

Whaling (Reports)
South Shetlands
No. 427/23

1923

C.S.

Whaling Officer.

SUBJECT.

1923.

6th June

Previous Paper.

30/1/22.

Report by Mr. A.G. Bennett on
whaling Operations South Shetlands
Season 1922/23.

~~PrA. 7/3/25~~

MINUTES.

Letter from Mr. A.G. Bennett June 1923
Report by. - do - (undated)

Report by Mr. A Hardy.
Analysis of Whaling

7/6.
Submitted.

The past seems to have been a very satisfactory season so far as the Government is concerned. The wastage of material has been considerably reduced all factories having increased their production of press oil in proportion to blubber oil.

2. The method of testing the oil by chemical means has been referred to by Mr. Hamilton in a recent report (Conf 3/23 which I attach)

3. The issue of permits to take humpback seems to have been fully justified. This matter will no doubt be dealt with by

(1)
(1a)
(1b)
(1c)

Subsequent Paper.

D24/24

Your Excellency in covering despatch to
S of S.

H. W. Hamilton to see and comment?

G.R.B.

OiC/Sec.

7 June 1923.

To Government Naturalist please.

Will you please also ask him to
report separately on what he knows
of Captain Sinclair, with his views
on the episodes reported by the
Whaling Officers herein and in
the diary.

~~tttt~~ 8 June 1923

Government Naturalist.

Accordingly.

G.R.B.

OiC/Sec

8 June 1923

Hon. Col. Sec.

My observations herewith
please. encl (3)

2. The memorandum on Captain
Sinclair will follow please

J.H. Hamilton

Sovr. Naturalist

25/6/23

Y/E.

Submitted

G.R.B.

OiC/Sec

29 June 1923

With draft despatch

ttttt 3 July

Despatch to S. of S. no. 86 of 4/7/23. (4)

Telegram from S of S of 8 Oct 1923 (5)

Magistrate South Shetlands.

For note
G.R.B.
DiC/Sec
17 Oct 1923

Asst. Col. Sec.

Noted and returned please.
J. Hamilton
Magistrate, S. Shetland.
22/10/23

J.E.
Submitted
G.R.B.
DiC/Sec
25 Oct 1923

ttttt 25 Oct '23

The Master of the Royal Assured
has informed me today that his results
in the 1922-23 season were far

higher than shown in the returns
he submitted. He says that after
leaving the South Shetlands he
found that he had 14,000 barrels
in his tanks and that he reported
this by separate letter to the Inspector
South Georgia on his arrival there.
Has the Govt. Naturalist any
word of this?

~~tttt~~ 30 Oct. 23

Government Naturalist.

Referred.

G.N. 13

Dil/Sce

30 Oct 1923

Hon. Col. Sec.

I attach a letter which
has been handed to me by
Mr. A. G. Bennett who received
it from South Georgia without
any covering note.

2. It will be observed that
the catch is given as 13,265
barrels, or 684 in excess of
the previous amount, and that
the number of whales is greater
by 7, - 6 Fin and one Humpback.

3. This correction will of course
alter the value of all figures in
which Roald Amundsen's
catch

catch is taken into account but with regard to the total catch for the season - over 4,000 whales and over 240,000 barrels of oil, it cannot have any invalidating effect.

So far as the factory is concerned the average production per whale is altered from 53.5 to 54.8, a slight improvement but one which does not alter the ship's position in order of merit, which is eighth in a descending series of the eleven factories.

J. H. Hamilton.

Govr. Naturalist

1/11/23.

Note. In M. P. 422/23. S. Whaling and sealing to give their total of 518 whales as Blue 238, Fin 250, Humpback 30. I find that the form attached to the 22/23 Report gives - Blue 237, Fin 249, Humpback 30, total the same, there must be some mistake between Blue and Fin. I incline to the view that the return made at the end of the season is more probably correct, & may I send these figures to the B.M. ~~sub~~ in place of those in 422/23

J. H. Hamilton.

Govr. Naturalist

1/11/23

Note: For comments by
B.M. see D/26/25.
Museum Report

Stanley.

6.6.1923.

Sir.

I beg to attach herewith the Report on, the Whaling
Season 1922-1923 at South Shetlands, and Grahams Land. (3copies)
Mr Hardys' Report. Two copies.

Returns of catch. Analysis of catch. Diary. Etc.

I am,

Sir.

Your obedient servant.

To The Honourable
the Colonial Secretary.

Stanley.



Whaling Officer.

10

REPORT.

On the Whaling Season 1922-1923, at South Shetlands, and
Graham Land.

The following vessels operated in the waters of this
Dependency during the Season:-

1. Ronald, with 5 Catchers	Hektor Coy;
2. Solstreif." 3 "	Morge Coy:
3. Svend Foyn." 3 "	Sydhavet Coy:
4. Falk. " 3 "	Ornen Coy:
5. Orn II. " 3 "	" "
6. Pythia. " 3 "	Odd Coy:
7. Maudie. " 3 "	Hvalen Coy:
8. Southern Queen. " 3 "	Southern Whaling & Sealing Coy:
9. Sevilla " 3 "	Messrs Salvesen & Co.
10. Neko " 3 "	" " "
11. Roald Amundsen. " 3 "	Labaremus Coy:

2. Leaving Stanley per SS Ronald on the 4th November 1922 with Mr A.G. Hardy as Assistant Officer, we proceeded South through a rough sea until close to land, where, the snow was so thick in generally bad weather that an entrance was dangerous, and difficult to find. We arrived at Deception Island on the 9th to find conditions that indicated a past mild winter. Except for a few bergs, no ice whatever was seen on the passage, and beyond a few Bottle-nose, and Pike whales no other whales were seen after 57°S or in the Bransfield Straits. Thick weather prevented a distant view.

3. On arrival at Deception Id., one third of the large harbour was free of ice, and water ran freely on the land under the snow.

4. In the early part of the season the weather was very changeable, dull, fog, calm with bad visibility, and daily snowing.

Whaling was very poor, and became worse, Whales were found to be present in great numbers to the West, and North of Smith Island. This area was later the point of capture for the boats of S. Queen, whose gunners faced almost any weather and seas in their capture, a method that the remainder did not follow, either from want of skill, inferiority of boats, or a combination of both. Of those caught at this early time in the calm periods, most were of a lean kind, also it was in this direction that the sperm whales were killed. One gunner stating that he had seen about 40 Sperms, and thought that they were protected.

5. A Westerly type of weather set in accompanied with more or less wind from the N.W.W. this lasted until March. The usual NE. and SW. gales were almost absent, had visibility, dullness, and want of sunshine combined to make things unpleasant. Whales did not come into land, and the inland waters in sufficient numbers. Those that did were reported as wild, and many that were captured were thin.

6. Early January produced a good number of the large and fat type of Blue-whale, - the type that is looked for in the first part of the season, but was far from common this year. Mid January the whaling became quite good for a short time, but the Blue-whales were mostly of the small sort. January 17th the Fin-backs appeared, most miserable specimens containing but little oil.

7. In February the weather was worse, also the whaling. Many whales, both Blue, and Fin were very thin, I found these thin ones frequently infested with tape worms in the smaller intestine. Specimens of these worms have been sent to the British Museum.

8. March brought much colder, but more settled weather, with intervening NE. SW. gales. Although the days rapidly grew shorter, whaling greatly improved when the long dark nights and consequently restricted hunting time is considered.

This hunting time, for the first part of the season is 24 hours per day.

9. The conditions in April were remarkably good from a weather point of view to what might be expected, although these good conditions would be considered violently bad elsewhere.

Whaling was good for the time of year, and whales fatter.

The whale boats often returned more resembling icebergs than steamers, from being incruster with snow, and ice from freezing spray.

10. In the latter part of the season a number of icebergs passed along from the South, these bergs appeared to attract whales.

Otherwise there was no ice in Bransfield Straits the whole season. There was a good number of icebergs in Belica Straits most, if not all of the season, but seldom whales.

11. Pike, and Killed whales were numerous, and notwithstanding the Government's offer of payment for the capture of a specimen of each for scientific purposes, none were caught.

12. The seasons catch was declared as 243,196 barrels of oil from 4121 Whales, an increase of 40,000 barrels, and 876 Whales over the previous season. Table 1, and 2 attached show the catch. A study of these figures are interesting, and show what is being done. There was an increase of 1.8 brls per Whale, bringing the average up to 58.1. The total Whales caught included 198 Humpbacks. There was 4 new factories employed. None had a full catch, and it was not until March was well advanced that the line between profit and loss, was crossed, for most of them.

All factories arrived early, and nearly all stayed some time longer than anything tried before. This resulted in a very long season, the longest so far at South Shetlands. Next years this could not be repeated.

13. "Roald Amundsen" was permitted to finish the season at South Georgia as he had done so badly. One cause of his bad catch was that one of his gunners suffered from severe mental trouble. This factory had installed 2 press boilers to deal with blubber

residues. As I outlined something like this as being desirable in my 1918-1919 Report, and was considerably interested in what the results would be, but I did not meet the Manager at the finish. Mr Hardy informed me that he learned this ship claimed a higher percentage of oil as a result. A study of the declared figures do not appear very impressive, although of those factories who did not operate at any time from Deception Isd, -4 in number, -the last 4 on the list, (Table 1) Reald Amundsen has the best average, but the least whales.

14. There never was a rush of whales, and very rarely had a factory sufficient material for a full days work. Such seasons are perhaps the most desirable, for every effort must then be made to obtain the most from the material at hand, further as the whale is used up as soon as brought in, more oil, and of a better quality is the result, whereas if there is an accumulation of whales as a result of abundance, there must ensue a loss to all concerned, except the gunner. The ideal season would be something like the one under review, but faster, a perfect condition we can seldom hope for in such a business.

15. It is worthy of note that the first seven factories on the list (Table 1) started the season at Deception Isd, Pythia alone soon leaving for Nansen Isd, where this ship remained the season. The average per whale for these factories is very fine, while the last four, although good, are far below the others. I would draw special attention to the fact that both "Pythia" and "Neko", the two lowest factories last year, are under different managers this, the results justify the change in a very marked improvement. Also "Sevilla" and "S Queen" the two lowest ships this season, were captained by the two same men who filled the same capacity last season in the "Neko" and "Pythia".

Capt T. Sinclair had "NEko" 1921-2, and "Sevilla" 1922-3. The sole British Master there. Capt Andersen had "Pythia" 1921-2, and "S Queen" 1922-3, not the actual manager in either case, but on whom the duties of running the working of the ship fell, owing to the actual manager being more, or less otherwise

engaged. The two ships they have this season are a vast improvement on the two they had last.

16. The results obtained by "Ronald" and the land station do not seem to justify the enormous expense of the latter. Here the entire whale is used up, yet the average per whale is less than three floating factories, although the press oil ratio is very much greater. This factory was in the same position last season. More oil could not be extracted from the whales caught, for the entire animal is used in this case.

17. There is no question but that some factories are fortunate in securing more of the fatter whales. This is an important point when considering figures.

18. In addition to whales actually brought in, a number are lost from various causes, besides a number wounded and escape. The unproductive loss of these must be considerable, but unavoidable. I think that it would not be possible to get figures, for the reason that none will admit losses, even where the loss is after capture.

19. In all 76 permits were issued for the taking of Hump-back-whales, all issued during periods of slackness, and lasted for one week. This resulted in the capture of 196.

20. Mr Hardys' views on the dissatisfaction of managers over the issue of these permits I do not agree with. This dissatisfied grumble is nothing more than unadulterated envy of the other man, and is part of their life. These grumbles of greed cannot be entertained for one moment. The permits issued, filled the purpose for which they were intended, namely keeping the crews partly at work in slack periods. The envy of one manager towards another is an insignificant matter to a strike by the whole crew. Uneasy feelings, owing to the want of work, were evident among the crew of the shore station at Deception Isd. These appeared to cease immediately they knew Hump-backs could be taken, to quote one instance in which I feel that the permits answered

their purpose.

21. Mr Hardy informed me by code that "Neko" had taken Hump-backs without a permit, and contrary to the conditions of his licence, in consequence I caused this vessel to have no more permits for the remainder of the season.

22. The Whaling Regulations, and the conditions imposed in the licences, are having a good effect on the production per whale, and are being carefully observed except by Messrs Salvesens ships, - "Neko", and "Sevilla". Such fine results per whale, as obtained this season, could not be expected in a season of greater abundance. I understand that both "S Queen", and "Solstreif" anticipate considerable improvements in their reduction plant for the coming season.

23. The Manager of "S Queen" a Mr Lars Andersen acted as gunner, (not to be confused with Captain T. Andersen of the same ship, and already brought under notice.) Mr Hardy reports to be an energetic man, I too had formed this opinion previously, who desires to employ a fourth whaler next season in survey work. This should be encouraged.

24. It might be pointed out that "S Queen", owned by the Southern Whaling and Sealing Co of Liverpool, is Registered in Norway. The whole crew also belong to that country. Thus this good factory is, for all purposes Norwegian. Mr Hardys' comment on the absence of British labour is significant.

25. Mr Hardy also informed me that Messrs Salvesens' ships "Sevilla", and "Neko", each have a small number of British workers on board. These are both British ships, yet the British workers in common with the greater Norwegian element are to be paid, for the share per barrel at least, in Norwegian currency, converted into sterling at the current rate of exchange. Thus British workers on a British ship, in a British Possession will be paid in a foreign currency, liable to an unknown fluctuation. The difference in exchange will not affect the Norwegian members. I think there is little wonder that were British workers

are not attracted, especially in the present state of depression, and notwithstanding the evidence Mr Salvesen gave before the Interdepartmental Committee.

26. The past unsatisfactory methods of Messrs Salvesens' ships made it desirable that an officer should be placed on at least one of them. I therefore put Mr Hardy, the temporary Assistant Officer, on board "Sevilla". He was remote from me a matter of 90 to 120 miles at different times. It was soon evident that this Officer was in Capt Sinclairs' way, and life was made so intolerable that it was necessary for me to remove him to another vessel, and make a special journey for the purpose. Things happened which called for immediate action. These matters have been specially, and separately reported upon, and call for drastic action, if it is intended ^{that} ~~for~~ the whaling Officers of this Government ^{are} to have the slightest authority over these British Vessels.

27. The fact that with, or without the knowledge of Capt Sinclair, from past experiences undoubtedly at his instigation, a British Doctor, - a Dr Lornie threatened to punch the officers nose, and volunteered the information that the Captain contemplated placing him in irons, is not a matter that can be tolerated, even presuming that the officer was in the wrong, in this case he was not.

28. The past defiant attitude, and actions that I have experienced from Capt Sinclair, and duly reported, are in keeping with the experiences of Mr Hardy. Now that an Officer has been placed there for enforcing the Whaling Regulations and receives such treatment, will, unless effectually stamped out, lead to a state where Officers have no control at all, especially with the Norwegian Companies, who do at present observe the Regulations. This Strongly emphasises the justice of my past complaints.

29. Mr Hardy draws attention to the excessive filth of these boats. My visit to "Sevilla" confirms this, and it should be

remembered that this ship was being used for the first time. It is a ship of good size as compared with "Neke".

30. It is suggested by Mr Hardy that Nekos' whale boats might be reduced to two. This view I support, for taking her capacity into consideration, two boats would bring this vessel to a more equal state with the remainder. That is the ship at present known by that name.

31. I am satisfied that one can have no confidence in the returns supplied by these ships, either in the number of whales caught, or the quantities, and classes of oil produced. I might suggest that if no improvement is forthcoming in this respect, that Managers are compelled to either enter into bond, or be licensed to return a correct account. It might be found beneficial to treat the gunners in the same light.

32. At least two Companies have tried, as an experiment this year, to classify their oil as it was made by a chemical means. The oil is sold by such a test, but up to now it has seldom been tried, the oil being classed by the rule of thumb means, colour, and smell. Some years ago, the then Manager of the "Normanna" used such a test, and informed me that by its means he had made £15000 above what he would have gained by the old method with the same cargo. The general extension of this method is desirable.

33. In March "Falk" reported to me by Radio that one of his boats had caught a Right whale by accident, in the dusk. This accident could occur to anyone, for it is not unknown for a whale to be shot in the actual dark. A very risky business, but still it is sometimes done. Beyond a warning, I considered no action was necessary, as this Company is most careful in the observation of the Regulations.

34. The two lighthouses were erected on Deception Isd by the Hektor Co. Fish Point, the outside one, was completed on

December 16th 1922, Penguin Point, - the Harbour leading light on 11th January 1923. The former was a difficult article to drag over glacier, and mountain top. Both lights act splendidly and fill a long felt want.

35. The want of means of transit for the whaling Officer has now become a serious problem with so many Factories, working at times in a more, or less compact mass in Deception Isd, and at others scattered far, and wide, with probable extensions in the near future. The extreme bases at present are about 210 miles apart. It is therefore not possible to even know what most of them are doing, and supervision is impossible. It is the fugitive members who require the greatest attention for the checking of waste among other reasons. The figures on Table I indicate this.

36. A suitable vessel, not inferior to a first class whaler is required to get about with from point to point, as may be found necessary. A man with long experience in these waters would be necessary as the Captain, there is no reason why the remainder should not be British.

37. During the season, whaling problems occupied a large amount of the conversation. Among the salient points raised was, whaling in the Ross Sea, and at St Helena. The former is rather alarming for the S Shetlands should it be found that the Blue-whale passes there from the Ross Sea, on its way East to the Weddell Sea, and beyond. It is proposed, I understand to try pelagic whaling, and they will thus be free from supervision, at least this seems the desired point.

38. St Helena has long occupied my mind as a possible base for a small whaling industry, only to be proved by actual trial. I submit it would be unfortunate to grant whaling facilities to a foreign Nation in respect to this Island. I understand the inhabitants have but a poor means of existence, and this would be a fine opportunity to start these people up as British whalers, for, after all there is nothing very difficult to learn

in the whole business, no operation that ordinary intelligence could not master in a few weeks.

39. I also understand that the whale oil sold last year to the U.S.A. paid an import duty of about 10/- per barrel on landing in that country.

40. I would like to express my thanks to Mr A.G. Hardy the Assistant Whaling Officer with me for the season, for the whole hearted way in which he carried out his duties, under bad, and trying circumstances, made worse by the obstinate people he came in contact with. Especially well were his duties carried out when it is remembered that he was engaged for the season with a temporary appointment only.

A.G. Bennett
Whaling Officer.

TABLE I.

Ship's Name	Whales Taken					Oil Produced			Average Per Whale	Blubber To Press	% of Press To 100 of Blubber
	Blue	Fin	Hump Back	Other	Total	Blubber	Press	Total			
"Orn II"	159	147	25		331	13,152	3,698	21,850	65.4	1.51	66.0 -
"Palk"	179	146	14	1 Sperrn 1 Bight	341	13,884	3,316	22,200	65.1	1.66	59.8 -
"Laudie"	143	184	3		335	11,833	3,932	20,765	61.9	1.32	75.4 -
"Ronald"	257	347	3		607	20,350	17,150	37,500	61.6	1.18	84.2 -
"Solstreif"	182	190	8	1 Sperrn	381	14,068	9,132	23,200	60.89	1.53	65.0 -
"Tythia"	150	125	55		330	11,593	8,007	19,600	59.79	1.44	69.0 -
"Svend Foyn"	186	200	19	2 Sperrn	407	14,300	3,700	23,000	56.5	1.63	61.2 -
"Boald Amundsen"	125	99	11		235	7,600	4,931	12,581	53.5	1.52	65.5 -
"Neko"	161	141	2	1 Killer 1 B. Nose	304	9,580	6,420	16,000	52.63	1.49	67.0 -
"Sevilla"	207	157	28		392	11,663	3,837	20,500	52.29	1.31	75.7 -
"Southern Queen"	239	249	30		518	15,478	10,522	26,000	50.19	1.47	63.0 -
	1,993	1,985	198	4 Sperrn 1 Bight	4181	143,501	99,695	243,196	58.1	1.4 4	69.4

A. Required to produce 2 $\frac{1}{2}$ blubber to 1 of press oil or not exceeding 2.5

B. % of press to 100 of blubber oil not less than 40%

C. not included in total.

Table 2.

1922---1923

Monthly return of Whales caught, and Oil produced

Month	Blue	Fin	Hump-B	Other	oil produced
November 1922	127	1			9,995
December "	574	97	16	4 Sperm	46,060
January 1923	635	419	14	1 killer	63,484
February "	257	498	64		41,403
March "	237	620	101	1 B-nose)	50,939
April "	163	350	3	1 Killer) Right)	31,215
Total	1993	1985	198	7	243,196

Other Productions.

Guano 16,500 Bags.

Baleen 15 Tons.

WHALING REPORT,
SCUTH SHETLANDS.

SEASON 1922-23.

Sir,

I beg to submit the following report for your consideration. As you are already aware I left Deception Island on the 3rd December last to take up my duties on Messrs Salvorsens' steamer Sevilla at Admiralty Bay, and on arriving there, I also found the Roald Amundsen and the Neko- the latter being of the same company as Sevilla. Whales did not appear in any numbers till about the 12th of December and even then they were considered by no means plentiful; the best catches, however, were made during the first fortnight in January and it was at this time that I had occasion to speak to the Neko about the number of whales alongside. Under your instructions, permission was given in the beginning of December to catch humpbacks, but only two were caught, these being for the Neko, in fact very few of these whales were reported to me as having been seen around there this season.

Soon after arriving at Admiralty Bay I anticipated that the Sevilla and Neko, being of the same Company, would wish to work together; so when the question arose, bearing in mind my instructions to use every discretion with the whalers, I saw and raised no objections to this procedure but rather approved of it; for in the event of one factory being more fortunate than the other, carcasses could then be shared. I should not, however, have allowed any of the Neko's whalers to catch for the Sevilla in the event of the Neko being full, but I felt that there would be no objections to the Neko transferring oil to the Sevilla under the above circumstances.

In dwelling on the appearance of a whaling factory at the whaling grounds one has to make great allowances

for the nature of the work and to remember, under normal conditions, that there is little time to spare during the short season for cleaning up, but it seems to me regrettable that, as an English factory, the Neko will not bear the slightest comparison with the Norwegian ships, for she is not only most unsatisfactory in the using up of the carcasses, but she is disgustingly dirty from stem to stern, and how a crew of at least 20 men, manage to live for so long in so much filth, without sickness breaking out, is, to say the least, remarkable.

Unless this ship is constantly under supervision, wastefulness will take place; for with three catchers and a fair run of whales, a great amount of the carcasses will be cast adrift to make room for fresher material; therefore, if the saving of material is as seriously desired as I am led to believe, it appears to me that as this factory is absolutely unable to comply with the regulations, she should no longer be allowed to operate as a floating factory. Even though an officer were placed on board throughout the season - it would be unsatisfactory, for under ordinary conditions it would mean that either one or two of the catchers were being continually laid up, which, after having arrived at the whaling grounds, would cause the greatest amount of dissatisfaction. This season, however, the Neko has done better with the press oil; which fact I can only account for, by having either got a change of managers, or else, owing to the scarcity of whales, more time has been given to the using up of the carcasses. Messrs Salversen's have, I am told, a steamer which would be suitable to convert into a floating factory; in which case the Neko might be suitably employed as a transport from South Georgia.

The Neko, on her way to South Georgia this season, called at St. Vincent for coal; and on leaving that port, found that she had about 50 negro stowaways onboard, so was obliged to return to get rid of them; on arriving at South Georgia she had still fourteen, and seven of these were transhipped to the Sevilla which brought them on to the South Shetlands.

Of these seven negroes on the Sevilla I have made a special detailed report as difficulties arose which I considered called for immediate attention; and, as a result of my actions, a great deal of bad feeling has arisen. I have also collected what I consider sufficient evidence to prove that the Neko was, this season, catching humpbacked whales without a permit - and of this also I have made a special detailed report.

It seems strange that both ships of Messrs Salversons Company should be the cause of so much trouble; particularly so is this surprising, when one recalls Mr Salverson's remarks in the I.D. Report on relying on the loyalty and good faith of the whalers; for it has been my experience to find that his managers - men presumably of his own choice - are men, in whom, with regard to their observance of the whaling regulations I can have no confidence.

My observations lead me to suppose that the managers of these two factories consider Mr Salverson's influence sufficient to overcome all obstacles, and, as a result, they have developed and shown a contempt for authority, which, if not checked, now that an opportunity has arisen, will only be further believed in in the future, and thereby unnecessary trouble will be given to the whaling officers, and a bad moral effect will be produced on the rest of the whaling fleet.

Captain Poulsen showed me a certificate which he holds from the Lords' Commissioners of the Admiralty, entitling him to command a British ship - this certificate having been awarded for valuable services rendered during war time. This was, no doubt, a far-sighted move on Mr Salverson's part, for the Captain was unable to state the valuable services, except that, during the war, he captained a British transport steamer for two voyages, between South Georgia and the United Kingdom.

On Saturday, the 27th January, I arrived in the Sevilla at the Melchion Islands, Schollaert Channel, where I found the Southern Queen and Roald Amundsen - the latter having left Admiralty Bay on the 30th December.

Within a few days of reaching the Melchion Islands the negro incident occurred after which I left the Sevilla for the Southern Queen.

The Southern Queen, to my idea, is a factory that will be found to do good work in the South Shetlands, for there is a 'go' and spirit of enterprise about this ship, that I had not previously encountered in any other factory. I would also take this opportunity to state that I am not in sympathy with the wild rumors that you have heard regarding the Southern Queen catching humpbacks without a permit; in fact, I am impressed with the straightforward policy of this ship, and the desire of its manager to make and retain a good name. I learnt, from the manager Mr Lars Andersen, that an application will probably be made for a fourth boat for next season - this extra boat, I understand, is desired for survey work, so that at certain times during the season this whaler can be used for finding out any or all suitable harbours in the South Shetlands. Should this application be made and sanctioned, efforts will most likely be made to find out the possibilities of Joinville Land and thereabouts, and land to the south of Wiencke Island. It appears to me that if this firm is willing to do such work, then encouragement should be given; for the more the whaling factories are spread out over the South Shetlands, the better are the results likely to be obtained. At the same time if Messrs Lever Brothers have been encouraged to have a whaling licence with the object of introducing and fostering British labour, it would seem that one season at South Shetlands alone, has been lost by making not the slightest effort in that direction.

With reference to the humpback licences, it was explained, many times, under what conditions these would be, and were granted; but these arrangements did not meet with the approval of the whalers, for if one factory had a licence then it was felt that the same should be extended, at the same time, throughout the fleet. As they are so thoroughly dissatisfied with these arrangements, then the humpback, perhaps, could be protected year by year, until such times as it was thought fit to allow of it being caught for either a whole or a part of any given season. In my opinion, when there were a number of these whales about, and a scarcity of others, this was a most satisfactory way of dealing with the situation, and, as intended, it certainly

gave any factories that were having a run of bad luck, an opportunity to keep things on the move.

This season would seem to emphasize the need of larger catchers; for owing to the whales not coming in to the land, as formerly, the gunners have been obliged to go out to sea in search of them. In this respect the Southern Queen was fortunate in having having boats of a larger type than any of the factories with which I came in contact, and, this, coupled with the fact of her having really first-class gunners, no doubt accounted for her excellent catch of whales.

I am,

Sir,

Your obedient servant,

Aubrey Hardy.

Asst. Whaling Officer.

A. G. Bennett, Esq.,

---Whaling Officer.---

	Blue	Fin	H.P.	Sperm	Right	Both nose		Total	Bill					
						not	in		No 1	No 2 Blubber	No 2 Press	No 3	No 4	Total
Neko	161	141	2	-	-	1	1	304	9580	-	-	6420	-	16.000
Sevilla	204	176 157	28	-	-	-	-	392	11.663	-	2.490	6347	-	20.500
S. Queen	239	249	30	-	-	-	-	518	15.478	-	5319	4992	211	26.000
R Amundsen	125	99	11	-	-	-	-	235	7.600	-	3658	1323	-	12.581
Solstrif	182	190	8	1	-	-	-	381	14,008	60 sperm	7,438	1212	182	23.200
Talk	179	146	14	1	1	-	-	341	13884	no sperm shown	7,135	1,181	-	22.200
Orn	159	147	25	-	-	-	-	331	13.152	no sperm	6979	1719	-	21.850
Svend Lopy	186	200	19	2	-	-	-	407	14.200	100 sperm	4.700	3.700	300	23.000
Pythia	150	125	55	-	-	-	-	330	11.593	-	7.206	801	-	19.600
Maudie	148	184	3	-	-	-	-	335	11.883	-	8.932	-	-	20.765
Ronald	257	347	3	-	-	-	-	607	20.350	no? Tongue Press 1700 gone in No 1 fin	-	-	15450	37.500
Total	1993	1985	198	4	1	1	1	4181	143.341	160 sperm 1700	54157	27.695	16143	243.196 ✓

Analysis of Whaling at S Shetlands
Season 1922-1923 as declared to.

Factory	November			December			January			February			March			April			Total Season		
	Barrels per whale	Per cent No	Per cent of Blubber	Barrels per whale	Per cent No	Per cent of Blubber	Barrels per whale	Per cent No	Per cent of Blubber	Barrels per whale	Per cent No	Per cent of Blubber	Barrels per whale	Per cent No	Per cent of Blubber	Barrels per whale	Per cent No	Per cent of Blubber	Barrels per whale	Per cent No	Per cent of Blubber
Neko	-	-	-	57.7	1.68	59.5	48.1	1.72	58.2	43	1.40	71.1	53.4	1.08	92.5	91.	1.45	68.5	52.63	1.49	67.0
Sevilla	-	-	-	52.9	2.02	49.4	65	1.47	64.6	38.8	98	101.2	56.1	1.05	94.5	51	1.13	88.2	52.29	1.31	75.7
S Queen	53.8	1.29	79.4	63.0	1.56	64	50.9	1.48	67.4	43.5	1.40	71.0	44.9	1.45	69.	—	—	—	50.19	1.47	68.
Ronald Amundsen	42.5	1.88	112.5	71.3	1.85	54	56.8	1.87	53.3	51.4	1.18	84.7	36.4	1.2	77.2	—	—	—	53.5	1.52	65.5
Solstref	87.4	1.42	70.2	78.8	1.54	64.5	66.4	1.52	65.5	46.2	1.58	63.3	50.2	1.51	65.8	60.1	1.55	64.2	60.89	1.53	65.0
Falk	85.2	1.32	75.4	66.9	1.80	56.0	62.4	1.86	53.7	55.9	1.56	64.4	61.3	1.37	72.8	81.3	2.06	48.5	65.1	1.66	59.8
Orn	58.5	1.6	62.5	71.3	1.42	70.0	72.3	1.40	71.5	56.4	1.32	75.3	56.5	1.06	68.4	73.0	1.97	50.5	65.4	1.51	66.0
Svend Jogn	88.2	1.36	72.7	72.4	1.20	83.2	45.9	1.27	78.5	83.0	1.66	59.8	37.9	2.46	40.2	38.5	3.59	27.8	56.5	1.63	61.2
Pythia	63.6	2.1	47.5	70.5	1.84	54	61	1.77	53.3	41.3	1.31	75.9	54.3	1.94	105.9	77.5	1.43	69.5	59.39	1.44	69.0
Maudie	66.2	1.61	62.0	64.9	1.63	61.0	76.0	1.31	76.1	45.5	1.20	82.9	63.1	1.19	83.6	57.3	1.34	74.4	61.9	1.32	75.4
Ronald	92.2	1.16	85.7	74.2	1.14	84.0	63.3	1.21	82.4	55.6	1.08	92.5	64.9	1.22	81.5	49.5	1.20	83.0	61.6	1.18	84.2

Order of merit in Barrels per whale

Orn II	65.4
Falk	65.1
Maudie	61.9
Ronald	61.6 <u>entire whale used up</u>
Solstref	60.89
Pythia	59.39
Svend Jogn	56.5
R Amundsen	53.5
Neko	52.63
Sevilla	52.29
S Queen	50.19
	= 65.4 best
	50.19 worst.
	15.21 difference

Note The top seven. Pythia excepted operated most of the time from Deception.

The rest kept away.

It appears that either much fatter whales were obtained at Deception-Jed, or bad management with the others, or a combination of both.

FALKLAND ISLANDS.

WHALING SEASON, *1922/23*

AREA { South-Georgian,
South Shetlands & Graham Land,
South-Orkneys.

FACTORY *Royal Amundsen*

COMPANY *J. Habermas*

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September - - -						
October - - -	<i>2</i>					<i>2</i>
November - - -	<i>6</i>					<i>6</i>
December - - -	<i>54</i>					<i>54</i>
January - - -	<i>28</i>	<i>27</i>				<i>55</i>
February - - -	<i>23</i>	<i>36</i>	<i>6</i>			<i>65</i>
March - - -	<i>14</i>	<i>36</i>	<i>5</i>			<i>55</i>
April - - -						
May - - -						
TOTAL -	<i>125</i>	<i>99</i>	<i>11</i>			<i>235</i>

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September - - -									
October - - -									
November - - -	<i>120</i>			<i>65</i>	<i>70</i>	<i>31</i>	<i>112</i>		<i>255</i>
December - - -	<i>2500</i>			<i>735</i>	<i>616</i>	<i>185</i>	<i>546</i>		<i>3851</i>
January - - -	<i>2040</i>			<i>871</i>	<i>217</i>	<i>167</i>	<i>534</i>		<i>3128</i>
February - - -	<i>1810</i>			<i>1312</i>	<i>222</i>	<i>116</i>	<i>807</i>		<i>3344</i>
March - - -	<i>1130</i>			<i>675</i>	<i>198</i>	<i>12</i>	<i>772</i>		<i>2003</i>
April - - -									
May - - -									
TOTAL	<i>7600</i>			<i>3658</i>	<i>1323</i>	<i>452</i>	<i>685</i>		<i>12581</i>

BALEEN.....TONS

GUANO.....BAGS

WHALES CAUGHT PER CATCHER.

avg 53.5

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
<i>Harpin 1</i>	<i>54</i>	<i>36</i>	<i>3</i>			<i>93</i>
<i>Homan</i>	<i>43</i>	<i>36</i>	<i>3</i>			<i>82</i>
<i>Kamm</i>	<i>28</i>	<i>27</i>	<i>5</i>			<i>60</i>
TOTAL	<i>125</i>	<i>99</i>	<i>11</i>			<i>235</i>

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

[Signature]
Manager.



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

working Copy

FALKLAND ISLANDS.

WHALING SEASON, *1922/3*

AREA { South Georgia.
South Shetlands & Graham Land.
South Orkneys.

FACTORY *S/S Sevilla*

COMPANY *Messrs The Salvendy Co Leith*

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September - - -						
October - - -						
November - - -						
December - - -	<i>77</i>	<i>8</i>				<i>85</i>
January - - -	<i>63</i>	<i>31</i>				<i>94</i>
February - - -	<i>26</i>	<i>40</i>	<i>11</i>			<i>77</i>
March - - -	<i>35</i>	<i>51</i>	<i>17</i>			<i>103</i>
April - - -	<i>6</i>	<i>27</i>				<i>33</i>
May - - -						
TOTAL -	<i>207</i>	<i>157</i> <i>175</i>	<i>28</i>			<i>392</i>

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September - -									
October - - -									
November - - -									
December - - -	<i>2943</i>			<i>386</i>	<i>1068</i>	<i>202</i> <i>4947</i>		<i>4397</i>	<i>52.9</i>
January - - -	<i>3367</i>			<i>902</i>	<i>1375</i>	<i>147</i> <i>6016</i>		<i>5644</i>	<i>65</i>
February - - -	<i>1485</i>			<i>494</i>	<i>1014</i>	<i>198</i> <i>1015</i>		<i>2993</i>	<i>38.8</i>
March - - -	<i>2973</i>			<i>708</i>	<i>2100</i>	<i>105</i> <i>945</i>		<i>5781</i>	<i>56.1</i>
April - - -	<i>895</i>				<i>790</i>	<i>113</i> <i>832</i>		<i>1685</i>	<i>51.0</i>
May - - -									
TOTAL	<i>11.663</i>			<i>2490</i>	<i>6347</i>	<i>131</i> <i>757</i>		<i>20.500</i>	

BALEEN.....*3*.....TONS

GUANO.....*Nil*.....BAGS *average 5'2.2g*

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
<i>Spanna</i>	<i>81</i>	<i>69</i>	<i>9</i>			<i>159</i>
<i>Swona</i>	<i>71</i>	<i>63</i>	<i>13</i>			<i>147</i>
<i>Suira</i>	<i>55</i>	<i>25</i>	<i>6</i>			<i>86</i>
TOTAL	<i>207</i>	<i>157</i>	<i>28</i>			<i>392</i>

Estimated value of OIL £. *95.575* BALEEN £. *75* GUANO £.

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

Sgd Thos. Sinclair
Manager.

*Wireless is stated to print up
Single 22 700
Arts Reports to
Salvendon in
Franklin to S Geo
20 11 23*

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

FALKLAND ISLANDS.

WHALING SEASON, 1922 - 1923

AREA { South Georgia.
South Shetlands & Graham Land.
South Orkneys.

FACTORY "Southern Queen" COMPANY Southern Whaling & Sealing Co. Ltd.

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September - - -						
October - - -						
November - - -	12	-	-	-	-	12
December - - -	93	12				105
January - - -	61	73				134
February - - -	50	86				136
March - - -	23	78	30			131
April - - -						
May - - -						
TOTAL - - -	239	249	30			518

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September - - -									
October - - -									
November - - -	360			128	74	84	129 794		646 538
December - - -	4033			1201	1357	27	156 629		6618 630
January - - -	4075			1740	1009		148 674		6824 509
February - - -	3465			1155	1307		140 710		5927 435
March - - -	3545			1095	1245	100	145 69		5985 449
April - - -									
May - - -									
TOTAL	15478			5319	4992	211	149 687		26000

BALEEN.....TONS

GUANO.....BAGS

Average 50.19

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
"Southern Mail"	85	77	12			174
"Southern Breeze"	74	75	13			162
"Borrowly"	80	97	5			182
TOTAL	239	249	30			518

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

L. Anderson

Manager.

FALKLAND ISLANDS.

WHALING SEASON, 1942-1943.

AREA { South Georgia.
South Shetlands & Graham Land.
South Orkneys.

FACTORY S/S "Glen II" COMPANY S/S "Nor."

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September						
October						
November	2					2
December	44	13				57
January	54	26				80
February	14	30	3			47
March	14	48	21			83
April	31	30	1			62
May						
TOTAL	159	147	25			331.

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September									
October									
November	72			45	20		116 625		117 58.5
December	4391			1174	501		142 700		4066 71.3
January	3380			1922	486		140 715		5788 72.3
February	1512			932	208		132 753		2652 56.4
March	2789			1604	304		146 680		4697 56.5
April	3008			1322	200		197 505		4530 73.0
May									
TOTAL	13154			6959	1719		151 660		41850 65.4

BALEEN Nil TONS

GUANO Nil BAGS

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
"Feb II"	50	47	5			102
"Gvas"	49	57	15			121
"Harvorn II"	00	43	5			108
TOTAL	159	147	25			331.

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

Johs. Johannesen
Manager.

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

FALKLAND ISLANDS.

WHALING SEASON,

AREA { South Georgia,
South Shetlands & Graham Land.
South Orkneys.

FACTORY..... S.S. " FALK " COMPANY..... Aktieselskabet ORNEN.....

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September - - -						
October - - -						
November - - -	18	"	"	"	"	18
December - - -	38	5	2	1	"	46
January - - -	53	42	"	"	"	95
February - - -	25	36	4	"	"	65
March - - -	18	48	8		1 Right Whale Captured by a mishap, in the dusk.	75
April - - -	27	15	"	"		42
May - - -						
TOTAL -	179	146	14	1	1	341

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September - - -									
October - - -									
November - - -	875			660		132	754	1535	85.2
December - - -	1974			907	200	100	560	3081	66.9
January - - -	3862			1508	560	276	537	5930	62.4
February - - -	2213			1282	144	150	644	3639	55.9
March - - -	2660			1848	90	437	708	4598	61.3
April - - -	2300			930	187	206	485	3417	81.3
May - - -									
TOTAL	13,884			7,135	1,181	1,666	598	22,200	65.1

Nil.
BALEEN.....TONS

Nil.
GUANO.....BAGS

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
"HAUKEN II"	63	57	4			124
"GRIB II"	67	39	4	1		111
"KLO II"	49	50	6		1 Rightwhale	106
TOTAL	179	146	14	1	1	341

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

Wm. Pearson
Manager.

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

Longue press (no separate figures)

8/4/23

FALKLAND ISLANDS.

WHALING SEASON, *1792/23*

AREA { South Georgia, South Shetlands & Graham Land, South Orkneys.

FACTORY *S/S "Neko"* COMPANY *Chr. Salvesen & Co. Ltd., Scotland*

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September - - -	0	0	0	0	0	0
October - - -	0	0	0	0	0	0
November - - -	0	0	0	0	0	0
December - - -	55	1	2	0	0	58
January - - -	79	30	0	0	0	109
February - - -	15	49	0	0	0	64
March - - -	9	44	0	0	0	53
April - - -	3	17	0	0	0	20
May - - -	0	0	0	0	0	0
TOTAL - - -	161	141	2	0	0	304

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September - - -	0	0	0	0	0	0	0	0	
October - - -	0	0	0	0	0	0	0	0	
November - - -	0	0	0	0	0	0	0	0	
December - - -	2100	0	0	0	1250	1.68 59.5%	0	3350 57.7	
January - - -	3320	0	0	0	1925	1.72 58.2%	0	5245 48.1	
February - - -	1610	0	0	0	1145	1.40 71.1%	0	2755 43.0	
March - - -	1470	0	0	0	1360	1.08 9.5%	0	2830 53.4	
April - - -	1080	0	0	0	740	1.45 62.2%	0	1820 91.0	
May - - -	0	0	0	0	0	0	0	0	
TOTAL	9580	0	0	0	6420	1.49 67.0%	0	16000	

BALEEN *Alaska* *Blue and Fin.* TONS GUANO.....BAGS *average 52.63*

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
<i>"Scapa"</i>	48	43	1	0	0	92
<i>"Silva"</i>	66	49	0	0	0	115
<i>"Louja"</i>	47	49	1	0	0	97
TOTAL	161	141	2	0	0	304

Estimated value of OIL £ *76,257.00* BALEEN £ *50.00* GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

Chr. Salvesen
Manager.

Tongue oil in press
215/10

FALKLAND ISLANDS.

WHALING SEASON, ...1922.../...1923...

AREA { **South Georgia.**
South Shetlands & Graham Land.
South Orkneys.

FACTORY....."RONALD".....COMPANY.....Aktieselskapet "Hektor".....

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.	
September	-	-	-				
October	-	-	-				
November	-	-	-	26	-	26	
December	-	-	-	64	22	1	87
January	-	-	-	80	65	-	145
February	-	-	-	29	65	2	96
March	-	-	-	42	107	-	149
April -	-	-	-	16	88	-	104
May -	-	-	-				
TOTAL	-	257	347	3		607	

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL. Land Station.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2x Tongue oil	No. 1x	No. 2x	No. 3x	No. 4x			
September	-	-							
October	-	-							
November	-	-							
December	-	-							
January	-	-							
February	-	-							
March	-	-							
April	-	-							
May	-	-							
TOTAL	20.350	1.700				15.450			37.500

BALEEN.....Nil.....TONS GUANO.....16,500.....BAGS Average 61.6.

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
"Bransfield"	64	85	-			149
"Port Stanley"	67	51	1			119
"Ross"	45	72	1			118
"Fogo"	46	65	-			111
"Almirante Goni"	35	74	1			110
TOTAL	257	347	3			607

Estimated value of OIL £.Unknown... BALEEN £..... GUANO £.....Unknown.

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

George Chas
Manager.

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

*Longer oil than from
remains in Spah out no figures possible*

FALKLAND ISLANDS.

WHALING SEASON, *1922-1923*

AREA South Georgia.
South Shetlands & Graham Land.
South Orkneys.

FACTORY *Solstrif* COMPANY *Norge Whaling Company*

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September	-	-	-	-	-	-
October	-	-	-	-	-	-
November	-	-	-	-	-	15
December	-	-	-	-	1.	53.
January	-	-	-	-	-	91.
February	-	-	-	8.	-	66.
March	-	-	-	-	-	96.
April	-	-	-	-	-	60.
May	-	-	-	-	-	-
TOTAL	182	190	8	1.	-	381.

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	770	-	541.	-	1.42	70.2%	1311. 87.4
December	-	-	2540	-	1390.	250	1.52 48.	64.5% 12.	4240. 48.8
January	-	-	3659.	-	1950.	449.	1.52	65.5%	6058. 66.4
February	-	-	1867.	-	900.	100.	1.58	63.3%	3049. 46.2
March	-	-	2972.	-	1957.	-	1.51	65.8%	4929. 50.2
April	-	-	2200	-	1000	413.	1.55	64.2%	3613. 60.1
May	-	-	-	-	-	-	-	-	-
TOTAL	14008	-	7738	1212	182.	48	12	23200	

BALEEN.....TONS

GUANO.....BAGS

average 60.89

WHALES CAUGHT PER CATCHER.

*1176 153
448 65.0*

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
<i>"Birk"</i>	66.	64.	-	-	-	130 whales
<i>"Commonwealth"</i>	75.	74.	4.	1.	-	154 "
<i>"Eik"</i>	41.	52.	4.	-	-	97 "
TOTAL	182	190	8	1.	-	381.

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

H. Björnnes-Hansen
Manager. *master.*

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

FALKLAND ISLANDS.

WHALING SEASON, 1922/23, ..

AREA { South Georgia.
South Shetlands & Graham Land.
South Orkneys.

FACTORY S/S "PYTHIA"

COMPANY A/S "ODD", Sandefjord, Norway,

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September - - -	-	-	-	-	-	-
October - - -	-	-	-	-	-	-
November - - -	8	-	-	-	-	8
December - - -	26	6	9	-	-	41
January - - -	56	16	14	-	-	86
February - - -	16	29	22	-	-	67
March - - -	20	38	8	-	-	66
April - - -	24	36	2	-	-	62
May - - -	-	-	-	-	-	-
TOTAL -	150	125	55	-	-	330

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September - - -	-	-	-	-	-	-	-	-	-
October - - -	-	-	-	-	-	-	-	-	-
November - - -	345	-	-	164	-	-	2.1 - 47.5	-	509 63.6
December - - -	1747	-	-	866	79	-	1.80 - 50	-	2692 70.5
January - - -	3359	-	-	1721	170	-	1.77 - 53.3	-	5250 61.0
February - - -	1574	-	-	1093	103	-	1.31 - 76.9	-	2770 41.3
March - - -	1737	-	-	1605	236	-	.94 - 106.9	-	3578 50.3
April - - -	2831	-	-	1757	213	-	0.13 - 69.5	-	4801 77.5
May - - -	-	-	-	-	-	-	-	-	-
TOTAL	11593	-	-	7206	301	-	1.44 - 69.2	-	19600

BALEEN 10 TONS

GUANO BAGS 59.39

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
s/s "ODD"	39	43	27	-	-	109
s/s "ODD I"	77	55	12	-	-	124
s/s "ODD III"	34	47	16	-	-	97
-	-	-	-	-	-	-
-	-	-	-	-	-	-
TOTAL	150	125	55	-	-	330

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

John T. Berggreen
Manager.

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

*Tongue oil is in blubber
no frozen*

FALKLAND ISLANDS.

WHALING SEASON, 1922-23

AREA { South Georgia,
South Shetlands & Graham Land,
South Orkneys.

FACTORY Sound Factory 1 COMPANY Lyons

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September	-	-	-	-	-	-
October	-	-	-	-	-	-
November	-	-	-	-	-	23
December	-	-	-	-	-	68
January	-	-	-	-	-	106
February	-	-	-	-	-	73
March	-	-	-	-	-	70
April	-	-	-	-	-	71
May	-	-	-	-	-	-
TOTAL	186	200	19	2	-	407

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September	-	-	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-	-	-
November	-	-	-	-	-	-	-	136 707	2030 852
December	-	-	-	-	-	-	-	100 120 832	4545 724
January	-	-	-	-	-	-	-	127 785	4875 459
February	-	-	-	-	-	-	-	166 598	6060 820
March	-	-	-	-	-	-	-	245 600	2655 379
April	-	-	-	-	-	-	-	359 278	2735 385
May	-	-	-	-	-	-	-	-	-
TOTAL	14200	-	-	4700	3700	300	100	163 612	23000

BALEEN.....TONS

GUANO.....BAGS

Average 56.5

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
<i>Scott</i>	72	61	10	1	-	144
<i>Graham</i>	57	78	7	-	-	142
<i>Belvit</i>	57	61	2	1	-	121
TOTAL	186	200	19	2	-	407

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

D. Anderson
Manager.

FALKLAND ISLANDS.

WHALING SEASON, 1922-23

AREA { ~~South Georgia.~~
South Shetlands & Graham Land.
~~South Orkneys.~~

FACTORY..... *Eleven* COMPANY..... *all*

WHALES.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
September	-	-	-	-	-	-
October	-	-	-	-	-	-
November	-	-	-	-	-	128
December	-	-	-	-	-	691
January	-	-	-	-	-	1068 + 1
February	-	-	-	-	-	819
March	-	-	-	-	-	958 + 1
April	-	-	-	-	-	516
May	-	-	-	-	-	-
TOTAL	-	-	-	-	-	4181 + 2

OIL PRODUCTION (Shewn in number of barrels).

QUALITIES.	BLUBBER OIL.		PRESS OIL.				SPERM OIL.	SPERM.	TOTAL.
	No. 1.	No. 2.	No. 1.	No. 2.	No. 3.	No. 4.			
September	-	-	<i>from Lingua</i>				-	-	-
October	-	-	<i>on Ronald</i>				-	-	-
November	-	-	<i>put in the oil.</i>				-	-	-
December	-	-	117	2620	439	1074	-	-	9995
January	-	-	308	8769	6211	2353	148	12	46060
February	-	-	417	14306	6921	3860	-	-	63484
March	-	-	245	9818	5093	2577	-	-	41403
April	-	-	388	11936	6073	3765	-	-	50939
May	-	-	225	6708	2958	2114	-	-	31315
TOTAL	143341		1700	54157	27695	16143	148	12	243196

BALEEN..... TONS

GUANO..... BAGS

oil No 1.43
% of blubber 69.4 *average 58.1*

WHALES CAUGHT PER CATCHER.

NAME OF CATCHER.	BLUE.	FIN.	H'BACK.	SPERM.	OTHER.	TOTAL.
TOTAL						

Estimated value of OIL £..... BALEEN £..... GUANO £.....

I solemnly declare that the foregoing particulars are to the best of my knowledge accurate.

W. Bennett
Manager Whaling Office

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

On the Report on the Season 1922/23 in South Shetland.
by Mr. A.G. Bennett, Whaling Officer.

NOTE. The figures spaced out in the left hand margin refer to the paragraphs of the Report.

During this season the number of factories and whale catchers was greater than had ever been reached before: there were 11 factories and 35 catchers.

1.

The amount of oil produced is also a record ~~and~~ as well as the number of Blue Whales taken.

12.

A total of 4161 whales produced 243,196 barrels of oil.

2.

Of the eleven factories the following had not operated in South Shetland before, but were newly fitted out: Southern Queen, Maudie, Sevilla and Roald Amundsen. Pythia, replacing Guvernøren, worked under Odd Co.'s licence.

2-10.

3.

The most noticeable physical conditions during the season were the prevalence of dull foggy weather with ~~NW~~ N, NW and W winds and the great scarcity of ice. Towards the end of the season (March) the weather improved and the catch which had been distinctly poor improved somewhat.

12.

4.

Arrangements were made by the owners of the factories for the extension of the insurance period to the end of April, and all the factories except Roald Amundsen took advantage of this. Roald Amundsen, with special permission went to South Georgia in order to finish the season there. She left ~~at the~~ ^{the} ~~end~~ ^{end} of march with about 135,000 barrels.

19.

5.

The system of issuing short period permits for the hunting of Humpbacks was pursued: in all 70 permits were ~~issued~~ granted and 196 Humpbacks were brought in. From Mr. Bennett's comments in his reports and from his verbal statements it is clear that the system justified its adoption.

o.

~~Although~~ The whales throughout the season, besides being rather scarce were on the whole in rather poor condition, this is largely responsible for the average number of barrels being less than has been attained in at least one season in the past.

(Southern Queen) and as regards the oil ratio, from 1.66:1 (Falk) to 1.16:1 (Ronald). Southern Queen has over 100 whales more than any other factory with three catchers.

15 This year again Captains Thomas Sinclair and Thorstein Andersen were managers of the factories with the lowest average production per whale, although each of them was in command of a new ~~factory~~ and therefore theoretically efficient factory.

16. There can be little doubt that Hektor Co's good oil ratio is in part at any rate attributable to the land station with its large press boiler plant.

11. It appears from the results of the last two seasons that the limit of the oil ratio (2.5:1) is too high and I would submit that it should be lowered at the first opportunity

I fear that it is too late to alter it for the coming season, but for the season 1923/24 there will be results of three seasons from which to arrive at a reasonable figure.

12. The 3005 Blue and Fin Whales caught in '21/22 produced 203,123 barrels of oil so that the results of the '22/23 *season* show an increase of 378 Blue and Fin Whales but an increase of in oil of 36,113 barrels, the whales having increased by 10.48% and the oil by 17.76%.

13. Commenting on my report on the Whaling in South Shetland in '20/21, Sir Sidney Harmer in a letter dated the 28th. September 1921, assumes an average production for Blue and Fin Whales at 70 and 42.5 barrels respectively, on this basis the 1993 Blue and 1985 Fin Whales should have produced 233,837 bls. which is over 5,000 barrels less than the amount actually produced, although it seems that many of the whales were in poor condition in '22/23.

14. The opinion expressed, in paragraph 7 of my comments on the Report on the 1921/22 season in South Shetland, that the present Regulations appear to be based on sound principals is strengthened by the results of this season's operations i.e. 1922/23. But it is well to remember that there was no time during 1922/23 when there was a great pressure of work so that the factories were able to use up their ^{raw} materials to

good

4

good advantage, with reference to freshness and economy ~~of~~
~~material~~.. In a year when whales were more plentiful there
would be temptation to waste some of the less productive
parts.

18.

15. With reference to Mr. Bennett's comment on the loss
of whales during and after hunting, it may be stated that the
among the causes of this are the parting of the harpoon rope
before the death of the whale and the breaking adrift of the
carcasses when being towed in in heavy weather; I believe that
the usual cause of this is the parting of the tissues where
the securing chains are passed round just in front of the
flukes.

19.

13.

16. Roald Amundsen. It is interesting to note that
~~this factory~~ has on ~~the~~ board press boilers for the purpose
of ~~further~~ reduction of blubber residues; I have seen such an
arrangement on a land station but believe that this is the
first trial in a floating factory.

Southern Queen has installed two machine saws ~~xxxx~~
for cutting up heads, and they are reported to work satisfactori-
ly. I understand that the improvements to Solstreif's
plant will take the form of increasing the press boiler
capacity.

24.

17. Mr. Bennett again draws attention to the fact that
hardly any British labour is employed even in the British owned
factories. Southern Queen is actually registered in
Christiania and is for all purposes except receipt of profit
by the shareholders in no way different from the Norwegian
owned floating factories.

26-30

18. The actions of Captain Sinclair and Dr. Lornie in
their intercourse with Mr. A.G. Hardy are dealt with separately
in M.Ps. 315, 316 and 317 of 1923.

32.

Reference has been made to the subject of oil grading
Confidential M.P. 3 of 1923.

33.

There is no reason to doubt that the killing of the Rig
Whale was an accident.

34.

It is satisfactory to note that the beacons were erected
and brought into action in good time in spite of the diffi-
culties which must have attended the work at Fish Point.

19. The rumoured whaling ~~xxxx~~ expedition to the Ross Sea is of course that of Captain C.A.Larsen and Mr. Johan Rasmussen ^{who} intend to work next season with a large floating factory and five watchers and eventually with two factories and ten catchers. On the assumption that the hypothesis of circumpolar migration is correct with regard to either of the two principal species, it is difficult to avoid sharing in the apprehensions of the whalers that there may be deleterious effects on the whaling in the Dependencies.

35,36

20. A most important point is raised by Mr. Bennett in his paragraph no.35 namely the matter of the transport of Whaling Officers within the Dependency. This question as well as that of the necessary size of staff is one which affects efficient administration.

21. So far as suitable harbours at present in use are concerned the whaling ground extends from Admiralty Bay in King George Island to Port Lockroy in Wiencke Island ^{and} ~~and~~. The distance is about 205 nautical miles between the entrances, rather more than the extreme length of Tasmania, which is about 166 miles.

Other distances are:-		Sea miles, approx.
Deception Island to Admiralty Bay (entrance)-----		75
do. Mikkelsen Harbour (Trinity Island)--		70
do. Svend Foyn Harbour (Nansen Island)-		120
do. Melchion Islands or Port Lockroy---		140

22. These distances ^{may be compared} with ~~some in~~ South Georgia, the total length of which is about 90 miles while the distance from Prince Prince Olaf Harbour to Godthul (the most widely separated bays where factories work) is only 30 miles and that from New Fortune Bay to Allardyce Harbour (the most widely separated sites of whaling lease, which are however not used) is 50 miles.

23. Further, there is talk of the possible discovery of harbours in the Weddell Sea side of Graham (Joinville) Land, and far south towards ~~the~~ the Biscoe Islands; attempts have been made in the latter direction in the past, but without success, but it is apparent that the present distribution of the factories cannot safely be regarded as final.

24. Up to the beginning of the '22/23 season the whole of this

this area was under the jurisdiction of one man whose movements were entirely dependent on the courtesy of the whalers. In the season recently ended there were indeed two officers ~~and~~ in the Dependency but there was no special means of transport, ~~it~~ ^{it} was consequently found impossible to visit Mikkelsen or Svend Foyn Harbours, although both of them are of ~~some~~ importance.

25. Having regard to the distances of the various harbour from Deception and from one another and to the great desirability of someone being at Deception ~~for the~~ during the whole season I would submit that a single officer cannot hope to exercise proper supervision over the whole district and still less so when ~~his~~ his movements are dependent on the whalers themselves and therefore cannot but be known to the entire fleet from which in turn it follows that surprise visits are all but impossible.

26. In order to ensure greater efficiency I would suggest that the following alterations be made in the administration of South Shetland:- A. A permanent increase in the size of the ~~staff~~ staff

B. Provision of means of transport in the Dependency.

A. 27. This a question of providing assistants for the Whaling Officer: this was done as a temporary measure in the 1922/23 season.

Deception Island is not only one of the principal whaling harbours, but also the Port of Entry, the recognised Government Headquarters, the site of the land station (Hektor Co.), the hospital and the cemetery, in effect, the "capital" of the Dependency. It is therefore eminently desirable that an officer be present there the whole time.

27. During the earlier part of the season Admiralty Bay is much used and since as many as three factories may be present there ~~at the same time~~ ^{simultaneously} an officer might well be stationed there for the time when it is being used.

Towards the height of summer a tendency develops to move the factories to Belgica ~~Straits~~ Straits (Mikkelsen Harbour, Svend Foyn Harbour, ^h Scollaert Channel, Melchion Islands or Port Lockroy.). The first and last of these harbours are 70 miles apart, Svend Foyn Harbour is 50 miles from Mikkelsen

7

Mikkelsen Harbour and at least 20 from Schollaert Channel to Port Lockroy.

29. It is clear that an officer should be stationed in the Straits during the later part of the season, and also that throughout the season visits of inspection should be made to all harbours where factories are working.

This last should be the particular duty of the Whaling Officer.

30. I would submit that the ^{permanent} employment of two assistants necessary ~~was~~ in order that one may always be at Deception ^{and} the other in Admiralty Bay or the Straits, ~~while~~ the Whaling Officer would then be able to tour in and generally supervise the whole district.

31. The entire supervising staff would consist of 3 persons and may be compared with that of South Georgia where there are four in addition to a police constable and only six stations with a greatest separation of 30 miles: at present South Shetland has one officer, seven possible harbours which may possibly be used and an extreme separation of over 200 miles between them.

B. 32. The provision of adequate means of transport for the sole use of the whaling staff may next be considered.

As previously stated the Whaling Officer is dependent for his transport on the goodwill of the whalers, and whether he can move or not depends on what arrangement can be made with one or another manager; for example when Mr. Bennett was summoned to Melchion Islands he arranged with Captain B. Hansen for the use of Bjerk and for the favour Mr. Bennett granted a week's permit for Huggback ^{hunting} ~~fishing~~ and he had naturally to be as short a time on the trip as possible.

33. Having regard to the duty of the Whaling Officer in the matter of supervision I would submit that the present system is not satisfactory, especially since nothing could be easier than to obstruct his movements on the grounds of loss of time or money, the latter affects the crews of factory and whale catcher alike by entailing loss of bonuses, while in addition to the expenditure of about £15 for each day's cost of the catcher, ~~if~~ the company may be estimated very reasonably to lose one Fin Whale each day while the catcher is engaged on

8

on other work. The value of a Fin Whale may be estimated at £175 so that the loss on each day may amount to nearly £200.

It may therefore be suggested that except in urgent circumstances a Whaling Officer could scarcely be justified in insisting on the use of a catcher.

33. I would therefore beg very strongly to urge that a suitable vessel should be provided and would further suggest as a suitable type a whale catcher of the largest and latest class, such as the best of Southern Queen's which appear to be able to face any weather.

The catcher type has been tested in South Shetland for ~~many~~ many years and has proved satisfactory and in the event of repairs being necessary it would be an advantage to have a vessel of ~~the~~ ^a sort with which the engineers of the factories are already familiar and for which there would be some degree of likelihood of securing spare parts if they were required.

To build such a vessel would probably cost about 350,000 kroner, which at the present rate of exchange is about £14,000.

34. With reference to the locality where such a vessel could be built, Ørnen Co. had several built in England and they are still running and afford satisfaction to the gunners who use them: I understand that a particularly marked shear of the bow and stern ~~xxx~~ is one of their characteristics.

I am not aware of any more recent catchers having been built in the United Kingdom but there are several yards in the neighbourhood of the whaling towns in Norway which are accustomed to this sort of work.

35. A vessel of this sort would not only immensely facilitate the administration of the Dependency but could also undertake a considerable amount of scientific work in connection with research on whaling. In the event however of such work being undertaken in connection with that of **Discovery** I would venture to emphasise the necessity of the vessel's administrative duties taking first place and of her being under the sole control of the Whaling Officer, since divided control in these such matters would almost certainly diminish the total amount of work done, whatever might be its character.

36. In addition to other work it should be found possible for the vessel to make two trips to Stanley during the season for ~~mail~~ mails.

37. The annual cost of this scheme in addition to the present cost of local administration in South Shetland may be estimated at £5,000, distributed as follows:-

2 Assistant Whaling Officers at £180 each	£
per annum-----	360
Maintenance of the Assistants for 6 months	
at £11 per month-----	132
Cost of running vessel, say 7 months at £15	
per day, £450 per month, including coal---	3,150
Cost of overhaul and laying up at Monte	
Video-----	1,000
<u>Unforeseen -----</u>	<u>258</u>
<u>Total-----</u>	<u>5,000</u>

38. The provision of a supply of coal is the most serious practical obstacle. A catcher when steaming continuously may be estimated to consume 5 tons per day, and for six months of continuous running would require 1125 tons but in the case of the vessel under consideration a good deal of time would be spent in harbour and there would not be the same calls for full est power as when whales are being towed. I would therefore submit that 750 would be a reasonable supply for the first season: after that there would be definite statistics on which to base estimates. Coal would cost say 30/- per ton in England delivered in bulk but ~~is~~ exclusive of trimming.

39. Transport for the coal might be found by arrangement with the Hektor-Hvalen Cos. I understand that Maudie can carry about 2000 ^{tons} more than she requires.

Ronald has always to land a considerable amount of coal for the land station and in order to save handling it might be possible to bunker the Government vessel direct and for Maudie to land the equivalent ~~of that supplied~~ ^{use of} for the land station.

It would probably be advantageous to arrange for a coal dump of perhaps 50 tons to be made in the Straits, at Svend Foynd Harbour. Surplus coal at the end of the season should ~~pre-~~ ^{rather} ferably be sold to one of the factories rather than ~~leave~~ ^{left} it to endure the deteriorating effects of winter.

It

10

It is unfortunately not possible to estimate what charges might be suggested by Hektor Company either for freight or handling the coal.

40. Provisioning could probably be done through one of the whaling companies, which would I submit be found a satisfactory arrangement.

41. The crew of a catcher normally consists of 10 persons: master, mate, first and second engineers, 3 deckhands, 2 firemen and one steward and cook.

The master need not be a gunner, but he should have had at least two seasons' experience of navigating a catcher in South Shetland including work in the Belgica Straits in both of them.

The inadequacy of the charts, are, I submit, sufficient explanation of these desiderata. It inevitably follows that the master would have to be a Norwegian.

42. ~~Thaxxxxxxxxx~~ With regard to the remainder of the crew, it might be considered desirable to train British seamen for the work although in the first place the majority of the crew would have to be Norwegians since they ~~are~~ only are accustomed to the use of the catcher type of vessel.

42. The objection to attempting to train a British crew lies in the matter of additional expense. It should be possible to engage a crew for each season in Norway and for them to terminate their agreements on arrival at their home port, so that they would draw pay for perhaps seven or eight months but if British seamen were in course of training it appears almost certain that it would be necessary to pay them for the whole year in order to be sure of their services for the subsequent season, otherwise ~~xxxxxx~~ the attempt to train them might prove completely abortive: and it is difficult to see what work could be done by these men while their ship was laid up.

In any case for those regularly engaged in work in South Shetland a return to a climate more genial than that of the Falklands may be regarded as necessary in order to maintain their health and spirits.

The Government vessel should be fitted with wireless, it seems possible that an operator could be found locally..

44. Mr. Lars Andersen, catch manager of Southern Queen stated that he wished to bring down next season a fourth catcher in order to carry on survey work especially with a view to the discovery of new harbours suitable for use by a factory.

The suggestion may be made that this vessel might be used by the Whaling Officer for his official journeys, but if it can be avoided by the building or hiring of a special ~~xxxx~~ catcher I would deprecate such an arrangement since even then the Officer would not be assured of independence of movement.

~~42x~~ ~~Mr. Lars Andersen~~

45. There is clearly not time to have a catcher built for next season but there is little doubt that one could be chartered.

If this be done it would be advisable to secure as large a vessel as possible and not one of the small type such as Scapa (Chr. Salvesen & Co.), and whether built or chartered ^{revised} should have a deck cabin for the use of the Whaling Officer.

46. Arrangements would have to be made to transport the crew annually between Europe and Monte Video, where I have assumed that the vessel would be laid up annually, since there are there facilities for the overhaul and repair of this type of vessel, and an annual overhaul would be necessary after a season in the waters of South Shetland and in preparation for the next.

G. Hamilton,
Govt. Naturalist.
28th June 1923.

On Mr. Aubrey G. Hardy's Report.

There is little in Mr. Hardy's Report which calls for comment here; a considerable part of it deals with the shortcomings of Messrs. Salvesens' managers and factories and they are being dealt with separately.

2. It is however to be noted that Neko is reported as being exceptionally dirty even for a floating factory, and this was the case when she was commanded by Captain Sinclair.

This person is now master of Sevilla and I am informed that this ship also is very dirty.

3. Mr. Hardy considers that the Humpback permits achieved their object, namely the the continuation of employment in the factories when there would otherwise be no work to be done.

J. H. Hamilton
Govt. Naturalist
28th June 1923

FALKLAND ISLANDS.

No. 86.

GOVERNMENT HOUSE,

STANLEY,

4th July, 1923.

My Lord Duke,

I have the honour to transmit herewith the report of Mr. A. G. Bennett, Whaling Officer, on the 1922-1923 South Shetlands Whaling Season, together with the comments of the Government Naturalist thereon.

2. It is satisfactory that the fears of failure entertained in the early part of the season proved to be unfounded. In order to make up their catch, however, the factories continued operations to a much later date than usual. In Mr. Bennett's diary he made a note on the 15th of April that the whole fleet might be frozen in at any time, and added that he considered that if any factories were staying on they were taking great liberties with the lives of their crews, "for they have but little coal and less food, at the outside one month's supply." He himself left in the "Ronald" on the 26th of April. Although I do not consider that the risks taken were so great as Mr. Bennett feared at the time it is, I submit, a matter for consideration, whether the season should not be reduced by a fortnight and all whaling in the South Shetlands stopped on the 14th of April. This is I am informed the date to which the vessels are

covered/

HIS GRACE THE DUKE OF DEVONSHIRE,

P.C., K.G., G.C.M.G., G.C.V.O.,

SECRETARY OF STATE FOR THE COLONIES.

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In duplicate.

In duplicate.

covered by insurance. Reinsurance was effected this year.

3. The permission to kill humpbacks by a system of temporary permits appears to have been justified. It may, I trust, be continued in the 1923-24 season.

4. The average production of oil per whale is considerably higher than might have been expected in view of the poor condition of the whales. It is worthy of remark that the seven vessels operating, from Deception Island, where Mr. Bennett was stationed, had the highest average production. The proportion of blue whales to the total catch of blue and fin whales was 48.5 per cent in these ships as against 62.13 per cent among the four working elsewhere. Three of the latter factories were newly fitted out. The s.s. "Maudie" stationed at Deception Island, being the only other newly equipped factory, had the third highest proportional average in the fleet. It is not unreasonable to assume that the presence of an experienced whaling officer at Deception had a good effect. The average production of the s.s. "Southern Queen" does not reflect favourably on the management, and the owners will be addressed on the subject.

5. The Assistant Whaling Officer reports that the management of the "Southern Queen" intend to apply for permission to use a fourth catcher in the following season, partly for survey work. Such an application should not, I submit, receive approval unless effect can be given to the suggestion contained in paragraph 69 of the Report of the Inter Departmental Committee on Research,

and/

and the vessel manned by a British crew with a Norwegian instructor.

6. It is a matter for regret that there should have been a considerable amount of friction between the master and doctor of the s.s. "Sevilla" and the Assistant Whaling Officer. I am addressing Your Grace by separate despatch on the subject. It is sufficient to point out here that the whaling officers are, under present conditions, dependent on the goodwill and toleration of the officers of the vessels in which they are stationed.

7. It is, I think, necessary in the interests of the administration of the Dependencies generally that the Government should own a vessel for inspection and transport services, instead of being compelled to rely entirely upon the goodwill of masters of vessels. I am at present of the opinion that the considerable cost entailed would not be justified for the South Shetlands alone, and that any vessel obtained should be available for visits to South Georgia and if necessary to the South Orkneys.

8. Mr. Hamilton considers that the largest and latest type of whale catcher should be obtained. I understand that the registered tonnage of these vessels is 74, or about one half as large again as the Colonial vessel "Afterglow". They are built for a speed which would be unnecessary for patrol and transport duties. If the vessel to be obtained is for general service she should in the opinion of Mr. Hamilton be considerably larger than if required for the South Shetlands only.

I do not think that the original cost of a suitable vessel of 200 tons gross, should exceed £14,000 or that the running and maintenance charges should be higher than he estimates for the catcher type. The question appears however to be one which can best be dealt with by the Governor on his present visit to England.

I have the honour to be,

My Lord Duke,

Your Grace's most obedient,

humble servant,

H. Henniker-Heaton.

TELEGRAM.

From : The Secretary of State for the Colonies.

To : His Excellency the Acting Governor.

Dispatched : 8th October, 1923. *Time* 1.46 p.m.

Received : 11th October, 1923. *Time* 11.50 a.m.

GOVERNOR

PORT STANLEY.

YSCEEWAKYW OHSIFVUBGE HUMPBACKS OSARDSECEB.

Meaning:

With reference to your despatch dated 5th July 36, paragraph 3, Humpbacks proposals approved.

Secretary of State for the Colonies.