

In 1820 a frigate took formal possession of the islands in the name of the then independent government of the provinces of the Río de la Plata, which was, at that time, unrecognised by any government. No occupation followed and the frigate was subsequently condemned in the United States as a pirate. In 1823 the same government appointed a governor of the islands, but he apparently never visited them.

In 1826, Louis Vernet, a naturalised citizen of Buenos Aires, of French birth, founded a new settlement at Soledad. On June 10th 1829 the government of the Provinces of Río de la Plata issued a Decree in which it asserted its claims to the islands as the heir to the possessions of the Spanish Viceroyalty of La Plata, explained that domestic events had prevented it from doing more than carrying out formal acts of sovereignty, and appointed Vernet as governor. This Decree was issued by a government which was shortly afterwards replaced, and its acts disavowed. Vernet, however, felt that he was in a position to act against United States sealers which violated the regulations regarding seal fisheries that he had been instructed to enforce. In July 1831 he arrested three United States ships and brought one of them into Buenos Aires as a prize. The United States treated this action as one of piracy and robbery, and, in December of the same year, the *Lexington* was sent to destroy the colony at Soledad. Relations between the United States and Argentina (as it is more convenient to term the Provinces of the Río de la Plata) were broken off, and Argentina presented a demand for compensation which it has never formally abandoned.

The British Government had formally protested against the Decree of June 10th 1829, and on December 20th 1832 two British warships arrived at Port Egmont. The officer in command took formal possession of the old site. On January 2nd 1833 the British force moved to Port Louis, where a new Argentine governor was found and ordered to leave. Upon his refusal, a show of force was made on the following day, the Argentine flag was lowered and a British flag hoisted in its place.

Formal protests by the Argentine Government in 1833 and 1834 were rejected by Great Britain, as was a suggestion made in 1841 that East Falkland, at least, might be restored to Argentina. Periodically, since that time, Argentina has formally presented her case. There were diplomatic exchanges on the subject in 1849, 1884-88, 1922-23, 1926-28 and at frequent intervals since 1931. On each occasion His Majesty's Government declined to reopen the discussion, but stressed the fact that in no circumstances could such provocative measures achieve any result other than fostering ill-feeling between the two countries. In recent years Argentina has shown greater interest in her claims. Thus, in 1932 and 1934 there were difficulties over passports of Falkland Islanders wishing to enter Argentina. In 1933 the Argentine Government protested against the issue of a special series of Falkland Island stamps commemorating the centenary of the British occupation of the islands. In 1934, the Argentine Congress appropriated a sum of money for publishing a translation of a French book in which their claims were supported. In 1935 it was announced that income tax of Falkland Island origin would in future be counted for purposes of Argentine income tax as accruing from Argentine sources. In January 1936 the Falkland Islands were shown as Argentine territory on a map postage stamp. This gave the British Foreign Secretary an opportunity to declare, on February 10th 1936, that His Majesty's Government could not admit any such claims to the islands, which were British territory. An Argentine Decree of September 18th 1937 prohibited the publication of maps of the Argentine Republic "which do not represent the territory of the nation in its entirety," i.e., without the Falkland Islands. In 1938 the Argentine Government reserved their rights to the Falkland Islands in connection with the ratification of various postal conventions. At the Havana Conference in July 1940 the Argentine delegation again explicitly reserved Argentine rights to the Falklands.

Legally, the British case to rightful possession of the Falklands may be rested on one or more of the following grounds:—

- (a) the taking of possession by Commodore Byron in 1765;
- (b) the occupation as of a *terra nullius* in 1832-33;
- (c) continuous possession since 1832-33.

On these it is to be observed that the British occupation had been abandoned since 1774 (for what reason is irrelevant); that the withdrawal of the colonists by Spain in 1811 and the subsequent events arising out of the Argentine wars of Independence do not necessarily mean that the Falklands were a *terra nullius* in 1832-33; and that continuous possession, for over a century, must now be held to constitute the best British title. Controversy about the validity or otherwise of the present British occupation must turn largely on opinion as to whether the islands were or were not a *terra nullius* in 1832.

It is submitted that the events of 1764-74 are to-day irrelevant. Whether or not the British evacuation of 1774 took place in fulfilment of a secret undertaking, and whether or not it was made without any intention at that date of abandoning British rights over the islands, whatever these may have been, it is difficult to put any construction other than an abandonment of title on the British failure to exercise any authority over the islands between 1774 and 1832. If that is so, it follows that the occupation of the islands in 1832-33 cannot be justified as merely a re-assertion of existing rights, for these, if ever acquired, had lapsed; it can be justified only as an original occupation of a *terra nullius*, and whether that was the legal status of the islands in 1832 seems very doubtful. The answer depends on the proper construction to be put on the Spanish evacuation of 1811, and on the purported acts of sovereignty

much of the Ross Barrier is grounded on islands rising nearly to or above sea level. It is not improbable that this may also prove to be the case in many of the other areas of shelf-ice.

The discoveries which have been made since 1926 greatly increase the length of coastline which is now known to consist of shelf-ice. The question of territorial waters may therefore have to be raised again should it become necessary to provide a clearer definition. Since in many areas there is no possibility of delimiting the true coastline of *terra firma* until very prolonged researches have been carried out, there would seem to be only two possible courses open: to define territorial waters as extending (1) for 3 nautical miles from any point on the seaward face of floating shelf-ice which is united to the land; or (2) for 3 nautical miles from any point on the coastline of *terra firma*. In the first case it would be recognised that the position of the territorial limit is subject to continual change, but in all the circumstances this would be the only practical course. In the second case no precise delimitation would at present be possible along considerable stretches of coast, even in the sense of a zone, and the resulting boundary would have no significance. In this connection it is important that the only known satisfactory routes of access for ground transport to the Pacific sector between the Falkland Islands and Ross Dependencies lie across the floating shelf-ice in the Ross Sea and in King George VI Sound. At its narrowest point King George VI Sound is only about 10 nautical miles wide, but the mountainous coastline makes possible a fairly precise delimitation between shelf-ice and *terra firma*. A decision in the sense of (2) above would therefore leave an international corridor some 300 miles long and about 4 miles wide, but which would still not provide access to the Pacific sector.

APPENDIX VI

THE FALKLAND ISLANDS DISPUTE

Politically, though not legally, Argentine claims to the Falkland Islands Dependencies are difficult to separate from her claims to the Falkland Islands themselves (see Appendix VII, pp. 176-177). The controversy over the Falkland Islands turns on facts which are exceedingly complicated and in many important respects obscure.

Navigators of four different nations have been credited with the first sighting of the islands. The evidence that they were discovered in 1592 by the Englishman Captain John Davis, and again sighted in 1593 by Sir Richard Hawkins, is unsatisfactory. There are equally unsatisfactory evidences that the islands may have been sighted in 1502 by Vespucci, in 1520 by Magellan and in 1540 by one of the ships of the armada sent out by the Bishop of Plasencia. The first indisputable discovery is that of the Dutchman Sebald de Weert, who sailed close to three of the outlying western islands in 1600. The first landing of which there is any authentic information was undoubtedly British. Captain John Strong, in January 1690, anchored repeatedly and landed in the sound which he named Falkland after the Treasurer of the Navy. Fortunately the early history relating to the discovery of the islands, which is much controverted, has been rendered irrelevant by later events.

There are two main islands, East and West Falkland. It is not clear to what, if any, extent there had been French settlement in the islands before Bougainville founded Port Louis (East Falkland) and took formal possession for France in 1764. In 1765 Commodore John Byron, apparently in ignorance of the French settlement, took formal possession of the islands for King George III, and in the following year Port Egmont (West Falkland) was established. In December 1766 the British settlers discovered the presence of the French and ordered them to leave, but in April 1767, possession of the French settlement was delivered to the Spanish Government to whom it had been sold. In June 1770 the British settlement at Port Egmont was compelled to surrender to Spanish forces. In January 1771 there was an exchange of declarations, in which Spain agreed to restore the *status quo*, without prejudice to the question of sovereignty.

In 1774 the British garrison, having been restored, was withdrawn; but the British Government formally stated that this was done for reasons of economy and not with the intention of abandoning the islands. It is part of the Argentine case that this evacuation was not what it purported to be, and that it was in fact carried out in fulfilment of a secret verbal undertaking, given by the government of Lord North as part of the settlement in 1771, to abandon the islands altogether.

When the British garrison left, a leaden plaque claiming the islands for the United Kingdom was placed on the blockhouse and a British flag was left flying. Presumably these marks (if they survived until then) were destroyed with the rest of the buildings at Port Egmont by the Spaniards in 1777. In 1776 Buenos Aires became the capital of the new Spanish Viceroyalty of La Plata, and the Falklands were included in the regions governed by the Viceroy. Between 1774 and 1811 governors were appointed to rule the Falklands and undisputed Spanish sovereignty was exercised. In 1811 the government at Buenos Aires, which had asserted its independence of Spain, ordered the withdrawal of the few Spanish settlers from Soledad in East Falkland. The islands were thus left uninhabited, and during the following years they were used only as a convenient shelter for whaling and sealing vessels of various nationalities.

APPENDIX V

ANTARCTIC TERRITORIAL WATERS IN RELATION TO SHELF-ICE

British sovereign claims in the Antarctic do not involve claims to the high seas, but only to the land and the coastal waters within the boundaries concerned (*i.e.*, within a distance of 3 nautical miles from the coast. The question of the limit of territorial waters off ice-bound coasts was considered by the Imperial Conference of 1926. It had been suggested that, for the purpose of control of whaling in the territorial waters of the Ross Dependency, floating shelf-ice or "ice barrier" should in practice be treated as land.

The term "ice barrier" owes its origin to Sir James Clark Ross, who was the first to sight, in 1841, the most typical example known—the Ross Barrier. He described it as a "barrier" merely in the sense that it formed an insuperable obstruction to his sailing further south, but the term came into general use to describe a specific and distinctive type of ice formation. In recent times most writers have restricted the term to the Ross Barrier (or Ross Shelf Ice) and the term "shelf-ice" has come into use for all such ice formations, which have now been found to occur in many localities round the coast of the Antarctic continent. Like glaciers, they are composed of ice produced by the accumulation and conglomeration of repeated falls of snow. An area of shelf-ice, however, differs from a glacier not only in the much greater lateral extent of its seaward face, but also in the fact that, although firmly united to the land, a large portion of it is afloat, and may extend for as much as 300 nautical miles from *terra firma*. The seaward face of shelf-ice is continually breaking off and floating away as tabular icebergs, some of them of very great size. Tabular bergs of 60-70 miles in length have been recorded. In recent years the sighting of several such bergs in the Scotia Sea indicates that changes of a major order are taking place in the position of the coastline of the Weddell Sea. There is evidence that similar changes have occurred in other parts of the Antarctic and the same processes may be expected to continue.

Sea ice, which has originated from the freezing of sea water, presents no territorial problem. Although floes of immense size and thickness have been recorded, especially in the Arctic, there is always a clearly defined boundary between land and sea.* Sea ice has neither the secular permanence nor the quasi-territorial character of Antarctic shelf-ice, which has no analogues elsewhere. The nature of shelf-ice is such that in many areas it is almost impossible to determine the exact position of the coastline of *terra firma* by any method other than seismic sounding, a task of great magnitude which has barely been started. From the existing rough surveys it appears that at least 5,000 nautical miles or approximately one-third of the total length of coastline in the Antarctic may perhaps consist as shelf-ice.

As far as can be seen at present the question of the territorial status of areas of shelf-ice is of no naval interest and has only very slight commercial importance, their sole utility lying in the fact that, as in the case of Discovery Inlet and the Bay of Whales in the Ross Sea, indentations in the seaward face may provide shelter for whaling vessels. It is possible that other harbours of a similar character may be discovered and utilised, but their permanence appears to be solely dependent on the grounding of the shelf-ice on islands or submerged reefs, and such cases would probably be few in number. From the foregoing, however, it will be appreciated that harbours in shelf-ice, while of practically as permanent a character as those in *terra firma*, may be situated many miles outside anything which might be regarded as a 3-mile limit drawn from the coastline proper. Moreover, where shelf-ice fringes the coast it would often be impossible to affirm that any true 3-mile zone, based on the coastline of *terra firma*, exists at all, its position being covered by the shelf-ice.

For these reasons the Committee on British Policy in the Antarctic appointed by the Imperial Conference of 1926 discussed whether it would be possible or desirable to find some formula which, while not asserting the existence of territorial rights off pack-ice or ice-floes, would secure such rights in the case of shelf-ice. In their report, the Committee concluded that while they "recognise the difficulty of measuring the 3-mile limit of territorial waters from any base other than the coastline of *terra firma*, they think that an exception might be made in the case of ice barriers which are to all intents and purposes a permanent extension of the land proper." The Committee understood that of the coastline then known the only cases falling within this category would be the Ross Barrier and the shelf-ice fringing the west and south coasts of the Weddell Sea.

The conclusion of the 1926 Committee, to the effect that "there is good reason for treating the Ross Barrier as though it were *terra firma*", was conveyed to the Norwegian Government in 1927, and was not contested (paragraph 310). Writing in 1930 on the subject of acquisition of sovereignty over polar areas, Gustav Smedal (a Norwegian) concludes that the Ross Barrier should be regarded as land and can be the object of sovereignty. He adds, however, that "at present the Ross Barrier is not submitted to sovereignty and all nations must therefore have the right to carry on whaling up to the very edge of the barrier." This quotation is taken from a publication issued by a Norwegian Government department, and may therefore be presumed to have official support. Finally, it should be added that the researches of the United States expedition of 1939-41 have since shown that, contrary to former deductions,

W 9608/431/50
of 1939.

Secret E 121
of 1926.

Secret E 130
(Revise) of 1926.

Skrifter om
Svalbard og
Ishavet, No. 36,
Oslo, 1931,
pp. 30-31.

* There has, however, been a tendency in recent years for Russian writers to urge that the sovereignty of the Soviet Union extends to the pack-ice in the sector of the Arctic Ocean north of the U.S.S.R.

Name of Area.	Boundaries.	Authority.
King Haakon VII Sea	Longitude 0°-35° E.; about 61° 30' S. latitude.	<i>Atlas over Antarktis og Sydishavet</i> ; 1936.
Roald Amundsen Sea	Peter I Island to 130° W.; about lat. 71° S.	<i>Atlas over Antarktis og Sydishavet</i> ; 1936.
Ross Sea	Between Victoria Land and King Edward VII Land	<i>Antarctic Pilot</i> ; 1930; pp. 150-51.
Scotia Sea	Bounded by a line from Burdwood Bank in 55° W. through the Shag Rocks, S. Georgia, S. Sandwich, S. Orkneys, the position 66° S., 55° W., and from thence along the meridian of 55° W. to Burdwood Bank.	<i>Geographical Journal</i> ; April 1932; p. 345.
Southern Ocean	Bounded on the north by a line joining the southern parts of South America, Africa, Australia and New Zealand, and on the south by Antarctica.	<i>Antarctic Pilot</i> ; 1930; p. 1.
Weddell Sea	Bounded on the north by a line joining the north-eastern extremity of Coats Land to Joinville Island, and on the south by Antarctica.	<i>Geographical Journal</i> ; April 1932; p. 345.

Name of Area.	Boundaries.				Authority.
	E.	W.	N.	S.	
King Leopold and Queen Astrid Coast.	86° E.	83° E.	—	—	Department of External Affairs, Canberra ; January 1939.
Knox Coast	110° E.	102° E.	—	—	Department of External Affairs, Canberra ; January 1939.
Lars Christensen Coast	71° E.	65° E.	—	—	Department of External Affairs, Canberra ; January 1939.
Leopold Coast	29° W.	37° W.	—	—	W. Filchner : <i>Zum Sechsten Erdteil</i> (Berlin 1923), p. 178 and chart opposite p. 145.
Mac-Robertson Land	73° E.	60° E.	Coast	—	Department of External Affairs, Canberra ; January 1939.
Marie Byrd Land	120° W.	150° W.	Coast	—	<i>Geographical Review</i> ; July 1936 ; p. 455.
Oates Land	164° E.	155° E.	Coast	—	(a) Department of External Affairs, Canberra ; January 1939. (b) L. Huxley (Ed.) : <i>Scott's Last Expedition</i> (London 1913), Vol. II, pp. 361-64.
Prince Harald Land	40° E.	34° E.	Coast	—	<i>Norsk Geografisk Tidsskrift</i> ; 1937 ; p. 420.
Princess Astrid Land	20° E.	5° E.	Coast	—	<i>Norsk Geografisk Tidsskrift</i> ; 1937 ; p. 420.
Princess Elizabeth Land	86° E.	73° E.	Coast	—	Department of External Affairs, Canberra ; January 1939.
Princess Ragnild Land	34° E.	20° E.	Coast	—	<i>Norsk Geografisk Tidsskrift</i> ; 1937 ; p. 420.
Queen Mary Land	102° E.	91° E.	Coast	—	Department of External Affairs, Canberra ; January 1939.
Queen Maud Land	45° E.	16° 30' W.*	Coast	—	(a) Norwegian Royal Decree ; January 14th 1939. (b) <i>Imperial Conference 1926, Summary of Proceedings</i> ; Section XI. (c) <i>Norsk Geografisk Tidsskrift</i> ; 1937 ; p. 420.
Ross Dependency	150° W.	160° E.	60° S.	90° S.	Order in Council ; July 30th 1923 ; <i>New Zealand Gazette</i> ; August 16th 1923.
Sabrina Coast	120° E.	110° E.	—	—	Department of External Affairs, Canberra ; January 1939.
Wilkes Land	136° E.	102° E.	Coast	—	Department of External Affairs, Canberra ; January 1939.
Wilkes Coast	136° E.	130° E.	—	—	Department of External Affairs, Canberra ; January 1939.
Bellingshausen Sea	Graham Land to Peter I Island ; about lat. 68° S.				<i>Atlas over Antarktis og Sydishavet</i> ; 1936.
Drake Passage	Bounded on north by lat. of Cape Horn, on the east by 55° W. meridian and on the south by South Shetland Islands.				<i>Geographical Journal</i> ; April 1932 ; p. 345.

See footnote on p. 170.

BOUNDARIES IN THE ANTARCTIC

Name of Area.	Boundaries.				Authority.
	E.	W.	N.	S.	
Adélie Land	142° E.	136° E.	60° S.	90° S.	Decree; April 1st 1938; <i>Journal Officiel</i> (Paris); April 6th 1938 and April 14th 1938. Order in Council; February 7th 1933; <i>Commonwealth Gazette</i> ; March 16th 1933, p. 365. <i>Australian Antarctic Territory Acceptance Act</i> 1933. Proclamation in <i>Commonwealth Gazette</i> ; August 24th 1936, p. 1553.
Australian Antarctic Territory ..	160° E. (excluding Adélie Land).	45° E.	60° S.	90° S.	
Banzare Coast	130° E.	120° E.	—	—	Department of External Affairs, Canberra; January 1939. Sir Ernest Shackleton: <i>South</i> (London 1920), pp. 25-28 and chart. (a) Sir Ernest Shackleton: <i>South</i> (London 1920), pp. 23-25 and chart. (b) <i>The Voyage of the Scotia</i> (Edinburgh 1906), by Three of the Staff; pp. 234-38 and chart. (c) <i>Imperial Conference, 1926, Summary of Proceedings</i> ; Section XI.
Caird Coast	23° W.	29° W.	—	—	
Coats Land	16° 30' W.*	40° W.	Coast	—	
Crown Prince Olav Land	45° E.	40° E.	Coast	—	<i>Norsk Geografisk Tidsskrift</i> ; 1937; p. 420. <i>Norsk Geografisk Tidsskrift</i> ; 1937; p. 420.
Crown Princess Märtha Land	5° E.	16° 30' W.	Coast	—	
Enderby Land	55° E.	45° E.	Coast	—	Department of External Affairs, Canberra; January 1939. Letters Patent; July 21st 1908; <i>Falklands Islands Gazette</i> ; September 1st 1908. Letters Patent; March 28th 1917. <i>Falkland Islands Gazette</i> ; July 2nd 1917.
Falkland Islands Dependencies ..	20° W.	80° W.	50° S. from 20° W. to 50° W.; and 58° S. from 50° W. to 80° W.	90° S.	
Ingrid Christensen Coast	79° E.	76° E.	—	—	Department of External Affairs, Canberra; January 1939. (a) L. Ellsworth; Preliminary Report; 1936. (b) <i>Geographical Review</i> ; July 1936; p. 455.
James W. Ellsworth Land	80° W.	120° W.	—	—	
Kaiser Wilhelm II Land	91° E.	86° E.	Coast	—	Department of External Affairs, Canberra; January 1939. Department of External Affairs, Canberra; January 1939. Department of External Affairs, Canberra; January 1939.
Kemp Land	60° E.	55° E.	Coast	—	
King George V Land	155° E.	142° E.	Coast	—	

In view of the agreement reached in September 1939 (paragraph 415), it now seems desirable to redefine the eastern boundary of Coats Land to coincide with the western boundary of Queen Maud Land, i.e. long. 20° W.

AUSTRALIAN ANTARCTIC TERRITORY

Nationality.	Locality.	Date of Occupation.
35. German ..	Gaussberg, Kaiser Wilhelm II Land ..	Feb. 1st 1902–Feb. 8th 1903
36. British ..	Cape Denison, King George V Land ..	Jan. 9th 1912–Dec. 17th 1913
37. British ..	Shackleton Shelf Ice, Queen Mary Land ..	Feb. 21st 1912–Feb. 23rd 1913

ISLANDS IN THE SOUTHERN OCEAN

38. German ..	Betsy Cove, Kerguelen Islands ..	Oct. 26th 1874–Feb. 3rd 1875
39. British ..	Observatory Bay, Kerguelen Islands ..	Nov. 5th 1874–Feb. 21st 1875
40. United States	Molloy Point, Kerguelen Islands ..	Sept. 10th 1874–Jan. 11th 1875
41. German ..	Observatory Bay, Kerguelen Islands ..	Nov. 9th 1901–March 30th 1903
42. Franco-Norwegian.*	Port Jeanne d'Arc, Kerguelen Islands ..	1908–1914 and 1921–1929
43. French ..	Port Couvreur, Kerguelen Islands ..	1922(?)–1931
44. British ..	Macquarie Island	Dec. 22nd 1911–Dec. 1915

* The Franco-Norwegian whaling station at Port Jeanne D'Arc was established in November 1908. It was occupied intermittently until 1914 and again from 1921 until 1929. The French vessels *J. B. Charcot* and *Curieuse* may perhaps be said to have effected an "occupation" during their explorations of the Kerguelen Archipelago from March 1908 to June 1909 and from October 1913 to April 1914 respectively. For further details of Kerguelen whaling and sealing stations, see pp. 127–128.

The following ships have spent comparatively long periods beset and drifting in the Antarctic pack-ice:—

Belgian ..	<i>Belgica</i> in Bellingshausen Sea, 1898–99 (13 months).
German ..	<i>Deutschland</i> in Weddell Sea, 1912 (8 months).
British ..	<i>Endurance</i> in Weddell Sea, 1915 (10 months).
British ..	<i>Aurora</i> in Ross Sea, 1915–16 (9 months).

APPENDIX IV

BOUNDARIES IN THE ANTARCTIC

All Antarctic boundaries except coastlines are artificial in the sense that they are lines defined in geometrical terms of latitude and longitude. None of them have been referred to natural features such as mountain ridges or glaciers, and in no case has the position of any boundary yet been determined or marked on the ground by means of monuments. The delimitation of definite political boundaries between the various land divisions has only been effected in comparatively recent years. Those which have been defined and adopted officially by His Majesty's Government in Australia are shown on the map of Antarctica produced by the Department of the Interior at Canberra in 1939, and are listed below:—

E. P. Bayliss
and J. S.
Cumpston:
*Handbook and
Index to
accompany a
Map of
Antarctica*,
Canberra, 1939,
pp. 68–70.

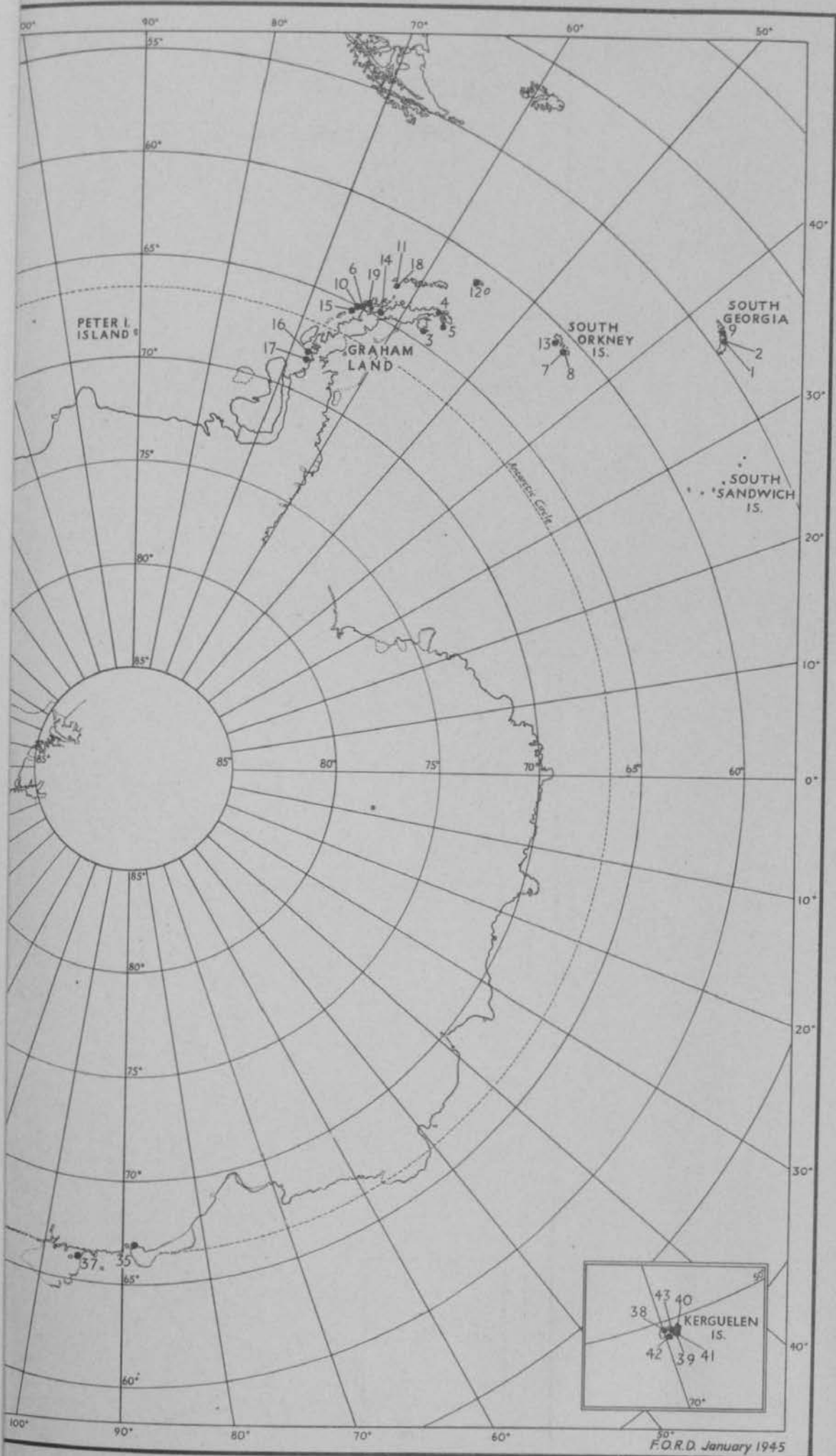


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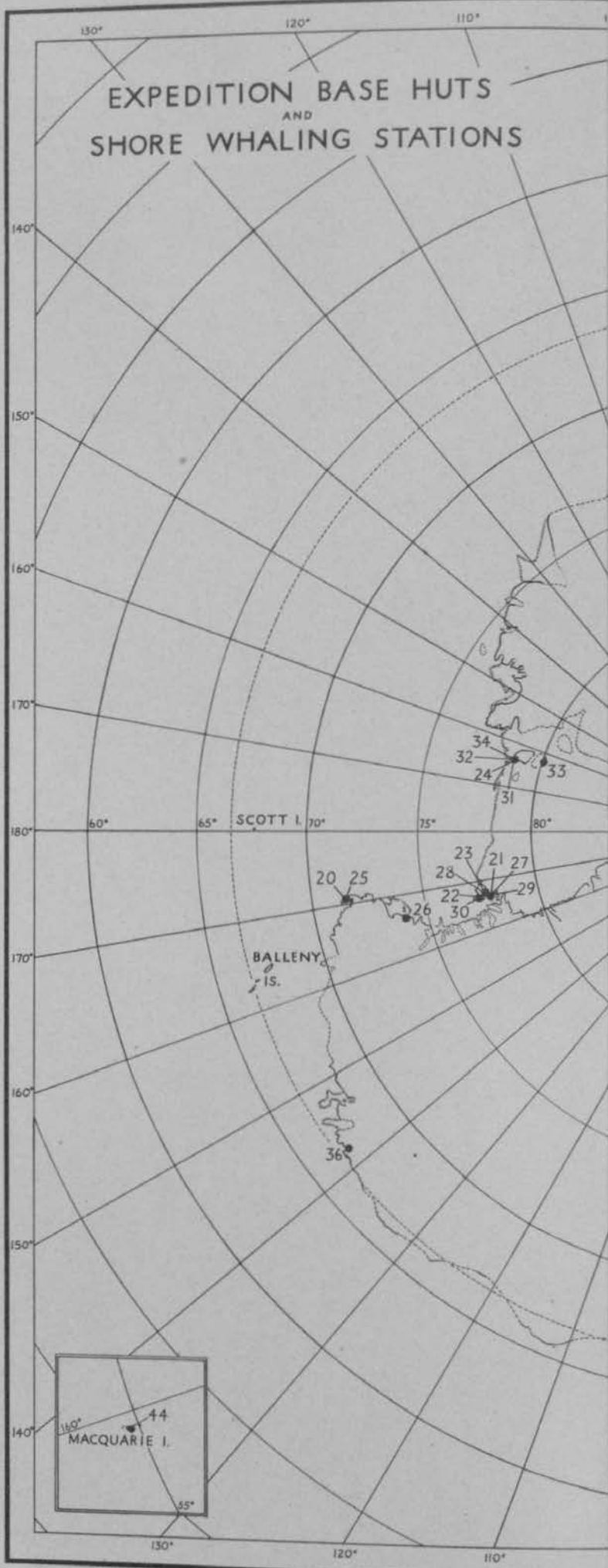
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**EXPEDITION BASE HUTS
AND
SHORE WHALING STATIONS**



APPENDIX III

**DATES OF OCCUPATION OF ANTARCTIC EXPEDITION BASE HUTS,
SHORE WHALING STATIONS, AND OF SHIPS WINTERING IN
COASTAL WATERS**

Dates of occupation are taken to start when the party landed; not when the buildings were completed. The positions of these occupied sites are shown in Fig. 12.

No attempt has been made to list the numerous occasions when sealing gangs or the crews of wrecked sealing vessels have lived for periods on the various sub-Antarctic islands. The available records of these are widely scattered and mostly unreliable. It is possible that the long periods of residence of sealing gangs, especially those from the United States at the beginning of the nineteenth century, might be considered of significance in connection with the sovereignty of Prince Edward and Heard Islands. The most important sealing activities, and some of the more notable wrecks, are mentioned in the histories of the islands concerned (pp. 118-134) or in the Chronological List of Expeditions (Appendix I, pp. 142-154).

FALKLAND ISLANDS DEPENDENCIES**

Nationality.	Locality.	Date of Occupation.
1. German ..	Royal Bay, South Georgia	Aug. 28th 1882-Sept. 5th 1883
2. Swedish ..	South Georgia (ship <i>Antarctic</i>)	April 22nd 1902-June 15th 1902
3. Swedish ..	Snow Hill Island, north Graham Land	Feb. 12th 1902-Nov. 11th 1903
4. Swedish ..	Hope Bay, north Graham Land	Jan. 13th 1903-Sept. 29th 1903
5. Swedish ..	Paulet Island, north Graham Land	Feb. 28th 1903-Oct. 31st 1903
6. French ..	Booth Island, west Graham Land	March 5th 1904-Dec. 25th 1904
	Laurie Island, South Orkney Islands (ship <i>Scotia</i>)	March 25th 1903-Nov. 27th 1903
7. British ..	Laurie Island, South Orkney Islands (hut on shore)	Nov. 27th 1903-Feb. 22nd 1904
8. Argentine ..	Laurie Island, South Orkney Islands (hut on shore)	Feb. 22nd 1904-present time
9. Argentine ..	South Georgia	Dec. 1904-present time
Norwegian ..		
10. French ..	Petermann Island, west Graham Land	Feb. 3rd 1909-Nov. 26th 1909
	Graham Land (ship <i>Pourquoi Pas?</i>)	
11. Norwegian ..	Deception Island, South Shetland Islands	1912-1931
12. British ..	Elephant Island, South Shetland Islands	April 15th 1916-Aug. 30th 1916
13. Norwegian ..	Signy Island, South Orkney Islands	1920-1926
14. British ..	Andvord Bay, west Graham Land	Jan. 12th 1921-Jan. 13th 1922
15. British ..	Argentine Islands, west Graham Land	Feb. 14th 1935-Feb. 17th 1936
16. British ..	Debenham Islands, west Graham Land	Feb. 29th 1936-March 24th 1937
17. United States ..	Neny Fjord, west Graham Land	March 3rd 1940-March 22nd 1941
18. British ..	Deception Island, South Shetland Islands	Feb. 7th 1944-present time
19. British ..	Port Lockroy, Palmer Archipelago	Feb. 11th 1944-present time

ROSS DEPENDENCY

20. British ..	Cape Adare, Victoria Land	Feb. 17th 1899-Feb. 2nd 1900
21. British ..	Hut Point, Ross Island	Feb. 10th 1902-Feb. 18th 1904
22. British ..	Cape Royds, Ross Island	Feb. 3rd 1908-March 4th 1909
23. British ..	Cape Evans, Ross Island	Jan. 4th 1911-Jan. 18th 1913
24. Norwegian ..	"Framheim," Bay of Whales	Jan. 11th 1911-Jan. 29th 1912
25. British ..	Cape Adare, Victoria Land	Feb. 18th 1911-Jan. 6th 1912
26. British ..	Evans Coves, Victoria Land	Jan. 7th 1912-Sept. 12th 1912
27. British ..	Hut Point, Ross Island	Jan. 16th 1915-June 2nd 1915
28. British ..	Cape Evans, Ross Island	Mar. 20th 1915-Jan. 16th 1917
29. British ..	Hut Point, Ross Island	Mar. 11th 1916-July 15th 1916
30. British ..	Cape Royds, Ross Island	Oct. 7th 1916-Dec. 11th 1916
31. United States ..	"Little America," Bay of Whales	Jan. 1st 1929-Feb. 19th 1909
32. United States ..	"Little America," Bay of Whales	Jan. 17th 1934-Feb. 9th 1935
33. United States ..	"Advance Base," Ross Shelf Ice	March 28th 1934-Oct. 11th 1934
34. United States ..	"Little America," Bay of Whales	Jan. 24th 1940-Jan. 31st 1941

** An additional British base was established at Hope Bay, north Graham Land, on February 12th 1945. This is not shown on Fig. 12.

* The first shore whaling station at South Georgia was built at Grytviken with Argentine capital but was managed, equipped and staffed by Norwegians. This company, Cia Argentina de Pesca, was granted a British lease as from January 1st 1906. Subsequently seven other leases of land sites for whaling purposes were granted—three dating from 1908, three from 1909, and one from 1911. Four of these companies were Norwegian and three British. From 1906 to 1925 Norwegian concession whaling was centred mainly on South Georgia and the South Shetland Islands. From 1925 onwards, when pelagic whaling was started, the importance of shore stations declined. A British Magistrate and staff have been resident at Grytviken since 1909 (see paragraph 143).

† A lease to build a shore whaling station at Deception Island was issued by the Falkland Islands Government to the Hektor Whaling Company of Norway for 21 years, as from October 1st 1912. This station began to operate on December 24th 1912, and was occupied continuously until 1931. A British Magistrate was resident during the whaling seasons from 1910 until 1930.

‡ In 1920-21 the Tønsberg Hvalfangeri of Tønsberg build a small shore whaling station in Borge Bay, Signy Island. It was only used during the summer months in conjunction with a floating factory which was responsible for the major part of the oil production, and apparently ceased to operate in 1926. The company held a British lease from 1921 to 1930 (see paragraph 148).

information was given strongly suggest that such was actually the case. No details of the nature of the claims are available; nor is it clear whether they were, in fact, deposited within areas previously approved by the State Department. It has not yet been possible to examine the diaries for any of the other sledge journeys or flights made during this expedition, but several members of the staff of East Base have freely admitted, in private conversation, that their activities originated from political rather than scientific motives.

- (46) From a report of the British Naval Attaché, Buenos Aires, to D.N.I., Admiralty, dated April 1st 1942. (Admiralty R.O., Case 5051, Vol. 2, M04010/42.)

(February 8th 1942.) "It appears that the commanding officer of the transport, Capitán de Fragata Alberto Oddera, formally took possession of the island in the name of the Argentine Republic. A mast was erected and the Argentine flag hoisted in the presence of the ship's company. An act of possession was signed and a copy deposited in a chest from the ship which was placed on a site easily visible. The national colours were painted on the walls of the factory and on the roof of one of the sheds."

Notes.—The Argentine transport *Primero de Mayo* visited Deception Island in January-February 1942. The above report was based on detailed Argentine press reports. This information about the taking of possession was later confirmed and was found to have been fully authorised by the Argentine Government. The following is a translation of the document left by Capitán de Fragata Oddera and found by H.M.S. *Carnarvon Castle* on January 30th 1943.

"Argentine Republic, Ministry of Marine. Record of Proceedings.

Admiralty R.O.
Case 6037,
M 06404/43.

With the purpose of re-affirming the rights over the Antarctic lands contained between the meridians 25° and 68° 34' W., and to the south of parallel 60° S., which for a multiple of reasons belong to the Argentine Republic, the Argentine naval ship *Primero de Mayo* has arrived at Whaler's Bay of Deception Island.

"On the eighth day of February of the year one thousand nine hundred and forty two I proceed to make fast the Argentine Flag on this beach of the Anchorage in a solemn ceremony in the presence of all the officers and crew of the ship I place at the foot of this mast a commemorative plate which reads: 'Primero de Mayo, Argentine Navy, February 1942' and a brass cylinder which contains the original of this record of proceedings the duplicate of which I am presenting to the authorities of my Government.

"As witness that the above has been carried out I am signing this record together with my officers, one petty officer, one corporal, one seaman, and a civil delegate assisting the expedition.

(Signed) Alberto J. Oddera, Commander
[and fourteen other signatures]."

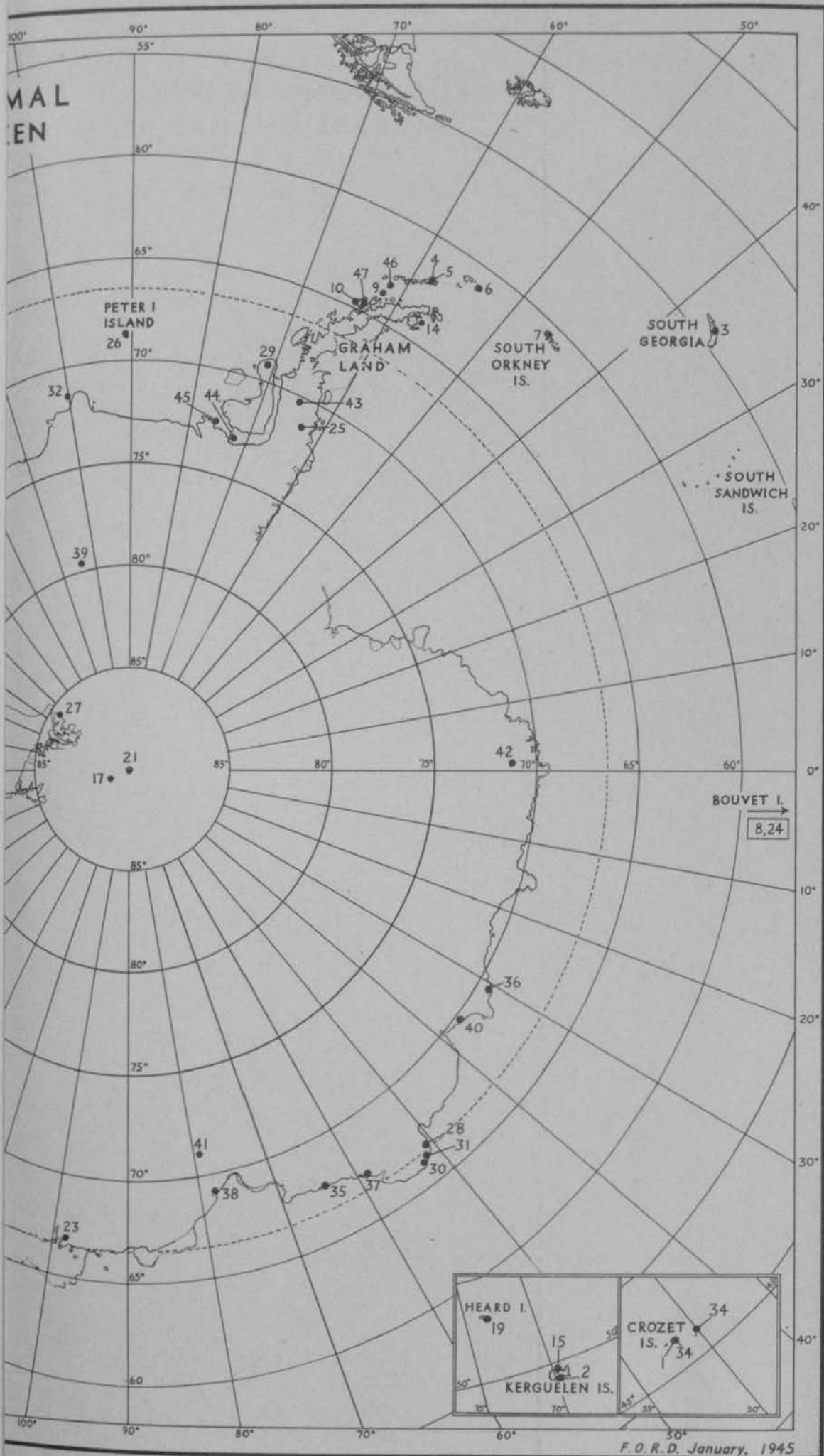
On January 30th 1943, H.M.S. *Carnarvon Castle* obliterated all traces of this Argentine visit. Two flagstaves were erected at the whaling station, each carrying a metal Union Jack. A document recording the ship's visit was enclosed in a wooden box and buried under a cairn of stones at the foot of one of the flagstaves. Four boards inscribed "British Crown Lands" were erected. These British emblems were in turn obliterated by the *Primero de Mayo* in 1943 and were replaced by Argentine marks. These Argentine marks have again been removed and a British party of occupation was established on February 7th 1944.

- (47) Substance of Admiralty Telegram 041247Z/March 1944 from Naval Officer in Command, Falkland Islands (AS 2239/258/G of 1944).

[On March 4th 1944 H.M.S. *William Scoresby* found a cylinder at Port Lockroy, Palmer Archipelago, containing an Argentine claim to sovereignty over the area between longs. 25° W. and 68° 34' W., south of lat. 60° S.]

Notes.—This claim must have been deposited by Capitán de Fragata Harriague of the *Primero de Mayo* on March 1st or 2nd 1943. No further details are yet available.

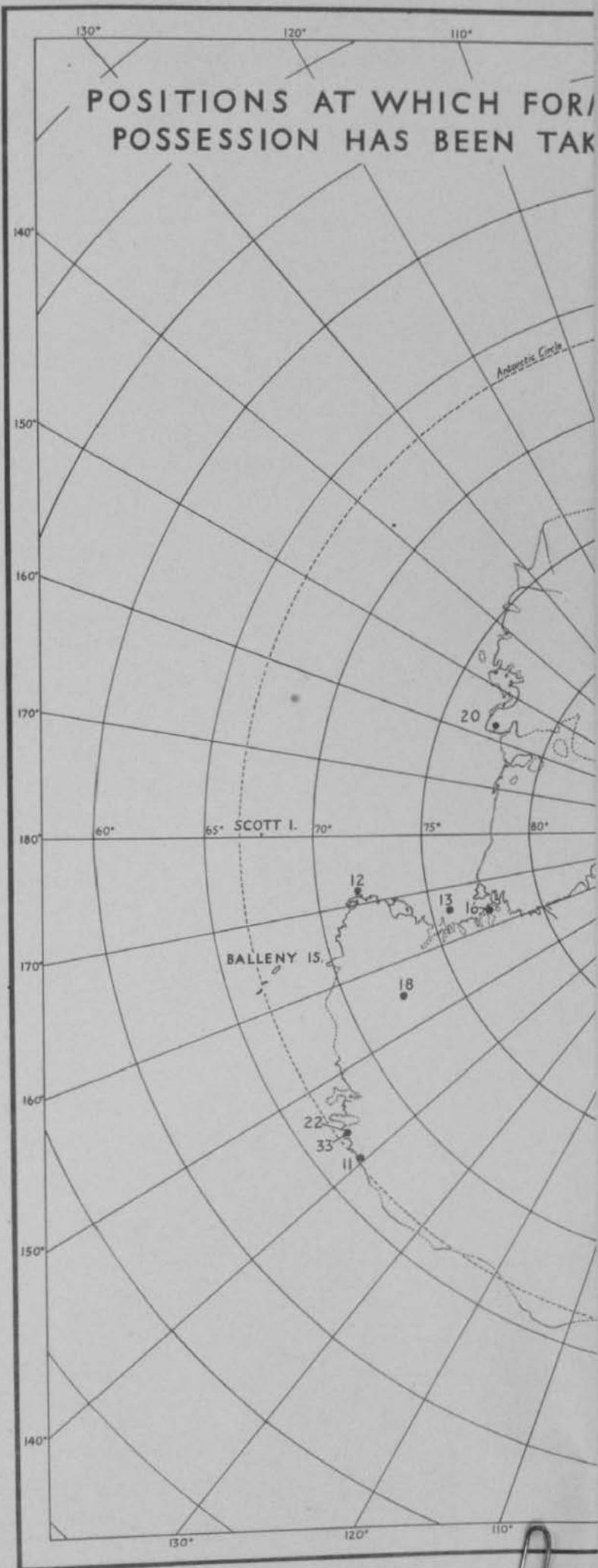
During the preparation of the above list the published narratives relevant to every known landing or flight over newly discovered Antarctic territory have been examined, together with a large number of unpublished journals. However, the fact that a formal claim is not published does not necessarily mean that no claim was made. It is known that several unpublished and unnotified claims of this nature were made in 1940-41 by the United States Antarctic Service in the southern Graham Land region (see p. 166), and it is possible that there are similar United States claims within the Ross Dependency. There is also the possibility that further Argentine or Chilean claims may come to light in the Falkland Islands Dependencies, although these cannot be related to new discoveries. It may be mentioned that, within the sector between the Falkland Islands Dependencies and the Ross Dependency (long. 80° W. to 150° W.), the only occasions upon which unpublished or unnotified claims could have been made were during flights of the United States Antarctic Service in 1940-41. Within the Australian Antarctic Territory and Queen Maud Land (long. 20° W. to 160° E.), all the possible occasions upon which unpublished and unnotified claims could have been made have been accounted for.



F.O.R.D. January, 1945

FIG II

POSITIONS AT WHICH FOR/
POSSESSION HAS BEEN TAK



allows, the area south of latitude 70 and to a distance of 150 miles east and 150 miles west of my line of flight and to a distance of 150 miles south of latitude 72, longitude 79 E., which I claim to have explored. (Signed) Lincoln Ellsworth."

Notes.—This region was named American Highland. It lies about 100 nautical miles from the coast in the hinterland of Princess Elizabeth Land, which had been claimed by Sir Douglas Mawson in 1931, and which had been incorporated in the Australian Antarctic territory by the Order in Council of 1933. This American claim therefore ignores the sector principle. Mr. Ellsworth was encouraged, but not officially authorised, to make this claim by Mr. Cordell Hull (see paragraph 403, p. 109). The only previous specific claim to an inland area in the Antarctic is that reported to have been made by Captain Amundsen in 1911 to the area immediately around the south pole (see No. 21 above).

(42) From a translation of a *Deutsches Nachrichten Büro* report dated April 11th 1939, in *The Polar Record*, No. 19, 1940, pp. 269-71.

(January 19th-February 15th 1939.) "The *Schwabenland* arrived in January in the area where it was to work, namely the sector on the zero meridian of the Antarctic continent. 350,000 sq. km. of territory were photographed, and in all 600,000 sq. km. reconnoitred by eye observation and photography. Material was collected in the course of routine flights, totalling in all over 10,000 km. . . . A further 200 km. was covered in seven special flights. . . . The photographic map material acquired by the expedition is unique. When the photographic prints are assembled a photographic map will be completed such as no other land possesses of this part of the Antarctic continent. This is exceptionally important in view of the Norwegian claim to sovereignty over the part of the territory explored by the expedition. . . . The special flights further enabled landings to be made at the edge of the shelf-ice and the Hagenkreuz flag to be hoisted at several points of the coast of the Antarctic continent. During flights, at intervals of some 25 km., as also at all turning points, arrows with Hagenkreuz flags were dropped overboard."

"The most southerly point reached by the expedition was 72° 44' S.* and 0°. The most westerly point reached was 71° 23' S., 4° 50' W. The most easterly point reached was 72° 10' S., 16° 3' E.* These points were marked by Hagenkreuz flags."

Notes.—The precise extent of the claim made by the German Antarctic expedition of 1938-39 does not appear to have been defined, but it may be assumed to extend to the limits of the area examined, *i.e.*, between longs. 14° W. and 20° E. The map resulting from the German air photographs has presumably been compiled without any inland ground control. It shows the positions at which three flags were hoisted on the edge of the shelf-ice (between longs. 4° W. and 5° E.) and at which twelve flags were dropped from the air over inland areas (between longs. 4° 50' W. and 17° 30' E.). No evidence is available as to whether these acts had previously been authorised by the German Government.

*Annalen der
Hydrog. und
Marit. Meteorol.*
(Berlin,
Supplement,
Aug. 1939).
AS 2142/2142/
51 of 1944.

(43-45) Extracts from an unpublished summary of a private diary of the main southern sledge journey from East Base of the United States Antarctic Service. By Lieutenant Commander Finn Ronne, U.S.N.R., with an appendix on the supporting party journey towards Eternity Range. By J. Glenn Dyer.

(a) (November 28th 1940.) "We raised the U.S. flag and left a claim sheet in lat. 70° 53' S., long. 63° 38' W., in a rock cairn built on a small outlying peak at the north end of the Eternity Range."

(b) (December 1940.) "In the sound [King George VI Sound] was sighted a rock nunatak of approximately 1,000 ft. in height, on top of which a stone beacon was built. Here we deposited one of the claim sheets."

(c) (December 21st 1940.) "As this would be our farthest westing a 12-ft. high beacon was built, with a claim sheet and a report of our findings."

Notes.—A copy of the diaries from which these extracts are taken was given privately to a member of the British Graham Land Expedition by Lieutenant Commander Finn Ronne, who was acting against instructions from the United States Antarctic Service. He was leader of the main southern sledge party which penetrated to the north-western extremity of the shelf-ice of King George VI Sound, west of Alexander I Land. Quotations *b* and *c* above are from his own diary; while quotation *a* is from the diary of J. Glenn Dyer, leader of the supporting party. The wording suggests that the expedition was provided with standard "claim sheets" for use as convenient. The position of the nunatak mentioned in quotation *b* is approximately lat. 73° 15' S., long. 72° W., reached some time between December 10th and 17th. The furthest west position described in quotation *c* is lat. 72° 32' S., long. 76° 42' W. All three of these claims were thus made *within* the Falkland Islands Dependencies. No mention of them has been made in any published account of the expedition. In September 1943 Lieutenant Commander Ronne confidentially informed the writer of this note that these claims had been made with the approval of the State Department. He is much inclined to exaggerate, but the circumstances under which this

* According to the map published later these figures should be lat. 74° 44' S. and long. 17° 30' E.

Proclamation:—"Whereas I have it in command from His Majesty, King George the Fifth, to assert the sovereign rights of His Majesty over British Land discoveries met with in Antarctica. Now, therefore, I, Sir Douglas Mawson, do hereby proclaim and declare to all men that from and after the date of these presents, the full sovereignty of the territory which we have discovered or explored, amounting in all to a sector of the Antarctic Continent, extending continuously from Adélie Land westwards to Mac-Robertson Land, being part of the Antarctic mainland and off-lying islands (including, amongst others, Drygalski Island, Hordern Island, David Island, Masson Island, Henderson Island, Haswell Islands, and an island in longitude 103° 15' E., shown on our charts, and other numerous islands off the coast of Mac-Robertson Land), situate between meridians 138° and 60° east of Greenwich and south of latitude 64° as far as the South Pole, vests in His Majesty King George the Fifth, his heirs and successors for ever. Given under my hand at this spot in Mac-Robertson Land on the eighteenth day of February, 1931. (Signed) Douglas Mawson (B.A.N.Z., A.R.E.). Witness: (Signed) K. N. Mackenzie, Master, Steam Yacht 'Discovery'."

(38) From a report by Capt. Klarius Mikklesen of the oil tanker *Thorshavn* sent to Consul Lars Christensen. *The Polar Record*, No. 10, 1935, p. 128.

(February 20th 1935.) "The Norwegian flag was hoisted in lat. 68° 39' S., long. 78° 36' E., on one of the promontories, about 50-60 m. high, with a wide view of the sea, and a cairn was built. The party named their new discovery Ingrid Christensen Land."

Notes.—Ingrid Christensen Land (now called Ingrid Christensen Coast) lies in the western part of Princess Elizabeth Land. The coast of the eastern part of Princess Elizabeth Land (now called King Leopold and Queen Astrid Coast and formerly Princess Astrid Land) was first sighted from the air by Sir Douglas Mawson on February 9th 1931. Mawson claimed the whole of Princess Elizabeth Land for King George V in Proclamations made on shore in Mac-Robertson Land on February 13th and 18th 1931 (see Nos. 35 and 37 above) and it was included within the Australian Antarctic Territory by the Order in Council of February 7th 1933. Ingrid Christensen Coast was indisputably first seen and landed upon by Klarius Mikklesen, but he had authority from the Norwegian Government to take formal possession only of newly-discovered lands which had not previously come under the dominion of other powers. In January 1937 Fru Ingrid Christensen herself was a passenger during a flight southwards from the *Thorshavn* and dropped a Norwegian flag on Ingrid Christensen Coast. In 1939 the Norwegian Government recognised the boundaries of the Australian Antarctic territory.

(39) From an article by Lincoln Ellsworth in the *Geographical Journal*, Vol. 89, 1937, p. 201.

(November 23rd 1935.) "I raised the American flag, and so far as this act would allow, claimed the sector between longitudes 80° to 120° W. for the United States."

Notes.—Four landings were made during Ellsworth's trans-Antarctic flight of 1935. The first of these was made on November 23rd in lat. 79° 12' S., long. 104° 10' W. In another article by Ellsworth, he stated that he "raised the Stars and Stripes and established a claim for the United States to a wedge-shaped area extending between the 80th and 120th meridians west of Greenwich and from the coast to the South Pole." The accompanying map shows James W. Ellsworth Land between longs. 80° and 120° W. and Marie Byrd Land between longs. 120° and 150° W., both as United States territory. Where Ellsworth's route crosses long. 80° W. at the western boundary of the Falkland Islands Dependencies, a note indicates that the U.S. flag was dropped. The Falkland Islands and Ross Dependencies are both shown as British; no other claims are indicated. It is evident that despite the published attitude of the United States Government Ellsworth had the approval of the State Department in making this claim, for in *Natural History* for May 1935 his diary of the flight is reproduced. On November 23rd, recording the landing mentioned above, he wrote (p. 403): "With permission of Department of State I raised the American flag and named this area between Hearst Land on the one side and Marie Byrd Land on the other, or between the meridians of 80° and 120° west longitude, James W. Ellsworth Land."

Lincoln
Ellsworth:
Nat. Geog. Mag.,
Vol. 70, 1936,
p. 13.

(40) From *My Last Expedition to the Antarctic, 1936-37*. By Lars Christensen. Oslo, 1938, p. 11.

(February 4th 1937.) "On February 2nd we passed Cape Ann on the coast of Enderby Land. Finding no lanes in the pack-ice—which was usually compact here—we continued westward to Queen Maud Land. Here the plane started on February 4th, with my wife on board as passenger. She proved, as it turned out, to be a lucky and efficient observer, for unknown land was discovered on this trip between 40° and 34° E. The Norwegian flag was dropped at about 36° E. and 69° 30' S. This land has since been named Prince Harald Land, after the recently born son of the Crown Prince of Norway."

Notes.—Prince Harald Land was photographed from the air on the following day. None of this area had been seen previously. The flag was dropped by Fru Ingrid Christensen.

(41) From an article by Lincoln Ellsworth in the *National Geographical Magazine*, Vol. 76, 1939, p. 137.

(January 11th 1939.) "Having flown on a direct course from latitude 68.30 S., longitude 79 E. to latitude 72 S., longitude 79 E., I drop this record together with the flag of the United States of America and claim for my country, so far as this act

- (34) Translation from an article by Henri de Busschère in *Madagascar*, No. 444. March 21st 1931.

(January 17th 1931.) "But during recent years more than twenty thousand Norwegians had been hunting for seals and whales in these regions, and, with the sole aim of destroying all covetousness and all possible disputes, it was important to perpetuate by an official act the taking of possession of this archipelago. This was effected by M. Loniewski on January 17th, in the morning on Hog Island; and in the afternoon on Possession Island. . . . Two French flags were solemnly planted on the two islands and an official record of the proceeding was prepared for the State Archives."

Notes.—In 1931 the French war vessel *Antarès* (Captain Perot) visited Crozet, Kerguelen, St. Paul and Amsterdam Islands to re-assert French claims. On board was Monsieur Loniewski, Directeur Général des Domaines de Madagascar et Dependances, to whose government the islands were nominally attached in 1924. The Crozet Islands had previously been formally claimed for France in 1772 by Marion-Dufresne (*see* No. 1 above).

- (35) From a report by Sir Douglas Mawson to the Foreign Office. W 9588/29/50 of 1931.

(February 13th 1931.) "During the next succeeding days, whilst working to the west around its shores, we were able to map in the coastline of Mac-Robertson Land in considerable detail. On the morning of the 13th February, when opposite a high rocky mass on the coast, a boat was sent ashore and the flag raised in the boat whilst touching the shore, which was too steep and rocky to land upon with the sea then running. A casket containing a proclamation [*see below*], dated the 13th day of February, 1931, was deposited amongst the rocks on the shore. Later in the day, a landing was made at another high rocky cape along the coast, further to the west, named the Scullin Monolith. Here a landing was made and the flag raised with the usual ceremony, a copy of the document deposited earlier in the day being formally read."

Proclamation:—"Whereas I have it in command from His Majesty, King George the Fifth, to assert the sovereign rights of His Majesty over British Land discoveries met with in Antarctica. Now, therefore, I, Sir Douglas Mawson, do hereby proclaim and declare to all men that, from and after the date of these presents, the full sovereignty of the territory which we have discovered or explored, amounting in all to a sector of the Antarctic Continent extending continuously from Adélie Land westwards to Mac-Robertson Land, being that part of the Antarctic mainland and off-lying islands (including, amongst others, Drygalski Island, Hordern Island, David Island, Masson Island, Henderson Island, Haswell Islands and an island in longitude 103° 15' E. shown on our charts [Bowman Island] situate between meridians 138° E. and 60° E. of Greenwich and south of latitude 64° as far as the South Pole, vests in His Majesty King George the Fifth, his heirs and successors, for ever. Given under my hand at this spot in Mac-Robertson Land on the thirteenth day of February, 1931. (Signed) Douglas Mawson (B.A.N.Z., A.R.E.). Witness: (Signed) K. N. Mackenzie, Master, Steam Yacht 'Discovery'."

Notes.—The "high rocky mass" at which the proclamation was first read was Murray Monolith.

- (36) From Captain Hj. Riiser-Larsen's diary quoted in an article by Gunnar Isachsen in the *Geographical Review*, Vol. 22, No. 1, p. 85.

(February 17th 1931.) "I steered for the nearest land to the south. . . . At 9.40 a.m., a couple of minutes after we had passed the edge of the inland ice I dropped the flag and documents, taking possession of the land for Norway."

Notes.—This flight was made from the *Norvegia* by Captains Riiser-Larsen and Nils Larsen. The ship was then in lat. 68° 49' S., long. 30° 32' E. With the permission of King Haakon VII, the new discovery was named Princess Ragnhild Land. The act of taking possession had been authorised previously by the Norwegian Foreign Office.

- (37) From a report by Sir Douglas Mawson to the Foreign Office. W 9588/29/50 of 1931.

(February 18th 1931.) "The next several days were spent mapping in further coastline and offlying islands to the west of Scullin Monolith. Eventually, after a period of several days of bad weather, a further landing was made on the 18th February at a point to be known as Cape Bruce on the Mac-Robertson Land coast. Here the flag was again raised and a proclamation read. . . . This proclamation was sealed in a copper tube and deposited beneath the flagstaff. In this proclamation [*see below*] we have included the whole of the sector lying between Adélie Land on the east and Kemp Land, as defined by our previous season's operations, on the west. This region extends between longitude 138° E. and longitude 60° E. Note that though we had not connected the whole of the landfalls along this stretch of coastline, yet the exhaustive information which we had obtained through the medium of our echoing installation concerning the limits of the continental shelf indicates clearly continuity of Antarctic coastline throughout that area. The distribution of the pack-ice and the meteorological conditions all support this conclusion. As British full scale exploratory operations have been continuous throughout this wide region, we deemed it within our rights to claim the complete segment."

sovereignty of the territory of Enderby Land, Kemp Land, Mac-Robertson Land, together with off-lying islands as located in our charts, constituting a sector of the Antarctic regions lying between longitudes 73° East of Greenwich and 47° East of Greenwich and south of latitude 65°, vests in His Majesty King George the Fifth, his heirs and successors, for ever. Given under my hand on board the exploring vessel 'Discovery,' now lying off the coast of this annexed land, in latitude 65° 50' S., longitude 53° 30' E., the thirteenth day of January, 1930. (Signed) Douglas Mawson, Commanding Antarctic Expedition, January 13th 1930. Witness: (Signed) John K. Davis, Master, Steam Yacht 'Discovery'."

Notes.—This ceremony took place on Proclamation Island, Enderby Land.

- (31) From a report by Sir Douglas Mawson to the Foreign Office. W 9588/29/50 of 1931.

(January 25th 1930.) "On one of these flights, on the 25th January, piloted by Lieutenant Campbell, I flew over the Continental ice slopes in the neighbourhood of Proclamation Island, dropping upon the land-ice a flag and a proclamation [see below]. Note that in this proclamation the area of land claimed was extended somewhat farther to the west than appears in the proclamation of the 13th January. The reason for this variation was that, in the interval, we had sighted land practically as far west as the 45th degree of east longitude."

Proclamation:—"Whereas I have it in command from His Majesty, King George the Fifth, to assert the sovereign rights of His Majesty over British land discoveries met with in Antarctica. Now, therefore, I, Sir Douglas Mawson, do hereby proclaim and declare to all men that, from and after the date of these presents, the full sovereignty of the territory of Enderby Land, Kemp Land, Mac-Robertson Land, together with off-lying islands as located in our charts, constituting a sector of the Antarctic regions lying between longitudes 73° East of Greenwich and 45° East of Greenwich, vests in His Majesty King George the Fifth, his heirs and successors, for ever. Given under my hand at Proclamation Harbour, where this record is deposited. (Signed) Douglas Mawson, January 25th 1930. Witness: (Signed) John K. Davis, Master, Steam Yacht 'Discovery'."

- (32) From an account by Sir Hubert Wilkins in the *Geographical Review*, Vol. 20, No. 3, 1930, p. 384.

(February 1st 1930.) "Our vision was restricted; but, as we were undoubtedly above ice more or less firmly attached to the mainland, as at the other points visited, I dropped the British flag suspended from a parachute together with a proclamation, claiming as far as such claims may, that area, land and sea, for the British Crown."

Notes.—In his report to the Colonial Office, Sir Hubert Wilkins states that flags and copies of the document quoted above (under No. 29) were dropped on December 29th 1929 near points on Charcot Island for which the names of Cape Mawson (lat. 70° S., long. 76° W.) and Cape Byrd (lat. 70° 20' S., long. 74° W.) were suggested, and on February 1st 1930 over the pack-ice in lat. 73° S., long. 101° W. This latter position is about 50 miles south of the coastline since reported from the air by the United States Antarctic Service in 1940. Sir Hubert states clearly that he saw no definite indication of land. He held a Royal Commission empowering him to take formal possession of any territory which he might discover within the sector between the Falkland Islands Dependencies and the Ross Dependency. His expedition was financed largely by the Colonial Office, which also lent the *William Scoresby* for transport purposes.

W 6836/1/50
of 1929.

- (33) From a report by Sir Douglas Mawson to the Foreign Office. W. 9588/29/50 of 1931.

(January 5th 1931.) "Cape Denison, on the coast of King George Land, was reached on the evening of the 4th January, and at noon on the 5th we took formal possession of King George Land, defined as that section of the Antarctic coastline lying between 142° E. and 160° E. longitude. Thus was claimed the whole of the section between the New Zealand dependency on the east and Adélie Land, claimed by France, on the west. A proclamation was read and the flag hoisted with the usual ceremony in accordance with instructions and precedents in this matter. A copy of the proclamation, which was sealed in a metal container and deposited at the foot of the iron flag pole, is appended hereto."

Proclamation:—"Whereas I have it in command from His Majesty, King George the Fifth, to assert the sovereign rights of His Majesty over British Land Discoveries met with in Antarctica. Now, therefore, I, Sir Douglas Mawson, do hereby proclaim and declare to all men that from and after the date of these presents, the full sovereignty of the territory of King George V Land and its extension into Oates Land, comprising that portion of the Antarctic mainland situate between meridians 142° E. and 160° E. longitude, together with off-lying islands, amongst others being Dixon Island, Way Archipelago, Mackellar Islets and Curzon Islets, and lying between latitude 65° S. and the South Pole, vest in His Majesty King George the Fifth, his heirs and successors, for ever. Given under my hand at Cape Denison, King George V Land, on the fifth day of January 1931. (Signed) Douglas Mawson (B.A.N.Z., A.R.E.). Witness (Signed) K. N. Mackenzie, Master, Steam Yacht 'Discovery'."

Notes.—Oates Land was discovered by the British National Antarctic Expedition in February 1911. King George V Land was discovered by the Australasian Antarctic Expedition in January 1912.

beyond or east of the 150th meridian, and therefore in the name of Commander Richard Evelyn Byrd claim this land as part of Marie Byrd Land, a dependency or possession of the United States. We are not only the first Americans but the first individuals of any nationality to set foot on American soil in the Antarctic . . . [a list of the six members of the party follows]."

Notes.—Marie Byrd Land was defined by Commander Byrd as lying east of the 150th meridian; its northern part was discovered and named on February 18th 1929 during one of his flights eastward from the Bay of Whales. The statement from Dr. Gould's diary is a copy of a note which he deposited in a cairn built on Supporting Party Mountain. The eastern boundary of Marie Byrd Land has since been unofficially defined as 120° W. (*see* No. 39 below).

(28) From an account by Hjalmar Riiser-Larsen in the *Geographical Review*, Vol. 20, No. 4, 1930, p. 564.

(December 22nd 1929.) "We hastened back to the skerries (lat. 66° 33' S., long. 50° 40' E.) and there solemnly hoisted the flag presented to us by their Majesties the King and Queen of Norway."

Notes.—These skerries are situated south-west of Cape Ann in Enderby Land. Capt. Riiser-Larsen and Commander Lützow-Holm made a seaplane flight from the *Norvegia*, landed on the sea-ice and travelled on skis to the skerries. In a telegram to *Tidens Tegn*, published on December 28th 1929, they reported that they "had taken possession of this land for Norway in the general internationally recognised form." On January 14th 1930 the *Norvegia* met the *Discovery* to the west of this point and the two expeditions agreed on long. 45° E. as the boundary line between British and Norwegian activities. This claim was subsequently repudiated by the Norwegian Government (*see* paragraph 381, p. 104). The whole of Enderby Land was formally claimed for King George V by Sir Douglas Mawson on January 25th 1930 (*see* No. 31 below). It was later included within the Australian Antarctic territory which was recognised by the Norwegian Government in 1939.

(29) From an account by Sir Hubert Wilkins in the *Geographical Review*, Vol. 20, No. 3, 1930, pp. 376-377.

(December 29th 1929.) "We could not afford a landing as we were fitted with pontoon gear. However, in order to strengthen claims that Great Britain has for many years laid to these areas, I dropped near Cape Mawson and near Cape Byrd, the British flag and a document claiming the area for Great Britain. The flag was suspended on a parachute so that it might float in the air for some time and after the weight to which it was attached reached the snow. The text of the document is as follows:—

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

Dated —

Signed."

Notes.—*See* No. 32 below.

(30) From a report by Sir Douglas Mawson to the Foreign Office. W 9588/29/50 of 1931.

(January 13th 1930.) "A landing was made on a very striking rock mass along the coastline. This rock formation is separated in midsummer by a narrow channel several hundred yards in width from the ice sheet of the continent itself. As it appeared a most appropriate place for leaving a record, it was decided to proclaim British rights over the new land at this spot (latitude 65° 50' S., longitude 53° 30' E.). Accordingly, on the 13th January, exactly at the noon hour, the ceremony was conducted on the summit of the island 800 feet above sea level. A proclamation was read [*see below*] and deposited in a metal container at the base of the flagstaff, well secured in a cairn of heaped rocks. A wooden tablet with the inscription 'The British flag was hoisted and British sovereignty asserted on the 13th day of January 1931*', was securely lashed to the base of the flag pole. On hoisting the flag, three cheers were given for the King and 'God Save the King' was sung. Note that the territory claimed by our proclamation on this day includes the whole of the coastline lying between longitude 73° E., where we had first vaguely come in touch with the land, and longitude 47° E., which is the westerly limit of the land figured by Biscoe on his chart. We were at this time justified in claiming the whole of this area, for, linking our own work with that of Biscoe, such extent of coast was entirely a British discovery. Thus, in taking possession of the part of Enderby Land then within sight, we included also the extension to the west which Biscoe had discovered and reported to exist."

Proclamation:—"Whereas I have it in command from His Majesty, King George the Fifth, to assert the sovereign rights of His Majesty over British land discoveries met with in Antarctica. Now, therefore, I, Sir Douglas Mawson, do hereby proclaim and declare to all men that, from and after the date of these presents, the full

* This is an error for 1930.

- (23) From "Geographical Narrative and Cartography." By Sir Douglas Mawson. *Scientific Reports Australasian Antarctic Expedition, 1911-14*, Series A, Vol. I, Sydney, 1942, p. 259 (see also Plate CIII, Fig. 1).

(December 25th 1912.) "After dinner Wild raised the Union Jack and in my name took possession of the land for King George and the British Empire. A slip of paper advising the ceremony was sealed up in a bottle and buried in a crack amongst the rocks."

Notes.—This ceremony was carried out by Frank Wild, leader of the Eastern Sledge Journey, at Possession Rocks, near the foot of the Northcliffe Glacier, Queen Mary Land.*

- (24) From *Such is the Antarctic*. By Lars Christensen. London, 1935, p. 142.

(December 1st 1927.) "The occupation of Bouvet was ceremoniously carried out on December 1st 1927, when a flagstaff was put up and a flag hoisted in New Sandefjord, and where Captain Hornthvedt, in the presence of the crew of the *Norvegia*, read the Deed of Occupation, announcing the taking-over of Bouvet Island in the name of the King of Norway. A tablet was put up bearing the inscription: 'The *Norvegia* Expedition, December 1st 1927.' A small store-house with food and medical stores was put up, and the Deed of Occupation deposited in it."

Notes.—On p. 32 of the same book Consul Lars Christensen states that on August 31st 1927 he had received authorisation from the Norwegian Foreign Office for the Captain of the *Norvegia* to occupy on behalf of Norway all land visited or discovered "which had not previously come under the dominion of other Powers, and with the obvious proviso that the Norwegian Government should reserve to itself the contingency of proving the validity of such occupation."

- (25) From a letter from Sir Hubert Wilkins to the Colonial Office, dated May 28th 1929. (W 5679/98/50 of 1929.)

(December 20th 1928.) "During the flight a Union Jack was dropped on what is believed to be a newly discovered sector of the Antarctic Continent."

Notes.—The flag was dropped on Hearst Land in approximately lat. 71° 20' S., long. 64° 15' W. During this flight Sir Hubert discovered Crane Channel, Stefansson Strait and a group of islands between lats. 70° and 71° S. Subsequently, until the work of the British Graham Land Expedition of 1934-37 had proved these discoveries to be erroneous, it was thought that the Graham Land peninsula consisted of an archipelago separated from the main mass of the continent, of which Hearst Land formed a part.

This was a private expedition, financed by Sir Hubert Wilkins himself, mainly from the sale of press rights in America, and without any official recognition from the United States Government. He was authorised by the Governor of the Falkland Islands to take possession for the British Crown of any land or island which he might discover between the western limit of the Falkland Islands Dependencies and the Ross Dependency. In his report to the Governor, Sir Hubert states that he "carried a British, an Australian and an American flag. The British flag only was dropped on what we believe to be part of the Antarctic Continent at the southern limit of our flight." At Sir Hubert's request the statement of his dropping the British flag has been treated as confidential, since he considered that this action on his part would not be popular in the United States, where he had received some financial support from the American Geographical Society. He had also received considerable assistance from the Norwegian Hektor Whaling Company.

W 336/98/50
of 1929.

W 3687/98/50
of 1929.

- (26) From *Such is the Antarctic*. By Lars Christensen. London, 1935, p. 121.

(February 2nd 1929.) "The weather conditions were extremely favourable, and Captain Nils Larsen and his crew were able to hoist the Norwegian flag on Peter I Island."

Notes.—On p. 34 of the same book Consul Lars Christensen states that this act was carried out with the permission of the Norwegian Foreign Office, which had authorised the officers of the *Norvegia* to annex any land "that had not previously been occupied in due form by some other government." Captain Nils Larsen formally claimed the island for King Haakon VII. Several photographs of the ceremony are reproduced by Bjarne Aagaard in *Fangst og Forskning i Sydishavet* (Oslo, 1930, Bd. 2, pp. 638-651).

- (27) From *Little America*. By R. E. Byrd. London, 1931, pp. 359 and 407.

(December 20th 1929.) "The Geological Party reports that it camped at lat. 85° 27' S., and long. 147° 30' W. . . . They have penetrated Marie Byrd Land and are the first men to set foot on American Land in the Antarctic. The area is, therefore, claimed for the United States and may be considered to extend to the Pole."

(December 21st 1929: from Dr. L. Gould's diary.) "Camp Dana Coman, 85° 25' 17" S., 147° 55' W., Marie Byrd Land, Antarctica. This notes the farthest east point reached by the Geological Party of the Byrd Antarctic Expedition. We are

* In addition to the two published descriptions of hoisting the flag carried out by the Australasian Antarctic Expedition, 1911-14 (Nos. 22 and 23 above), Sir Douglas Mawson reported that the Union Jack had been hoisted "with due ceremony" at five other localities:—(a) Skirting the ice-cliff coastline of western Queen Mary Land (September 1912); (b) Summit of Aurora Peak in eastern Adélie Land (November 1912); (c) 300 miles inland from Cape Denison in the neighbourhood of the Magnetic Pole, in lat. 70° 23' S., long. 144° 15' E. (December 1912); (d) 87 miles south of Cape Denison in Adélie Land (no date given); (e) Madigan Nunatak in eastern Adélie Land (December 1912). (Dominions Office letter of June 27th 1944, W.115/3.) It is not clear whether these ceremonies were carried out in connection with definite territorial claims.

- (19) Extracts from instructions to Captain Anton Evensen of s.s. *Mangoro*, floating factory of the South African Whaling Company, dated February 26th, 1910. (C.O. Falklands 9790/1910.)

(March 25th 1910.) "On the first of May (*sic*) you leave Kerguelen for Heard Island . . . Having anchored, you go on shore with the English subjects and two or three other men as witnesses and you bring also the British ensign painted on iron and the usual English flag, which is placed in the iron box, and also two of the documents, which you are taking with you from here. In the presence of the above mentioned witnesses you have to plant the English iron ensign, then the two documents shall be filled out with names, date and the signatures of the witnesses. One of the documents you have to place in the iron box, where the English flag is lying, and the other duplicate document you will have to take back with you, both being duly filled in. Round the painted iron ensign and the iron box you have to erect a beacon of stone, which also can protect the flags. After having in the presence of witnesses done all this you have to enter these things also in the Journal of the ship and get same signed by the witnesses. All this must be done before 6 o'clock p.m. 9th May 1910."

Notes.—These instructions were signed by Johan Bryde, chairman of the company, and Lars Iversen, traffic manager. It was reported in the South African press that the British flag was hoisted on March 25th 1910. The *Mangoro* left Natal for Heard Island on March 8th and did not follow the original time schedule in Mr. Bryde's instructions. This expedition was not authorised by the Colonial Office, who were then negotiating a licence for the island with Mr. P. Bogen (paragraphs 492-493). In arranging for hoisting the flag, Mr. Bryde was fulfilling the terms of Mr. Bogen's *draft* licence, and in this action he had Mr. Bogen's concurrence. On April 7th, 1910, the Colonial Office reminded Mr. Bryde that his expedition had been despatched without authority and that "Lord Crewe reserves full liberty of action with regard to it."

C.O. Ind.
16060/1910.
Admiralty
R.98/09.
Report by Lieut.
H. Seymour,
April 11th 1910.

- (20) Translation from a chapter by Lieutenant Prestrud in *Sydpolen: Den Norske Sydpolsfærd med Fram, 1910-12*. By Roald Amundsen. København, 1912, Bd. 2, p. 261.

(December 7th 1911.) "Before we left the summit the Norwegian flag was hoisted, and I took possession of the land in the name of His Majesty the King. A cairn of stones was built and a report of our visit was deposited there."

Notes.—This passage about King Edward VII Land is omitted from the English edition of the book and was overlooked by His Majesty's Government until pointed out by the Norwegian Government in a note of November 8th 1929. The summit referred to was one of those later named 'Scotts Nunatakker.' King Edward VII Land was discovered in 1902 by Captain Scott, who was unable to make a landing and did not take formal possession. Lieutenant Prestrud's party was the first to visit the area. The incident is recorded under the date of December 8th. The date, however, was not changed at the passage of the 180th meridian during the outward voyage of the *Fram*, and this was only corrected later in the English edition of the book.

W 115/1/50
of 1930.

- (21) From *The South Pole*. By Roald Amundsen. London, 1912, Vol. 2, p. 122.

(December 14th 1911.) "After this we proceeded to the greatest and most solemn act of the whole journey—the planting of our flag. Pride and affection shone in the five pairs of eyes that gazed upon the flag, as it unfurled itself with a sharp crack and waved over the Pole . . . Five weather-beaten, frost-bitten fists they were that grasped the pole, raised the waving flag in the air, and planted it as the first at the Geographical South Pole—'Thus we plant thee, beloved flag, at the South Pole, and give to the plain in which it lies the name of King Haakon VII's Plateau.'"

Notes.—The same passage occurs in the Norwegian edition of this book. No mention is made in either edition of any formal claim. This plateau had previously been discovered and claimed by Sir Ernest Shackleton (*see* No. 17 above). The South Pole was subsequently reached on January 18th 1912 by Captain R. F. Scott, who found the Norwegian flag and tent, and a note addressed to Captain Scott from Captain Amundsen. This party erected a Union Jack in the vicinity of the Pole. In 1927 the Norwegian Minister stated in a note to the British Government that Captain Amundsen had formally taken possession of the Polar Plateau on behalf of the King of Norway.

W 4425/130/50
of 1927.

- (22) From "Geographical Narrative and Cartography." By Sir Douglas Mawson. *Scientific Reports Australasian Antarctic Expedition, 1911-14*, Series A, Vol. I, Sydney, 1942, p. 301 (*see also* Plate XXXVI, Fig. 1).

(March 1912.) "The Union Jack and the Australian Ensign were formally hoisted to the masthead of the hut, Cape Denison, in March 1912, when the region was proclaimed British territory. On February 21st, 1913, by wireless telegraphy from Cape Denison, a message was sent through Lord Denman (Governor-General) requesting permission to designate this new territory, 'King George Land.' A reply was received on the 27th of the month granting our request."

Notes.—Cape Denison is in long. 142° 40' E., in what is now known as King George V Land. Originally the name "King George Land" was applied to the territory discovered to the east of long. 145° E. At that time the land discovered by the British expedition between longs. 145° E. and 136° E. was referred to as "Adélie Land" although it lay beyond the limits of the Adélie Land discovered by D'Urville in 1840. When in 1924 the French Government formally proclaimed sovereign rights over the land discovered by D'Urville, the so-called British Adélie Land was included in the territory of King George Land.

Majesty and his Royal Highness Prince Albert." . . . "The island was named Possession Island. It is situated in lat. $71^{\circ} 56'$ S. and long. $171^{\circ} 7'$ E."

Notes.—Ross made this landing in person. He never landed on the mainland of Victoria Land. The first men to do so were some Norwegians from the whaler *Antarctic* at Cape Adare on January 24th 1895. They erected a pole, carrying a box, on which were painted the Norwegian colours, the date and the vessel's name. Formal possession of Victoria Land was first taken by Professor T. W. E. David at Cape Bernacchi on October 17th 1908 (see No. 16 below).

(13) From *Voyage of Discovery and Research in the Southern and Antarctic Regions*. By Sir James Clark Ross. London, 1847, Vol. I, p. 214.

(January 27th 1841.) "We proceeded at once therefore to take possession of the island in due form; and to the great satisfaction of every individual in the expedition, I named it 'Franklin Island.'"

Notes.—Franklin Island is in lat. $67^{\circ} 08'$ S., long. $168^{\circ} 15'$ E.

(14) From *Voyage of Discovery and Research in the Southern and Antarctic Regions*. By Sir James Clark Ross. London, 1847, Vol. 2, p. 335.

(January 6th 1843.) "We got close in with it at 9 a.m., when I made the signal to Captain Crozier, and we landed together and took formal possession of the island and the contiguous lands."

Notes.—This landing was effected on Cockburn Island. The "contiguous lands" comprised James Ross Island (an original discovery), Joinville Island (previously discovered by D'Urville) and Louis Philippe Land (previously discovered by Bransfield). Ross explored the eastern and southern sides of Ross Island, but did not determine whether it was an island or part of Graham Land.

(15) Translation from an article by Commandant Lieutard of the French warship *Eure*, in *Annales Hydrographiques* (Paris). 2^e Série, 15^{ème} Tome, 1893, pp. 250 and 257.

(January 2nd 1893.) ". . . at 1 o'clock on the 2nd I profited by a brief calm period and dispatched landing parties under the orders of Lieutenant Delzons, Second Officer of *l'Eure*, to make all the arrangements for hoisting the flag and effecting the taking of possession, the principal object of my expedition. As the official report states, at 10.45 in the morning the French flag was unfurled on the island and was saluted by 21 guns. The flag pole was placed at the extremity of the bay; it was set up under conditions which I believe will guarantee stability for several years, [here follows a description of the precautions taken] . . . I had prepared sealed bottles containing in duplicate the official report of the taking possession and destined to be buried at the foot of the flag pole; but the whale-boat which took them could make no headway against the wind and had to return on board."

(January 4th 1893.) "A flag pole was also placed at the extremity of the bay near to the channel leading to le Havre de Beau-Temps. It is constructed in the same conditions of strength and stability as the one at Port Christmas. Further, three copies of the official report of the taking of possession of Kerguelen were buried 0.6m. deep and a metre in front of each guy of the flag pole . . ."

Notes.—The first of these flag poles was erected at Port Christmas and the second in the Bassin de la Gazelle. Formal possession of the Kerguelen Islands had previously been taken for France by Kerguelen in 1772 and 1774 (see Nos. 1 and 2 above).

(16) From Professor David's narrative in *The Heart of the Antarctic*. By Sir E. Shackleton. London, 1909, Vol. 2, p. 94.

(October 17th 1908.) "Mawson, Mackay and I landed at Cape Bernacchi, a little over a mile north of our previous camp. Here we hoisted the Union Jack just before 10 a.m., and took possession of Victoria Land for the British Empire."

Notes.—Cape Bernacchi is in lat. $77^{\circ} 30'$ S., long. $163^{\circ} 50'$ E.

(17) From *The Heart of the Antarctic*. By Sir E. Shackleton. London, 1909, Vol. 1, p. 348.

(January 9th 1909.) "At 9 a.m. we were in $88^{\circ} 23'$ S., half running and half walking over a surface much hardened by the recent blizzard. We hoisted Her Majesty's flag and the other Union Jack afterwards, and took possession of the plateau in the name of His Majesty."

Notes.—The longitude of this position is 162° E. "Her Majesty's flag" refers to a Union Jack presented to the expedition by Queen Alexandra to be carried on the southern sledge journey. "The plateau" is the South Polar plateau, upon which the South Pole is situated.

(18) From Professor David's narrative in *The Heart of the Antarctic*. By Sir E. Shackleton. London, 1909, Vol. 2, pp. 180-181.

(January 16th 1909.) "We then walked five miles in the direction of the Magnetic Pole so as to place us in the mean position calculated for it by Mawson, $72^{\circ} 25'$ South latitude $155^{\circ} 16'$ East longitude . . . We then bared our heads and hoisted the Union Jack at 3.30 p.m. with the words uttered by myself, in conformity with Lieut. Shackleton's instructions, 'I hereby take possession of this area now containing the Magnetic Pole for the British Empire . . .'. Then we gave three cheers for His Majesty the King."

named it Coronation Isle. I observed, on landing, that the sloop *James Monroe* had got her boat out, and was going on shore at the point of the bight; but I afterwards ascertained that they went only to some drift ice, to get a sea-leopard."

Notes.—The South Orkney Islands were discovered on this occasion by George Powell, who was accompanied by the American sealer, N. B. Palmer, in the sloop *James Monroe*. Evidently Powell's remarks about the *James Monroe* were added with a view to emphasising the British claim to the discovery. King George IV was crowned on July 19th 1821.

(8) From a copy of the log of the sealer *Sprightly*, George Norris, Master, communicated to the Admiralty by Messrs. Enderby and preserved in the Hydrographic Department.

(December 16th 1825.) ". . . landed and took possession in the name of His Majesty George the 4th, naming it Liverpool Island in honour of Lord Liverpool."

Notes.—Norris was unaware that the island had previously been discovered by Bouvet in 1739 and rediscovered by Lindsay in 1808. He reported two islands in this locality, which he named Liverpool and Thompson Islands; the latter has never been seen since. Norris' Liverpool Island can now be definitely identified with Bouvet Island. A discussion of the log of the *Sprightly*, together with a photograph of the section quoted above, is given in the *Geographical Journal*, Vol. 72, 1928, pp. 537-546.

(9) From *Narrative of a Voyage to the Southern Atlantic Ocean*. By W. H. B. Webster. London, 1834, Vol. I, pp. 136-137.

(January 7th 1829.) "In the afternoon of the 7th January a favourable opportunity offering for landing, Captain Foster and Lieutenant Kendall went on shore, and deposited a written document in Latin, enclosed in a copper cylinder, stating that possession was thereby taken of the land in the name of His Most Gracious Majesty King George the Fourth. The point on which they landed was named Cape Possession and is in lat. 63° 26' S., and long. 64° 6' W., being the southernmost part of this land, which was named Clarence Land. . ."

Notes.—The island on which Foster landed was Hoseason Island, already discovered in 1824 by Captain Hughes, of the English sealer *Sprightly*, and charted and named by Mr. James Hoseason, of the same vessel. Webster's position is very erroneous, the true position being 63° 42' S., 61° 40' W. "Southernmost" should be "northernmost."

(10) From the journal of John Biscoe, now in the possession of the Royal Geographical Society. (Duplicate copy in British Museum.)

(February 21st 1832.) "On the 21st I again stood towards the mainland and at 8 a.m. went in the boat myself, and pulled into a large inlet; the bottom appeared to be rocky in places where it could be seen, but I found no bottom with 20 fathoms, but as we found no seals nor indeed anything but penguins and a few birds, I did not sound with a deeper line. This being the mainland, I took possession of it in the name of His Majesty King William the Fourth, the highest mountain I named Mount Williams on the same occasion: the next in height I named Mount Moberly, in honour of Captain John Moberly of His Majesty's navy."

Notes.—Biscoe does not say specifically that he landed, but it may be inferred from the context in the journal, which describes his observing young Port Egmont hens on the rocks, etc. The position of the landing is uncertain; from the description he gives of two mountains, unequal in height, and his track as far as it can be obtained from his log, he probably landed at Biscoe Bay, on Anvers Island, and not on the mainland, as he imagined.

(11) Translation from the journal of Monsieur Dubouzet, of the corvette *Zélée*, quoted in *Voyage au Pôle Sud et dans l'Océanie*. By J. Dumont D'Urville. Paris, 1843, Vol. 8, pp. 149-150.

(January 22nd 1840.) "It was nearly 9 o'clock when, to our great joy, we landed on the western part of the most westerly and the loftiest islet. The *Astrolabe's* boat had arrived a moment before, and already the men had climbed up the steep sides of this rock. . . I then immediately sent one of our men to unfurl the tricolour flag on this land, which no human creature had seen or stepped on before. Following the ancient custom, faithfully kept up by the English, we took possession of it in the name of France, as well as of the adjacent coast, which the ice prevented us from approaching."

Notes.—The islet on which this landing was made was charted by D'Urville in lat. 66° 34½' S., long. 140° 10' E. The date is recorded in D'Urville's narrative as January 21st, but he had previously failed to drop a day when crossing the 180th meridian.

(12) From *Voyage of Discovery and Research in the Southern and Antarctic Regions*. By Sir James Clark Ross. London, 1847, Vol. 1, p. 189.

(January 12th 1841.) "The ceremony of taking possession of these newly discovered lands, in the name of our Most Gracious Sovereign, Queen Victoria, was immediately proceeded with; and on planting the flag of our country amidst the hearty cheers of our party, we drank to the health, long life and happiness of Her

the anchorage was good, but that, as the prevailing north-west wind was adverse for entering, it was necessary to tow the ship in order to reach the anchorage; finally that he had taken possession of this bay and of all the land in the name of the King of France, with all the proper formalities."

Notes.—The Kerguelen Islands were discovered by Yves Joseph de Kerguelen-Trémarec on February 12th 1772. M. de Boisgüehenneu made the only landing in 1772; Kerguelen himself did not go ashore. The landing took place in Baie du Lion Marin, now called Anse du Gros Ventre, on the south-west coast. Monsieur de Rosnevet was commander of *l'Oiseau*, companion vessel of the *Rolland*, which was commanded by Kerguelen on his second Antarctic voyage. The ships sighted the Kerguelen Islands on December 14th 1773 and remained in the vicinity, making a rough chart, until January 18th 1774. The landing on January 6th took place in what is now called Baie de l'Oiseau (Capt. Cook's Port Christmas) on the north coast, and was made by Monsieur de Rochegude, one of the officers of *l'Oiseau*. In the account of his third voyage Captain Cook describes the finding of the record left by the French discoverers.

(3) From *A Voyage towards the South Pole and Round the World* . . . By James Cook, London, 1777, Vol. 2, p. 213.

(January 17th 1775.) Island of South Georgia. "I landed in three different places, displayed our colours, and took possession of the country in His Majesty's name, under a discharge of small arms."

Notes.—These landings were made in Possession Bay. Captain Cook's instructions from the Admiralty authorised him to take possession of lands which he might discover. His Majesty was, of course, King George III.

Admiralty,
P.R.O., Secret
Instruction
Book, 2/1332.

(4) From William Smith's manuscript memorial to the Admiralty, 31st December 1821. (P.R.O. Adm., in letters, 5029; Pro. S. 498. 1821.)

(October 16th 1819.) "On the 17th day of October 1819—your Memorialist landed and took formal possession of the new discovered land in the name of His Majesty George the Third and named the new land New South Britain, and after making every possible discovery, made sail for Valparaiso."

Notes.—This landing was made near Esther Harbour on King George Island, at 7 a.m. Smith kept ship's time, starting each day at noon, 12 hours earlier than the civil date. The civil date should therefore be October 16th. The name "New South Britain" was later changed to "New South Shetland."

(5) From a copy of the log of the brig *Williams*, quoted in the *Literary Gazette*, London, November 3rd 1821, p. 692.

(January 22nd 1820.) "As soon as every thing was secure, we hoisted the boats out, manned and armed the whale-boat, and after breakfast Mr. Bransfield proceeded in her to effect a landing, where he might plant the Jack, and take possession of it by the name of New South Britain, in the name and behalf of H.M. King George IV, his heirs and successors. At eight o'clock, observed the boat land on a shingle beach, which bore from the brig N.N.W.; observed soon after, with the aid of our glasses, the Jack planted; we hoisted on board the brig our ensign and pendant, and fired a gun; he likewise buried a bottle, containing several coins of the realm, given by different people for the purpose."

Notes.—William Smith, the original discoverer of the South Shetlands in the preceding year, was present on this occasion, as master of the *Williams*, which had been chartered by Captain Shirreff of H.M.S. *Andromache*, commanding the Pacific Station, to convey Bransfield and a party of officers for the purpose of surveying the newly discovered land. The survey was in progress from January 16th to March 18th 1820. This landing took place on the south side of King George Island.

(6) From the *Literary Gazette*, London, Vol. 5, November 24th 1821, p. 746.

(February 4th 1820.) "The Master here went on shore, and planted in a small cove, at the foot of a most tremendous precipice, a board with an inscription similar to that which was left on the coast of George's Bay. . . . The above-mentioned precipice, in latitude 61° 19' S., longitude 54° 16' W., was named Cape Bowles."

Notes.—This landing was made by Edward Bransfield on the south side of Clarence Island. The quotation is from the most reliable surviving account of Bransfield's voyage, based on the journal of one of his officers, Thomas Bone, of H.M.S. *Andromache*.

(7) From *Notes on South Shetland, etc., printed to accompany the chart of these newly discovered lands, which has been constructed from the Explorations of the Sloop Dove, by her commander, George Powell*. London. Printed for R. H. Lawrie, 1822, p. 8.

(December 7th 1821.) "I told Captain Palmer that I intended to land in my boat, he said it would not be worth while, for they could see no prospect whatever of any seals; at all events we got our boat out and proceeded into the bight to a narrow pass that separated the islands from the mainland. . . . At this place we landed and took possession in the name of King George the Fourth, leaving a bottle, containing a note, stating the particulars of the discovery; and as I imagined it to be the first land discovered since the coronation of our most gracious sovereign, I have

List of Occasions on which Formal Possession has been taken—contd.

Explorer.	Nationality.	Locality.	Date.
(20) Lieut. Prestrud ..	Norwegian	Scotts Nunatakker, King Edward VII Land.	Dec. 7th 1911.
(21) Capt. Roald Amundsen	Norwegian	South Pole	Dec. 14th 1911.
(22) Sir Douglas Mawson ..	British ..	Cape Denison, King George V Land.	Mar. 1912.
(23)† Frank Wild	British ..	Possession Rocks, Queen Mary Land.	Dec. 25th 1912.
(24) Capt. H. Hornetvedt ..	Norwegian	Bouvet Island	Dec. 1st 1927.
(25) Sir Hubert Wilkins ..	British ..	Hearst Land*	Dec. 20th 1928.
(26) Capt. Nils Larsen ..	Norwegian	Peter I Island	Feb. 2nd 1929.
(27) Dr. L. Gould	United States.	Supporting Party Mountain, Marie Byrd Land.	Dec. 20th 1929.
(28) Capt. Hj. Riiser-Larsen	Norwegian	Skerry S.W. of Cape Ann, Enderby Land.	Dec. 22nd 1929.
(29) Sir Hubert Wilkins ..	British ..	Cape Mawson* and Cape Byrd,* Charcot Island.	Dec. 29th 1929.
(30) Sir Douglas Mawson ..	British ..	Proclamation Island, Enderby Land.	Jan. 13th 1930.
(31) Sir Douglas Mawson ..	British ..	Near Proclamation Island,* Enderby Land.	Jan. 25th 1930.
(32) Sir Hubert Wilkins ..	British ..	Pack-ice (lat. 79°S., long. 101°W.)*	Feb. 1st 1930.
(33) Sir Douglas Mawson ..	British ..	Cape Denison, King George V Land.	Jan. 5th 1931.
(34) Monsieur Loniewski ..	French ..	Hog and Possession Islands, Crozet Islands.	Jan. 17th 1931.
(35) Sir Douglas Mawson ..	British ..	Murray and Scullin Monoliths, Mac-Robertson Land.	Feb. 13th 1931.
(36) Capt. Hj. Riiser-Larsen	Norwegian	Princess Ragnhild Land* ..	Feb. 17th 1931.
(37) Sir Douglas Mawson ..	British ..	Cape Bruce, Mac-Robertson Land	Feb. 18th 1931.
(38) Capt. Klarius Mikildesen	Norwegian	Ingrid Christensen Coast, Princess Elizabeth Land.	Feb. 20th 1935.
(39) Lincoln Ellsworth ..	United States.	James W. Ellsworth Land ..	Nov. 23rd 1935.
(40) Consul Lars Christensen	Norwegian	Prince Harald Land*	Feb. 4th 1937.
(41) Lincoln Ellsworth ..	United States.	Princess Elizabeth Land* ..	Jan. 11th 1939.
(42) Capt. Paul Ritscher ..	German ..	Neu-Schwabenland†	Jan. 19th— Feb. 15th 1939.
(43) J. Glenn Dyer	United States.	Eternity Range, Graham Land	Nov. 28th 1940.
(44) Lieut. Commander Finn Ronne.	United States.	King George VI Sound, Graham Land.	Dec. 1940.
(45) Lieut. Commander Finn Ronne.	United States.	King George VI Sound, Graham Land.	Dec. 21st 1940.
(46) Capitán de Fragata A. J. Oddera.	Argentine	Deception Island, South Shetlands.	Feb. 8th 1942.
(47) Capitán de Fragata S. Harriague.	Argentine	Port Lockroy, Palmer Archipelago.	March 1st (or 2nd ?) 1943.

* Flags or proclamations dropped from plane; no landing made.

† See footnote on p. 161 for notes on five additional occasions upon which the Union Jack was hoisted by the Australasian Antarctic Expedition, 1911-14.

‡ Three flags hoisted and 12 dropped from plane.

- (1) Translation from *Nouveau Voyage à la Mer du Sud, commencé sous les ordres de M. Marion . . . et achevé, après la mort de cet officier, sous ceux de M. le Chevalier Ducloux . . . rédigée d'après les Plans et Journaux de M. Crozet* [By l'abbé A. M. Rochon]. Paris, 1783, pp. 19-20.

(January 24th 1772.) "At 11 a.m. M. Marion had a boat launched and ordered me to go and take possession, in the name of the King, of the larger of the two islands which is situated in latitude 46° 30' and estimated longitude 43° east of Paris. M. Marion named it île de la Prise de Possession. It was the sixth island which we had discovered in the southern regions. As soon as I had landed, my first act was to deposit, according to custom, the bottle which contained the report of the taking of possession on the summit of a pyramid 50 feet above sea level and formed of large rocks heaped together."

Notes.—M. l'abbé Rochon was astronomer to the expedition; he prepared Lieut. Crozet's notes for publication. Crozet was originally in command of the *Mascarin*, second vessel of the expedition. He subsequently commanded the *Marquis de Castries*, and wrote the official account of the voyage after the murder of Marion-Dufresne in New Zealand. Possession Island, in the Crozet group, had been discovered on January 23rd, the day before formal possession was taken. The expedition had been dispatched by King Louis XV.

- (2) Translation from *Relation de deux Voyages dans les Mers Australes et des Indes, faits en 1771, 1772, 1773 et 1774*. By M. De Kerguelen. Paris, 1782, pp. 27 and 73.

(February 1772.) "Monsieur de Boisguchenneu, Second Captain of the *Gros-Ventre*, who had been ashore and had taken possession in the name of the King with all the proper formalities, and had left a note in a bottle, which was found in 1776 by the ships of Captain Cook."

(January 6th 1774.) "Monsieur de Rosnevet told me that he had found an anchorage or a bay behind Cap François; that on the 6th he had sent a boat to sound the bay; that these men had killed several penguins and a seal on the beach; that

with Argentine capital. Any claims based on Captain Larsen's early discoveries or whaling activities may also be affected by the fact that the crowns of Norway and Sweden were united until June 7th 1905.

(2) The expedition in 1905-06 of the South Georgia Exploration Company is here treated as British-Chilean; its capital was mainly British and the Manager was also British, but there were some Chilean shareholders.

(3) The French Expedition which surveyed the Kerguelen Islands in the *Jeanne D'Arc*, 1909-11, was commanded by Commander Theodor Ring, a Norwegian national and a member of the Norwegian Naval Reserve. The whaling and sealing station established at Port Jeanne D'Arc in that season was financed by a Franco-Norwegian Company under French management.

(4) The nationality of the Shackleton relief expeditions of 1916 is somewhat involved. Sir Ernest Shackleton himself organised each of them, but the voyages of the *Instituto de Pesca No. 1* and the *Yelcho* were paid for by the Uruguayan and Chilean Governments respectively, and the ships were navigated by crews and captains of their own nationality. The *Emma*, although financed by the British Association of Magallanes and captained by Shackleton, had eight different nationalities in her total complement of ten men.

(5) The British Wilkins-Hearst Antarctic Expedition of 1928-29 has often been misrepresented as American. Sir Hubert Wilkins, an Australian resident in the United States, was sponsored and financially aided by the American Geographical Society. However, he financed the expedition almost entirely from his own private resources, which were derived mainly from the sale of press rights to the Hearst newspapers. He was also assisted by the Falkland Islands Government and was authorised by the Governor to extend or confirm British territorial claims in the Dependencies.

(6) Air Commodore Herbert Hollick-Kenyon, who piloted Mr. Lincoln Ellsworth in his flight across the Antarctic continent in 1936, is a Canadian. Ellsworth financed the expedition entirely out of his own resources, but might be regarded as no more than a passenger. During this expedition, and also in 1938-39, all the organisation connected with the operations of the *Wyatt Earp* was carried out by Sir Hubert Wilkins. The flight of 1936 provides an extreme case of territorial claims based on the work of men of one nationality financed by another nationality. Hollick-Kenyon and Wilkins both received exceptionally high salaries for their services. The discoveries made in 1936 are here treated as American.

APPENDIX II

OCCASIONS ON WHICH FORMAL POSSESSION HAS BEEN TAKEN

The occasions on which formal possession has been taken of land in the Antarctic regions are here described in extracts from the most authentic accounts, chiefly by the original discoverers. Explanatory notes are added where necessary. Whenever it is known that an explorer had received prior authorisation from his government to make a formal claim this fact is noted, but no attempt has been made in this appendix to record subsequent official recognition of claims which are known to have been unauthorised at the time they were made. The positions of all these formal acts are shown in Fig. 11.

List of Occasions on which Formal Possession has been taken

Explorer.	Nationality.	Locality.	Date.
(1) Marion-Dufresne ..	French ..	Possession Island, Crozet Islands	Jan. 24th 1772.
(2) Yves Joseph de Kerguelen-Trémarec.	French ..	Anse du Gros Ventre and Baie de l'Oiseau, Kerguelen Islands.	Feb. 1772 and Jan. 6th 1774.
(3) Capt. James Cook ..	British ..	South Georgia	Jan. 17th 1775.
(4) William Smith ..	British ..	King George Island, South Shetlands.	Oct. 16th 1819.
(5) Edward Bransfield ..	British ..	King George Island, South Shetlands.	Jan. 22nd 1820.
(6) Edward Bransfield ..	British ..	Clarence Island, South Shetlands.	Feb. 4th 1820.
(7) G. Powell	British ..	Coronation Island, South Orkneys.	Dec. 7th 1821.
(8) G. Norris	British ..	Bouvet Island	Dec. 16th 1825.
(9) Captain H. Foster ..	British ..	Hoseason Island, Palmer Archipelago.	Jan. 7th 1829.
(10) J. Biscoe	British ..	Anvers Island (?), Palmer Archipelago.	Feb. 21st 1832.
(11) Commandant J. S. C. Dumont D'Urville.	French ..	Off Adélie Land	Jan. 22nd 1840.
(12) Captain J. C. Ross ..	British ..	Possession Island, Victoria Land	Jan. 12th 1841.
(13) Captain J. C. Ross ..	British ..	Franklin Island, Victoria Land	Jan. 27th 1841.
(14) Captain J. C. Ross ..	British ..	Cockburn Island, Graham Land	Jan. 6th 1843.
(15) Commandant Lieutard	French ..	Port Christmas and Bassin de la Gazelle, Kerguelen Islands.	Jan. 2nd and 4th 1893.
(16) Prof. T. W. E. David	British ..	Cape Bernacchi, Victoria Land	Oct. 17th 1908.
(17) Sir Ernest Shackleton	British ..	South Polar Plateau	Jan. 9th 1909.
(18) Prof. T. W. E. David	British ..	South Magnetic Pole	Jan. 16th 1909.
(19) Captain Anton Evensen	British ..	Heard Island	Mar. 25th 1910.

Date.	Nationality, etc.	Leader or Commander.	Ship.
1939-41	United States Antarctic Service.	R. E. Byrd P. A. Siple (West Base) R. B. Black (East Base)	North Star and Bear.
	Two parties wintered at "Little America" (West Base), Bay of Whales, Ross Shelf Ice, and at Nyen Fjord (East Base), Marguerite Bay, south-west Graham Land; extensive explorations by air were made from these two bases and three flights were made southwards over the pack-ice of Roald Amundsen Sea, locating the Walgreen Coast of James W. Ellsworth Land; in Graham Land important sledge journeys extended the discoveries of the British expedition of 1934-37 south-westwards down King George VI Sound to Robert English Coast and the southern part of Alexander I Land, and south-eastwards to Richard Black Coast of the Weddell Sea; formal territorial claims were made at three localities in this area, all within the Falkland Islands Dependencies; in Marie Byrd Land and on the Ross Shelf Ice the discoveries of Admiral Byrd's two previous expeditions were greatly extended, especially in the region of Edsel Ford Mountains; the scientific programme at both bases was remarkably comprehensive, but details are not yet published; the expedition, which was largely political in origin, and which aimed to start a permanent occupation to strengthen United States claims in the Antarctic, was recalled in 1941 when Congress refused to provide funds to continue the work.		
1940	British Expedition	R. C. O'Connor	H.M.S. <i>Noptune</i> .
	Searched Prince Edward and Kerguelen Islands for signs of enemy activity.		
1941	British Expedition	A. T. G. C. Peachey	H.M.S. <i>Queen of Bermuda</i> .
	Destroyed oil fuel installations and coal stocks at Deception Island, South Shetlands, in order to deny their use to enemy raiders.		
1941	German Expeditions	?	Raiders "16," "33" and "45."
	Operated in South Indian and South Atlantic Oceans, using Kerguelen Islands as a base.		
1941	British Expedition	?	H.M.A.S. <i>Australia</i> .
	Searched Kerguelen and Crozet Islands for signs of enemy activity.		
1942	Argentine Expedition	A. J. Oddera	<i>Primero de Mayo</i> (1st voyage).
	Visited Deception Island, South Shetlands, in January-February and took possession for Argentine Government of the sector between longs. 25° W. and 68° 34' W., south of lat. 60° S.; installed a light beacon on Melchior Islands, Palmer Archipelago.		
1943	British Expedition	E. W. Kitson	H.M.S. <i>Carnarvon Castle</i> .
	In January obliterated all traces of Argentine visit to Deception Island in 1942 and hoisted British flag, leaving record of ship's visit; hoisted British flag on Signy Island, South Orkneys, leaving similar record; called on Argentine meteorological station at Laurie Island, South Orkneys.		
1943	Argentine Expedition	S. Harriague	<i>Primero de Mayo</i> (2nd voyage).
	In February visited Melchior Islands, Port Lockroy (where a cylinder was deposited claiming for the Argentine Government the sector between longs. 25° W. and 68° 34' W., south of lat. 60° S.), Nyen Fjord in Marguerite Bay, and Deception Island (where the British emblems were removed and the Argentine flag repainted).		
1943-	British Parties of Occupation (Falkland Islands Dependencies Survey.)	J. W. S. Marr	H.M.S. <i>William Scoresby</i> and <i>Fitzroy</i> .
	Established British occupation parties on Deception Island and at Port Lockroy in February 1944; removed Argentine emblems at these two places and at Melchior Islands; attempted, without success, to establish occupation party at Hope Bay; found no suitable site for base on Graham Land coast between Antarctic Sound and Andvord Bay; visited Signy Island in South Orkney Islands and South Georgia; H.M.S. <i>William Scoresby</i> made two further visits to Deception Island and Port Lockroy in March and April 1944; hoisted British flag at Cape Renard on Graham Land coast, leaving record of ship's visit.		
	In the southern summer of 1944-45 three ships were employed, H.M.S. <i>William Scoresby</i> , the <i>Fitzroy</i> and the <i>Eagle</i> , and the total shore staff was increased. In February 1945 a new base was established at Hope Bay, and a hut was erected at Sandefjord Bay on Coronation Island in the South Orkneys. Further details are not yet available.		

Note on the Nationality of Certain Expeditions

The nationality to which certain expeditions have been attributed requires explanation, since in some cases this is disputable. The following notes cover only those which might have significance in connection with territorial claims.

(1) The whaling expeditions in the *Jason*, *Hertha* and *Castor*, 1892-94, have been described in numerous publications as German. These three ships were sent out by A/S Oceana Sandefjord, of which Christen Christensen was Managing Director. They were, in fact, financed in Hamburg, but they carried the Norwegian flag, were fitted out in Norway, and the crews were entirely Norwegian. Captain C. A. Larsen's discoveries in north Graham Land from the *Jason* in 1893 are here treated as Norwegian. Captain Larsen was also primarily responsible for the first shore whaling station built at South Georgia with Argentine capital in 1904. Although a Norwegian, he was the first Manager of the Cia. Argentina de Pesca, which was financed

- | Date. | Nationality, etc. | Leader or Commander. | Ship. |
|---|--|--|---|
| 1935-36 | Ellsworth Trans-Antarctic Flight (United States).* | Lincoln Ellsworth | <i>Wyatt Earp</i>
(3rd voyage). |
| Piloted by H. Hollick-Kenyon, Lincoln Ellsworth made the first flight across the continent, from Dundee Island (off Trinity Peninsula) to the Bay of Whales (Ross Shelf Ice) in November 1936; discovered Eternity Range; named the region between long. 80° W. and 120° W. James W. Ellsworth Land and claimed it for United States; four landings were made during the crossing; in response to distress messages <i>Discovery II</i> was sent from Australia to Ross Sea to pick them up, transferring them four days later to <i>Wyatt Earp</i> . | | | |
| 1935-36 | Discovery Investigations | { G. W. Rayner ..
C. R. U. Boothby .. } | R.R.S. <i>William Scoresby</i>
(5th commission). |
| Whale marking cruise in South Indian Ocean; examined and re-charted coast of Mackenzie Sea and of Mac-Robertson and Kemp Lands west to long. 57° E.; discovered King Edward VIII Gulf; landed at Scullin Monolith in Mac-Robertson Land and on Bertha Islands in William Scoresby Bay, Kemp Land. | | | |
| 1935-37 | Discovery Investigations | { G. E. R. Deacon ..
L. C. Hill .. } | R.R.S. <i>Discovery II</i>
(4th commission). |
| Circumpolar oceanographical cruise in summer months planned, but ship diverted to Bay of Whales in Ross Sea to search for Lincoln Ellsworth and H. Hollick-Kenyon (see above); revised programme included observations in Ross Sea, lines of observations across Indian and Atlantic sectors of Southern Ocean, and more concentrated work in waters of Falkland Islands Dependencies; visited Balleny Islands, South Georgia and South Orkney Islands; continued survey of South Shetland Islands. | | | |
| 1936-37 | Discovery Investigations | { T. J. Hart ..
C. R. U. Boothby .. } | R.R.S. <i>William Scoresby</i>
(6th commission). |
| Whale marking cruise in South Indian Ocean; sighted northern extremity of Enderby Land. | | | |
| 1936-37 | Norwegian (Christensen) Expedition. | Lars Christensen | <i>Thorshavn</i> and <i>Fivern</i> . |
| Antarctic coastline photographed from the air between West Barrier in Kaiser Wilhelm II Land and Proclamation Island in Enderby Land; landed at Scullin Monolith, which had previously been fixed by Sir Douglas Mawson, the only astronomical position yet determined along this coast; Prince Harald Land discovered, photographed from the air, and claimed for Norway; reconnaissance flight over Princess Ragnhild Land; sighted Princess Astrid Land (long 7° E.). | | | |
| 1936-37 | Norwegian (Christensen) Whaling Expedition. | Mr. Bråvold (Manager) | <i>Thorshammer</i> . |
| Sighted coast of western part of Princess Astrid Land (now called King Leopold and Queen Astrid Coast, a part of Princess Elizabeth Land), 60 nautical miles to south of lat. 69° 39' S., long. 8° 29' E. in February 1937. | | | |
| 1937 | British Expedition | C. S. Thomsen | H.M.S. <i>Ajax</i> . |
| While returning from South Georgia with Governor of Falkland Islands in January assisted in search for lost boat crew from <i>Discovery II</i> at King George Island, South Shetlands. | | | |
| 1937-38 | Discovery Investigations | { G. W. Rayner ..
R. C. Freaker .. } | R.R.S. <i>William Scoresby</i>
(7th commission). |
| Whale marking cruise in Scotia and Bellingshausen Seas, covering an expanse of ocean between Bouvet and Peter I Islands; landed on Saunders Island in South Sandwich group. | | | |
| 1937-39 | Discovery Investigations | { H. F. P. Herdman ..
L. C. Hill .. } | R.R.S. <i>Discovery II</i>
(5th commission). |
| Oceanographical work; circumpolar voyage in summer months for comparison with winter circumpolar voyage in 1932, followed by a long series of repeated observations along the Greenwich meridian and long. 20° E.; visited Balleny Islands, locating and roughly charting most of the group; landed on Bouvet Island. | | | |
| 1938-39 | German Antarctic Expedition. | Paul Ritscher | <i>Schwabenland</i> . |
| Three weeks spent in the Princess Astrid and Crown Princess Märtha Land area; over 12,000 km. flown by two aircraft which photographed about 350,000 sq. km. of territory between long. 14° W and 20° E.; area was renamed Neu-Schwabenland and was claimed for German Government. | | | |
| 1938-39 | United States Antarctic Expedition. | Lincoln Ellsworth | <i>Wyatt Earp</i>
(4th voyage). |
| Visited Princess Elizabeth Land; flight made inland to lat. 72° S., long. 79° E.; named area seen from this point American Highland and claimed it for United States; landed at three points on the coast in this region. | | | |
| 1939 | French Expedition | Fabre de la Ripelle | <i>Bougainville</i> . |
| Oceanographical cruise; visited Marion, Crozet and Kerguelen Islands. | | | |

* See Note 6 on p. 155.

Date.	Nationality, etc.	Leader or Commander.	Ship.
1931-33	Discovery Investigations	{ D. D. John W. M. Carey }	R.R.S. <i>Discovery II</i> (2nd commission).
	Oceanographical work; a series of long voyages, V- and W-shaped lines of observations between pack-ice and ports in Falkland Islands, South Africa, Australia and New Zealand; the fourth circumnavigation of the Antarctic continent and the first during winter; many lines of closely grouped observations in waters of Falkland Islands Dependencies, including northern part of Weddell Sea; visited South Georgia, South Shetland and South Orkney Islands, making surveys in the latter group.		
1932-33	Norwegian (Christensen)	Hj. Riiser-Larsen ..	<i>Thorshavn</i> and <i>Thorshammer</i> .
	Antarctic Expedition. A sledging party, taken out in the <i>Thorshavn</i> and transferred to the <i>Thorshammer</i> , aimed to sledge along the sea ice lying off the continent between Enderby Land and Weddell Sea; conditions were very unfavourable; the ice broke up two days after a start had been made in long. 33° 50' E., lat. 68° 45' S., and the party was rescued by a whale catcher.		
1933-34	Norwegian (Christensen)	{ Lars Christensen .. Klarius Mikklesen .. }	<i>Thorshavn</i> .
	Antarctic circumnavigation; flight made over Lars Christensen Coast, Mac-Robertson Land; during further flights discovered Princess Astrid Land (now called King Leopold and Queen Astrid Coast, a part of Princess Elizabeth Land) and shelf-ice off Marie Byrd Land in lat. 73° S., long. 131° W.		
1933-34	United States Antarctic Expedition.	Lincoln Ellsworth ..	<i>Wyatt Earp</i> (1st voyage).
	Plan to fly across Antarctic continent from Ross Sea to Graham Land frustrated by wreck of plane when landed on sea ice in Bay of Whales.		
1933-35	Discovery Investigations	{ N. A. Mackintosh .. A. L. Nelson }	R.R.S. <i>Discovery II</i> (3rd commission).
	Lines of oceanographical observations repeated at intervals in the meridian of 80° W. and in Scotia Sea for the study of seasonal variations; several long voyages through Pacific and Atlantic sectors of Southern Ocean examining whale populations and their environment; met <i>Bear of Oakland</i> in Ross Sea in February 1934 (see below); visited Marion Island, South Georgia, South Orkney and South Shetland Islands, making surveys in the latter group		
1933-35	United States Antarctic Expedition.	R. E. Byrd	<i>Bear of Oakland</i> and <i>Jacob Ruppert</i> .
	Wintered at "Little America," Bay of Whales, Ross Shelf Ice; the most elaborate expedition base erected in the Antarctic; ten new buildings added to the 1929 base; eastern margin of Ross Shelf Ice roughly charted during sledge journeys to Edsel Ford Mountains, Rockefeller Plateau and eastern part of Queen Maud Range; geological party ascended Thorne Glacier to Polar Plateau; proved continental character of Marie Byrd Land and that almost certainly no sea connection exists between Ross and Weddell Seas; flights showed that the newly discovered Rockefeller Plateau probably extends from Edsel Ford Mountains to Queen Maud Range, but a small unexplored gap between 83° S. and Horlick Mountains remained; surveys made in Queen Maud, Alexandra, and Rockefeller Mountains; named and roughly located trend of Jacob Ruppert Coast; extensive scientific programme including seismic sounding of Ross Shelf Ice and Rockefeller Plateau to determine position of coastline; advance weather station 100 miles south of "Little America" occupied for seven months. In response to urgent request in February 1934, <i>Discovery II</i> took out a new medical officer, six tons of food and 3,000 gallons of gasoline from New Zealand and transferred them to <i>Bear of Oakland</i> in Ross Sea.		
1934	British Expedition	E. R. G. R. Evans ..	H.M.S. <i>Milford</i> .
	Visited Bouvet Island, but unable to land.		
1934-35	United States Antarctic Expedition.	Lincoln Ellsworth ..	<i>Wyatt Earp</i> (2nd voyage).
	Plan to fly across Antarctic continent from Graham Land to Ross Sea frustrated by continuous bad weather; a short flight southwards along the east coast of Trinity Peninsula was made from Snow Hill Island.		
1934-35	Norwegian (Christensen)	Klarius Mikklesen ..	<i>Thorshavn</i> .
	Antarctic Expedition. Discovered and landed on Ingrid Christensen Land (now called Ingrid Christensen Coast, a part of Princess Elizabeth Land); surveys made in this area and Norwegian flag hoisted.		
1934-35	Discovery Investigations	{ G. W. Rayner C. R. U. Boothby .. }	R.R.S. <i>William Scoresby</i> (4th commission).
	Whale marking cruise, mainly in pelagic whaling grounds south of South Africa.		
1934-37	British Graham Land Expedition.	John Rymill	<i>Penola</i> .
	Wintered at Argentine Islands and Debenham Islands in successive seasons; during sledge and plane journeys the coast and offlying islands of west Graham Land were surveyed from the Palmer Archipelago to Alexander I Land. Sledging parties discovered and penetrated southwards down King George VI Sound to lat. 72° S., and eastwards across Graham Land; extensive scientific programme including meteorology, geology, glaciology and biology.		
1935-36	Norwegian Whaling Research.	?	<i>J. H. Bull</i> .
	Whaling reconnaissance in Roald Amundsen Sea. The <i>J. H. Bull</i> was built to replace the <i>Norvegia</i> which was crushed in the ice of the White Sea in 1933.		

- | Date. | Nationality, etc. | Leader or Commander. | Ship. |
|---|---|--|---|
| 1929-30 | British Expedition | { Hubert Wilkins
R. L. V. Shannon .. } | R.R.S. <i>William Scoresby</i>
(2nd commission). |
| Continuation of previous season's aim to fly from Falkland Islands Dependencies westwards along the mainland coast to Ross Sea; air reconnaissance to Richthofen Valley; further flights extended the coast of Hearst Land and Stefansson Strait westwards, but results appeared to confirm erroneous discoveries of 1928; proved Charcot Land to be an island; no land sighted during flight over pack-ice to lat. 73° S., long. 101° W.; British flags and formal claims were dropped at this point and at two localities on Charcot Island. | | | |
| 1929-31 | British, Australian, New Zealand Antarctic Research Expedition. | { Douglas Mawson
J. K. Davis* and
K. N. Mackenzie* .. } | <i>Discovery</i> . |
| Discovered Mac-Robertson Land; visited Kemp and Enderby Lands, proving them to be connected; position of coastline from long. 45° E. to 75° E. roughly charted by running survey and airplane flights; met <i>Norvegia</i> near Cape Ann on January 14th 1930 when the leaders of the two expeditions agreed on long. 45° E. as the boundary line between British and Norwegian activities; visited Cape Denison in King George V Land; discovered Banzare Coast from the air; no land found in position of Balleny's landfall in 1839, but new "appearance of land" further west provisionally named Sabrina Coast; discovered Princess Elizabeth Land and roughly charted Mackenzie Sea from the air; landings on continent were made at Scullin Monolith and Cape Bruce in Mac-Robertson Land and at Proclamation Island in Enderby Land; formal proclamations annexing the Australian Antarctic Territory for King George V were read at five points; visited Crozet, Kerguelen, Heard and Macquarie Islands. | | | |
| 1929-31 | Discovery Investigations | { S. Kemp
W. M. Carey } | R.R.S. <i>Discovery II</i>
(1st commission). |
| Oceanographical work, mainly in Falkland Islands Dependencies and especially in South Georgia whaling grounds, but observations extended to other parts of South Atlantic and Bellingshausen Sea; surveys made in South Sandwich Islands, South Georgia and Bouvet Island; removed Thompson Island from Admiralty charts; visited South Orkney Islands. | | | |
| 1930-31 | French Expedition | E. Aubert de la Rüe | ? |
| Geological reconnaissance of Kerguelen Islands for economic minerals. | | | |
| 1930-31 | Norwegian (Christensen) Antarctic Expedition. | { Gunnar Isachsen† and
Hj. Riiser-Larsen†
Nils Larsen } | <i>Norvegia</i>
(4th voyage). |
| Antarctic circumnavigation; visited Bouvet Island; flights southward resulted in discovery and rough charting of Princess Ragnhild Land, which was claimed for Norway; air reconnaissance of Queen Maud Land (now known as Crown Prince Olaf Land). | | | |
| 1930-31 | Norwegian Whaling Expeditions.† | | |
| 1930-32 | Discovery Investigations | { E. R. Gunther
J. C. C. Irving* and
T. A. Jolliffe* } | R.R.S. <i>William Scoresby</i>
(3rd commission). |
| Oceanographical and whale marking cruise round South Georgia and northern part of Weddell Sea; survey of Peru Coastal Current; trawling survey of Burdwood Bank. | | | |
| 1931 | French Expedition | Capt. Perot | <i>Antarès</i> . |
| Visited Crozet and Kerguelen Islands to reassert French claims. | | | |

* In executive command of ship for different cruises.

† Leaders for different cruises.

‡ During this season a number of Norwegian whaling vessels confirmed or extended earlier discoveries:—H. Halvorsen, of the *Sevilla*, sighted land in the vicinity of long. 14° E. and named it Princess Astrid Land. Captain Gustav Bull, of the *Thorshammer*, sighted Princess Ragnhild Land. On January 12th 1931, Captain Arnold Brunvoll, of the *Seksern*, sighted land between long. 64° E. and 66° 34' E. Gunner Reidar Bjerko, of the *Bouvet II*, saw the same land on January 19th and he was followed the next day by Gunner Carl Sjøvold of the *Bouvet III*. Land could be seen from this vessel as far west as long. 62° E. On January 24th the *Bouvet III* again sighted land in long. 74° E., lat. 68° S. The land from long. 65° E. to about long. 60° E. was also sighted by Gunner Rolf Walter of the *Thorgaut*.

In February Lars Christensen, of the *Thorshavn*, sighted Cape Darnley. Klarius Mikklesen, of the *Torlyn*, made landings on the shelf ice at the south end of Mackenzie Sea and at lat. 68° 10' S., long. 69° E., naming the new territory Lars Christensen Land (now known as Lars Christensen Coast). Captain Daehli, of the *Hilda Knudsen*, sighted land between long. 60° E. and 58° E. Captain O. Borchgrevink, of the *Antarctic*, surveyed the coasts of Enderby and Kemp Lands between long. 59° E. and 51° 30' E., and of Queen Maud Land (now known as Crown Prince Olaf Land).

All these discoveries occurred in rapid succession and were characteristic of this period. The chronology of the activities of Sir Douglas Mawson and of these Norwegian expeditions in Kemp and Mac-Robertson Lands, 1929-31, is set out in tabular form in the *Discovery Reports* (Cambridge, Vol. 19, 1940, p. 179). A map showing all these overlapping discoveries is published in the *Geographical Journal* for September 1939.

Date.	Nationality, etc.	Leader or Commander.	Ship.
1926-27	Norwegian Expedition	{ Eyvind Tofte } { A. S. Anderson }	Odd I.
	Whaling reconnaissance in Bellingshausen Sea; visited Peter I Island but unable to land.		
1926-27	Discovery Investigations	G. M. Mercer ..	R.R.S. <i>William Scoresby</i> (1st commission).
	Whale marking and oceanographical cruise off South Georgia; trawling survey off Falkland Islands.		
1927-28	Norwegian (Christensen) Antarctic Expedition.	{ Haakon Mosby } { Harald Hornftvedt }	Norvegia (1st voyage).
	The first of a series of expeditions promoted by Consul Lars Christensen; spent a month sealing, making scientific observations and surveying at Bouvet Island, which was claimed for Norway; oceanographical observations in waters round Bouvet Island; plan to establish meteorological and wireless station on Bouvet abandoned owing to unfavourable conditions, but depot hut built; geographical researches carried out in South Shetland Islands, Palmer Archipelago and South Georgia.		
1927-30	Discovery Investigations	{ D. D. John .. } { H. de G. Lamotte* and } { R. L. V. Shannon* }	R.R.S. <i>William Scoresby</i> (2nd commission).
	Oceanographical work between Falkland Islands, South Georgia and South Shetland Islands; some hydrographic charting in latter group in February-March 1929. In 1929-30 <i>William Scoresby</i> acted as base ship for Sir Hubert Wilkins' air reconnaissance of north-west Graham Land and Bellingshausen Sea (see below).		
1928	British Expedition	?	<i>Fleurus</i> .
	Official visit of Sir Arnold Hodson, Governor of the Falkland Islands, to South Shetland Islands, Palmer Archipelago, South Orkney Islands and South Georgia.		
1928-29	Norwegian (Christensen) Antarctic Expedition.	{ Ola Olstad .. } { Nils Larsen .. }	Norvegia (2nd voyage).
	Landed on Bouvet Island; full equipment and staff to establish a meteorological station were taken out by the <i>Thorshammer</i> and transferred to the <i>Norvegia</i> , but no suitable site could be found on the island; definitely proved non-existence of Thompson Island; landed on Peter I Island which was claimed for Norway; Peter I Island was surveyed and a small hut built.		
1928-29	Norwegian (Christensen) Whaling Expedition.	?	<i>Thorshammer</i> .
	Visited Bouvet Island.		
1928-29	German Expedition	L. Kohl-Larsen ..	—
	Surveyed parts of South Georgia, including inland glaciers.		
1928-29	Wilkins-Hearst Antarctic Expedition (British)†.	Hubert Wilkins ..	<i>Hektoría</i> .
	Original intention to fly from Graham Land to Ross Sea frustrated by bad weather; preliminary air reconnaissance, with assistance of Hektor Whaling Company, of east coast of Graham Land from Deception Island to lat. 71° 20' S.; the furthest point reached was named Hearst Land; results suggested Graham Land to be an archipelago separated from the mainland by Crane, Casey and Lurabee Channels and Stefansson Strait; the existence of these channels has since been disproved, but valuable experience was gained; Wilkins dropped a Union Jack in Hearst Land.		
1928-29	French Expedition	E. Aubert de la Rüe	<i>Austral</i> .
	Geological reconnaissance for economic minerals in Kerguelen Islands; Heard Island was visited in the <i>Kildalhey</i> , a whale catcher.		
1928-30	United States Antarctic Expedition.	R. E. Byrd ..	<i>City of New York and Eleanor Bolling</i> .
	Wintered at "Little America," Bay of Whales, Ross Shelf Ice; flights eastward over and beyond King Edward VII Land; discovered and examined Rockefeller Mountains; discovered Edsel Ford Mountains; Marie Byrd Land discovered and claimed for United States; a sledge party made a geological reconnaissance of Queen Maud Range, which was mapped from ground and air; Amundsen's Carmen Land found to be non-existent; flight to South Pole on November 29th 1929; visited Scott Island.		
1929	British Expedition	Charles Melling ..	<i>Deucalion</i> .
	Visited Crozet, Prince Edward and Kerguelen Islands in search of missing Danish training ship <i>København</i> .		
1929-30	Norwegian (Christensen) Antarctic Expedition.	{ Hj. Riiser-Larsen } { Nils Larsen .. }	Norvegia (3rd voyage).
	Twice visited Bouvet Island, where a house was erected and the whole island was photographed from the air; air reconnaissance of western Enderby Land; hoisted Norwegian flag on skerry near Cape Ann; met <i>Discovery</i> near Cape Ann (see below); discovered and roughly charted from the air Queen Maud Land (now called Crown Prince Olaf Land) and Crown Princess Märtha Land.		

* In executive command of ship for different cruises.

† See Note 5 on p. 155.

Date.	Nationality, etc.	Leader or Commander.	Ship.
1914-16	British Imperial Trans-Antarctic Expedition.	E. H. Shackleton	<i>Endurance</i> .
Visited South Sandwich Islands; discovered Caird Coast; the <i>Endurance</i> was beset, drifted for ten months, and was crushed in the pack-ice of Weddell Sea, wrecking plan to sledge across Antarctic continent; crew escaped to Elephant Island, South Shetlands; Shackleton sailed to South Georgia and organised four relief expeditions in 1916 (see below), of which the last rescued the party on Elephant Island.			
1914-17	Shackleton's Ross Sea Party.	A. Mackintosh	<i>Aurora</i> .
Wintered at Hut Point and Cape Evans on Ross Island; laid depôts to Beardmore Glacier for Shackleton's trans-Antarctic journey; the <i>Aurora</i> was beset and drifted for nine months in the Ross Sea pack-ice; visited Macquarie Island to provision the Australasian Antarctic Expedition party.			
1915-16	United States Expedition	W. J. Peters	<i>Carnegie</i> .
Sub-Antarctic circumnavigation carrying out magnetic researches; visited South Georgia; sighted Bouvet Island.			
1916	British Relief Expedition*	E. H. Shackleton	<i>Southern Sky</i> .
1916	Uruguayan Relief Expedition.*	E. H. Shackleton	<i>Instituto de Pesca I.</i>
1916	British Relief Expedition*	E. H. Shackleton	<i>Emma</i> .
1916	Chilean Relief Expedition*	E. H. Shackleton	<i>Yelcho</i> .
Rescued the crew of the <i>Endurance</i> from Elephant Island.			
1920	British Expedition	H. W. W. Hope	H.M.S. <i>Dartmouth</i> .
Surveyed Cumberland Bay while "showing the flag" at South Georgia; arrested some rioters at Grytviken.			
1920-21	Norwegian shore whaling station on Signy Island, South Orkneys,		
started operations early in 1921 under British licence.			
1920-22	Shackleton - Rowett Expedition.	E. H. Shackleton	<i>Quest</i> .
After the death of Shackleton at South Georgia, Frank Wild took over leadership; attempts to discover new land in the Enderby Land area were unsuccessful; visited South Sandwich Islands and Elephant Island in South Shetlands.			
1920-22	British Expedition	[J. L. Cope]	?
A party of four men were taken to the South Shetland Islands by whalers; the leader and one other returned to England, but two men (T. W. Bagshawe and M. C. Lester) wintered at Andvord Bay in west Graham Land.			
1922 (?)	French shore whaling station at Port Couvreur, Kerguelen Islands,		
began operations.			
1922-23	French Expedition	Etienne Peau	<i>Oural</i> .
Visited Kerguelen Islands; primarily occupied with biological investigations.			
1923-24	Norwegian Whaling Expedition.	C. A. Larsen (Manager)	<i>Sir James Clark Ross</i> and five catchers.
The first whaling in Ross Dependency, based on Discovery Inlet (December 31st 1923 to March 7th 1924); examined possibilities of using Bay of Whales, McMurdo Sound, Franklin Island and coast of Victoria Land north to Cape Adare as bases for the whaling fleet.			
1925	Discovery Investigations, Marine Laboratory.	N. A. Mackintosh	—
The Discovery Committee's marine biological laboratory at Grytviken, South Georgia, was completed in January; work in this laboratory continued, with periodic changes of staff, during each whaling season until 1931; important hydrographic surveys of harbours and anchorages were carried out from this laboratory by Lieut.-Cdr. J. H. Chaplin between 1926 and 1930.			
1925-26	Norwegian Whaling Expedition.	?	<i>Lancing</i> .
Capt. H. G. Melsom installed the first hauling-up slipway on this vessel, which inaugurated pelagic whaling in the Antarctic; visited South Georgia, South Orkney Islands, South Shetland Islands and Palmer Archipelago.			
1925-27	German Atlantic Expedition.	{ F. A. Spiess } { A. Mertz. }	<i>Meteor</i> .
Oceanographical cruise including hydrographic observations at South Georgia and South Shetland Islands; visited Bouvet Island.			
1925-27	Discovery Investigations	{ S. Kemp } { J. R. Stenhouse }	<i>Discovery</i> .
Preliminary oceanographical survey of South Georgia and South Shetland whaling grounds; hydrographic surveys were made in these two groups and in Palmer Archipelago; six lines of observations run between Cape Town and Scotia Sea and another between South Shetlands and Cape Horn; sighted Bouvet Island; visited South Orkney Islands.			
1926-27	French Expedition	C. P. Dumaresq	<i>Hamlet</i> .
Coastal surveys of Kerguelen Islands.			

* See Note 4 on p. 155.