members of the expedition who had been left there to spend the winter, but they both refused to go, although definitely told that it was a last chance for the season.

Captain Andersen delayed the departure of Svend Foyn and her catchers from South Shetland for a day by this voluntary action.

FALKLAND ISLANDS.

WHALING SEASON, 1920-1921.

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY *Høiefangstelskabet "Norge"* FACTORY *Solshøj*

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			28.	7.	1.		36.
January			110.	88.	4.		202.
February			57.	99.	7.		163.
March			45.	75.	22.		142.
April							
TOTAL			240.	269.	34.		543.

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	1120.	70.	482.		1672.
January	7654.	520.	2393.		10567.
February	5794.	450.	1832.		7476.
March	4973.	675.	1637.		7285.
April					
TOTAL	18941	1715.	6344.		27000.

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
<i>" Bjørk "</i>			80.	103.	11.		194.
<i>" Commandant "</i>			99.	72.	15.		186.
<i>" Eik "</i>			61.	94.	8.		163.
TOTAL			240.	269.	34.		543.

H. P. Hansen.
Master "S/S Solshøj" Manager.

FALKLAND ISLANDS.

WHALING SEASON, ... 1920... & ... 21

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY Brude & Dahls Hvalfangerselskap FACTORY "Thor 1"

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			73	46	6		125
January			80	101	6		187
February			15	130	3		148
March			7	92	0		99
April							
TOTAL			175	369	15		559

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	3793	517	1386		5696
January	5540	1872	2605		10017
February	3562	544	2048		6154
March	2019	760	1254		4033
April					
TOTAL	14914	3693	7293		25900

and the four cleanest whalebone

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
" Ingeborg 1"			53	163	4		220
" Odd 2"			61	113	7		181
"Almirante Goni"			61	92	4		158
TOTAL			175	369	15		559

A. Hansen
Manager.

FALKLAND ISLANDS.

WHALING SEASON, 1920/21.....

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY HEKTOR.

FACTORY "RONALD".

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			134	57	2		193
January			144	137	5		286
February			47	156	1		204
March			26	95	0		121
April							
TOTAL			351	445	8		804

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	7,300			2,500	9,800
January	11,100			4,000	15,100
February	6,200			3,000	9,200
March	3,600			2,300	5,900
April					
TOTAL	28,200			11,800	40,000

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
"Bransfield".			72	94	1		167
"Edele".			72	90	3		165
"Fogo".			85	64	0		149
"Paal".			54	99	2		155
"Port Stanley"			68	98	2		168
TOTAL			351	445	8		804

George Owen
Manager.

It is important that this form should be properly filled in and returned to the Whaling Officer at South Shetlands at the end of the season.

FALKLAND ISLANDS.

WHALING SEASON, 1940-1941

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY 2/s "Nor" FACTORY 5/s "Bombay"

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			64	46	5		115
January			112	65	7		184
February			12	103	6		126
March				6			6
April							
TOTAL			193	220	18		431

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	3707	911	395		5013
January	7639	1004	1029		9672
February	2223	668	440		3331
March	144	40			184
April					
TOTAL	13713	2623	1864		18200

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
"Steb II"			64	85	8		157
"Gwab"			77	48	2		127
"Baron II"			52	87	8		147
TOTAL			193	220	18		431

John Johannesen
Manager.

It is important that this form should be properly filled in and returned to the Whaling Officer at South Shetlands at the end of the season.

FALKLAND ISLANDS.

WHALING SEASON, 1920/21.

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY A/S. Odd .

FACTORY S/S "Gouvernøren" .

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			100	40	2		142
January			73	197	12	1 St.	283
February			10	172	-		182
March			8	109		1Bt.	118
April							
TOTAL			191	518	14	2 Bt.	725

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	5,267	1,190			6,457
January	7,870	2,110			9,980
February	5,168	1,572			6,740
March	3,519	1,173			4,692
April					
TOTAL	21,824	6,045			27,869 .

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
"Dominion 1"			42	171	4		217
"Dominion 2"			84	163	3	1 Bt.	251
"Normann 1"			65	194	7	1 bt.	257
TOTAL			191	518	14	2Bt.	725

John C. Berggreen
Manager.

It is important that this form should be properly filled in and returned to the Whaling Officer at South Shetlands at the end of the season.

FALKLAND ISLANDS.

WHALING SEASON, 1920-1921.

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY Chr. Salvesen & Co., Leith

FACTORY S/S Neko.

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			61	56	3		120
January			70	76	5		151
February			12	162	31		205
March			5	41	6		52
April November			24	5	1		30
TOTAL			172	340	46		558

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	3378	796	254		4428
January	4867	1280	240		6387
February	4318	1678			5996
March	1390	374			1764
April November	327	98			425
TOTAL	14280	4226	494		19000

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
S/S Sonja			58	121	17		196
S/S Silva			54	120	8		182
S/S Scapa			60	99	21		180
TOTAL			172	340	46		558

John Sinclair
Manager.

It is important that this form should be properly filled in and returned to the Whaling Officer at South Shetlands at the end of the season.

FALKLAND ISLAND
 WHALING SEASON..1920..1921.....

South Shetland

Company..... Aktiselskabet Ornen Sandefjord Grahams Land
 Factory. Orn II"

Whales	Right	Sperm	Blue	Fin	H'back	Other	Total
December			120	23	3		146
January			91	145	10		246
February			39	99			138
March				2			2
April							
Total			250	269	13		532

Oil Production (Shewn in number of Barrels)

Qualities	No. 1	No. 2	No. 3	No. 4	Total
December	6165	2455	499		9119
January	7553	554	2290		10397
February	4042	415	767		5224
March	60				60
April					
Total	17820	3424	3556		24800

Whales Caught Per Catcher.

Name of Catcher	Right	Sperm	Blue	Fin	H'back	Other	Total
Hauken II"			89	94	6		189
Grib II"			90	83	4		177
Klo II"			71	92	3		166
Total			250	269	13		532

S. W. Hansen
 Manager

FALKLAND ISLANDS.

WHALING SEASON, 1920-1921.

SOUTH SHETLANDS AND
GRAHAM'S LAND.

COMPANY *Graham's* FACTORY *Sound Bay I*

WHALES.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
December			88	58	4		150
January			73	140	2		215
February			21	193	5		219
March			1	17	0		18
April							
TOTAL			183	408	11		602

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	No. 1.	No. 2.	No. 3.	No. 4.	TOTAL.
December	5155	1450			6605
January	6630	1170	1670		9470
February	5775	1260	1230		8265
March	1010	150			1160
April					
TOTAL	18570	4030	2900		25500

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	RIGHT.	SPERM.	BLUE.	FIN.	H'BACK.	OTHER.	TOTAL.
<i>Graham's</i>			53	153	2		208
<i>Scott</i>			65	128	5		198
<i>Selwick</i>			65	127	4		196
TOTAL			183	408	11		602

P. Anderson
Manager.

(2)

C.S. 337/21

FALKLAND ISLANDS.

No. 38.

GOVERNMENT HOUSE,

STANLEY,

26th April, 1921.

Sir,

I have the honour to transmit for your information a report from Mr. J. E. Hamilton, Magistrate for the South Shetlands, on the whaling in that dependency, during the Season 1920-1921.

To Secretary of State,
No. 37 of 26th April,
1921.

2. In issuing licences for whaling in the South Shetlands during the Season 1921-1922, effect has been given to the recommendations which are contained in Paragraph 6 of Section 5 of the Report, for the regulation of the industry.

No. 36 of 26th April,
1921.

3. A separate despatch has been addressed to you regarding the establishment of lights in the South Shetlands.

4. The Crown Agents for the Colonies are being requested to arrange for information being supplied as suggested in Paragraph 3 of Section 5 of the Report, with regard to the Whaling Companies and the price of whale oil.

5. A note relative to the Imperial Antarctic Expedition is appended to the report.

THE RIGHT HONOURABLE
W. L. S. CHURCHILL, M.P.,
SECRETARY OF STATE
FOR THE COLONIES.

I have the honour to be,

Sir,

Your most obedient,
humble servant,

J. Middleton.

~~67~~ (3)

~~CS 215/21~~
CS 337 A/21

Den Norske Hvalfangerforening

THE ASSOCIATION OF NORWEGIAN WHALING COMPANIES

TELEGRAMADRESSE: FORENINGEN

TELEFON: N^o 409.

M/P.

Landsford, den 15th June 1921.
NORGE

Sir,

With reference to your esteemed favours of 27th April to the Norwegian Whaling Companies regarding certain conditions which will apply to the licences granted for the season 1921/22 we should like to express our opinion as regards the prohibition against the taking of Sperm, Right and Humpback Whales at South Shetland.

It is possibly the right policy to prohibit the capture of Humpback Whales for some years and it will be interesting to see whether it later on can be ascertained if the prohibition has had any visible effect upon the stock of Humpback whales at South Shetland. We suppose that the proposed investigations in due course may throw light on this question.

With regard to the Sperm Whale we are of opinion that it is hardly worth while to prohibit the taking of this species in view of the fact that the Sperm Whale very seldom frequents South Shetlands and if so not in herds but as stragglers. This opinion of ours is corroborated by Dr. S. F. Harmer, British Museum, Natural History, and in this connection we beg to refer to Dr. Harmer's

The COLONIAL SECRETARY,
STANLEY, FALKLAND ISLANDS.

Den Norske Hvalfangerforening

THE ASSOCIATION OF NORWEGIAN WHALING COMPANIES

TELEGRAM ADRESSE: FORENINGEN

TELEFON: NO 409.

Sandefjord, den
NORGE

-2-

article on "The present Position of the Southern Whaling Industry" in the Report of the Interdepartmental Committee on Research and Development in the Dependencies of the Falkland Islands /Page 72/.

Most of the Right Whales captured at South Shetland have been taken in the neighbourhood of the Austin Rocks, South of Deception; but during the last two seasons no Right Whale has been taken at South Shetland and this species is no longer specially hunted.

We are, Sir,

Your obedient Servants
Den Norske Hvalfangerforening

Johan Rasmussen
direktionens formand