OFFICE OF THE GOVERNOR-GENERAL OF SOUTH AFRICA

No. 3 / 4946

OFFICE OR INDIVIDUAL from	SUBJECT
S. of S. No. 293 Secret.	EXPEDITIONS: GENERAL. ANTARCTIC. SCIENTIFIC RESEARCH.
1929 1st August.	Despatch to the Antarctic of a scientific and exploratory Expedition under the leadership of Sir Douglas Mawson. Despatch of the S.S. Norvegia: question of occupation of certain land on behalf of the Norwegian Government.

PREVIOUS PAPERS

Whaling in the Antarctic: Royal Research Ship Discovery II. & William Scoresby.

2.9.29 Tel. to S. of S. No. 115.

9.9.29 Tel. from S. of S. No. 91 Secret.

18.10.29 Tel. to Sir D. Mawson.

19.10.29 Tel. from Sir Douglas Mawson.

30.11.29 Tel. from S. of S. No. 127 Secret.

5.12.29 Tel. to S. of S. No. 170.

10.5.30 Telegram from "Discovery".

22.2.32 Tel. from Commanding Officer, "Discovery" II.

16.2.32 Despatch from S. of S. No. 34.

18.3.32 Despatch to S. of S. No. 56.

1.3.33 Tel. from Commanding Officer, Discovery.

3.11.33 Despatch from S. of S. No. 229.

21.3.34 Despatch to S. of S. No. 30.

19.5.34 Telegram from Commanding Officer, "Discovery 2nd".

23.5.34 Letter from Commander-in-Chief, Simonstown.

S. 37/1170: Territorial interests in Bouvet Island: Norwegian Expedition to withdraw on Br. claim to Island

70/31: Memo. on British policy in Antarctic prepared for Imp. Conf. (E.101): Report of Committee of Imp. Conf. which was adopted by Conf. (E.130 Resns.). Appln. of Norwegian Seal & Whaling Co. application for licence to conduct whaling operations: Proposed arctic expedition to South Pole: Commr. Byrd.

SUBSEQUENT PAPERS

1.8.34. Radiogram from Commanding Officer, "Discovery" II.

No. 3 / 4946

Ritchie

11th 10. 29.

S.3/4946

7 with photos

PD 11/10

ANTARCTIC EXPEDITIONS

STATEMENT BY SIR D. MAWSON

NO RIVALRY WITH NORWAY

PROTECTION FOR WHALES NEEDED

Durban, Thursday.

"THE present voyage of the Discovery is for scientific investigations in the Antarctic sector which by geographical location is the heritage and concern of New Zealand, Australia and South Africa," said Sir Douglas Mawson in an interview with a representative of the "Natal Advertiser" this morning on the question of rivalry between his own expedition and one organised by Norway.

Sir Douglas definitely refuted any rivalry as far as he was concerned, stating that he would gladly work in co-operation.

"True to established principles," he said, "we are now fulfilling the obligation resting with the guardians of the little known territories, namely, the conduct of investigations therein for the benefit of the world at large.

"Though Norway's geographical position secured for her control of Spitsbergen, this in no way implies a claim to participation in the opposite Pole, yet her fine record of Polar exploration and the warm friendship existing for her in the British Commonwealth led to the acceptance of the Norwegian ownership of Bouvet Island as a southern outpost in mid-Atlantic. Maybe Norway is now anxious to appropriate further Antarctic territory south of mid Atlantic apart from teritory long ago made a dependency of Falkland islands.

BRITISH SPHERE

"The British sphere, as we in this globe see it, extends in the sector from the south of South Africa to south of New Zealand. Byrd's American expedition, with which we are collaborating and on the most friendly terms, is doing its share in the exploration of the yet unknown and unattached Antarctic south of the mid-Pacific. The plans of our expedition are obviously not affected by Norwegian activities, but we should have greatly appreciated co-operation with them in our programme of scientific observations. Collaboration amongst scientists is usual in all truly scientific endeavours, and the fact that they have made no attempt to discuss with us such matters suggests that they are not deeply interested in the scientific aspect."

Sir Douglas Mawson cabled the above statement to London in reply to a special cable from the "Daily News," and in discussing it he emphasised that he had no desire to have any undue stress laid on the suggestion of possible rivalry.

NEED FOR CONTROL

The important fact to bear in mind was the necessity for some form of unified control over certain areas in the Antarctic Ocean. There was no question that if, for instance, whaling operations were permitted to be carried out without any restrictions whatever, the whales would be exterminated at a comparatively early date. They hoped by scientific study and research to discover how the necessary control which involved the preservation of the whaling industry could best be exercised, otherwise there was a danger that whales will be exterminated as seals and whales had practically been exterminated at Spitzbergen —Reuter.

MP

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F. with pleasure

MD 11/10

MP

THE DISCOVERY.

During my stay in London in the early months of this year I was greatly assisted by this committee in arrangements for the charter and equipment of the good ship Discovery which was made available by the British Government. Since my departure from London to complete arrangements in Australia, Captain G. K. Davis, second in command of the expedition, has ben in charge there, and under his supervision certain alterations and installations were effected in the vessel.

According to plan, on August 1 the vessel sailed from London, under the command of Captain Davis, en route for Capetown, where most of the members of the scientific staff and myself joined her yesterday. The departure from Capetown is scheduled for noon on Saturday, October 19, when, with 40 souls on board and an extensive scientific equipment and abundance of food and clothing carefully selected for the special requirements of such exacting work, the Discovery will head for Kerguelen Island.

AT KERGUELEN.

This run, which may be punctuated by a call at the Crozet Islands, is expected to take about three weeks. At Royal Sound, on Kerguelen Island, a stay of about a week will be made. There several hundred tons of coal will be taken on board. This coal has been taken out for us from Cardiff by the whaling firm of Messrs. Irvine and Johnstone.

From Kerguelen, laden with every ton of coal found possible to accommodate, we sail south to Heard Island, a voyage of only a few days' duration. There, in latitude 53 degrees 10 south and longitude 73 degrees 35 east, the real work of the expedition will begin.

HEARD ISLAND.

Heard Island is a fine volcanic pile some 25 miles in length and rising to a height of 7,000ft. Though in active volcanic eruption in recent years, it is partly covered by glaciers. There are no trees on the island and the only vegetation is a poor development of moss on the lower slopes. Yet it is a sanctuary for innumerable sea fowl and seals. Here is one of the last remaining habitations of the sea elephant—that most gigantic of all the seal tribe, specimens of which are reported to have been taken in past times upwards of 25ft. in length. This may be some exaggeration, for the largest I have come across have been in the neighbourhood of 20ft. in length.

The stay at Heard Island cannot be protracted, for the season will then be so far advanced that the pack ice, which often comes as far north as Heard Island, will be well open, permitting progress farther south. We shall proceed south-east from Heard Island, and hope to reach the sixtieth degree of south latitude by the end of November. Ice may or may not have been encountered prior to reaching this point, but henceforth for several months our investigations will be daily conducted among the floating ice floes.

THROUGH PACK ICE.

We will go south through the pack ice to the coast if the passage can be made. If not, the vessel will continue to push east and west through the ice-strewn waters over a considerable arc of longtitude, making scientific observations regularly at a series of stations. Whether actual land is reached or not, it is certain that the echo-sounding equipment will furnish abundance of information regarding the sea floor and the location of the Continental shelf. Thus knowledge should henceforth be much more definite regarding the outline of the Antarctic continent in that region.

The geographic work should be greatly assisted by the small scout aeroplane which is part of the equipment. Though it is not intended to make long flights, yet it should be invaluable as a scout to ascertain the distribution of the pack ice and thus assist the navigation of the ship. For this purpose it has been fitted with floats so that it may rise from the water alongside the vessel.

SHIP AS BASE.

Should the Discovery reach islands or the mainland of Antarctica, as is almost certain to happen in one or two places at least, the coast will be surveyed and a party landed to investigate the geological and biological features. There is no present intention, however, to put ashore a permanent land party to winter in Antarctica. The ship is to be the base, and any parties temporarily landed will be taken on again after a delay of a few days at the most. By operating in this way, it is anticipated that in the time available the broad scientific features can be ascertained over a wider area than by other methods of attack.

With the advent of autumn the ship is to be extricated from the ice and a course set for civilisation, arriving, no doubt, in Australia some time in April, 1930. If it be found impossible to release the ship from the grip of the ice, then we must look forward to at least one winter frozen in at the mercy of the grinding floes. But this will have no terrors for us, for the wonderfully strong frame of the Discovery will be a tough nut to crack. Further, for this emergency we are amply provided in the matter of food, sledges and fur and wool clothing.

The Star

S. 3/4946

14 Oct 29.

PROBING THE SECRETS OF ANTARCTICA

DISCOVERY EXPEDITION: FULL DETAILS OF INVESTIGATION

MINERALS SEALED BY ICE FROM GREEDY HAND OF MAN

(BY SIR DOUGLAS MAWSON)

The following article is the first of a special series Sir Douglas Mawson, leader of the Discovery expedition to the Antarctic, is writing for The Star and its associated newspapers. Arrangements have also been made for special wireless messages from the Discovery telling of the progress of the expedition.

In this dispatch Sir Douglas Mawson tells of the objects of the expedition and gives an impression of the great south continent of Antarctica it is hoped to explore.

CAPETOWN, Monday.

In these days when most of the continents are so intensely settled and dissected by roads and rail communications, and when man is so much master of the sea and the air, it seems incongruous that there should exxist one continent supporting not one permanent inhabitant—a continent of which the boundaries are but vague and uncertain.

Yet there at the southern end of the earth is a greeat frozen land of continental proportions, indeed in size, well exceeding the area of Europe. A great silent continent of unblemished white save only along the coast or among the high mountains where the grey rocky pediment occasionally breaks through the ubiquitous capping of ice. So unfavourable are conditions for vegetation that only the humble black, yellow and grey lichen and mosses are found crouching amongst the rocks in most favoured places—no murmur of trees or hum of insects—the silence only broken by the sough of the wind which periodically exceeds all ordinary limits, screeching down the glacier slopes, leaping in unfettered triumph upon the encircling ocean, transferring it into a glut of frozen spume and spindrift.

MOST MODEST CONTINENT.

Of all the continents Antarctica is the most modest. Decked in no gay attire, girt only with bare rock and ice, like earth landscapes in the beginning of time, it has in its modesty withdrawn far from the society of other lands. Ringed all round by a broad flowing ocean it is proud keeper of great secrets. Far back along the dim corridors of time this farspread region has kept aloof, and even in these progressive times there broods a secrecy over her affairs unparalleled in the lands of our globe.

But in these days of keen search for knowledge, not even her remoteness nor the ramparts of packed ice, can for long stem the strong setting tide which now threatens to sweep swiftly away the last vestige of secrecy. Already others are in the field and we are about to go forth in an attempt to roll back the veil still further. Thanks to the various expeditions that have gone forth already something is known of the coastline for upwards of 150 degrees of longtitude. The land still remains to be outlined through considerably more than half the circumference of the globe in these latitudes.

A BUNKER'S SIMILE.

This can be no easy task, however, for the bunkers on a golf course are as nothing in hindrances to the game compared with the serried ranks of of obstacles which nature imposes between the explorer and his quarry in this princely game of skill.

Though the adventure is somewhat changed by the substitution of greater extremes of natural conditions as an effect to improvements in technique, the great Elizabethan days are again with us when we sail forth for this southern Eldorada, albeit that the lure of treasure in this case is more in the form of scientific riches than of gold itself.

With the departure of the Discovery on this present expedition has now commenced another drama in the pages of Antarctic adventure. The prospect promises well for the ship's course is directed to one of the least known portions of the antarctic regions. The object is to glean as much knowledge as possible of a large span of the hypothetical coaostline of the Antarctic Continent, and of the coastal waters in the region south of the Indian Ocean and Australia.

CONTINUOUS LAND.

This region, on account of its geographical situation, is of peculiar interest to New Zealanders, Australians and South Africans. There now appears to be no doubt that throughout this region there extends in the neighbourhood of the Antarctic circle the coastline of a continuous land mass. It is equally certain that it will be found to be uniformly high ice-covered land with an interior ice-cap, rapidly rising to an elevation of over 6,000 feet, and thereafter, more remote from the sea and approaching the Pole, still greater plateau elevations are expected to exist. In the neighbourhood of the Pole itself the plateau was shown by Shackleton, Ammundsen and Scott to range in elevation between 10,000 and 11,000 feet above sea level. Isolated peaks are known to be over 13,000 feet high.

Antarctica is therefore a land not only of great area but of great elevations. Under the great ice sheet mantling of that land, fabulous mineral wealth must be hidden. Hidden it is likely to remain unless by chance useful deposits are situated in one of the very limited areas of rocky strata outcropping from beneath the ice.

LAST ORE RESERVE.

These mineral stores sealed by ice from the greedy hand of man are destined to form for humanity the last ore reserves of the metals. They may in time be made available for posterity by the gradual waning of the ice sheet or by improved geophysical methods of ore detection when there is great dearth of these elements in the occupied land of to-day.

In any case it is certain that the rocky basement of this continent will not always be sealed from view by an ice cap, for science has already discovered that this present glaciation is but a passing phase. In geological time it has prevailed, but for a short period—its future continuance is likely to be of still shorter duration. Some climatologists believe that the warming temperature of the present climatic cycle affecting the earth will continue for several thousand years before the pendulum swings the other way. These warming temperatures may go far to melt the Antarctic ice-cap, and thus within a span of time less than that covered by the historical period of Egyptian civilisation, the mineral wealth of Antartica may be made available.

IMMEDIATE ASPECT.

Such prospects as these do not influence us in this present adventure. The only economic aspect that immediately appeals is that of the fisheries and this is certainly of high importance. The great encircling ocean is as well stocked with life as are the seas of lower latitudes. On this account preparations have been going forward during the last four months for investigations into marine life.

In stressing this department, however, other branches of scientific inquiry have not been overlooked, for in other directions, also, there can be wrested from the Antarctic facts of first-rate importance to meteorology, terrestial magnetism, solar radiations, geology and hydrology. All these departments will receive attention.

The cost of the expedition is being defrayed largely from private sources. Leading Australian citizens have subscribed considerable sums. In this way the more important items of scientific equipment have been provided. But the well-being of the expedition is primarily owing to the princely gift of £10,000 towards the general expenses provided by Mr. MacPherson Robertson, one of Australia's leading philanthropists. Indeed, such achievement as may be realised will in a large measure have been made possible by "MacRobertson," the name by which he is best known in Australia.

GOVERNMENTS TOO.

Considerable assistance towards the cost of the enterprise has also been forthcoming in various ways from the British, Australian and New Zealand Governments—hence the designation "B A N Z Anctarctic Research Expedition." Arrangements for the work have been in the hands of an organising committee meeting in Melbourne, comprising Senator Sir George Pearce (Government representative), the Admiral of the Australian Navy, Sir Orme Masson (National Research Council), Sir T. W. Edgeworth David (National Research Council), Dr. A. C. D. Rivett (Council for Scientific and Industrial Research), Dr. W. Henderson (Department of External Affairs), and myself.

In these preparations help and advice have been received from the Inter-Departmental Antarctic Committee in London who assisted the operations in the United Kingdom. This latter committee appointed a small sub-committee as an executive, comprising Admiral Douglas (Hydrographer to the Navy), Mr. J. O. Borley (representing the Fisheries Department), and Major Orr G. Casey (representing the Australian Government).

fin-driven emergency generating set is also installed for operation when steam is not available. Either set is capable of lighting the whole vessel, as well as supplying power for the searchlight and wireless installations. The engine-room also contains circulating and feed pumps, an evaporator and a well-furnished workshop with high-grade screw-cutting lathe.

A SPACIOUS BRIDGE.

Navigation is conducted from a spacious bridge. Both steam and hand steering is provided. On the upper deck below the bridge is the main deck-house, massively constructed in teak wood. In this building is the chart-room, a wireless-room, a cabin for the navigating captain and a large deck laboratory. Further aft is a strongly-built steel house for enclosing trawling winches. Forward of the main deck is a smaller one providing entrance to the crew's quarters and galley, which are on the deck below.

Forward below the forecastle head is a steam windlass for dealing with the vessel's cables. This also may be engaged by a vertical spindle with the capstan head on the deck above. Below the deck the accommodation provided on the main deck comprises a capacious room right aft for stowage of sails and scientific equipment. Next is the upper part of the engine and boiler rooms.

LIVING QUARTERS.

Further forward the main deck is devoted to living quarters. First there is a ward room 24ft. long by 12ft. wide, executed in polished mahogany, around which are the cabins for the ship's officers and scientific staff. Forward of this are the men's quarters and finally the galley store and galley itself, which is quite capacious. Besides numerous well-fitted cabins in this portion of the ship there is a laboratory for hydrological work, a photographic dark room and a surgery for the medical officer. Forward of the gallery is the forepeak with the chain lockers and stowage for ships stores. Below the main deck under the galley and the men's quarters are hold spaces sub-divided by a water-tight bulkhead, where the bulk of the expedition stores and equipment is stowed. Entrance is provided through flush hatches in the main deck floor. Under the ward room is a large stowage area reserved for coal. This is additional to the space provided by the bunkers which flank the engine room on either side. The space thus available allows of the carriage of scarcely more than 200 tons of coal. This quantity is inadequate for operating usefully so far from a coaling base as is the Antartic, consequently it is intended to stow coal in various other portions of the vessel and to carry a considerable quantity as deck cargo.

PRESERVED FUEL.

The employment of "Crown Preserved Fuel," a high-grade briquette coal from Cardiff, will not only afford the greatest possible mileage per ton of fuel, but will facilitate stowage in all corners of the ship. This fuel is in solid rectangular blocks weighing 25lb. each. In such compact blocks it can be quickly and easily loaded and stowed by hand.

Briefly described such is the construction of the vessel which is now about to head for the "great white south." The navigating captain is J. K. Davis, second in command of the expedition, whose splendid record of voyages in Antartic seas is now well-known in many lands. Apart from Captain Davis the ship's officers and crew comprise 26 men made up as follows: The navigating officers, three engineers, boatswain, leading seaman, sailmaker and carpenter, six able-bodied seamen and six ordinary seamen, a cook, assistant cook and two stewards. The ship carries 40 souls all told, for in addition to the above there is besides myself a scientific staff of 12.

THE STAR, JOHANNESBURG,

18 Oct 29

FAMOUS EXPLORATION VESSEL

A FULL DESCRIPTION OF THE SIXTH DISCOVERY

HER REMARKABLE STRENGTH

BY SIR DOUGLAS MAWSON

This is the second article in a series specially contributed to The Star and its associated newspapers by Sir Douglas Mawson, the noted Antarctic explorer. In this article he gives a complete description of the Discovery and her equipment.

CAPETOWN, Thursday.

There have been no fewer than six vessels named Discovery connected with British exploration in the Polar regions, commencing first in 1602, when the famous navigator William Baffin, in a ship so named, sailed the waters of Hudson's Bay and Baffin Bay.

The Discovery now embarked upon a voyage of scientific investigation in Antarctic seas is the last of these. She is a wooden vessel built on the lines of the Arctic whaler type developed during the first three-quarters of last century to meet the requirements of adventurers, sealers and whalers, who in those days combed the northern seas with much profit. Such vessels were designed to sail the high seas and to push forcefully through the loose pack ice. She, however, represents an extreme type of this class of vessel, for the hull is unusually solidly built with a view to withstanding heavy ice pressure.

HER DIMENSIONS.

Her length over all is 198ft., extreme breadth 34ft. and designed displacement at 16ft. water line about 1,600 tons. The net carrying capacity in the matter of stores and coal is in the neighbourhood of 600 tons. It should be clearly realised that the design of the Discovery is distinct from that of the Fram, whose hull was constructed with a semi-circular or basin-like cross section calculated to cause her to rise up and out of danger of crushing should she be subjected to ice pressure in the pack ice. The hull of the Discovery is "U" shaped in the cross section, and though unusually strong to withstand ice pressure would not under such conditions have the same tendency as the Fram to rise above the ice. On the other hand, a vessel of the build of the Discovery would give a better account of itself in loose pack ice and the open seas.

In sheer strength of hull there has been nothing in this class of vessel more strongly built than the Discovery. In the attainment of this feature the bows have been constructed very solidly and of such bluff design that the speed is greatly reduced thereby. Also with the same object in view the hull at the stern and the massive stern post are not exactly streamline shaped. Thus the propeller is not operating under conditions favourable for speed. Further, the effectiveness of the propeller is diminished by reason of the very massive rudder post situated immediately behind it.

AUXILIARY TO SAILS.

The engines, however, are only auxiliary to the sails, upon which more dependence is placed. The use of sail whenever feasible permits saving of fuel, and even when the whole of this commodity is consumed allows a safe return of the vessel to civilisation. Economy in fuel consumption is always a matter of serious consideration for vessels engaged in ice-laden seas, for the possibilities of navigation within such waters are measured in terms of steaming hours available. Sail has little power or value in the pack ice. Consequently the Discovery is furnished with three good masts, square rigged on the fore and main. This provision of sail gives her considerable sailing powers, so that under favourable conditions and with the help of her engines she has recently run down the English Channel travelling at a speed of 12 knots. This figure is, however, an extreme one, for the pace is reduced by several knots if the wind is at all forward or abeam.

ANTARCTIC GALES.

The great expanse of yards and rigging aloft offer so much resistance to the wind that her behaviour in the teeth of an Antarctic hurricane is a matter of very serious consideration. The thick snow-laden atmosphere that sweeps off Antarctica in times of gales along these coasts so obscures the view of all objects, however close, whether icebergs or coast line, that the only recourse of the navigator is to steam into the wind, hoping to maintain his position until such time as the atmosphere may clear. The small engine power of the vessel would be ineffective in hurricanes against the resistance offered to the wind by the tophamper. Accordingly steps are now being taken to reduce the wind resistance under these circumstances, a desideration which is being achieved by abolishing the yards and square rigging on the main mast. Henceforth she will be barquentine rigged.

HISTORIC CRAFT.

The Discovery is an historic craft. She was originally expressly designed and built for the British National Antarctic Expedition of 1901-1904. This was a voyage of discovery to the Antarctic regions planned and organised by the Royal Geographical Society in association with the Admiralty and the Royal Society. A young lieutenant, Robert Falcon Scott, had the distinction conferred upon him by the organising committee of being chosen from among the young naval officers of the day as leader of that very successful adventure. The exploits of that expedition during two years' wintering in the Ross Sea are classic in the annals of Antarctic discovery. The Discovery won her spurs under Scott at that time, becoming henceforth a world-famed vessel. After that expedition she was sold to the Hudson Bay Company for trading purposes. On his last adventure, when he sacrificed his life in the successful attainment of the South Geographic Pole, Captain Scott was employing the Terra Nova as expedition vessel. This ship, which is much older than the Discovery, still survives as one of the Newfoundland sealing fleet.

For many years the Discovery remained in the employ of the Hudson's Bay Company, but in 1922 was purchased through the British Inter-Departmental Committee of Research and Development for the undertaking of research in the Antarctic waters for the dependencies of the Falkland Islands.

PRACTICALLY REBUILT.

When purchased from the Hudson's Bay Company for this purpose considerable deterioration was found to have taken place in the timbers owing to lack of air courses to the inner members. In the reconditioning that followed the vessel was rebuilt to a considerable extent, the work occupying several years and costing a large sum of money. As a result the vessel was again practically a new ship in 1925 prior to her undertaking extended scientific cruises in the South Atlantic Seas, under the leadership of Dr. Stanley Kemp, who directed the work.

During the last several years prior to the present adventure the Discovery has been engaged in the investigation of whales and all matters relating to their life, history and development. The work has thus been in the direction of oceanographical and biological research, and has resulted in the accumulation of voluminous data which is now being elaborated for publication in London.

VIRTUAL EXTERMINATION.

The whale is now recognised as a very valuable animal. So lucrative is its exploitation that virtual extermination in the near future faces the species unless reasonable measures of limitation are adopted in the annual slaughter, which during the last several years has been in the neighbourhood of 40,000 whales. These studies conducted by the Falkland Islands Government are therefore of world-wide interest and importance. The money spent by the Falkland Islands Government in reconditioning the Discovery actually left her a sounder and better-equipped vessel than when originally built. Some particulars of her unique construction will be of interest. She was designed much on the lines of the Discovery of the 1875 Arctic expedition, the naval architect being Sir W. E. Smith, late chief instructor at the Admiralty. Her keel was laid in March, 1900, at Stephen's Yard on the Tay, construction being executed by the Dundee Shipbuilding Company.

ENGLISH OAK BEAMS.

The framing of the vessel is of English oak beams 11 inches thick, grown to form wherever practicable. These are covered by two skins of timber and lined with a third. The latter is Riga fir, some four inches thick. The main outer planking, some six inches thick, is pitch-pine or Canadian elm, according to its position, and is covered by an outside sheathing of greenheart about four inches thick. The spaces between the frames and the inner lining and the outer skins are packed with rock salt, which needs renewing about every three years. This provision pickles the wood and prevents dry rot or other forms of decay in the timbers. The hull is heavily stayed at close intervals by strong beams and divided by bulkheads of solid construction. The bows are still stronger—a network of timber girders and struts bolted together. Some of these bolts, running entirely through the wood, are as much as 8ft. 6in. long. The bows therefore represent a solid mass of timber many feet in thickness

OUTER ARMOUR.

Further protection is afforded by an outer armour of steel plates extending several feet on either side of the stem. The stem is designed with much overhang so that when charging an ice floe the bow glides upwards for several feet and then the weight of the vessel crushes the ice floe beneath it. The screw, which is two-bladed, is capable of being detached and lifted up through the deck in case of damage or in the event of wintering in the ice. The rudder likewise lifts up through the deck.

The engine-room, which is situated well aft, houses triple extension engines capable of developing 450-h.p. The steam is supplied by two coal-burning marine boilers of 150lb. maximum working pressure. There is also a steam-driven electric generator of about 15-kw. at full power. A para-

should sail from London on the 1st August for Capetown, where the scientific members of the Expedition will assemble. The vessel should arrive at Capetown early in October and will be subject to overhaul there, preparatory to leaving for the Antarctic, by way of Kerguelen, about the middle of October. It is anticipated that the boilers will require cleaning and that some re-arrangement of the sails and rigging will be required. The vessel will take in some hundreds of tons of coal at Capetown. It would be greatly appreciated if arrangements could be made in advance of the arrival of the vessel for the grant of the requisite facilities during the stay of the vessel in Capetown. The agents of the Expedition in Capetown are

Messrs Ellerman and Bucknall (Pty) Ltd.
26 Strand Street,
Capetown.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(Sgd) PASSFIELD

and the Ross Sea, with a view to the completion of the geographical and scientific work previously undertaken in this sector by Sir Douglas Mawson and other British explorers. It is also hoped that the visit of the Expedition will lead to the final establishment of British title to this sector with the exception of the French territory of Adélie Land.

3. It will be recalled that at the Imperial Conference ,1926, it was recommended that an Expedition should be sent out which, by taking possession in the name of His Majesty of the areas mentioned in the Report of the Conference (pages 33 and 34 of Cmd. 2768) might prepare the way for the issue of Letters Patent formally assigning the administration and control of such areas, to one of His Majesty's Governments. In this connection I would invite reference to Imperial Conference Paper No.E.130, a copy of which was enclosed in Mr.Amery's Secret despatch of the 5th January, 1927. In pursuance of the policy recommended at the Imperial Conference, 1926, it was considered desirable that Sir D. Mawson should be provided with the necessary authority to take possession in the name of His Majesty of the areas above referred to and of any new territory which the Expedition may discover. His Majesty has been graciously pleased to grant to Sir Douglas Mawson a formal Commission of authority for the purpose.

S.70/311

4. The "Discovery" will be commanded by Captain J.K. Davis and will carry a crew of some twenty-eight officers and men and a scientific staff of some thirteen persons. It is proposed that the vessel

should

DUPLICATE

UNION OF SOUTH AFRICA.

NO. 293

SECRET.

Downing Street,

/ August, 1929.

His Excellency

RECD G.G.O

19 AUG 1929

S.3/4946

Sir,

I have the honour to state for the information of His Majesty's Government in the Union of South Africa that arrangements have now been completed for the despatch to the Antarctic of a scientific and exploratory Expedition under the leadership of Sir Douglas Mawson who commanded the Australian Expedition of 1911-14. The expedition has been organised under the auspices of His Majesty's Government in the Commonwealth of Australia; a financial contribution is being made by His Majesty's Government in New Zealand; and His Majesty's Government in the United Kingdom have marked their desire to be associated with the enterprise by arranging with the Government of the Falkland Islands for the Royal Research Ship "Discovery" to be placed at the disposal of the Commonwealth Government for this purpose and for the charges for the hire of the vessel under this arrangement to be met from the funds of the United Kingdom.

2. The Expedition has been arranged for the Antarctic season 1929/30 but may be extended to include a further season. It is the intention of the Commonwealth Government that the Expedition, should operate principally in the sector between Enderby Land

and

THE MINISTER OF EXTERNAL AFFAIRS,

UNION OF SOUTH AFRICA.

W.C.D. 4/9

JMS 5/9

TELEGRAM.

S.3/4946

FROM: Minister of External Affairs.

His Excellency

To see please

TO: Secretary of State for Dominion Affairs, London.

2.9.29.

S.3/4946 115. Your Despatch No. 293 of 1st August re Sir Mawson's Expedition His Majesty's Government in Union will have great pleasure in bearing the costs of overhauling of the Discovery at Capetown as well as of the coal she should require. No harbour dues will be charged. Have also advised the agents at Capetown of the decision.

/CSS

Cont
12/9
10 12 9

TELEGRAM.

His Excellency
To return

FROM: Secretary of State for Dominion Affairs.

TO: Minister of External Affairs.

9.9.29.

S.3/4946

91. Secret. Your telegram of the 2nd. September No. 115. Generous offer of His Majesty's Government in the Union of South Africa is greatly ? appreciated and is being conveyed to His Majesty's Government in the Commonwealth of Australia and New Zealand who will we feel sure equally ?appreciate it.

7.
MD 19/10

TELEGRAM.

From : Athlone, Pretoria.

To : Sir Douglas Mawson, "Discovery", Cape Town.

18th October, 1929.

Princess Alice and I so sorry not to be able entertain you Cape Town and wish you and all. on board every success on interesting expedition.

MK.

TELEGRAM.

From : Mawson, "Discovery", Cape Town.

To : Governor-General, Pretoria.

Dated 19th October, 1929.
Received 19th October, 1929.

Members expedition greatly appreciate your valedictory message. We shall strive to prove worthy successors of those who have sailed before in "Discovery".

Copy to Comptroller.
21/10

D1/97140.450 Pads 5/19 8. A. Electric D5518

T. 138.

Ca.

UNION OF SOUTH AFRICA.

No. of Message 679

Department of Posts and Telegraphs.

ON HIS MAJESTY'S SERVICE.

Office Stamp. PRETORIA 1907-29

Rec'd from.....

By.....

Service Instructions.

Words.

Received at m.

Handed in at m.

To

* * * RADIO DISCOVERY 8/50PM 19TH

CAPETOWN RADIO 9/5PM

TO GOVERNOR GENERAL PRETORIA

= MEMBERS EXPEDITION GREATLY APPRECIATE YOUR VALEDICTORY

MESSAGE STOP WE SHALL STRIVE TO PROVE WORTHY SUCCESSORS OF

THOSE WHO HAVE SAILED BEFORE IN DISCOVERY = MAWSON * *

PRESS TELEGRAM.

T.1

PERSTELEGRAM.

NO CHARGE FOR DELIVERY.

AFLEWERING KOSTELOOS.

To Mr Ellis
Union Hotel

Urgent
Governor General
Goverment House.

MESSAGE STOP WE SHALL STRIVE TO PROVE WORTHY SUCCESSORS OF

THOSE WHO HAVE SAILED BEFORE IN DISCOVERY = MAWSON * *

ELEGRAM.

LEGRAM.

This was wrongly delivered to Mr Eales of the High Commission's Office. I spoke to Capt. the Telegraph Office who explained to me how error occurred.

File.

21/10

r General

nent House

WORTHY SUCCESSORS OF

ERY = MAWSON + +

in Imperial Conference paper No. E. 130, we are of opinion that, as the matter stands at present, there are no grounds on which objection to such occupation could be based. It is however conceivable that, on account of its geographical position, this sector is one in which His Majesty's Government in the Union might be interested and we should therefore be glad to hear from you as soon as possible whether or not the view, that there are no grounds for raising objections to a claim to that sector if the Norwegian Government should proceed to explore it and annex it to the Norwegian Crown, is concurred in by your Government.

CSS

connection we propose that His Majesty's Minister at Oslo should, in conversation with Norwegian Government, make it clear to them that their reply is interpreted to mean that the unfortunate situation, which would arise should the Norvegia expedition attempt to occupy any land between Ross dependency and Enderby Land whether or not such land is specifically mentioned in the proceedings of the Imperial Conference, will be avoided by them. On the understanding that the above-mentioned sector is regarded as closed to the Norwegians, only two other sectors remain to which their attentions could be directed.

(1) between Ross Dependency and Falkland Island dependencies, and

(2) between Falkland Island dependencies and Enderby Land.

Neither of these sectors have been claimed by any other Government and they are both unexplored. Sir H. Wilkins is about to conduct an aerial reconnaisance of the sector between Ross dependencies and Falkland dependencies. It is presumed that if the Norwegians contemplate acquisition of territory they will not choose this sector as it is from all accounts virtually inaccessible by sea. As it is therefore possible that the Norwegian's are contemplating the acquisition of land in sector (2) i.e. between Falkland Island dependencies and Enderby Land it has occurred to us that it might be well to come to a decision in advance as to the attitude to be taken up by His Majesty's Minister at Oslo should the Norwegian Government communicate their intention to occupy land in this sector. While the prospects of occupation by Norway of territory in this sector is to be regretted as a factor likely to interfere with the completion of the programme foreshadowed

in.....

TELEGRAM.

FROM: Secretary of State for Dominion Affairs.

TO: Minister of External Affairs.

30.11.29.

S.3/4946

127. Secret. Antarctic Expedition. My despatch No. 293 of the 1st August refers. As we have received reports that extensive operations in the antarctic are contemplated by the S.S. Norvegia during the forthcoming season it was considered desirable to inform the Norwegian Government confidentially of the scope and object of the Mawson expedition (It will be remembered - see my despatch No. 591 of the 18th December 1928 - that the S.S. Norvegia was responsible for the annexation of Bouvet Island). An Aide Memoire, stating that the intention of the Commonwealth Government was that the expedition should operate principally in the sector between Enderby Land and Ross Sea with a view to formally establishing British title to this sector - except the French territory of Adelie Land - and also of completing the geographical and other scientific work which Mawson and other British explorers have previously carried out in this sector was therefore on the 12th October communicated to the Norwegian Government by His Majesty's Charge d'Affaires at Oslo. The Norwegian Government replied on the 4th November that a Royal Decree was issued on the 4th July by which general authorisation to take possession in the name of the King of Norway of any new land it might discover and which had not been occupied in due form by any other Government, was given to the Norvegia; the reply added that the assumption on which the decree had been issued was that no land falling within the areas mentioned in pages, 33 to 34 of C.M.D. 2768 (summary of proceedings of the 1926 Imperial Conference) will be occupied. In this

S.37/1170

connection.....

TELEGRAM.

FROM: Primus

MN

TO: Secdomin London.

5/12/29.

S.3/4946 170. Your 127 of 30th November His Majesty's Government in Union shares view of His Majesty's Government in the United Kingdom that there are no grounds for raising objections to a claim in Sector between Falkland Island Dependencies and Enderby Land if Norwegian Government should proceed to explore and annex it to Norwegian Crown.

TELEGRAM.

From : Discovery 2nd.

To : Governor-General, Cape Town.

Received 13th May, 1930.

South Georgia 10th May. Sailed to-day for Cape Town via Gough Island.

EG/hK.

Lon HE

TELEGRAM.

From : Discovery 2nd.

To : Governor-General, Cape Town.

Received 13th May, 1930.

South Georgia 10th May. Sailed to-day for Cape Town via Gough Island.

EG

Copy sent to Ministers

For Information

Minute No. 3/4946

Date 13 May, 1930.

(Signed) ATHLONE

Secy,

This turned up in code today. ? I think we might send copy on to Ministers for their information.

JN 13/5

Yes.

e Town.

).

y. Sailed

Island.

EG

Copy sent to Ministers
For Information
Minute No. 3/4946
Date 13 May, 1930.
(Signed) ATHLONE

TELEGRAM.

From : Discovery 2nd.

To : Governor-General, Cape Town.

Dated and received 26th May, 1950.

Arrived Saldanha 25th May.

Copy sent to Ministers

For Information

Minute No. 2/1596

Date 17 May 1950.

Signed ATHLONE

Your Excellency.
To see please.

Sec

17/5

Cape Times

24-5-30

12.

DISCOVERY II. AT SALDANHA BAY.

RETURN FROM RESEARCH IN ANTARCTIC.

MODERN SCIENTIFIC EQUIPMENT.

The Royal Research ship, Discovery II, which is due at Cape Town shortly, arrived in Saldanha Bay late on Saturday evening. She will remain there, her first port of call on her return from whaling research in the Antarctic, until Wednesday.

The Discovery II has spent the past six months among the pack-ice. Leaving Cardiff on December 14, 1929, she went direct to the Far South, where she has been investigating the habits, food, migration and breeding of whales.

She is also equipped to undertake scientific exploration, observations and analysis of marine life, and meteorological and other physical conditions obtaining in the Antarctic, in co-operation with the William Scoresby.

The ship's captain is Commander W. N. Carey, R.N. (retired), whose valuable services during the war, more especially with the mine sweeping fleet, are well known.

THE OFFICERS.

The first lieutenant is Lieut.-Commander J. Irving, R.N. (retired), who has seen much service on the edge of the northern ice barrier in vessels of the 10th Cruiser Squadron. He is also the author of a standard work on the battles of Coronel and the Falkland Islands. Chief Engineer Horton has seen service in the old Discovery and has already been into the Antarctic.

The vessel has accommodation for a full complement of 50, comprising eight executive officers, a surgeon and a scientific staff of six. The Discovery II. is under the scientific leadership of Dr. W. S. Kemp.

Discovery II. has been designed with the advantages of the accumulated experience of over three years gained by the old Discovery and the William Scoresby already serving under the auspices of the Discovery Committee, which includes representatives of the Admiralty and the Ministry of Agriculture and Fisheries, as well as of the Colonial Office and the Crown Agents for the Colonies.

The principal dimensions of this vessel are: Length, 232 feet; breadth, 36 feet, with a draught of 16 feet when fully loaded. Her stem is cut away at the fore-foot and specially protected for ice navigation. The forward part of the hull has double plating to resist ice pressure and insulation is fitted throughout the whole accommodation of the vessel.

The Discovery II is constructed of steel throughout, and is the most up-to-date vessel of her type in the world. Her two boilers are oil fired and enough oil is carried in her bunkers to enable her to steam 9,000 miles at an economic speed. The vessel is fitted with a single bronze propeller and during her trials a mean speed of 13½ knots was attained. A very powerful wireless installation enables her to keep in direct communication with Britain throughout her sojourn in the Far South.

No vessel sailing on exploration work has been better equipped, and in co-operation with the old Discovery, the William Scoresby, and the marine biological station at South Georgia a wealth of knowledge of the utmost scientific value will be gained.

TELEGRAM.

From : Discovery 2nd.

To : Governor-General, Pretoria.

Dated 7th October, 1930.

Received 8th October, 1930.

Sailed to-day 7th October Southbound.

Copy sent to Minister

For Information

Minute No. 3/4946

Date 6th October 1930

(Signed) ATHLONE

MK.

TELEGRAM.

From : Commanding Officer, "Discovery". II.

To : Governor-General, Cape Town.

Dated 22nd February, 1932.
Received 24th February, 1932.

Sailed from South Georgia today for Simonstown.

Copy sent to Minister
For Information
Minute No. 3/4946
Date 24 February 1932
(Sgd.) CLARENDON.

MK.

Date [illegible] 1932
(Signed) ATHLONE

4. This despatch is being sent to the Commonwealth of Australia No. 48 New Zealand No. 45 and the Union of South Africa No. 34

I have the honour to be,

Sir,

Your most obedient,

Humble servant,

(Sgd) J. H. THOMAS

DUPLICATE

UNION OF SOUTH AFRICA
No. 34

Downing Street,
16 February, 1932.

Sir,

I have the honour to state, for the information of His Majesty's Government in the Union of South Africa, that the "Discovery" Committee have intimated that the Royal Research Ship "Discovery II", which is engaged upon investigations, mainly connected with whaling, on behalf of the Government of the Falkland Islands, is expected to leave the Falkland Islands towards the end of this month and to proceed to Cape Town arriving there about the 7th March. It is anticipated that the ship will leave Cape Town not later than the 1st April and in the course of her operations will visit Fremantle at the beginning of May, Hobart about the 3rd June and Auckland in the latter part of June.

2. The Scientific complement of the ship comprises four scientific officers, Mr. D.D.John, M.Sc., being senior Scientific Officer in Charge, with a marine complement under the command of Commander W.M.Carey, R.N. (retired) of nine officers, sixteen Petty Officers and twenty-one Men.

3. The "Discovery" Committee would be grateful if such facilities as may be proper could be accorded to the Officers and crew during the stay of the vessel in South African waters.

4.

THE MINISTER OF EXTERNAL AFFAIRS
UNION OF SOUTH AFRICA.

G.G.

DUPLICATE

WF/MF

P.M. 72/19

DEPARTMENT OF EXTERNAL AFFAIRS,

CAPE TOWN,

18th March, 1932.

RECD. G.G.O.
12 MAR 1932

RECD. G.G.O.
27 MAR. 1932

SOUTH AFRICA.

NO: 56

Sir,

I have the honour to acknowledge the receipt of your Despatch No.34 of the 16th of February, 1932, in regard to the sailing of the Royal Research Ship "Discovery II" from the Falkland Islands to Cape Town.

S. 3/4946

The "Discovery II" arrived in South African waters prior to the receipt of your Despatch, and His Majesty's Government in the Union has had much pleasure in according the ship and her personnel such facilities as have been required and will continue to do so during the duration of the visit.

I have the honour to be,

Sir,

Your obedient Servant,

J. B. M. HERTZOG

MINISTER OF EXTERNAL AFFAIRS.

The Right Honourable
the Secretary of State
for Dominion Affairs,
Dominions Office,
LONDON S.W.1.

TELEGRAM.

From : Commanding Officer, "Discovery" II.

To : Governor-General, Cape Town.

Dated and received 10th May, 1932.

Arrived Fremantle.

TELEGRAM.

From : Governor-General, Cape Town.

To : Commanding Officer, "Discovery" II, Fremantle.

11th May, 1932.

Glad to receive your telegram all good luck.

8 words.

33

TELEGRAM.

From : Commanding Officer, Discovery.

To : Governor-General, Cape Town.

Dated 1st March, 1933.

Received 2nd March, 1933.

Sailed from South Georgia to-day for South and Cape.

Copy ~~sent to~~ Ministers

For Information

Minute No. 3/4946

Date 2nd March, 1933.

(Sgd.) CLARENDON.

R.R.S."Discovery II".

Approximate dates of arrival at and departure from ports abroad - October 1933 to June 1934

LEAVE	London -	21st October, 1933
ARRIVE	St. Vincent (Cape Verde Islands)	27th " "
LEAVE	" "	28th " "
ARRIVE	Tristan da Cunha	16th November, "
LEAVE	" "	17th " "
ARRIVE	South Georgia	27th " "
LEAVE	" "	10th December, "
ARRIVE	Port Stanley (Falklands)	13th " "
LEAVE	" "	15th " "
ARRIVE	Auckland (New Zealand)	1st February, 1934
LEAVE	"	8th " "
ARRIVE	Port Stanley (Falklands)	20th March "
LEAVE	" "	22nd " " For Capetown.

via South Georgia arriving Cape Town about 1st June, 1934.

crew of the vessel in 1938, and would be grateful if similar facilities could again be accorded during the forthcoming stay of the vessel in South African waters.

4. Similar despatches are being sent to New Zealand No. 247 and the Union of South Africa No. 229

I have the honour to be,

Sir,

Your most obedient,

humble servant,

175 DUPLICATE

Ch. 72/19

UNION OF SOUTH AFRICA.
No. 229

Downing Street,
3 November, 1933.

S.3/4946

Sir,

With reference to my despatch No. 34 of the 16th February, 1932, I have the honour to state, for the information of His Majesty's Government in the Union of South Africa, that the Royal Research Ship Discovery II left this country on the 31st October to resume on behalf of the Government of the Falkland Islands, investigations connected with whaling in the Antarctic. A copy of the proposed itinerary for the period to June, 1934, is enclosed, from which it will be seen that the ship is expected to visit Cape Town about the 1st June, 1934.

2. The scientific complement of the ship comprises four Officers, Dr. N. A. Mackintosh, D.Sc., Chief Scientific Officer being in charge, with a marine complement of 9 Officers, 16 Petty Officers and 22 men under the command of Lieutenant A. L. Nelson, R.N.R., who was Chief Officer during the previous commission.

3. The "Discovery" Committee much appreciated the facilities which were accorded to the Officers and

crew

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

RW/LEH

P.M.72/9.

DEPARTMENT OF EXTERNAL AFFAIRS,

CAPETOWN,

21st March, 1934.

SOUTH AFRICA.

NO. 30

REC^D. G.G.O.
24 MAR 1934

Sir,

S.3/4946

With reference to your despatch No. 229 of the 3rd November last, regarding the movements of the Royal Research Ship "Discovery II", I have the honour to state, for the information of the "Discovery" Committee, that His Majesty's Government in the Union of South Africa have decided that the concession provided for in Clause 93 of the Official Tariff Book be accorded to the Officers and crew of the "Discovery II" during the stay of the vessel in South African waters in 1934. The basis of the concession is excursion fare for return journeys, and excursion fare of half the single mileage for single journeys.

I have the honour to be,

Sir,

Your obedient Servant,

J. B. M. HERTZOG

MINISTER OF EXTERNAL AFFAIRS.

The Right Honourable
the Secretary of State
for Dominion Affairs,
Dominions Office,
LONDON, S.W.1.

TELEGRAM.

From : Commanding Officer, "Discovery 2nd".

To : Governor-General, Cape Town.

Dated and Received May 19th, 1934.

Arriving Durban May 22nd. Leaving Durban May 24th. Arriving Simons Bay May 28th.

Copy sent to MINISTERS

For INFORMATION

Minute No. 3/4946

Date 21st MAY, 1934.

(Sgd.) CLARENDON.

Mr. Ormsby,

Shall we send on a copy of this telegram to the N.C. in C.? He has probably already been informed direct but even if he has no harm would be done by our doing so.

J.H.A. 21/5

covery 2nd".

own.

---

n, 1934.

2nd. Leaving Durban

May 28th.

COPY SENT TO MINISTERS

FOR INFORMATION

MINUTE No. 3/4946

DATE 21st MAY, 1934.

(Sgd.) CLARENDON.

No. 3/4946.

GOVERNMENT HOUSE,
CAPE TOWN.
22nd May, 1934.

Sir,

I transmit for your information the accompanying copy of a telegram from the Commanding Officer of the "Discovery II" regarding the proposed visit of that ship to Simons Bay on the 28th May.

I am, Sir,
Your obedient Servant,

(Sgd.) CLARENDON.

GOVERNOR-GENERAL.

The Naval Commander-in-Chief,
Africa Station,
Simonstown, C.P.

OFFICE OF THE COMMANDER-IN-CHIEF,
AFRICA STATION,
SIMONSTOWN, C.P.

23rd May 1934.

Your Excellency,

I have the honour to acknowledge the receipt of Your Excellency's letter No.3/4946 of 22nd May, 1934, forwarding me a copy of a telegram received from the Commanding Officer of the R.R.S. "Discovery II" regarding the proposed visit of the ship to Simonstown.

I have the honour to be,
Your Excellency's obedient Servant,

for Vice-Admiral,
COMMANDER-IN-CHIEF.

His Excellency,
The Governor-General of
The Union of South Africa,
Government House,
CAPE TOWN.

TELEGRAM.

From : Commanding Officer, Discovery II.

To : Governor-General, Durban.

1st August, 1934.

Left Cape Town for South 0900 August 1st.

Copy sent to Minister

For Information

Minute No. C 1/4946

Date 1st August 1934

(Sgd.) CLARENDON.

Administrative Sec.

RADIO.

From - Commanding Officer, "DISCOVERY"

To - Governor-General, Cape Town
(Diverted to Pretoria).

Received via Walvis Bay. 2nd. Sept. 1934

ARRIVED AT SOUTH GEORGIA AUGUST 26th.

HE wants reply sent.

"Thanks for radiogram, good luck"

Clarendon.

Spoke HE.
He agrees unnecessary to send any message.

Keep in file

A.R.

5/9/34

TELEGRAM.

From : Commanding Officer, Discovery II.

To : Governor-General, Cape Town.

2nd September, 1934.

Arrived at South Georgia August 26th.

Copy sent to Ministers

For Information

Minute No. 3/4946

Date 5th September, 1934.

(Sgd.) CLARENDON.

DUPLICATE
ORIGINAL SENT BY AIR MAIL.

Mr. 72/19

UNION OF SOUTH AFRICA
NO. 195

Downing Street,
26 October, 1934.

Sir,

S. 3/4946

With reference to my despatch No. 229 of the 3rd November, 1933, I have the honour to state that the Royal Research Ship "William Scoresby" left this country on the 16th October for the Antarctic whaling grounds, to undertake investigations connected with whaling, which will be specially directed this season to determining the migration of whales.

26/11

2. Mr. G. W. Rayner, B.Sc., will be in charge of the experiments conducted from the ship, with Lieutenant C. R. U. Boothby, R.N.R., in executive command of the ship.

3. The vessel is expected to call at Capetown between the 15th and 18th November, and the "Discovery" Committee would be grateful if such facilities as may be proper may be accorded to the officers and crew of the vessel during her forthcoming visit to South African waters.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(Signed) J. H. THOMAS

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

that His Majesty's Government in the United Kingdom recognise the special interests of Norway in the Antarctic. In this connexion I desire to repeat the assurance already given informally to the Norwegian Government that there is no intention of claiming British sovereignty over the region lying between the western boundary of the Australian Antarctic Territory as defined in the Order-in-Council of the 7th February, 1933, and the eastern boundary of Coats Land as mentioned in the summary of proceedings of the Imperial Conference of 1926.

I have, etc.

(For the Secretary of State).

(Sd.) F. LEIGH-SMITH.

COPY.

(No. W 9240/23/50).

FOREIGN OFFICE, S.W.1.

23rd October 1934.

Sir,

I have the honour to refer to M. Vogt's note of the 26th January last concerning the Antarctic, in which he alluded to certain questions arising out of the Order-in-Council of the 7th February, 1933, and suggested that these questions might form the subject of discussions between Norwegian and British experts.

2. I much regret the delay which has occurred in replying to M. Vogt's note under reference, due to the necessity for consultation with His Majesty's Governments in the other parts of the Empire concerned in this matter.

3. I now have the honour, after such consultation, to inform you that His Majesty's Governments concerned are fully in agreement with the view expressed in the last paragraph of M. Vogt's note that an international conference on the subject of the Antarctic would not be desirable. They will on the other hand, of course, be ready at any time to enter into discussions with the Norwegian Government through the diplomatic channel in regard to any specific points which the Norwegian Government may desire to raise. At the same time they are not, in the absence of more precise information as to the questions to be discussed, convinced of the necessity in present circumstances for any discussions between experts.

4. I have the honour to add as regards the second and third paragraphs of your predecessor's note under reference that

Monsieur Erik Colban,

etc., etc., etc.

in the note to the Norwegian Minister in London, to which, so far as His Majesty's Government are aware, no claims have yet been put forward by any country.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) J. H. THOMAS

DUPLICATE

R. 50/26 Y

UNION OF SOUTH AFRICA

Circular despatch D No. 77

Secret

Downing Street,

15 November, 1934.

Sir,

With reference to my circular despatch C No. 30 of the 16th February 1933, I have the honour to transmit the accompanying copies of a Memorandum communicated by the Norwegian Minister regarding British and Norwegian claims in the Antarctic, together with a copy of the reply which was returned to him, after informal consultation with His Majesty's Governments in the Commonwealth of Australia and in New Zealand.

Destroyed

26.1.34. h.c.a

23.10.34.

2. A copy of the correspondence has been sent to His Majesty's Minister at Oslo, with instructions to inform the Norwegian Minister for Foreign Affairs that it is considered that British sovereignty over the whole of the Falkland Islands Dependencies (including the whole of Coats Land), of the Ross Dependency, and of the Australian Antarctic Territory is regarded as unimpeachable that, as public opinion in the British Empire strongly supports these claims, it would be impossible to recognise the claims of any other country in any of these areas, but that there remains the large area in the Antarctic mentioned in

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

Pm. 50/26 y.

DUPLICATE

UNION OF SOUTH AFRICA
No. 210
Secret.

Downing Street,

15 November, 1934.

Sir,

In connection with my Secret Circular despatch D. No. 77 of to-day's date regarding British and Norwegian claims in the Antarctic, I have the honour to invite reference to Lord Passfield's secret telegram No.127 of the 30th November, 1929, and your secret telegram No.170 of the 5th December, 1929, in reply.

5.3/4946

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) J. H. THOMAS

THE MINISTER OF EXTERNAL AFFAIRS,

UNION OF SOUTH AFRICA.

TELEGRAM.

From : Commanding Officer, Discovery II.

To : Governor-General, Cape Town.

10th February, 1935.

Expect to arrive Cape Town March 13th.

Copy sent to Ministers
For Information
Minute No. 3/4946
Date 11th February, 1935.
(Sgd.) CLARENDON.

EG

COPY.

(W 10293/23/50)

AIDE - MEMOIRE

His Majesty's Governments concerned regard as unimpeachable the British claim to sovereignty over the whole of the Falkland Islands Dependencies (including the whole of Coats Land), the Ross Dependency and the Australian Antarctic Territory. As public opinion in the British Empire strongly supports these claims, it would be impossible for them to recognize the claims of any other country in any of these areas. There remains, however, the large area in the Antarctic lying between the western boundary of the Australian Antarctic Territory and the eastern boundary of Coats Land, to which, so far as is known, no claims have yet been put forward by any country.

DUPLICATE

Pl. 50/26 Y.

UNION OF SOUTH AFRICA

Circular despatch D No. 2

SECRET

Downing Street,

January, 1935.

Sir,

With reference to my Secret despatch Circular D No. 77 of the 15th November last, regarding British and Norwegian claims in the Antarctic, I have the honour to state that His Majesty's Minister at Oslo has reported that he called on the Norwegian Prime Minister on the 16th November last and that, in referring to the Foreign Office Note of the 23rd October, a copy of which was enclosed in my despatch, he made a verbal communication to M. Mowinckel in the sense of paragraph 2 of that despatch. A confirmatory Aide-Memoire, of which a copy is enclosed, was left with the Norwegian Prime Minister.

S.3/4946

2. M. Mowinckel merely remarked that the communication was "interesting" and that he would study the question. He was reminded that a similar communication had been made to him by Sir Charles Wingfield in December, 1929.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) J. H. THOMAS

THE MINISTER OF EXTERNAL AFFAIRS,

UNION OF SOUTH AFRICA.

5. This despatch is being sent to the Commonwealth of Australia No. 366 New Zealand No. 316 and the Union of South Africa No. 124

I have the honour to be,

Sir,

Your most obedient

humble servant,

(Signed) J. H. THOMAS

PM. 72/19

4/11

DUPLICATE
ORIGINAL SENT BY AIR MAIL

UNION OF SOUTH AFRICA

No. 124

REC^D. G.G.O.
2-NOV 1935

DEPARTEMENT VAN BUITELANDSE SAKE
UNIE VAN SUID-AFRIKA
30-10-1935
DEPARTMENT OF EXTERNAL AFFAIRS
UNION OF SOUTH AFRICA

Downing Street,
7 October, 1935.

Sir,

S.3/4946

With reference to my despatch No. 229 of the 3rd November, 1933, I have the honour to state that I have learned from the "Discovery" Committee that the Royal Research Ship "Discovery II" left this country on the 3rd October for her fourth commission in the Antarctic.

2. The scientific complement of the ship comprises three officers, with Mr. G. Deacon, M. Sc., as Senior Scientific Officer-in-Charge, and there is a marine complement of nine officers and thirty-seven petty officers and men under the executive command of Lieutenant L.C.Hill, R.N.R.

3. The vessel is expected to call at Cape Town on or about the 3rd November, Fremantle on or about the 18th December, Dunedin on or about the 30th January, 1935, Auckland on or about the 9th March, 1936, and to return to Cape Town in June, 1936.

4. The "Discovery" Committee would be grateful if such facilities as may be proper could be accorded to the officers and crew during the stay of the vessel in South African waters.

5.

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

PM 72/19

DUPLICATE

UNION OF SOUTH AFRICA

No. 135

ORIGINAL SENT BY AIR MAIL

Downing Street.

1

November, 1935.

Sir,

With reference to my despatch No. 195 of the 26th October, 1934, I have the honour to state that the Royal Research Ship "William Scoresby" left this country on the 22nd October for the Antarctic whaling grounds, to resume the whale-marking experiments on which she was engaged during the whaling season 1934-5.

S. 3/4986

2. Mr. G.W. Rayner, B.Sc., is again in charge of the experiments conducted from the ship, with Lieutenant C.R.U. Boothby, R.N.R., in executive command of the ship.

3. The vessel is expected to call at Cape Town on or about the 22nd November, and to remain there for a few days before proceeding to the whaling grounds. The "Discovery" Committee would be grateful if such facilities as may be proper may be accorded to the officers and crew of the vessel during her forthcoming visit to South African waters.

I have the honour to be,

Sir,

Your most obedient,

humble Servant,

(Signed) J. H. THOMAS

THE MINISTER OF EXTERNAL AFFAIRS,

UNION OF SOUTH AFRICA.

PH 72/19

DUPLICATE
ORIGINAL SENT BY AIR MAIL

UNION OF SOUTH AFRICA.

NO. 88

DOMINIONS OFFICE,

5 September, 1936.

Sir,

S. 3/4946.

With reference to my predecessor's despatch No. 124 of the 7th October, 1935, I have the honour to state that I have learnt from the "Discovery" Committee that the Royal Research Ship "Discovery II" arrived back at Cape Town on the 18th June. She is expected to remain there until the middle of September, when she will leave again for the Antarctic, and is expected to return to Cape Town about the 10th April, 1937.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(SIGNED) MALCOLM MAC DONALD.

THE MINISTER OF EXTERNAL AFFAIRS,

UNION OF SOUTH AFRICA.

P.M. 72/19

DUPLICATE
ORIGINAL SENT BY AIR MAIL

UNION OF SOUTH AFRICA
NO: 107

DOMINIONS OFFICE,
14 October, 1936.

Sir,

S.3/4946

With reference to my predecessor's despatch No. 135 of the 1st November, 1935, I have the honour to state that the Royal Research Ship "William Scoresby" is being recommissioned for further whale-marking.

2. Dr. T. J. Hart will be the Scientific Officer on board, with Lieutenant C.R.U. Boothby, R.N.R. again in executive command of the ship.

3. The vessel is expected to leave London on the 20th October and to reach Cape Town on or about the 20th November, remaining there for a few days before proceeding to the whaling grounds. The "Discovery" Committee would be grateful if such facilities as may be proper may be accorded to the officers and crew of the vessel during her forthcoming visit to South African waters.

I have the honour to be,
Sir,
Your most obedient,
humble servant,

(SIGNED) MALCOLM MAC DONALD.

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

for instance a worker from the Union of South Africa were embarked at Capetown it would probably be necessary for him to land at an Australian port as time allowed for full scientific programme would not permit of RRS. Discovery II returning to Capetown specially to disembark him. In the circumstances it is thought that most satisfactory course would be for question to be discussed at a special meeting between the Discovery Committee and representatives of the Dominions concerned. If this proposal commends itself to His Majesty's Governments in the Dominions it is hoped that officers could be nominated to attend the suggested meeting which in view of the early departure of the RRS. Discovery II is a matter of some urgency. Early reply therefore would be appreciated.

Commonwealth of Australia No. 40, New Zealand 101, Union of South Africa 19.

TELEGRAM.

FROM: Secretary of State for Dominion Affairs, London.

TO: Minister of External Affairs, Pretoria.

12th July, 1937.

In the summary of proceedings of the Imperial Conference relating to Polar questions it was recommended that the Dominions concerned should be kept in as close touch as possible with the work of the Discovery Committee and should for that purpose be invited to appoint representatives from their permanent staff in London to attend the meetings of the Committee. His Majesty's Government in the United Kingdom would welcome the nomination of representatives in pursuance of this recommendation.

As regards the recommendation relating to the selection of scientific or other workers to accompany the Discovery II during her next cruise the Discovery Committee have now found it possible to arrange for further 20 months commission of the Discovery II and 7 months commission of William Scoresby. It is proposed that RRS. Discovery II should leave this country in October and call at Capetown early in November and that the first part of the 20 months should be occupied by the circumpular cruise. Secretary of State for the Colonies is advised that it would be preferable that workers from the Dominions should accompany the vessel during this cruise rather than during the second part of the commission which will be spent in repeated observation South of the Cape. Owing however to lack of accommodation it will not be possible for more than one such worker to be carried on board at any one time and if

for.....

TELEGRAM.

FROM: Secretary of State for Dominion Affairs, London.

TO: Minister of External Affairs, Pretoria.

29th July, 1937.

No. 20. With reference to my telegram of 12th July No. 19 R.R.S. Discovery II should be grateful to learn when reply may be expected.

TELEGRAM.

FROM: Secretary of State for Dominion Affairs, London.

TO: Minister of External Affairs, Pretoria.

9th August, 1937.

S.3/4946

23. With reference to my telegram of the 12th July No.19, and my telegram of the 29th July, No.20 Discovery II. Inview of the urgency of the matter a very early reply would be appreciated.

JBD 12/8/37

TELEGRAM.

FROM: Prime, Pretoria.

TO: Dominion, London.

10th August, 1937.

No.16. With reference to your telegram of the 9th August No.23. Discovery II. Reply to your telegram of the 12th July No.18 sent to High Commissioner for Union of South Africa in London yesterday.

3.5/0945

JM 12/8/37

TELEGRAM.

FROM: Gie, High Commissioner's Office, London.

TO: Secretary for External Affairs, Pretoria.

7th September, 1937.

No. 446. With reference to recommendation No. 2 of Polar question section 19 of Imperial Conference Report, Discovery Committee wishes to know urgently whether the Union of South Africa will select one scientific or other worker to accompany Discovery II on forthcoming voyage to Antarctic. Ship sails from London on October the 7th and will sails from Capetown about November the 14th. South African worker will leave the ship at Fremantle. If scientific man is selected desirable he should be marine Biologist or Oceanologist or Oceanographer or Meteorologist. Scientific man not absolutely necessary as a last resource observer may be sent to assess probable value of the work for His Majesty's Government in the Union of South Africa. The expenditure will amount to the cost of living on board ship at 3/- per day plus ocean passage Fremantle to Capetown plus ten pounds probable cost of equipment.

TELEGRAM.

FROM: Secretary for External Affairs, Pretoria.

TO: High Commissioner, London.

8th October, 1937.

No. 469. Reference your telegram No. 446 of 7th September. Union Government much appreciate Discovery Committee's invitation to send worker to accompany R.R.S. "Discovery II" on voyage to ~~Australia~~ Antarctic, and are keenly interested in work to be undertaken but regret that they cannot accept as there is no suitable worker who could conveniently accompany the expedition.

7 11/10

Schedule of Dates for Circumpolar Cruise

Leave	London	October	7th	1937
Arr.	Cape Town	November	7th	"
Leave	"	November	14th	"
Arr.	Fremantle	December	19th	"
Leave	"	"	29th	"
Arr.	Dunedin	February	1st	1938
Leave	"	"	8th	"
Arr.	Stanley	March	15th	"
Leave	"	"	18th	"
Arr.	South Georgia	"	28th	"
Leave	"	April	4th	"
Arr.	Cape Town	May	4th	"

The repeated cruises will each be similar except so far as they are affected by the position of the ice-edge. From Cape Town the ship will steam direct to 40°S in 0°, working a full station each day, and then turn south to the ice edge. On this line 0° a full station will be worked each night with vertical nets fished to 1500m. and deep towed nets. If on any occasion the Antarctic continental shelf is reached extra full stations will be worked. Extra hauls for krill will in any case be made in Antarctic water. The ship will next turn north-east to 10°E and south-east to the ice in 20°E, taking hauls for krill three times a day but working a full station only in about 10°E. On the line northward to the Cape in 20°E extra hauls for krill will be continued in Antarctic water and there will be the usual nightly full station throughout the line. Observations on whales will form an important item in each cruise and similar observations on birds will be valuable. It is important to adopt a uniform method of making these observations in order that comparisons of the results of successive cruises may be as valid as possible.

Occasional experiments with drift buoys will be carried out when weather conditions are suitable.

About a month will generally be required for each repeated cruise, but as it is difficult to predict the position of the ice-edge in the winter months it is not possible at the present stage to give a list of dates of arrival at and departure from Cape Town. If, however, the ship reaches the Cape from South Georgia at the beginning of May and begins the repeated work on July 1st, there should be no difficulty in completing the cruise seven times by the beginning of April, 1939 and allowing a week in port between each repetition.

will then run a line of stations south-eastwards past the west side of the S. Orkney Islands and then north-eastwards past the east side of the these islands to South Georgia. The principal object of these stations will be to make observations on krill in the Weddell Sea water. It is very desirable that the ship should not be behind schedule on her arrival at Stanley as these stations need to be done in March when there is a good prospect of making adequate observations in Weddell Sea water before ice conditions become difficult. At the same time the cruise through the Pacific sector should not be reduced in order to reach Stanley on time.

After spending a week at South Georgia the ship will proceed on a great circle course for 50°S on the Greenwich meridian working the usual daily full stations. She will then turn south to the ice-edge, north-east and south-east again to the ice in 20°E, and finally north to the Cape. For the purpose of this last cruise any sign of young pancake ice may be taken to constitute the ice-edge. The routine of stations between 0°, 50°S and the ice edge will be the same as that described below for the repeated work south of the Cape.

It is hoped that the ship will reach the Cape about the beginning of May 1938. The appended schedule of dates of arrival at and departure from ports should be adhered to as far as possible.

The 'Discovery II' will now be ready for the refit, and after a period at the Cape the repeated work on 0° and 20°E will be started. It is important that the first of these cruises should begin not later than July 1st so that if the ship's arrival at the Cape is much later than the beginning of May arrangements should be made to avoid any delay in the docking of the ship.

be on the same lines as through the Indian Ocean and Australian Sectors, but one of the NE tacks will be carried as far north as the Antarctic convergence. The ship should reach Port Stanley about March 16th.

During the circumpolar cruise it is hoped that the lines of stations running approximately north and south between the ice-edge and ports of call will provide some material for calculations of the rates of transport of water in the different current systems which are crossed. Daily full stations will be worked on these sections of the route. A look-out will be set for whales at all times when the ship is south of the Antarctic convergence. Estimations will be made of the relative numbers of Blue and Fin whales seen, and it should be possible to make some comparison of the abundance of whales in the different sectors. Extra nets will be fished for krill in Antarctic water and special collections of young krill will be made at the ice-edge. During the zig-zag course to the north of the ice-edge the number of full stations will be reduced and the number of towing stations increased, but if the ice conditions anywhere permit the ship to reach the Antarctic continental shelf extra full stations will be required.

It should be arranged that the passages between Cape Town and Fremantle and between New Zealand and Stanley should occupy not less than about 34-35 days. If the early part of such a passage is retarded by bad weather the NE and SE tacks may need to be curtailed, but if, when the passage is half completed, there is time and fuel in hand the tacks should be made a little steeper so as to increase their number.

Three days will be spent at Port Stanley and the ship

PROGRAMME FOR THE FIFTH COMMISSION
OF THE Discovery II, 1937-9

The programme for the fifth commission of the DISCOVERY II is planned on the lines indicated in a Note on Additional Research needed by the Discovery Committee. The principal items for the DISCOVERY II proposed in that Note were a circumpolar cruise in the summer months and a series of repeated observations in a chosen area. Since present arrangements allow for only a single commission these items cannot be carried out quite as fully as was originally intended, but it is hoped that their main objects will be largely achieved in the time available. It has been decided that the circumpolar cruise should take place in the first season's work and that repeated observations in the south-east Atlantic should follow.

Leaving London at the beginning of October the ship will proceed to Cape Town and sail from there about November 15th on a south-south-easterly course for the ice-edge, working daily routine stations. When the ice-edge is located the cruise will continue eastwards in a series of NE and SE tacks similar to those followed in the Pacific sector in 1934. One of these tacks should if possible cross the Kerguelen-Gaussberg ridge. The ship should reach Fremantle late in December. Not more than 10 days will be spent here, and the ship will then carry out another line of stations southwards to the ice-edge and work eastwards as before. The Balleny Islands should be visited if clear of ice. A line of stations will then be worked northwards to Dunedin, and after a week here the cruise through the Pacific sector will be started. This will

officers and crew during the stay of the vessel in South African waters.

5. This despatch is being sent to the Commonwealth of Australia No. 315 New Zealand No. [illegible] and the Union of South Africa No. 111

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(SIGNED) MALCOLM MAC DONALD.

PM 72/19.

DUPLICATE

UNION OF SOUTH AFRICA

No. 111

Downing Street,

12 October, 1937.

Your Excellency,

To see please

Sir,

With reference to my telegram No. 19 of the 12th July, I have the honour to state that the Royal Research Ship "Discovery II" left London on the 7th October for her fifth commission in the Antarctic.

S.3/4946.

2. The vessel is sailing direct for Capetown, after which it is proposed that she should undertake a circumpolar cruise, calling at Fremantle, Dunedin, Port Stanley and South Georgia, and thence returning to Capetown. The remainder of the vessel's fifth commission will be occupied with repeated cruises from Capetown. A copy of the programme and itinerary for the commission is enclosed.

Programme

3. The scientific staff of the ship includes four Scientific Officers and one Assistant Scientific Officer. Dr. N.A. Mackintosh, Director of Research, is to accompany the ship as far as Dunedin, and thereafter Mr. H.F.P. Herdman, the Chief Scientific Officer, will be in charge. The marine complement consists of nine officers and thirty-seven petty officers and men under the executive command of Lieutenant L.C. Hill, O.B.E., R.N.R.

4. The "Discovery" Committee would be grateful if such facilities as may be proper could be accorded to the officers

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

P.M. 72/19.

Secretary

I think you should send a message to the Commanding Officer of the Discovery on arrival at Capetown on 7th Nov. welcoming him and wishing success in carrying out their long and strenuous programme

PM 31/10

Downing Street,

12 October, 1937.

Records

Please bring up on 5/11.

R ✓ PM 1/11

legram No. 19 of the 12th
that the Royal Research
on the 7th October for her
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ould undertake a circum-
le, Dunedin, Port Stanley
turning to Capetown. The
commission will be occupied
own. A copy of the
programme and itinerary for the commission is enclosed.

Programme ✓

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4. The "Discovery" Committee would be grateful if such facilities as may be proper could be accorded to the officers

THE MINISTER OF EXTERNAL AFFAIRS,
UNION OF SOUTH AFRICA.

SECRETARY GOVERNOR GENERAL

COMMANDING OFFICER
DISCOVERY
CAPETOWN DOCKS

AM DIRECTED BY GOVERNOR GENERAL TO CONVEY TO YOU AND ALL ON BOARD A HEARTY WELCOME TO UNION STOP HIS EXCELLENCY AND HER EXCELLENCY LADY DUNCAN WISH YOU ALL EVERY SUCCESS IN CARRYING OUT YOUR LONG AND STRENUOUS PROGRAMME

O.H.M.S.

(Sgd.) J. H. DAVIS
Governor-General's Account,
6th November, 1937.

The Postmaster,

Union Buildings.

Kindly arrange for the delivery of this message to the R.S.S. "Discovery" on her arrival at Cape Town Docks on Sunday the 7th November.

(Sgd.) J. H. DAVIS

I AM DIRECTED BY GOVERNOR GENERAL TO CONVEY TO YOU AND ALL ON BOARD A HEARTY WELCOME TO UNION STOP HIS EXCELLENCY AND HER EXCELLENCY LADY DUNCAN WISH YOU ALL EVERY SUCCESS IN CARRYING OUT YOUR LONG AND STRENUOUS PROGRAMME

Affix to file. 5/11/37

O.H.M.S.

(Sgd.) J. H. DAVIS

Governor-General's Account,

6th November, 1937.

File. 6/11

T. 77. POST OFFICE TELEGRAPHS.—POS-TELEGRAAFDIENS.

No. 0237

Class. | Handed in at— | Ingekewer te— | Date. Datum | Time of Handing in. Tyd van Inlewering | Office Stamp

JPC 35 GOVT DOCKS CAPETOWN 64 10.10 AM +

Route— | Route— | Service Instructions— | Dienswowysings—

Received Ontvang. At On Van Dat By Deur

TO AAN

SECY GOVERNOR GENERAL

UNION BLDGS PRETORIA +

Sent.—Gestuur To Na By Deur

I HAVE THE HONOUR TO ACKNOWLEDGE YOUR TELEGRAM AND BEG YOU TO CONVEY TO HIS EXCELLENCY THE GOVERNOR GENERAL AND LADY DUNCAN MY SINCERE THANKS FOR THEIR VERY KIND MESSAGE THE WHOLE SHIPS COMPANY ARE PROUD OF THEIR EXCELLENCIES INTEREST IN OUR WORK AND WILL CHERISH THEIR MESSAGE THROUGH THE COMMISSION +

Doubtful words may be repeated. The Repetition Fee will be refunded if error is disclosed. This form should accompany any inquiry.
Twyfelagtige woorde kan herhaal word. Indien aan

COMMANDING OFFICER R R S DISCOVERY 2 +

O.H.M.S.

(Sgd.) J. H. DAVIS

Governor-General's Account,

6th November, 1937.

Ad. Sec.

P. 4.

Their Exs. wish to visit the "Discovery" at Simonstown on her return.

Friday Sept. 9th, in the afternoon has been reserved for the purpose.

R. b.f. 5th Sept. next.

5/8/38

TELEGRAAFDIENS.

No. 0237

Date. Datum. | Time of Handing in. Tyd van Inlewering. | Office of Origin.

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File 8/11/37

PRETORIA

To
Na
By
Deur

ETORIA +

TELEGRAM AND BEG YOU TO

GENERAL AND LADY DUNCAN

MESSAGE THE WHOLE SHIPS

INTEREST IN OUR WORK AND

COMMISSION +

This form should accompany any inquiries

CER R R S DISCOVERY 2 +

O.H.M.S.

(Sgd.) J. H. DAVIS

Governor-General's Account,

6th November, 1937.

File. 6/11

R

MISS ADDISON.

THE COMPTROLLER.

Kindly note that Their Excellencies will probably visit the H.M.S. "Discovery II" at Simonstown in the afternoon of Friday the 9th September.

8.8.38.

Miss Gill,

To note tentative engagement.

MISS ADDISON.

Kindly note that Their Excellencies will probably visit the R.R.S. "Discovery II" at Simonstown in the afternoon of Friday the 9th September.

JMD

5.8.38.

18A

THE COMPTROLLER.

Kindly note that Their Excellencies will probably visit the R.R.S. "Discovery II" at Simonstown in the afternoon of Friday the 9th September.

5.8.38.

Noted
J.V.J.
8/8/38

NOTE:

Date has been altered from 9th to 8th Sept.

? Comptroller & Miss Addison to be informed,
as to change of date.

E;G.

cellencies will
y II" at Simonstown
September.

th to 8th Sept.

MISS ADDISON.

THE COMPTROLLER.

Kindly note that Their Excellencies will now probably visit the H.M.S. "Discovery II" at Simonstown in the afternoon of Thursday the 8th September, instead of Friday the 9th September.

13.8.36.

Miss Gill,

To note.

noted

13/8

MISS ADDISON.

Kindly note that Their Excellencies will now probably visit the R.R.S. "Discovery II" at Simonstown in the afternoon of Thursday the 8th September, instead of Friday the 9th September.

13.8.38.

To note.

noted

13/8

THE COMPTROLLER.

Kindly note that Their Excellencies will now probably visit the R.R.S. "Discovery II" at Simonstown in the afternoon of Thursday the 8th September, instead of Friday the 9th September.

Noted
H.E.T.
16/8

13.8.38.

To note.

noted
E.G.
13/8

As Lee.
Mr. says this is an arrangement made in connection with proposed visit to Simonstown of Discovery.
16/8

Vice Admiral & Mrs G. H. D'O. Lyon
request the pleasure of the company of
Their Excellencies the Governor-General and Lady Duncan
to Luncheon
on Thursday the 8th September at 1 P.M. o'clock.

Admiralty House,
Simonstown.

An answer is requested
to the Flag Lieutenant.

cellencies will
overy II" at
sday the 8th
h September.

Notes
Mr. J.
16/8

NO
13.8.38.

To note.
Noted
13/8

No. 3/4946.

GOVERNMENT HOUSE,
CAPE TOWN.
16th August, 1938.

Sir,

I am directed by His Excellency the Governor-General to request you to convey to Vice Admiral and Mrs. G.H. D'O. Lyon his and Her Excellency Lady Duncan's thanks for their kind invitation to luncheon on Thursday the 8th September, which they have much pleasure in accepting.

I am, Sir,
Your obedient servant,

(Sgd.) G. W. KLERCK
SECRETARY TO THE GOVERNOR-GENERAL.

The Flag Lieutenant,
Admiralty House,
SIMONSTOWN.

THE COMPTROLLER.

MISS ADDISON.

Kindly note that Their Excellencies the Governor-General and Lady Duncan will lunch with the Vice Admiral and Mrs. G.H. D'O. Lyon at 1 p.m. on Thursday the 8th September.

16.8.38.

MISS GILL.

To note engagement, please.

16.8.38.

Done.
16/8

All. Sec.

Visit to "Discovery" at Simonstown.

Lt. Watkin is now arranging for this in the morning of 9th Sept., to arrive at "Discovery" at 11 a.m. This will mean leaving here not later than 10 a.m.

His Exc. has been advised.

Pl. get Lt. Watkin to confirm this arrangement.

Lt Watkin is arranging everything and will advise us. Morning of Monday.

30/8

20/8/38

Their Excellencies
Duncan will lunch
. G.H. D'O. Lyon at
ptember.

.8.38.

MISS GILL.

To note engagement, please.

16.8.38.

Done.

16/8

Name	Rank
Lieut. L. C. Hill, O.B.E., R.N.R.	Commanding Officer
Lieut. A. F. Macfie, R.N.R.	Chief Officer
Mr. G. F. L. Coates	2nd Officer
Mr. J. J. Coates	3rd "
J. B. M. Green, B.M., B.Ch., M.R.C.S.	Surgeon
H. F. P. Herdman, M.Sc.	Senior Scientific Officer
A. J. Clowes, M.Sc.,	Hydrologist
T. J. Hart, D.Sc.,	Zoologist
J. A. Nicholson, B.Sc.,	"
A. Saunders	Assistant Scientist

Mr. A. N. Porteous	Chief Engineer
Mr. R. G. Gourlay	Second "
Mr. F. D. Swan	Third "

R.R.S. 'Discovery II',

Simonstown,

3rd September, 1938.

Dear Sir,

With reference to the proposed visit of His Excellency the Governor General to the R.R.S. 'Discovery II' on Thursday next, and my telephone conversation with Lieut. Watkins, R.N. I beg to submit the accompanying list of officers as requested.

Yours Sincerely,

L C Miller

N1
Gw

The Secretary,
Admiralty House,
Simonstown.

Ad Sec.

I am advised by Lt. Watkin that Admiral Lyons has extended an invitation to the Staff to luncheon at Admiralty House, Simonstown, on Thursday 8th, after having seen the "Discovery". I have told him that my wife and I accept. He is ascertaining names of others who will accept & will advise the Flag Lieutenant accordingly.

Attached is a list of officers of the "Discovery" who will be presented to M.

6/9/38

R.S. 'Discovery II',
Simonstown,
rd September, 1938.

: to the proposed visit
Governor General to the
Thursday next, and my
with Lieut. Watkins, R.N.
ompanying list of officers

urs Sincerely,
L C Miller

The Secretary,
Admiralty House,
Simonstown.

FILE COPY.

VISIT OF THEIR EXCELLENCIES TO THE
R.R.S. "DISCOVERY II" AT SIMONSTOWN.
Thursday, 8th September, 1938.

11.30 a.m. Their Excellencies arrive at Ship and are met by the Commanding Officer (L.C. Hill, O.B.E., R.N.R.) who will present the Officers and Scientific Staff of the Ship - see list attached.

Their Excellencies will be shown over the Ship, after which there will be a cinema performance in the Ship of about 30 minutes.

12.45 p.m. Their Excellencies, accompanied by the members of their Staff, proceed to Admiralty House for lunch.

Distribution:

His Excellency
Her Excellency
Secretary
Comptroller
Miss Addison
Aides-de-Camp (2)

MISS ADDISON.

THE COMPTROLLER.

Kindly note that it has now been arranged that Their Excellencies will visit the R.R.S. "Discovery II" at Simonstown at 11.30 a.m. on Thursday the 8th September.

6.9.1938.

Miss Gill,

To note engagement.

Noted

THE COMPTROLLER.

Kindly note that it has now been arranged that Their Excellencies will visit the R.R.S. "Discovery II" at Simonstown at 11.30 a.m. on Thursday the 8th September.

6.9.1938.

THE SECRETARY FOR EXTERNAL AFFAIRS,

Forwarded through you. Your reference P.M. 72/19 of the 10.8.1937 refers. Kindly advise me of the date of transmission to the High Commissioner's Office.

(Sgd) ?
DIRECTOR OF IRRIGATION.

25th October, 1938.

The Secretary,
High Commissioner for the Union of South Africa,
South Africa House,
LONDON.

OBSERVERS ON R.R.S. DISCOVERY II.

By telegram dated the 12th July 1937, an invitation was given by the Secretary of State for Dominion Affairs, London, to the Union Government to nominate observers to accompany the above vessel on her Antarctic cruises.

So far no nomination has been made by this Department but a meteorologist will be available for the expedition times to leave Cape Town in February 1939, if he can be accommodated.

If it could be arranged to touch at Bouvet Island during this expedition, it would be of great advantage to South African Meteorology in view of the possible establishment of a Meteorological Station on this Island at some future date.

I shall be glad if you would communicate with the Committee of the Discovery and if accommodation is available, get particulars for arrangements generally but more especially the date of departure from and return to Cape Town or if our observer will leave the Discovery in Australia in some other ship.

Would it be possible to get some idea of the total cost of sending our meteorologist in case covering Treasury Authority is needed.

(Sgd) ?

DIRECTOR OF IRRIGATION.

COPY/CdV

PRETORIA,
28th October, 1938.

The High Commissioner for
the Union of South Africa,
LONDON W.C.2

At the request of the Director of Irrigation I forward herewith a letter addressed to the Secretary to the High Commissioner, regarding the nomination of a meteorological observer to accompany the R.R.S. Discovery II on her Antarctic cruises.

(Sgd) P.R. BOTHA

SECRETARY FOR EXTERNAL AFFAIRS.

COPY/CdV

Colonial Office,

Queen Anne's Chambers, S.W.1

23rd November, 1938.

Sir,

I am directed by the "Discovery" Committee to acknowledge the receipt of your letter P.S. 17/66 of the 18th November regarding the nomination of a meteorologist to accompany the R.R.S. "Discovery II" during her cruise to the Antarctic beginning in February 1939.

The Committee will be glad to arrange for accommodation to be available in the ship. They do not propose to make any charge for food and the items of cost to be met would probably be the Meteorologist's personal expenses such as drinks and tobacco, and an outfit which it is understood might be obtained locally for approximately £10. It is suggested that it might be advisable for the meteorologist to get into touch with the Senior Scientific Officer and the Commanding Officer of the R.R.S. "Discovery II" when she returns to South Africa about the 24th December.

The cruise in question which is the last to be undertaken during the present commission, will probably begin about the middle of February. The ship will be at seas for some five weeks and will then return to South Africa.

It is not anticipated that there will be any difficulty in making a call at Bouvet Island though it is believed that a landing can only be made in very calm weather.

I am, Sir,
Your obedient servant,

(Sgd) W.E. NOALL

The Political Secretary,
South Africa House.

COPY/CdV

LONDON, W.C. 2

P.S. 17/66

29th November 1938.

Secretary for External Affairs,
PRETORIA.

I have the honour by direction of the High Commissioner to refer to your Minute No. P.M. 72/19, regarding the nomination of a meteorologist to accompany the R.R.S. "DiscoveryII" during her cruise to the Antarctic beginning in February 1939, and to forward for your information copy of a letter dated 23rd November which has now been received from the Colonial Office on this subject.

(Sgd) E.K. SCALLAN.
Political Secretary.

P.M. 72/19.

DEPARTMENT OF EXTERNAL AFFAIRS,
DEPARTEMENT VAN BUITELANDSE SAKE

PRETORIA.

Your Excellency,
To see please

REC^D. G.G.O.
20 DEC 1938

With the compliments of the
Secretary for External Affairs.

Met die komplimente van die
Sekretaris van Buitelandse Sake

Miss Gill
Office of the Governor-General
Pretoria.

NDON, W.C. 2

29th November 1938.

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efer to your Minute
nomination of a
e R.R.S. "DiscoveryII"
rctic beginning in
for your information
ovember which has
lonial Office on

Herewith correspondence requested by you over the telephone 17/12.

D.K. .K. SCALLAN.
Political Secretary.

TELEGRAM

FROM: Te[illegible]ster, London.

TO: Secretary for External Affairs, Pretoria.

Your Excellency.
To see please

13th December 1938.

No. 440. Reference my despatch of the 29th November regarding meteorologist to accompany the Discovery II in February, Discovery Committee now suggests that if this observer sailed on the January cruise and weather conditions did not allow landing at Bouvet Island there might still be another opportunity in February. The Committee desires to know urgently whether you would like the observer to make the trip in January as suggested.

Not received

Ask for it please.

AW 17/12

P.M.O. will send

17/12

again asked 20/12

Received 20/12

Need compliance signals by you on telephone 9/12.

D. L. SCALLAN.
Political Secretary.

Your Excellency.
To see please.

TELEGRAM.

20th December 1938.

FROM: Secretary for External Affairs, Pretoria.

TO: Oppositely London.

20th December 1938.

S.3/4946

No. 413 Your telegram No. 440 of the 13th December. Offer that Observer should make the trip in January is appreciated. Meteorologist Engelbrecht will be the observer and he will communicate direct with the Senior Scientific Officer and Commanding Officer of Discovery II.

TELEGRAM.

FROM: High Commissioner, London.

TO: Secretary for External Affairs, Capetown.

18th March, 1939.

No. 320. Your letter of the 15th February P.M. 72/19. Australian Government have temporarily withdrawn the suggestion for co-operation in the new expedition to the Antarctic and the future activities of the Discovery are (still) under consideration (?). The boat cannot be re-commissioned before next October at the earliest and if it should be possible to arrange for the collaboration of the Union, the latter's contribution will not be essential before the financial year 1940-1941. The amount will depend on the programme of work, and this remains to be discussed by the various authorities including(?) the Union Government.

COPY.

No. W 810/431/50

FOREIGN OFFICE, S.W.1.

7th February, 1939.

Sir,

I have the honour to refer to the note No. 11/1939 of the 14th January in which you were so good as to inform me that by a Royal Decree of the 14th January 1939, the portion of the Antarctic continent stretching between the Falkland Islands Dependency on the west and the Australian Antarctic Dependency on the east has been placed under Norwegian sovereignty.

2. I have the honour to enquire whether you are in a position furnish me with a copy of the Royal Decree in question, and to inform me of the acts of discovery or occupation upon which the claim of the Norwegian Government is founded.

3. I have, at the same time, the honour to acknowledge the receipt of your note No. 12/1939 of the 14th January stating that the Norwegian Government recognise the boundaries of the Australian Commonwealth Dependency in the Antarctic as defined in the Order in Council of the 7th February, 1933.

I have, etc.

(For the Secretary of State)

(Signed) WALTER ROBERTS.

Monsieur Erik Colban,
etc., etc., etc.

il a été mentionné déjà, sur les recherches géographiques norvégiennes faites dans ces territoires et auxquelles les norvégiens ont été seuls à se livrer jusqu'ici.

Les considérations d'ordre pratique qui amèneraient la Norvège à faire usage du droit qu'elle estime ainsi avoir acquis, se rapportent à la pêche norvégienne de la baleine dans l'Océan antarctique et surtout dans les eaux au large du territoire dont il est question ici.

Le Ministére des Affaires Etrangéres se permet par conséquent

de proposer

que S.M. le Roi approuve et souscrive le projet de décret Royal qui Luis été présenté, portant que la partie de la côte continentale de l'Antarctique qui s'étend de la frontière des Falkland Islands Dependencies à l'ouest (la frontière de Coats Land) jusqu'à la frontière de l'Australian Antarctic Dependency à l'est (45° de Longitude Est) avec le territoire au dedans de ladite côte et les eaux adjacentes, soient soumis à la souveraineté de la Norvège et que le Ministère de la Justice soit autorisé à prendre les dispositions nécessaires concernant l'autorité de police dans cette région.

Cette question se trouve toutefois encore quelque peu dans l'indécision. Il a été soutenu que la limite des glaces dans l'océan Antarctique devait être considérée comme frontière. La Grande Bretagne et les deux Dominions britanniques qui ont occupé des territoires dans ces parages ont, en général, tracé leur frontière le long du 60° de Latitude. Ce qu'implique cette mesure quant au droit à la souveraineté ne semble pas tout-à-fait clair; mais le fait est que la pêche norvégienne de la baleine fut frappée, pendant quelques années, d'un droit à l'intérieur de cette frontière.

Etant donné que des questions de cette nature au sujet de la frontière, demeurent encore ouvertes, il pourrait être fort désirable pour l'activité de pêche norvégienne dans ces eaux, que la Norvège soit maître d'une large bande du continent et de la mer contigue. La Norvège n'as pas l'intention, pour ce qui la concerne, d'exclure les autres nations du territoire maritime dont elle pourrait ainsi avoir la souveraineté, ni de les empêcher, d'aucune manière, à s'y livrer à la pêche. Mais les pêcheurs norvégiens doivent, de leur côté, avoir l'assurance que d'autres non plus ne peuvent les en exclure ou procéder à des mesures pouvant causer des dommages ou porter préjudice à leur activité.

Cette revendication a déjà longtemps retenu l'attention du gouvernement norvégien et il s'est efforcé, pendant les années qui se sont passées depuis que la question a été soulevée, de jeter les bases d'un arrangement propre à satisfaire les revendications norvégiennes. Le gouvernement estime le moment venue maintenant de prendre une décision définitive.

Le fondement juridique de la Norvège pour soumettre à sa souveraineté la terra nullius en question se base, comme

il

Il y a lieu de signaler que des explorateurs norvégiens, Roald Amundsen et d'autres, ont exploré les terres aussi dans d'autres parties de l'Antarctique. Au cours des dernières années ils ont surtout exploré une grande partie du territoire qui fut rattaché à l'Australie en 1933 et en ont dressé des cartes. Nonobstant ce fait, il n'entre aucunement dans l'idée de la Norvège de faire valoir des droits à des territoires qui ont déjà été soumis à la souveraineté d'un autre état. Ceci s'accorde d'ailleurs avec la déclaration que le gouvernement norvégien fit au gouvernement britannique en 1929, de ne pas élever des prétentions sur des terres se trouvant au dedans de territoires qui, alors, étaient soumis à la souveraineté de l'Empire britannique.

Mais le territoire qui jusqu'ici a été une terra nullius, que personne d'autre que des norvégiens n'a exploré et dont ils ont été les seuls à lever des cartes, ce territoire, la Norvège estime, de plein droit, pouvoir le revendiquer et le soumettre à sa souveraineté.

Ce territoire est justement celui qui, au cours des dernières années, a eu le plus d'importance pour la pêche de la baleine. La pêche s'effectue actuellement en haute mer mais cherche, dans le courant de l'été, de plus en plus vers terre. La côte continentale dans ces parages suit à peu près le 70° de Latitude et la lisière des glaces se trouve au commencement de l'été, c'est à dire au mois de décembre, généralement au 60°; ce n'est qu'au mois de février que les raffineries flottantes arrivent assez près de terre.

Une question qui peut avoir de l'importance lorsqu'il s'agit de la liberté de se livrer à la pêche, est celle de savoir jusqu'à quelle distance en mer s'étend la limite de la souveraineté.

Cette

régions antarctiques et ce furent alors des expéditions norvégiennes. L'armateur de baleiniers, M. Lars Christensen, envoya, l'été de 1929/30, une expédition dans ces parages sous les ordres du capitaine Riiser-Larsen. Celui-ci ainsi que le capitaine Lützow-Holm qui l'accompagnait, prirent des observations et dressèrent des cartes photo-aériennes d'une grande partie de ces terres, entre autres du territoire appelé ensuite Terre Princesse Royale Martha. Au cours d'une nouvelle expédition, envoyée par M. Lars Christensen en 1930/31, un territoire de grande étendue fut également découvert et exploré par avion; cette terre fut appelée Terre Princesse Ragnhild. Ce fut ici que le capitaine Riiser-Larsen et ses compagnons descendirent à terre au cours d'une expédition qu'il firent dans ces parages en 1932/33 avec le concours du gouvernement norvégien. Des baleiniers norvégiens furent aussi, durant ces années, maintes fois sous terre tant à cet endroit qu'à d'autres, à l'intérieur du secteur dont il est question ici. Et, enfin, M. Lars Christensen envoya, l'été de 1936/37, une nouvelle expédition dans les régions antarctiques, au cours de laquelle le lieutenant Widerøe survola et découvrit de vastes étendues de nouvelles terres et en dressa des cartes. Ces terres étaient situées tant au dedans qu'au dehors du territoire auquel les expéditions antérieures étaient parvenues déjà. Une partie du territoire exploré maintenant et qui était situé entre la Terre Reine Maud et la Terre Princesse Ragnhild, fut appelé Terre Prince Harald. Pour ainsi dire presque toute la terre continentale en bordure de la mer à l'intérieur du secteur de l'Atlantique fut explorée au cours de toutes ces expéditions d'une maniére si méthodique et il en fut dressé des cartes si détaillées, qu'il est permis de dire que peu de parties du continent antarctique sont mieux connues.

autorités publiques et les parties intéressées norvégiennes sur la question de savoir s'il ne serait pas juste et utile de soumettre une partie du continent antarctique à la souveraineté de la Norvège.

La Grande-Bretagne proclama en 1908 l'annexion d'une partie de ce continent avec les eaux et les îles adjacentes, qui fut appelée Falklands Islands Dependencies. Le territoire appelé Ross Dependency fut rattaché, en 1923, à la Nouvelle Zélande, tandis que le plus grand de tous les territoires du continent antarctique, celui compris entre le 160° et le 45° de Longitude Est fut rattaché à l'Australie en 1933. La France avait toutefois annexé déjà une terre de petite étendue avec quelques îles, situées au-dedans de ce territoire, la Terre Adélie qui se trouve à environ 140° de Longitude Est.

L'île Bouvet est située dans la mer au large du continent qui se trouve entre le territoire britannique et celui de l'Australie. Le territoire qui comble cet espace intermédiaire est celui qui, fort souvent, a été appelé le secteur de l'Atlantique, et dont aucun état n'a, jusqu'ici, revendiqué la souveraineté.

Les terres continentales de ce territoire ont été longtemps totalement inconnues et inexplorées. Nous savons que dans une époque déjà reculée quelques expéditions d'exploration réussirent à se frayer un passage dans les eaux au large de ce continent; il en fut ainsi d'une expédition russe en 1820 et de deux expéditions anglaises en 1831 et 1843. Aucune de ces expéditions ne parvint toutefois à pénétrer si loin qu'elle vit terre et, bien moins encore, put mettre à terre des membres de l'équipage.

Ce ne fut qu'en 1929 que des expéditions d'exploration parvinrent à atteindre la côte continentale de cette partie des

régions

C O P I E.

Traduction.

La souveraineté norvégienne
dans les régions antarctiques.

R a p p o r t
à Sa Majesté le Roi

Proposition
du Ministère des Affaires Etrangères,
en date du 14 janvier 1939, approuvée
par Décret Royal du même jour.

(rapportée par M. Halvdan Koht,
Ministre des Affaires Etrangères).

Par Décret Royal du 23 janvier 1928 l'île Bouvet, située dans l'Océan Antarctique, fut placée sous la souveraineté de la Norvège et par Décret Royal du 1er mai 1931, il en fut de même de l'île Pierre 1er, située également dans l'Océan Antarctique.

L'île Bouvet est située à 3°24' de Longitude Est et 54°26' de Latitude Sud, donc dans la partie de l'Antarctique qui, souvent, fut appelée le secteur de l'Océan Atlantique. L'île Pierre 1er est située à 90°35' de Longitude Ouest et 68°50' de Latitude Sud, donc dans le secteur de Pacifique de la région antarctique.

En soumettant ces îles de l'Océan antarctique à la souveraineté de la Norvège, on se proposait de pourvoir les pêches norvégiennes dans les parages de bases fixes qui pourraient leur servir de point d'appui et les mettre à l'abri contre des interventions éventuelles de la part de puissances étrangères.

Depuis lors des discussions ont été entamées entre les

autorités

C O P Y

ROYAL NORWEGIAN LEGATION

No. 31/1939.

The Norwegian Minister presents his compliments to His Britannic Majesty's Principal Secretary of State for Foreign Affairs and, with reference to his note No. 11 of the 14th January last on the subject of the Norwegian occupation in the Antarctic, has the honour to forward herewith two copies of the French translation of the proposals of the Norwegian Ministry for Foreign Affairs dated the 14th of January,1939, and approved by Royal Decree of the same date.

London, 6th February, 1939.

COPY

(W 811/431/50)

No.12/1939.

Norwegian Legation,

London.

14th January, 1939.

My Lord,

Referring to my other note of this date concerning the Antarctic, I have the honour to bring to your knowledge that the Norwegian Government recognise the boundaries of the Australian Commonwealth Dependency in the Antarctic, as defined in the Order in Council of the 7th February, 1933.

I have, etc.

(Signed) ERIK COLBAN.

The Right Honourable

The Viscount Halifax, K.G., G.C.S.I., G.C.I.E.,

etc., etc., etc.

C O P I E

(W 810/431/50)

No. 11/1939.

Norwegian Legation,

London.

le 14 janvier 1939.

Excellence,

D'ordre de mon Gouvernement j'ai l'honneur de porter à la connaissance de Votre Excellence ce qui suit:

Par Decret Royal du 14 janvier 1939 est placée sous la souveraineté de la Norvège la partie de la côte du Continent Antarctique qui s'étend de la frontière des Falkland Islands Dependencies à l'Ouest (frontière du Coats Land) jusqu'à la frontiére de l'Australian Antarctic Dependency à l'Est (quarantecinq degrés longitude Est) avec le territoire situé en dedans de ladite côte et avec les eaux adjacentes. Le Ministére de la Justice a été autorisé à prendre les dispositions nécessaires concernant l'excercise de l'autorité de Police dans cette region.

J'ai l'honneur de prier Votre Excellence de bien vouloir agréer les assurances de ma plus haute considération.

(Signé) ERIK COLBAN.

Son Excellence
Le Très Honorable
Vicomte Halifax, K.G., G.C.S.I., G.C.I.E.,
etc., etc., etc.

Pm 79/3/7

DUPLICATE

UNION OF SOUTH AFRICA

Circular despatch B No. 26

SECRET.

Downing Street,

31 MAR 1939

Sir,

With reference to Mr. Thomas' circular despatch D No. 77 Secret of the 15th November, 1934, enclosing copies of communications with the Norwegian Minister in London regarding British and Norwegian claims in the Antarctic I have the honour to state that a Royal Decree was issued in Norway on the 14th January, 1939, placing under Norwegian sovereignty the portion of the Antarctic continent stretching between the Falkland Islands Dependency on the West and the Australian Antarctic Territory on the East. I enclose copies of Notes No. 11/1939 of the 14th January, No. 12/1939 of the 14th January and No. 31/1939 of the 6th February from the Norwegian Ministers and of a letter of the 7th February to the Norwegian Minister on the subject of this Decree.

2. Provided that there is no conflict between the Eastern boundary of the Norwegian claims and the Western boundary of the Antarctic territory of the Commonwealth of Australia, and that the definition of the Western boundary of the Norwegian claim as "boundary of Coats Land" is satisfactory, it is proposed formally to recognise the Norwegian claim.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Sgd.) T. W. H. INSKIP

Your Excellency,
To the pleasure

THE MINISTER OF EXTERNAL AFFAIRS,

UNION OF SOUTH AFRICA.