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S.A.S. & H.
S.A.R. & H.

Hoofbestuurder (Persoonlik).
General Manager (Personal).

VERWYSING:
REFERENCE:

Q (Y) 1136/3.

ONDERWERP:
SUBJECT:

WHALING.

(PRESS CUTTINGS)

1933-1935

KAMER
ROOM

64

Cape Times
13/12/34

GOING DOWN SOUTH

JAPAN'S FIRST WHALE
FACTORY SHIP

AN EXPERIMENTAL EXPEDITION

CALL WITH HER CATCHERS
AT CAPE TOWN

Japan's first whale oil factory ship, Antarctic Maru, came into dock yesterday to take supplies of fresh water and provisions for the use of her large crew and those in the catchers during their long stay on the southern whaling grounds.

Captain Seizo Kobayashi is in command, and he is making his first trip to the fringe of the Antarctic.

To assist him in whaling operations, a Norwegian consulting pilot is carried, also a Norwegian consulting engineer, and there are eight Norwegians in the fensing department. The Japanese crew numbers 165.

Captain Kobayashi told the Cape Times that in many ways his vessel was of considerable importance for she is the first whale oil factory ship ever owned in Japan, all whaling operations hitherto having been carried out from shore stations on the Japanese coast and on the coastlines of Korea and the Behring Sea.

AN EXPERIMENT

The present expedition is in the nature of an experiment, he said, and if it is successful more ships will be placed in the industry next season, but it is much too early to talk of the future intentions of the company interested.

He said that his owners have 29 catchers operating from several shore stations, so that many of those on board are well accustomed to the work.

Three comparatively small catchers will be in attendance on the mother ship, which can handle a large number of whales for she is thoroughly equipped as a first-class factory ship with up-to-date oil producing machinery.

When the Antarctic Maru was seen in Cape Town three or four seasons back, she was equipped to cut in the whales alongside, which is a laborious and slow process. The vessel is now fitted with a slipway in the stern up which the whales are drawn on to the fensing and blubber decks by powerful steam winches.

One of the Japanese engineers who could speak a smattering of English, seemed very proud of the fact that the Antarctic Maru was Scottish-built. Although of ripe age, she was exceptionally strong, so that there need be no anxiety when cruising among ice, he said.

1136

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Key

The Star

12 Dec, 1933

1136

ANOTHER LOSS TO
WHALING FLEET
PROPELLER DAMAGED

FROM OUR CORRESPONDENT.

CAPETOWN, Tuesday. — News reached Capetown to-day that yet another whale catcher, the Hektor I, has lost her propeller in the ice and has been towed to Kerguelen for repairs. This brings the number of whalers disabled or lost since the season began on October 25 to six.



R
J.M.

Dec 11 1933

11 Dec, 1933

1136

**WALVISVAARDERS
KRY 'N TUISTE HIER**

JOHANNESBURG, Saterdag. — Hier is berig ontvang dat die Regering sy goedkeuring gegee het aan die oprigting van 'n skeepselling en 'n kaai in die Kaapstadse hawebassin vir die herstel van walvisvaarders. Die hoop bestaan dat die skeepselling voltooi sal wees teen die tyd dat die suidpoolvloot aanstaande seisoen terugkeer. Tot dusver moes walvisvaarders na die Europese basisse terugkeer vir herstelwerk.—(Reuter).



R.M.
G.H.

NEWSPAPER CUTTINGS.—KOERANTUITKNIPSELS.

Extract from *Total Mercury* Date *12-12-34*
Uittreksel uit Datum

1051

*Deputation To
Minister*

*Retention Of Railway
Workshops In City*

(From Our City Correspondent.)

THE Mayor of Maritzburg, Mr. H. Collins, Mr. G. Kerby, Chairman of the Maritzburg Chamber of Commerce, Mr. R. Dunlop, Secretary of the Maritzburg Chamber of Commerce, Senator A. J. McGibbon and Mr. W. A. Deane, M.P. for Maritzburg North, left Maritzburg on the mailtrain yesterday to interview the Minister of Railways, Mr. O. Pirow, to press for the retention of the Railway workshops in Maritzburg.

Ray

Cape Times

26 March 1935

1136

CAPE LOSES: WALVIS BAY GAINS

FUTURE BASE FOR WHALING INDUSTRY

Those in charge of the engineering shop at Walvis Bay are now making preparations for about 35 whale catchers which are expected to have their repairs effected at the end of the present whaling season in the Antarctic.

The number of catchers laying up and re-fitting at Walvis Bay is increasing each year, and it may well be the future base of the whaling industry instead of Cape Town.

It is reported that 42 Norwegian tradesmen have recently arrived from overseas to cope with the work.

The slipway is being equipped with a new compressor so that three catchers can be dealt with at the same time—one on the cradle and one on either side.

Various alterations and improvements have been made at the whaling station, the men's quarters, mess rooms and kitchen being shifted to the beach front owing to the shifting sand dunes threatening to bury the buildings.

The vanguard of the catchers is expected at Walvis Bay on April 6, and the remainder are due a few days later.



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1137 / P. 5. 9

NEWSPAPER CUTTINGS.—KOERANTUITKNIPSELS.

Cut from
Uitbreksei uit

Cape Argus

Date

Datum

20-11-36

**BIG WHALE-CATCHER
IN PORT****SECOND LARGEST IN THE
WORLD****BUSEN 9 BOUND FOR
ANTARCTIC**

The world's second largest whale catcher was in port at Cape Town today. She was the Busen 9, owned by the Tonsberg Whaling Company. She arrived from Norway via Lobito Bay yesterday afternoon and berthed at the West Quay to take fuel oil and provisions for her lone voyage to the

Antarctic whaling grounds. She is going south to join the factory ship Svend Foyn.

Like a miniature cargo steamer in appearance, the Busen 9 is three times the tonnage of the Splint, the smallest catcher operating in the Antarctic this season, which was fitting out on the patent slipway near by, and one and a half times as long. She has a gross tonnage of 384, and a length of 137.6 feet, a beam of 27.1 feet, and a depth of 14.7 feet. The only whale catcher afloat that is bigger is her sister, Busen 6, which is 140 feet long and has a tonnage of 394.

As she lay alongside the quay to-day the Busen 9 dwarfed the coaster Swazi, lying just astern. She has a tall, thick funnel which is larger even than the funnel of the 1,700-ton factory ship Plover moored just across the basin at the North Quay.

"Our engine develops 7,500 horse-power and is more powerful than that of the average 9,000-ton cargo steamer," said the captain of the Busen 9 in an interview to-day. "We can keep up 16 knots with ease, keeping pace with the mail boats."

COST £38,000

The Busen 9 cost £38,000, or nearly twice the cost of the average catcher, to build. She was built to operate from a land station at South Georgia, being given large bunker capacity and being designed to remain at sea for a week or more if necessary. She has comfortable accommodation for a crew of 14.

"This season," said her captain, "we have been chartered by Salvesens, who are operating the factory ship Svend Foyn, to work with her. The Svend Foyn has no catchers of her own. She will use eight chartered catchers, the others being the Busens 8, 10 and 11, the A.N. 1, 2 and 3, belonging to the factory ship Anglo Norse, and the Polar 5, belonging to the Polar Chief. These two factory ships are not operating this season."

The Svend Foyn went direct from Las Palmas to South Georgia and sailed from there for the whaling grounds on Friday. The Busen 9 will join her on the grounds. She sailed early this afternoon and will be about ten days on the way.

WHALE-CATCHER'S NEW JOBS

The small Cape Town whale catcher Fynd (167 tons) sailed to-day for Durban, where she is to be converted into a line-fishing boat. A scratch crew will work the ship to Durban and will then return to fetch another whale catcher, the Krabben, from Saldanha Bay, and take her to Durban for the same purpose. Extensive structural alterations will be made to the vessels to fit them for their new work. Both vessels have been laid up at Saldanha Bay for the last three or four years, since the Saldanha Bay whaling stations closed down.

Gm

The Star
12/5/34

1136

JAPANESE WHALING EXPEDITIONS

CATCHERS PUT INTO CAPETOWN

FROM OUR CORRESPONDENT.

CAPETOWN, Tuesday.—Japan's first whaling expedition to the Antarctic, which, if it proves a financial success, is to be followed by other expeditions, arrived off Capetown to-day. Three catchers, flying the Japanese flag and manned by Japanese crews, put into port to fill up their bunkers and take in fresh provisions for their long voyage to the whaling grounds. The 9,600-ton factory ship, Antarctic Maru, remained outside the limits of the port to await her catchers.

The factory ship and catchers were recently purchased from Norway after being laid up for two and a half years owing to the whale oil slump.

Another Japanese whaling expedition passed Table Bay to-day bound for the other end of the world. It consisted of the transport Hakuai Maru (2,600 tons) and the whale catchers Sitka Maru and Symra Maru. They are to engage in whaling operations in the Bering Sea between Siberia and Alaska and will put in at Durban on their way for coal.

All the catchers fitted out at Walvis Bay, with the exception of the Antarctic Maru, which was taken over by her Japanese crew at Tonsberg, in Norway.

The Hakuai Maru was specially sent from Japan with stores and provisions for the Antarctic expedition. The vessels thus required few stores or provisions at Walvis Bay or Capetown. The factory ship filled up with sufficient coal at Cardiff to last for the season.

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Ray

The Star

24 Oct. 1934

1136

LOSS OF WHALING SHIP TRADE

COMPLAINT ABOUT PORT DUES

ST. HELENA AS A PLACE OF CALL

FROM OUR CORRESPONDENT.

CAPETOWN, Tuesday.—Only three whaling factory ships will call at Capetown this season for stores and provisions on their way to the Antarctic whaling grounds.

It was announced to-day that owing to the failure of the representations made to the Railways and Harbours Administration by the Capetown agents of the Norwegian whaling companies for a further reduction in port and lighter dues on whaling vessels making use of Union ports, several companies which had intended sending their ships to Capetown if the proposed reductions were granted have now stated they will not send their ships to either Capetown or any other Union port. Instead the factory ships will bunker their catchers in the open sea, or under the shelter of the land. One vessel at least will fuel her catchers and supply them with provisions in the anchorage at St. Helena, where there are no harbour dues.

Arrangements have also been made to enable some of the expeditions, if necessary, to remain at sea for the whole period of the whaling season, calling at no ports either on the way south or on the northward trip. The experiment was tried by one expedition last year and proved successful, the factory ship sighting no land from the time she left Sandfjord for the Antarctic to the time she returned to that port seven months later.

FIRST VENTURE

Only one of the three ships which will call is Norwegian owned. Her owners will be making their first venture to the Antarctic grounds.

Everyone of the half dozen Norwegian whaling groups which formerly used Capetown as a base has now abandoned the port. Even Simonstown, which in the last two or three seasons attracted a few of the expeditions which transferred from Capetown, will not be used.

The three factory ships which will call are the South African-owned ship Tafelberg, the British factory ship Hektoris and the small Norwegian ship Pioner.

A fourth, the Norwegian-owned Ole Wegger will lay off the port to avoid port dues, while she sends catchers in for cleaning boilers. Her sister ship, Thorshammer, which used first Capetown and then Simonstown as a base, is now being sent down to the Antarctic by another route and will not call at either port. Another of the same group, the Solglimt, which formerly went to Durban, will this season use St. Helena as a base on her way past the Cape. She may send in one of her catchers to pick up fresh provisions.



Key

SIXTH ANTARCTIC CASUALTY

WHALE-CATCHER DAMAGED
IN THE ICE

SENT TO KERGUELEN FOR
REPAIRS

ACCIDENT TO HEKTOR I

THE toll of the Antarctic continues to grow. News reached Cape Town to-day that another whale-catcher, the Hektor I, has lost her propeller in the ice and has been towed to Kerguelen for repairs. This brings the number of whalers disabled or lost since the season began on October 25 to six.

One of the disabled whalers is being towed to Cape Town and the other is awaiting an oil tanker to escort her here.

Hektor I, which operates with the Hektorla, the factory ship, which last season had to return to Table Bay after losing her rudder in the ice, has been towed to Kerguelen, the rocky French island below the "Roaring Forties" and midway between Cape Town and Fremantle, by her consort Hektor.

The Hektorla is the only factory ship operating on the whaling grounds to carry a qualified diver and up-to-date diving apparatus. The diver was transferred to one of the whalers together with a spare propeller.

No news has yet been received in Cape Town whether the repairs have been successfully completed.

KERGUELEN CREEKS

Kerguelen, which is inhabited only by a few French shepherds, the sealing and whaling stations having closed down some years ago, offers sheltered water in both its creeks, Port Courier and Port Jeanne D'Arc. Here repairs may be carried out by a diver, though there is no slipway or other facilities for undertaking repairs to hull damage.

This news raises the possibility of Cape Town losing its reputation of

1136/100



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General Smuts



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The Star

Dec. 26, 1933

1136

**WHALING PERILS
IN ANTARCTIC**

**CRIPPLED VESSEL
LIMPS TO CAPE**

**WORST WEATHER EVER
EXPERIENCED**

FROM OUR CORRESPONDENT.

CAPETOWN, Tuesday.—Escorted by the oil tanker Thorsholm, which had convoyed her 2,000 miles from the Antarctic, the little Norwegian whaler Enern, sixth victim of the southern ice, limped into Table Bay early this morning with her propeller disabled.

Since the accident to the Enern three weeks ago, another, the seventh casualty, has been recorded, the British 4,000 ton factory ship Southern Princess having damaged her rudder in the ice. She, however, was able temporarily to repair the damage and has now resumed whaling operations.

"FRIGHTFUL."

Members of the Enern's crew said the vessel had lost one blade of her propeller and that the propeller was loose on the shaft. The accident occurred early in the month when the catcher was whaling with the factory ship Solgint.

"The weather has been frightful," said one of the crew. "I have never seen the ice so thick at this time of the year. Never before have so many of the whaling vessels been disabled within the first few weeks of the season."

"Fog has now taken the place of the gales and mountainous seas that harassed the whaling fleets at the beginning of the season. For days the fog lies thickly over the sea and the ice and the whalers have to be terribly careful."

"So far this season fog has not caused any accidents, but in previous seasons little whalers have rammed icebergs or been crushed in ice jams and gone down in an instant with all their crew."



27/12
[Signature]

1136 / Page 100

12 March 1934

£750,000 WORTH OF WHALE OIL

THREE FACTORY SHIPS SAIL FOR NORWAY

CATCHERS REFUELLED AT SEA

FEWER VESSELS CALLING AT CAPE TOWN

TWO of the world's largest whaling factory ships anchored off Sea Point yesterday and to-day on their return from the Antarctic, and, together with the Tafelberg, which sailed from Cape Town to-day, took £750,000 worth of oil for Europe—the proceeds of their five months' operation in the ice.

Crowds along the waterfront at Sea Point were interested yesterday morning in a giant, oil-begrimed factory ship, almost a replica of the Tafelberg. She came up from the southward and stopped off Sea Point. All yesterday she lay at anchor, outside the harbour limits, while half-a-dozen whale-catchers fussed about her, taking turns to go alongside the "mother" ship to receive oil fuel and stores.

One of the catchers, the Star XIV, was sent into dock in order to give two passengers a run ashore and to obtain fresh provisions. She rejoined the factory ship a few hours later, and after all the small vessels had received oil fuel from the factory, the "mother" ship hoisted her anchor and steamed off to the northward with her family.

SAVING DOCK DUES

After the departure of the Sir James Clark Ross another factory ship came up from the southward under cover of darkness and anchored at almost the same spot. She was the Ole Wegger (12,224 tons), also flying the Norwegian flag, and at daybreak this morning she was to be seen fuelling her four catchers alongside.

Later one of the catchers, the Hauken, steamed into port. She brought a spare crew to fetch the Enern, a whaler which has been laid up at Cape Town and which is to return to Europe with the Ole Wegger. This afternoon the Ole Wegger and her catchers resumed their voyage.

"We are not calling at any ports on the way home," said the captain of the Star XIV to a representative of The Argus yesterday. "Economy is essential in the whaling trade at present, with oil down at rock-bottom prices, and the whaling companies have to look to every penny. The harbour dues at Cape Town do not attract whaling vessels to the port in these circumstances, and that is why our mother ship is not putting into port. That is why, also, all the factory ships which used to lay up their catchers here, with the exception of the Hektor and Tafelberg, are taking them home this time. Even the Enern, which is now laid up in Cape Town Docks, is to be fetched home by a spare crew."

NON-STOP VOYAGES?

"We do not intend calling at Dakar," continued the captain. "We shall proceed direct to Sandefjord. When we get



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a calm day about half-way home we soon fuel our catchers in the open sea. It will save our owners heavy expense. Soon it may be that Norway will be the base of all the whaling expeditions—they will not need to put in at any port either on the way south or on the homeward journey. Cape Town may lose a good source of revenue."

Mr. P. L. Fauthe, a German engineer, and another engineer landed from the Sir James Clark Ross for a short spell ashore, and left again with the Star XIV.

Two further casualties have occurred in the Antarctic, according to reports brought by the whale catcher Hauken, which put into Table Bay to-day. Her captain stated that in a terrific gale on the whaling grounds last month, accompanied by snowstorms and tremendous seas, two catchers belonging to the factory ship Vestfold, named Rok and Fjord, were battered by the seas and narrowly escaped foundering. Both had their bridges carried away, and one lost a lifeboat. None of their crews was injured. Both vessels are now homeward bound with the factory ship.

BEST CATCH

The Hauken holds the honour of having caught the largest number of whales during the season—214. The Ole Wegger has secured 102,000 barrels of oil—worth over £200,000. She had five catchers operating during the season, but only four are accompanying her home. The fifth, Firern, was recalled to the ice the day after they left the whaling grounds to assist the factory ship Solglint to secure her quota of oil. She will come north with the Solglint. The Solglint is behind-hand owing to the disablement of her catcher Enern early in the season.

"It was the worst season I have ever experienced," said the Hauken's captain to-day to a representative of The Argus, when describing the weather. "At the beginning of the season gale followed gale, and whaling operations were hampered. January and February were better."

Handwritten signature: Hans ...

21 Dec, 1933

**MORE ANTARCTIC
CASUALTIES**

**FACTORY SHIP
DISABLED**

**Whale-Catcher in
Tow to Cape**

Capetown, Wednesday.

News was received in Capetown this afternoon that the 12,000-ton British factory ship Southern Princess had been disabled in the Antarctic, and her rudder was seriously damaged.

This is the seventh casualty since the whaling season began, seven weeks ago. The news was brought to the Cape by the Capetown oil transport Radioleine, on her return from the South with the disabled whale-catcher Sydoslandet in tow. The latter lost her rudder in the ice.

GALE IN ICE REGION

Little is known of the accident to the Southern Princess. On Monday the Radioleine picked up a message from the Tafelberg, which was whaling to the westward of the Southern Princess, stating that the ship received serious damage to her rudder. There was a heavy gale at the time. The Tafelberg reported that the disabled factory ship was seeking shelter in the ice pack.

The Radioleine arrived early this afternoon.—Reuter.

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Cape Argus

20 August 1934

1136 / 7/10/34

**WHALE FACTORY SHIPS TO
CALL AT DURBAN**

SAILING SOUTH IN OCTOBER

(The Argus Correspondent)

Durban, Thursday.

The Antarctic whale factory ships, Southern Princess and Southern Empress, are both coming here to collect whale catchers early in October.

The catchers have been lying up since April undergoing repairs and overhaul. The majority are now practically completed.

The factory ships will bring out crews, and, after taking in supplies of fresh water and food, will sail south during the first week in October.



Hand Dated Mail

3 Jan 1934

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**EIGHTH CASUALTY TO
WHALING FLEET**

**HEKTOR V. LOSER HËR
PROPELLER**

Capetown, Tuesday.

News of the eighth casualty to the whaling fleet since the beginning of the season reached Capetown to-day.

The latest victim is Hektor V., which has lost her propeller and is being towed to Kerguelen by the oil transport Melville. A new propeller will be fitted at Kerguelen by a diver.

Two disabled whalers are at present in Table Bay docks undergoing repairs. One is the Enern and the other the locally owned whaler, Sydstandet, which was towed to safety after losing her rudder through striking a small iceberg.—Reuter.



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NEWSPAPER CUTTINGS.—KOERANTUITKNIPSELS.Excerpt from
Uitsnede uit

Lafe Argus

Date

Datum

22 - 9 - 34

**WHALERS AT WALVIS
BAY****JAPAN BUYS A FACTORY
SHIP**

(The Argus Correspondent)

Windhoek, Saturday.

The introduction of factory ships some time ago resulted in the closing down of the Walvis whaling station, but the station has been converted into repair shops and the harbour used as a laying-up station for whalers during the close season.

This year over 30 whalers lay up at Walvis Bay for repairs and overhaul, giving employment to over 100 Europeans, mostly residents of Walvis Bay, and 150 natives.

In an interview, Mr. Bull, manager of Walvis Bay, who has been on a visit to Windhoek, informed me that the Fahre Group, whom he represents, are sending four factory ships south this year.

These ships will call at Walvis for provisions and bring out crews for 25 whalers, which are accompanying them to the Antarctic. The visit will prove profitable for Walvis Bay, for, apart from harbour dues, the ships will spend over £2,000 in provisions.

The factory ships will arrive in the middle of November at Walvis Bay and leave shortly afterwards for the Antarctic, as the whaling season opens on December 1.

They are expected back at Walvis Bay in the middle of April with the catch, the season closing on March 31.

The whalers will again lay-up at Walvis Bay next year.

The company spends between £25,000 and £30,000 each year at Walvis Bay.

Mr. Bull further stated that the Japanese Government had purchased from his company one factory ship and five whalers. The factory ship will arrive at Walvis in the middle of November, where it will await the arrival of 160 Japanese sailors who will man it and the five whalers.

Although Japan has been whaling for many years they have hitherto only operated with a view to catching whales for meat. The purchase of the factory ship is regarded as indicative of the intention of the Japanese to embark on the production of whale oil too.

At the outset they will probably continue to operate only in Japanese waters but it is quite possible that later they may also enter the Antarctic fields and probably prove a serious competitor to Norwegian, South African and Australian whaling interests.

1136/7

NEWSPAPER CUTTINGS.—KOERANTUITKNIPSELS.Extract from
Uitsnede uit

Natal ads

Date

Datum

26-9-34

**WHALERS IN
READINESS****FACTORY SHIPS ON
WAY OUT****ARRIVAL NEXT
MONTH****ANNUAL VISIT TO
ANTARCTIC**

THE two whale factory ships, the Southern Empress and the Southern Princess, are on their way to Durban and are expected to arrive early next month. The 14 whale catchers which have been undergoing their annual overhaul and refit are now ready for their six months' labour in the far south, and at present are merely having the smallest adjustments carried out. All major repairs and cleaning up has been effected and in the past few days the small smart craft have been seen steaming up and down the bay on their trials.

In addition to their trials one and all have spent time at the moorings while their compasses were adjusted. This year there will be only one whale catcher coming out with the factory ships, the Southern Star. It will be recalled that when the Southern Princess came into Durban for temporary repairs early in the year she took one catcher back with her. Last year four catchers were taken back to the northern hemisphere by the factory ships, but this year the entire collection, with one exception, have gone home.

The factory ships left Norway towards the end of last month with the crews for the catchers, and the Southern Star left England at the same time. The factory ships and the catcher will meet, probably at the Canary Islands, on the way out and come up together. The whaling fleet will be in port for about two or three days before sailing to the Antarctic.

1136

Cape Argus 11/3/6
Dec 70, 1933

BIG FACTORY SHIP DISABLED

SEVENTH CASUALTY IN THE
ANTARCTIC

CATCHER TOWED BACK
TO CAPE TOWN

CAPTAIN TELLS HOW BEREA
WAS LOST

NEWS was received in Cape Town this afternoon that the 12,000-ton British factory ship, Southern Princess, has been disabled in the Antarctic, and her rudder seriously damaged. This is the seventh casualty since the whaling season began seven weeks ago.

This news was brought by the Cape Town oil transport Radioline on her return from the ice with the disabled whale-catcher Sydstlandet in tow. The Sydstlandet lost her rudder in the ice.

Little is known of the accident to the Southern Princess. On Monday the Radioline picked up a message from the Tafelberg, which was whaling to the westward of the Southern Princess, stating that the ship had received heavy damage to her rudder. A heavy gale was then raging. The Tafelberg reported that the disabled factory ship was seeking shelter in the ice-pack.

Mr. N. C. Watt, manager of the Southern Whaling and Sealing Company, to which the vessel belongs, is now in Cape Town. He returned from the Southern Princess only three days ago in the tanker Anna Knudsen. He was unaware of the accident until this afternoon. As no news has been received direct from the ship, it is assumed that she has been able to effect temporary repairs in the pack ice. It is understood that she carries a diver on board.

TOWED FROM THE ICE

The vessel is operating in latitude 95 degrees east, not far from her sister ship, Southern Empress. They have about 16 catchers. The Southern Princess carries a crew of about 200, most of whom are Norwegians. Some of the officers are British.

The Radioline arrived early this afternoon with the Sydstlandet in tow. She dropped the tow-line off the break-water and the rudderless catcher was taken in charge by tugs, one of which was lashed alongside to assist in manoeuvring her. She was tied up at the West Quay.

"It was just very bad luck," Captain Sigurd Nilsen, the skipper of the whaler, told a representative of The Argus. "We had caught 54 whales, and were only five behind the Gun 9, which had the record when we lost our rudder on December 1. We had hold of a whale, and were paying out the line as she ran ahead. Suddenly she doubled back, right under the ship. We stopped the engines to prevent the line being caught in the propeller. We were in thick pack-ice at the time, with small icebergs around us."

RUDDER POST SNAPPED

"Before we could do anything our stern swung round and brushed against a small berg. The rudder post, which is of solid steel, nine inches thick, snapped like a stick just beneath the stern. No damage was done to the hull itself. We telephoned to the Tafelberg and she sent the spare catcher Solhagen to tow us back. We brought the whale with us."

The Radioline was about to leave the Tafelberg for Cape Town, and after



board the Tafelberg we left the ice in
row of the tanker on December 3. It
took us 17 days to get here, which was
quite fair going considering the dirty
weather we had most of the way."

Captain Nilsen took part in the search
for the Berea and advanced a theory
to account for the loss of the catcher
with all her crew of 12 men.

"She left the factory ship on Friday,
November 3, and the last message was
received on the following day," he be-
gan. "On Sunday we knew that some-
thing was wrong and all the ships be-
gan to search for her. We found a
whale floating on the surface that after-
noon. To its tail was attached a heavy
chain which had broken off short, show-
ing that the crew must have been mak-
ing it fast when it broke away."

FROM THE BEREA

"Near by two wooden handles, to
which hooks were attached, were float-
ing. These were recognized as belonging
to the Berea. I believe that she had
been making fast to the whale, which, as
usual, had been hauled up to the bow
after being killed, and a chain had been
made fast to the whale's tail, with the
other end fastened to the bits.

"In order to bring the whale alongside
it is necessary for the catcher to go full
speed ahead and 'run over' the whale,
bringing its head up on the other side
so that it can be towed tail first.

"While the Berea was on top of the
whale she must have been caught by a
huge wave and capsized. She would
have plunged straight down and none of
her crew would have had a chance. It
is an accident that might happen to any
ship. There was a terrific gale at the
time."

Workmen boarded the Sydstlandet
immediately she was alongside. Within
an hour she was on the floating dock
and the stump of the rudder post was
being examined. A new rudder is com-
ing out from Europe and should arrive
next week. The catcher will then return
to the Tafelberg.

The Star

14 Feb 1934

1137/5

WHALERS TO REFIT
AT DURBAN

REDUCED CHARGES MADE

FROM OUR CORRESPONDENT.

DURBAN, Wednesday.—Durban is again to have Antarctic whalers here to lie up and overhaul during the off season.

The Administration has decided to extend greatly reduced harbour charges to such craft for a further 12 months, and as a consequence the whalers will come to this port for repairs. At present there are five catchers belonging to the Southern Princess in port, and these will be joined by six from the Southern Empress, which is expected to arrive back from the whaling grounds in March. This will mean that during the off season for Antarctic whalers Durban shipping engineers will have one more ship than last season, when there were 10 in port.

Some idea of the spending power exercised by the whaling companies may be gathered from the fact that while the vessels were here last year about £35,000 was put into circulation, both directly and indirectly. At the start of next season two factory ships will probably call again to gather a few last stores and to pick up their catchers.

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