

36/6

From Antarctic Hill

21

*Handwritten notes:*  
The 4/9  
to report you  
the [unclear]

51, Avenue Roche,  
PARIS. 8<sup>e</sup>.

7th September, 1955.

THE SECRETARY FOR EXTERNAL AFFAIRS,  
PRETORIA

Dear Bob,

Earlier this week I noted the welcome news in the London Times that the Government has decided to grant £10,000 towards the cost of the Commonwealth Trans-Antarctic expedition plus £8,000 for the purpose of equipment and to send two meteorologists with the party.

This is just to express my gratification at this decision and to convey my congratulations to you and others who were instrumental in persuading the Government to make the money available. I have brought the announcement informally to the notice of the Quai d'Orsay.

This will be my last letter to you from Paris and it goes to you with the hope that you are still enjoying life in Pretoria and progressively decreasing your handicap.

*Handwritten mark:* 28

Mr R. JONES  
Department of  
External Affairs  
PRETORIA

I suggested to Dr. Schumann after the meeting that the Minister of External Affairs and Finance should have a copy of the memorandum which the deputation would lay before the Prime Minister. He agreed with me and he said he would make a personal approach to the Minister.

Gough Island was mentioned as an alternative to Bouvet Island and any decision to establish a base there alternatively to Bouvet or in addition for specific studies in radio-sonde would depend on a report of the scientific survey group which is to go there soon.

The meeting felt that Bouvet was far more important than Gough Island which lay north west of Tristan da Cunha and was therefore in an area already observed. It would be a bad second choice from all scientific points of view, and the meeting decided to do all in its power to establish a base on Bouvet Island.

Regarding the desire of the Germans to make certain ionospheric observations in South West Africa, I learnt from Dr. Hewitt of Telecommunications Research that it would be extremely difficult and costly for the Union authorities to undertake these studies. They were studies which had been recommended by C.S.A.G.I. and which the Union authorities would welcome and which they would much prefer the Germans to do.

The Department is probably aware that the Russians intend to establish a weather station in the Antarctic during the Geophysical Year and this will give them an excellent opportunity to study the Antarctic area extensively. I was unable to establish from private discussions what these specific scientific interests were likely to be or what the U.S. and British attitude to their establishing a base was.

I learnt that whaling restrictions in the waters of the American Sphere of influence in Antarctica would be lifted during the International Geophysical Year so that whaling ships could enter this area and so that weather reports from this unobserved area would become available.

Whether a base can be established before recommending a winter expedition to Norway or on the other hand a winter expedition is essential before a decision can be taken regarding the establishment of a base.

Dr. Schumann is leaving for Brussels next week to attend a meeting of C.S.A.G.I. and he would like to make this report regarding the desirability of sending a winter expedition. The matter is being discussed and has been taken into a number of the committee's reports.

Not having been recommended that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Mr. Smith the President of C.S.A.G.I., Dr. Dallas and Dr. Beattie should call on the Prime Minister sometime next week.

*Copy for work.*

FIRST MEETING OF THE S.A. NATIONAL COMMITTEE  
FOR THE INTERNATIONAL GEOPHYSICAL YEAR.

This meeting was convened to arrange South Africa's scientific programme for the International Geophysical Year and began at 9.30 a.m. on 17 August, 1955, at S.A.T.V. House.

The question of most concern to this Department - the question of establishing a base on Bouvet Island during the International Geophysical Year - came under discussion in the afternoon.

The International Committee for the International Geophysical Year (C.S.A.G.I.) recommended that the Union establish a base on this island during the Geophysical Year for the purpose of observations in meteorology and magnetism and for the study of cosmic rays.

As regards the study of meteorology Bouvet Island is most important since it lies in an area of little information. Between Tristan da Cunha and Kerguelen there is a vast stretch of ocean from which there are no reports. Weather conditions west and south of Tristan which affect the Union's weather are therefore unobserved. During the International Geophysical Year, with the establishment of weather stations on the Antarctic continent, if there is a base on Bouvet Island a co-ordinated study of the whole belt between the Union and the Antarctic continent would be possible and the maximum benefit to the Union would be obtained.

Bouvet Island, furthermore lies in the sector chosen by C.S.A.G.I. for the study of cosmic rays and if we are to play our full part in international co-operation during the Geophysical Year then it is important as far as this field is concerned that a base be established on Bouvet.

On the basis of the information obtained on the summer expedition to Bouvet it would be possible to establish a base there. But it would be necessary to send a winter expedition to Bouvet as well in order to establish where the base should be erected if it is to survive during the winter, and to gain certain essential scientific information.

The Chief of the General Staff would wish to know whether a base can be established before recommending a winter expedition to Bouvet but on the other hand a winter expedition is essential before a decision can be taken regarding the establishment of a base.

Dr. Schumann is leaving for Brussels next week to attend a meeting of C.S.A.G.I. and he would like to make some report regarding the decision to send a winter expedition. The winter is nearing its end and these two factors make a decision in this connection urgent.

The meeting therefore recommended that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Dr. Naudé the President of C.S.I.K., Dr. Hailes and Dr. Baumann should call on the Prime Minister sometime next week.

/....

LUGPOS,  
AIR MAIL



UNIE VAN SUID-AFRIKA.  
UNION OF SOUTH AFRICA.

102/2.  
102/1.

36/6

① Take Amb. J. A. 21/9  
② Mr. Stokke  
③ F. 21/9



Departement van Buitelandse Sake.  
Department of External Affairs.

PRETORIA.

15 SEP 1955

Die Buitengewone en Gevolmagtigde Ambassadeur  
van die Unie van Suid-Afrika,  
PARYS.

Suid-Afrikaanse deelneming aan die werk  
van die Internasionale Geofisiese Jaar.

Met verwysing na u diensbrief nr. 36/6 van 19 Augustus 1955, moet ek u meedeel dat die vergadering om die Unie se wetenskaplike program gedurende die Internasionale Geofisiese Jaar te bespreek, op 17 Augustus in Pretoria gehou is.

Die Departement het 'n waarnemer na die vergadering gestuur om verslag te doen oor die besprekingspunte waarin die Departement in die besonder belangstel. 'n Afskrif van sy memorandum oor die vergadering word ter inligting aangeheg.

*R. Jones*  
SEKRETARIS VAN BUITELANDSE SAKE.

The winter is nearing its end and these two factors make a decision in this connection urgent.

The meeting therefore recommended that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Dr. Naudé the President of C.S.I.K., Dr. Hailes and Dr. Baumann should call on the Prime Minister sometime next week.

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Air Mail Bag

51 Avenue Hoche, Paris  
26th September, 1956

THE SECRETARY FOR EXTERNAL AFFAIRS,  
P R E T O R I A

French Austral and Antarctic Territories

I attach hereto, for your information, the original French text of a decree which was made on the 18th September, 1956, by the Ministry of Overseas territories, Paris, relative to the organisation of the administration of French Austral and Antarctic Territories.

The decree enforces the law of the 6th of August of last year which authorised the autonomy of France's Austral and Antarctic Territories with regard to administrative and financial affairs.

Chargé d' Affaires

(1) Mr. [Signature]  
74-i.

(2) File.

[Signature]

AWS/CS

The meeting therefore recommended that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Dr. Naudé the President of C.S.I.K., Dr. Hailes and Dr. Baumann should call on the Prime Minister sometime next week.

/....

Mr. Seitz

It seems now that the competent French Authorities would be the Presidence du Conseil, Direction de la Documentation (Mr. Koch, directeur), 14 Rue Lord Byron.

I phoned this morning this section and was told that they would be interested by the S.A. publication "Notes". But, before examining the question of an exchange of "Notes" against "Terres Australes et Antarctiques Francaises", they must have copies of the S.A. publication. So the first thing is to ask the S.A. competent authorities for the copies in question.

S.A. copies submitted and our request in writing for service of publications on exchange basis have to be sent together to the above address.

C.S.

25.11.58

7 ✓

The meeting therefore recommended that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Dr. Haasé the President of C.S.I.K., Dr. Hailes and Dr. Baumann should call on the Prime Minister sometime next week.

1....

AFSKRIF/ES

WB 16/10

6/6  
22/13

Telefoon: 4135  
Uitbreiding 13  
R.J. Venter

Departement van Vervoer,  
Weerburo,

Possak 97

PRETORIA.

15 Oktober 1958.

CM. 14/11

DIE SEKRETARIS VAN BUITELANDSE SAKE: PRETORIA.



Insake: Tydskrif: T.A.A.F.

1. Hiermee erken ek met dank die skenking van dele 1, 2 en 3 van die kwartaallikse Franse tydskrif T.A.A.F. (Tarres Australis et Antarctique Francaises). Dit bevat waardevolle gegewens vanuit 'n weerkundige oogpunt beskou en ek sal dit waardeer indien u reëlings kan tref vir die gereelde toesending op 'n uitruil basis. My Buro publiseer die kwartaalblad "Notes" wat oor die weerkunde van die suidelike poolgebiede handel en geskik is vir uitruiling.

2. Graag wil ek u versoek om my beste komplimente aan die Redakteure van T.A.A.F. oor te dra.

(Get.) R.J. VENTER

namens DIREKTEUR

Die Buitengewone en Gevolmagtigde Ambassadeur  
van die Unie van Suid-Afrika,  
PARYS.

2/12/11  
5/11/58

Vir afhandeling, asseblief.

*E. A. Rosenberg*

SEKRETARIS VAN BUITELANDSE SAKE.

Decision in this connection urgent.  
The meeting therefore recommended that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Dr. Naudé the President of C.S.I.K., Dr. Hailes and Dr. Baumann should call on the Prime Minister sometime next week.

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28 novembre 1958

Monsieur le Directeur,

Le "South African Weather Bureau" auquel ont été transmis les volumes 1,2,3 de "Terres Australes et Antartiques Françaises", publication diffusée par le Ministère de l'Information, vient de charger cette Ambassade de remercier le Ministère et d'exprimer, par son intermédiaire, aux Autorités françaises responsables de l'édition de ce magnifique ouvrage, toutes ses félicitations.

Le Directeur du Bureau, comme cette Ambassade, vous en a fait part tout récemment par téléphone, souhaiterait le recevoir régulièrement en contre partie d'une revue trimestrielle "Notes" éditée par ses services.

Nous écrivons par même courrier aux Autorités sud-africaines afin d'obtenir quelques spécimens de cette revue que vous nous avez demandée. Dès réception, nous vous les transmettrons afin de vous permettre de déterminer s'il vous est possible d'envisager l'échange proposé par le "South African Weather Bureau".

Veillez agréer, Monsieur le Directeur, l'assurance de ma considération distinguée.

A.W. SMIT

Secrétaire d'Ambassade

Monsieur le Directeur,  
Direction de la Documentation  
de la Présidence du Conseil,  
14 Rue Lord Byron,  
Paris 8e

/CS.

The meeting minutes recommend that an approach be made direct to the Prime Minister and that a deputation consisting of Dr. Schumann, Dr. Naudé the President of C.S.I.K., Dr. Hailes and Dr. Baumann should call on the Prime Minister sometime next week.

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Bag

22/13  
6/6

51 Avenue Hoche, Paris 8e  
28th November, 1958

The Director,  
Weather Bureau,  
Department of Transport,  
Pretoria

I wish to refer to a minute WB 16/10 of the 15th October, 1958, addressed to the Secretary for External Affairs, in connection with the French publication "Terres Australes et Antartiques Françaises". The contents of your minute have been conveyed to the publishers: Le Secrétariat d'Etat à l'Information, Paris.

As to your suggestion about the exchange of publications, the French authorities would like to receive a few copies of "Notes" before making a decision in the matter. Would you therefore supply this Embassy with a few copies of your publication for transmission to the Secrétariat d'Etat à l'Information.

A.W. SMIT

Secretary of Embassy

(Air Mail Bag)

THE SECRETARY FOR EXTERNAL AFFAIRS,  
P R E T O R I A

Your endorsement 2/12/11 of the 5th October, 1958, refers.

A.W. SMIT

Chargé d'Affaires a.i.

AWS / CS.

→ 22/13.  
6/6.

51, Avenue Hoche,  
Paris (8e).

15th January, 1959.

The Director,  
Weather Bureau,  
P.O. Box 97,  
PRETORIA.

Publications : T.A.A.F.

I wish to refer to your minute WB 16/10 of the 15th October, 1958, and to inform you that two copies of the publication T.A.A.F. (Terres Australes et Antarctiques Françaises) have been conveyed to you under separate cover, by surface mail. With regard to the "Notes" published by your Bureau, it would be appreciated if they could, in future, be despatched direct to the following address :

T.A.A.F.,  
27, rue Oudinot,  
Paris (7e).

J.B. SWEARAR  
Secretary of Embassy.

JBS/JM.

AWS / CS.

→22/13  
6/6

le 15 Janvier 1959.

Monsieur le Directeur,

J'ai l'honneur d'accuser réception des deux volumes de votre publication trimestrielle "Terres Australes et Antarctiques Françaises", qui ont été envoyés aux Autorités sud-africaines intéressées.

Faisant suite à ma lettre de référence 22/ sur 6/6, je vous prie de bien vouloir trouver ci-joint the deux exemplaires de la revue trimestrielle "Notes", publiée par le "South African Weather Bureau". Des es mesures ont été prises afin que, dorénavant, les "No soient envoyées directement à :-

T.A.A.F.,  
27, rue Oudinot,  
Paris (7e).

Veillez agréer, Monsieur le Directeur, l'assurance de ma considération distinguée.

J.B. SNEARAR

Secrétaire d'Ambassade.

Monsieur le Directeur,  
Direction de la Documentation  
de la Présidence du Conseil,  
14 rue Lord Byron,  
Paris (8e).

JBS/JM.

AWS / CS.

21/20.



LUGPOS,  
AIR MAIL

UNIE VAN SUID-AFRIKA.  
UNION OF SOUTH AFRICA.

102/2/7.

Departement van Buitelandse Sake.  
Department of External Affairs.

PRETORIA.

21.5.1959

*W S met*



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

The Ambassador Extraordinary and Plenipotentiary  
of the Union of South Africa,  
WASHINGTON.  
THE HAGUE.  
→ PARIS.  
COLOGNE.

The Envoy Extraordinary and Minister Plenipotentiary  
of the Union of South Africa,  
STOCKHOLM.

Acquisition of Vessel for Antarctic Research.

*and* The Union's future policy in Antarctica is currently being reviewed, and it has become apparent that a basic element of any coherent research policy in that region is the availability of suitable transport. The Department of Transport, whose activities in the field of meteorological/allied research are well-known, is consequently casting about for a solution to the problem of transport, and is considering, amongst others, the possibility of purchasing, or hiring, a vessel for the purpose.

What is envisaged is a vessel of approximately 1,000 tons, which without being an ice-breaker, is sufficiently reinforced to withstand pack-ice. It should also be suitable for adaptation for use in the various lines of oceanographic survey in southern waters, as well as for the relief of the island stations already maintained by the Union.

It would be appreciated if you would institute enquiries in the appropriate quarters as to the availability of a vessel answering these requirements, and advise me also as to the approximate cost of purchase or hiring.

X  
*J. S. F. Bone*  
SECRETARY FOR EXTERNAL AFFAIRS.

21/20

Embassy of the Union  
of South Africa, Paris

51, Avenue Hoche,  
Paris, 8e.

6th June, 1959.

THE SECRETARY FOR EXTERNAL AFFAIRS,  
P R E T O R I A.

On the subject of your minute 102/2/7 of May 25th 1959, I had occasion to speak to the Chairman of one of the shipping lines plying to South Africa and though so far nothing is offering in France, it may be of value to the Department to have his observations on the subject :

He said firstly that ships of that type of construction were rare in Southern Europe because the conditions were did not necessitate such quality in the construction of the ships, their routes for small ships being chiefly in the warm Mediterranean where a light construction of ship sufficed. A ship of 1,000 tons would mostly be of the size used in cabotage and France had no cabotage worth mentioning. He felt that we were more likely to find that type of ship in the Scandinavian countries where there was often need for the high resistant qualities under ice conditions.

Discussing another aspect of the question, he pointed out that, even if we were to buy a ship of such construction, we would still have to spend a very considerable sum of money on reshaping its interior for the purposes of our scientific research and surveys. The question then arose, whether it would not be more economic to buy a vessel of this nature already equipped for this type of work; he felt that if the French Navy had a ship which would meet our requirements, the French Government would gladly sell it in order to have another built and thereby bring some relief to the unemployment in their ship-building yards. In fact, he thought that if we could wait a year or more we could have a ship built to our specifications at the same outlay as buying an old ship which would have to be re-equipped, because in France, for instance, shipbuilding yards would, with Government assistance, have to undertake sub-economic building in order to keep themselves going.

Other contacts have been made and if any reply or offers come in, you will be advised.

*John P. ...*  
AMBASSADOR.

Ambassador

with ref. to the request received from E.A. to investigate the possibilities of procuring or hiring a research vessel for the Min. of T. I have obtained the attached documents from G.E.N.E.M.A. (The French Association of Ship Builders) N.Y.O. a vessel for oceanographic research which is now being constructed by one of the French shipyards. The vessel is particularly intended for fishing vessels. G.E.N.E.M.A. intimates that if these specifications and particulars <sup>should</sup> be of interest to the Min. of T. details of cost could be provided; also when the vessel could be delivered.

... construction of such a ship. A ship of 1,000 tons would mostly be of the size used in cabotage and France had no cabotage worth mentioning. He felt that we were more likely to find that type of ship in the Scandinavian countries where there was often need for the high resistant qualities under ice conditions.

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Other contacts have been made and if any reply or offers come in, you will be advised.

... enquiries in the appropriate quarters as to the availability of a vessel answering these requirements and also as to the approximate cost of purchase.

AMBASSADOR.

J. P. Adams

... FOR SPECIAL AFFAIRS.

21/20.

51, AVENUE HOCHÉ,  
PARIS (8).

16th June, 1959.

The Secretary for External Affairs,  
PRETORIA.

Acquisition of Vessel for Antarctic Research

With further reference to your minute No. 102/2/7 of the 21st May and my minute No. 21/20 of the 6th instant, I now enclose specifications of an oceanographical research vessel which have been forwarded to the Commercial Secretary of this Embassy by G.E.N.E.M.A., the French Federation of Shipbuilders. No indication is given in how far this vessel is adapted or adaptable for ice conditions but the Federation states that the ship can be built according to any requirements for those conditions.

The vessel, states the Federation, is now in the process of construction at one of the French shipyards and is more specifically intended for fishing research. They have further intimated that if the specifications were of any interest to the Department of Transport, details of cost could be furnished as well as a date of delivery.

This submission by the Federation seems to point towards the circumstances set out in the latter half of my minute abovementioned.

*Edw. Ross*

AMBASSADOR

SF&T/SJJ

*Edw. Ross*  
AMBASSADOR

E<sup>m</sup> J. M. SCHWARZ  
PARIS

Monsieur THERON  
AMBASSADE DE L'UNION SUD AFRICAINE  
51, avenue Hoche

Date: 2 juillet, 1959  
N° :  
Page: 2)

P A R I S

Référence :

EM/SL.

.../...

utilisateurs qui les fournissent :-

- treuils de pêche "Hydraulik" et la centrale de production d'huile sous pression
- treuils d'hydrologie "Hydraulik"

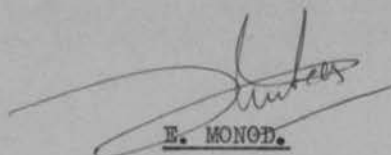
En effet, d'autres marques peuvent être préférées pour les treuils par l'utilisateur.

- l'installation et le matériel des salles de préparation du poisson, des laboratoires et locaux pour travaux spéciaux,
- les embarcations de service et de sauvetage,
- les appareils électroniques de radiotélégraphie et de radiophonie, les appareils de navigation et de recherches (gyrocompas, radars, sondeurs, etc...)
- le matériel de couchage et de cuisine ou de salles à manger,
- le matériel spécial destiné aux travaux de pêche, d'hydrologie et de recherches.

Si l'AFRIQUE DU SUD devait s'orienter définitivement vers la construction à l'étranger d'une unité neuve, les constructeurs français pourraient effectuer une étude complète conformément aux besoins des services océanographiques sud-africains.

Nous vous prions de croire, Cher Monsieur, à l'expression de nos sentiments distingués.

Pour les ETABLISSEMENTS J.M. SCHWARZ,



E. MONOD.

P.J. : I -



ET<sup>S</sup> J. M. SCHWARZ

SOCIÉTÉ ANONYME AU CAPITAL DE 1.000.000 DE FR.

8, CITÉ D'HAUTEVILLE

PARIS (10<sup>e</sup>)

R.C. SEINE 57 B 18265

TELEPHONE TAITBOU 48-20

TELEGRAMMES EMESSEM-PARIS

PARIS, LE 2 juillet, 1959

Monsieur THERON  
AMBASSADE DE L'UNION SUD AFRICAINE  
50, avenue Hoche

PARIS (16<sup>e</sup>)

EM/SL.

651  
Cher Monsieur,

AFRIQUE DU SUD

A la suite de notre lettre du 8 juin '59, nous vous faisons parvenir, ci-joint, une notice établie en anglais vous donnant de plus amples détails concernant :

- a oceanographic research ship type,

de plus les chantiers navals intéressés font remarquer que :-

1°/ Le navire qu'ils construisent est renforcé, conformément à la réglementation du Bureau Veritas, pour l'obtention de la marque "Glace". Il ne s'agit donc pas d'un brise-glace mais d'un navire capable de naviguer dans les eaux polaires encombrées de glace dérivante "drift pack-ice".

2°/ Compte-tenu du volume des magasins prévus à bord de l'unité française, le navire construit actuellement pourrait être utilisé comme ravitailleur de stations de recherches. Cependant, le caractère succinct du programme communiqué dans la note que vous nous avez remise ne permet pas de répondre définitivement sur ce point. Il faudrait connaître avec plus de précision le tonnage exact de frêt qui serait à transporter pour assurer le ravitaillement des stations de recherches dépendant de l'AFRIQUE DU SUD.

3°/ Le port en lourd du navire est d'environ 475 tonnes et sa jauge brute totale de 1100 tonneaux environ.

En ce qui concerne le prix, notre Associé nous indique que le prix approximatif pour un navire analogue à celui qu'il construit, actuellement, serait de l'ordre de :

- 1.280.000 \$ (un million deux cents quatre-vingts mille dollars).

ce prix étant calculé sur les bases des conditions économiques en vigueur au 1er Avril 1959.

Ce prix comprend le navire complet, livré au quai du chantier constructeur, après essais satisfaisants. Cependant les matériels suivants ne sont pas compris dans la fourniture, étant donné qu'en général ce sont les services

.../...



Secretary for Transport,  
Private Bag 193,  
Fountain Lane,  
PRETORIA.

Enquiries. Mr. J.B. Reitz,  
Tel. 3-3081 Exl. 47,

UNIE VAN SUID-AFRIKA  
UNION OF SOUTH AFRICA

13. 4. 1960.

DEPARTMENT VAN BUITENLANDSE SAKKE  
DEPARTMENT OF EXTERNAL AFFAIRS

PRETORIA.

6 - MAY 1960

No. A.15/114/2.

THE SECRETARY FOR EXTERNAL AFFAIRS. of South Africa,  
LONDON.

The Ambassador, Paris, and Plenipotentiary  
CHARTER OF VESSEL FOR ANTACTICA.

1. In the above connection I wish to refer you to my  
evenly numbered minutes of the 25th November, 1959 and the  
25th and 26th March, 1960. Your reference number is  
102/2/7/2.

2. As a result of experience gained during the recent  
voyage of the Polarbjörn to the Antarctic, this Department  
has come to the conclusion that a helicopter could be of  
inestimable value on any future voyages to that continent.  
It could for instance be used for reconnaissance of the  
ice and for guiding the ships to open water ways, thereby  
reducing or even eliminating the possibility and danger  
of ice-besetment and obviating costly delays.

3. The Department is accordingly anxious to make use  
of the services of a helicopter during future expedition  
voyages, if one is available and if the ships conveying  
the expeditions are equipped to carry such aircraft. In  
the circumstances it would be appreciated if your Department  
could enquire whether any ships that may be available for  
hire, apart from being suitable in other respects, are also  
equipped for helicopter-service.

I wish to refer to my minute 102/2/7 of the 21st  
May, 1959, and subsequent correspondence in regard to the  
purchase or hire of a vessel for Antarctic research and to  
inform you that no decision has yet been reached in this  
connection. The Department is accordingly still anxious  
to receive details of any possible suitable vessels which  
may come to the notice of Union Ministers abroad.

The Secretary for Transport recently requested that  
(Sng.) you be asked to be advised which are suitable  
for SECRETARY FOR TRANSPORT.  
for the purpose of the Secretary's minute  
in this connection (No. A.15/114/2 of the 13th April, 1960)  
is attached for your information and it would be appreciated  
if this further requirement could be borne in mind when  
details of vessels are furnished.

*[Handwritten signature]*

LUGPOS.  
AIRMAIL.



UNIE VAN SUID-AFRIKA  
UNION OF SOUTH AFRICA

102/2/7/2.  
Private Bag 173,  
Fontaine Lake,  
PRETORIA.

SOUTH AFRICAN EMBASSY  
PARIS  
11 MAY 1960  
SUID-AFRIKAANSE AMBASSADE  
PARYS

DEPARTEMENT VAN BUITELANDSE SAKE  
DEPARTMENT OF EXTERNAL AFFAIRS.

PRETORIA.

6 - MAY 1960

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

The Ambassador Extraordinary and Plenipotentiary  
of the Union of South Africa,  
→ PARIS.

- 1. WASHINGTON.
- 2. THE HAGUE.
- 3. COLOGNE.

The Envoy Extraordinary and Minister Plenipotentiary  
of the Union of South Africa,  
STOCKHOLM.

The Acting High Commissioner for the Union of South Africa,  
OTTAWA.

1. The Department is considerably anxious to call attention of the Secretary for Transport to the possibility of a possible purchase or hire of a vessel for undertaking voyages to and from Antarctica.

I wish to refer to my minute 102/2/7 of the 21st May, 1959, and subsequent correspondence in regard to the purchase or hire of a vessel for Antarctic research and to inform you that no decision has yet been reached in this connection. The Department is accordingly still anxious to receive details of any possible suitable vessels which may come to the notice of Union Missions abroad.

The Secretary for Transport recently requested that enquiries be made as to whether ships which are suitable in other respects for the purpose envisaged are also equipped for helicopter service. A copy of the Secretary's minute in this connection (No. A.15/114/2 of the 13th April, 1960) is attached for your information and it would be appreciated if this further requirement could be borne in mind when details of vessels are furnished.

*J. P. ...*  
SECRETARY FOR EXTERNAL AFFAIRS.

21/20.  
21/20.

51, AVENUE HOCHÉ,  
PARIS (8).

13th May, 1960.

The Secretary for External Affairs,  
PRETORIA.

Vessel for Antarctica

In reply to your minute No. 102/2/7/2 of the 5th May, 1960, I have to state that no further offers or possibilities have come to the knowledge of this Mission.

However, it may be of value to the authorities concerned to give here what I have been told by the Israeli Ambassador here about his country's research into the question of supplying their shipping needs. He stated, inter alia -

- (1) that they found it cheaper to have a new ship built than to buy an old one and have it adapted;
- (2) that with present slackness in French shipyards they found French shipbuilding cheapest and most likely to deliver on time;
- (3) that for engineering, designing and "gadgets" they found the French the most resourceful;
- (4) that while only Japanese shipyards were cheaper than the French, his Government decided on the latter because of the much higher resale value of a French-built ship than a Japanese-built;
- (5) that his Government is at present having a ship built here to carry 600 passengers for their luxury trade as well as other smaller vessels; they have commissioned here the reconstruction of a couple of "Victory" ships.

SF&T/SJJ

*Lawrence*  
AMBASSADOR

21/20

10/12/72

The "American Support Program" is, for example, designed primarily for the support of United States stations and expeditions in Antarctica but does also provide the necessary assistance by formal agreement for the New Zealand operations in the Antarctic. As far as we know this is the only agreement of this type in existence but the Americans have also in the past been very co-operative in responding on an ad-hoc basis to calls for help from other expeditions which have found themselves in difficulties.

It is very likely that future South African expeditions which may find themselves ice-bound would be willingly assisted by ships and ice-breakers of other countries which happened to be in the vicinity, but this is a risky and uncertain chance to take. We are accordingly investigating the possibilities of a less haphazard arrangement such as, perhaps, a formal agreement with another country or countries in terms of which assistance might be sought and confidently expected. As a first step, and before actually making any formal approaches to other Governments, we are, however, anxious to obtain as much information as possible on the procedures and policies adopted by other countries with expeditions in Antarctica.

The United Kingdom is the only country which has a permanent presence in Antarctica.



( SECRETARY FOR EXTERNAL AFFAIRS.

As you are aware the Norwegian base on Queen Maud Land in Antarctica has been taken over on loan by the first South African National Antarctic Expedition.

One of the biggest hazards that all Antarctic expeditions face is the danger of relief vessels becoming ice-bound. This proved to be the case during the present Antarctic season when the Inarbjørn, the vessel that conveyed the South African personnel and equipment to Queen Maud Land, had to be assisted through the ice by an Argentine ice-breaker.

In the circumstances the Secretary for Transport has now requested the Department to enquire as to what policies and procedures, if any, are followed in various countries in regard to assistance rendered to non-national Antarctic ships and expeditions which may find themselves in such difficulties. It would accordingly be appreciated if the necessary enquiries in this regard could be made in the country of accreditation of each Mission to whom this minute is addressed. I should be grateful if the High Commissioner, London, could also represent the diplomatic representatives of Japan and Norway in this connection.

10/12/72

LUGPOS.  
AIRMAIL.



UNIE VAN SUID-AFRIKA  
UNION OF SOUTH AFRICA.

MT

21/20

102/27/2.

SOUTH AFRICAN EMBASSY  
PARIS  
15 JUNE 1960  
SUID-AFRIKAANSE AMBASSADE  
PARIS

DEPARTEMENT VAN BUITELANDSE SAKE  
DEPARTMENT OF EXTERNAL AFFAIRS  
PRETORIA.

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

The Ambassador Extraordinary and Plenipotentiary  
of the Union of South Africa,  
PARIS.  
BRUSSELS.

The Envoy Extraordinary and Minister Plenipotentiary  
of the Union of South Africa,  
BUENOS AIRES.

The Chargé d'Affaires of the Union of South Africa,  
SANTIAGO.

Possible Assistance in Antarctica.

SECRETARY FOR EXTERNAL AFFAIRS.

As you are aware the Norwegian base on Queen Maud Land in Antarctica has been taken over on loan by the first South African National Antarctic Expedition.

One of the biggest hazards that all Antarctic expeditions face is the danger of relief vessels becoming ice-bound. This proved to be the case during the present Antarctic season when the Polarbjorn, the vessel that conveyed the South African personnel and equipment to Queen Maud Land, had to be assisted through the ice by an Argentine ice-breaker.

In the circumstances the Secretary for Transport has now requested the Department to enquire as to what policies and procedures, if any, are followed in various countries in regard to assistance rendered to non-national Antarctic ships and expeditions which may find themselves in such difficulties. It would accordingly be appreciated if the necessary enquiries in this regard could be made in the country of accreditation of each Mission to whom this minute is addressed. I should be grateful if the High Commissioner, London, could also approach the diplomatic representatives of Japan and Norway in this connection.

/.....

F

disposés à répondre sur une base ad hoc aux appels de secours d'autres expéditions se trouvant en difficulté.

Il est très probable que des futures expéditions sud-africaines se trouvant bloquées par les glaces, seraient aidées par les navires, ou briseurs de glace d'autres nations naviguant dans les parages; mais c'est un risque à courir des plus hasardeux. Les Autorités sud-africaines recherchent donc des arrangements d'un caractère moins aléatoire tels, par exemple, qu'un accord officiel avec un ou plusieurs pays, aux termes duquel l'assistance pourrait être demandée dans la certitude qu'elle sera obtenue. Toutefois, à titre préliminaire et avant d'effectuer des démarches officielles auprès d'autres Gouvernements, les Autorités sud-africaines souhaiteraient obtenir le maximum d'informations sur la politique adoptée en la matière par les différentes nations qui envoient des expéditions dans l'Antarctique.

As you are aware the Norwegian base in Queen Maud Land in Antarctica was first taken over in 1956 by the South African Antarctic Expedition.

One of the biggest hazards that all Antarctic expeditions face is the danger of being trapped by ice-bound. This proved to be the case during the present Antarctic season when the Falklands, the vessel that conveyed the South African personnel and equipment to Queen Maud Land, had to be assisted through the ice by an Argentine ice-breaker.

Paris, 17 juin 1960. In circumstances the Secretary for Transport has now requested the Government to enquire as to what policies and procedures, if any, are followed in various countries in regard to assistance rendered to non-national Antarctic ships and expeditions which may find themselves in such difficulties. It would accordingly be appreciated if the necessary enquiries in this regard could be made in the context of accreditation of such vessels to whom this advice is addressed. I should be grateful if the High Commissioner, London, could also suggest the appropriate representatives of Great Britain and Norway in this connection.

51 Avenue Hoche, Paris 8e

A I D E - M E M O I R E

La base norvégienne de Queen Maud Land, dans l'Antartique, a été prêtée par la Norvège à une expédition antartique sud-africaine, la première.

L'un des risques les plus grands qui menace toutes les expéditions antartiques est le blocage par les glaces des navires de relève. C'est ce qui s'est produit au cours de la présente saison antartique : le "Polarbjorn" qui transportait personnel et équipement sud-africains a dû être dégagé par un brise-glace argentin.

Dans ces circonstances, les Autorités sud-africaines cherchent à se documenter sur la ligne de conduite et les moyens, s'ils existent, adoptés en divers pays en ce qui concerne l'aide aux navires et expéditions étrangères qui peuvent se trouver en difficulté dans les régions antartiques.

Le Programme américain d'Aide, par exemple, est tout d'abord destiné à secourir les stations et expéditions antartiques des Etats-Unis, mais il comporte également, par accord officiel, l'aide nécessaire aux opérations antartiques de la Nouvelle Zélande. C'est d'ailleurs à la connaissance des Autorités sud-africaines le seul accord de ce genre existant actuellement. Mais les Américains se sont toujours montrés dans le passé

.. / ..

Handed  
to Africa Section  
S/M. Sh.  
Lin.  
7/7/60



51 Avenue Hoche, Paris 8e  
19th July, 1960.

The Acting-Secretary for External Affairs,  
Pretoria.

(in duplicate).

Possible Assistance in Antarctica.

The Embassy has discussed with the French Foreign Ministry the questions raised in your minute 102/2/7/2. The French authorities are alive to the importance of a regularised system of relief assistance to ice-bound research vessels in the Antarctic.

They feel, moreover, that this is a matter of equal importance to all the twelve signatories of the Treaty on Antarctica, which was signed at Washington on 1st December, 1959, and that its solution should be found within the framework of that Treaty.

Accordingly, the Foreign Ministry spokesman suggested that the matter might be raised by the South African representative in Washington at a meeting of the Committee which has been set up to study methods to implement the Treaty so that it should be in smooth running order by the time it is ratified. He considered that this procedure is fully acceptable in terms of Article 9.

In the meantime, the Foreign Ministry undertook to convey the South African viewpoint to its representative on the Committee and suggested that the two representatives contact each other in Washington. He pointed out that French interests and difficulties were very similar to ours in this respect as France possesses no icebreakers of its own. In the past helicopters have been the only means at their disposal in case of need.

J.B. SHEPHERD  
Ambassador.

*Africa Section  
Mfr. Sh.  
C.M.  
17/60*

21/20.

CODE TELEGRAM

To: The South African Embassy, Paris.  
From: The Secretary for External Affairs, Pretoria.

Despatched: 25.10.1960 - 4.40 p.m.  
Received: 26.10.1960 - 9.00 a.m.

Addressed to Paris No. 66.  
Repeated Brussels No. 48.

South African Antarctic Expedition experience difficulty in finding pilots qualified to fly expedition's French Alouette Helicopters which will be operating from ship Polarhav for navigational spotting in ice and for Bouvet Island survey if landing by sea impossible.

Please approach authorities and enquire whether service qualified pilot preferably with Antarctic experience could be made available to expedition and on what terms. If desired he could join expedition as observer in terms of Article No. 3, Antarctic Treaty.

Pilot could either proceed to Union by air and join expedition in Cape Town before departure early in December or might travel in Polarhav leaving Norway for Cape next month. He would return from Antarctic in Polarhav early in February.

*Africa*  
*Mr. ...*  
*21/10/60*

JBS/CS.

quittera ce pays pour Le Cap ce mois-ci. Son retour de l'Antartique à bord du "Polarhav" aura lieu au début de février 1961.

L'Ambassade serait infiniment obligée au Ministère de la prompte attention qu'il voudra bien accorder à cette demande et dans l'attente d'une réponse à bref délai, elle saisit cette occasion pour renouveler au Ministère l'assurance de sa haute considération.

L'Expédition Antartique Sud-Africaine rencontre de grandes difficultés à trouver un pilote qualifié pour piloter l'hélicoptère français "Alouette" qui lui servira de base d'opérations pour effectuer les travaux de passage du navire dans la glace et d'effectuer des survols d'inspection de l'île Bouvet au cas où un passage par mer se révélerait impossible.

Paris, le 3 novembre 1960.

Les Autorités en question souhaitent savoir s'il serait possible aux Autorités Françaises de mettre à la disposition de l'Expédition un pilote qualifié avec de préférence une expérience de l'Antartique, et à quelles conditions. Si les Autorités Françaises le désirent, il pourrait se joindre à l'Expédition en qualité d'observateur, conformément à l'Article 3 du Statut de l'Antartique.

Ce pilote pourrait soit rejoindre par avion en Union Sud-Africaine l'expédition avant son départ du Cap au début de décembre, soit rejoindre en Norvège le "Polarhav" qui

MINISTRE DES AFFAIRES ETRANGERES,  
Quai d'Orsay 57,  
Paris 7<sup>e</sup>.

.../...

/on.

Reçu. 1979

51 Avenue Hoche, Paris 8e

L'Ambassade de l'Union de l'Afrique du Sud présente ses compliments au Ministère des Affaires Etrangères et a l'honneur de lui communiquer au nom des Autorités sud-africaines, la requête suivante :

L'Expédition Antartique Sud-Africaine éprouve des difficultés à trouver un pilote qualifié pour un appareil hélicoptère français "Alouette" qui du bord du "Polarhav" qui lui servira de base aura pour mission de relever les chenaux de passage du navire dans la glace et d'effectuer des survols d'inspection de l'île Bouvet au cas où un débarquement par mer se révélerait impossible.

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Ce pilote pourrait soit rejoindre par avion en Union Sud-Africaine l'expédition avant son départ du Cap au début de décembre, soit rejoindre en Norvège le "Polarhav" qui

MINISTERE DES AFFAIRES ETRANGERES,  
Quai d'Orsay 37,  
Paris 7e.

.../...

/CS.

Rem. 13/11

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From: The Secretary for External Affairs, Pretoria.

Despatched: 25.10.1960 - 4.40 p.m.  
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Please approach authorities and enquire whether service qualified pilot preferably with Antarctic experience could be made available to expedition and on what terms. If desired he could join expedition as observer in terms of Article No. 3, Antarctic Treaty.

Pilot could either proceed to Union by air and join expedition in Cape Town before departure early in December or might travel in Polarhav leaving Norway for Cape next month. He would return from Antarctic in Polarhav early in February.

/CS.

Send. 15/11



51 Avenue Hoche, Paris 8e

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Les Autorités en question souhaitent savoir s'il serait possible aux Autorités Françaises de mettre à la disposition de l'Expédition un pilote qualifié avec de préférence une expérience de l'Antartique, et à quelles conditions. Si les Autorités Françaises le désirent, il pourrait se joindre à l'Expédition en qualité d'observateur, conformément à l'Article 3 du Traité de l'Antartique.

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MINISTERE DES AFFAIRES ETRANGERES,  
Quai d'Orsay 37,  
Paris 7e.

.../...

/cs.

Prof. Robbarts  
We have left this  
with you if the  
pilot is to go by  
ship this month - would  
you please see if  
could be expedited  
LIR  
3/11/60.

qui quittera ce pays pour La Cap ce mois-ci. Son retour de l'Antartique à bord du "Polarhav" aura lieu au début de février 1961.

L'Ambassade serait infiniment obligée au Ministère de la prompt attention qu'il voudra bien accorder à cette demande et dans l'attente d'une réponse à bref délai, elle saisit cette occasion pour renouveler au Ministère l'assurance de sa haute considération.

Paris, le 3 novembre 1960.

Les Autorités en question souhaiteraient savoir s'il serait possible aux Autorités Françaises de mettre à la disposition de l'Expédition un pilote qualifié avec de préférence une expérience de l'Antartique, et à quelles conditions. Si les Autorités Françaises le désirent, il pourrait se joindre à l'Expédition en qualité d'observateur, conformément à l'Article 3 du Traité de l'Antartique.

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MINISTRE DES AFFAIRES ÉTRANGÈRES,  
Quai d'Orsay 37.  
T. 2. 1. 2. 12.



51 Avenue Hoche, Paris 8e.

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MINISTERE DES AFFAIRES ETRANGERES,  
Quai d'Orsay 37,  
Paris 7e.

... / ...

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Paris, le 3 novembre 1960.

MINISTRE DES AFFAIRES ÉTRANGÈRES,  
Quai d'Orsay 57,  
Paris 7e.

51 Avenue Hoche, Paris 8e.

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MINISTERE DES AFFAIRES ETRANGERES,  
Quai d'Orsay 37,  
Paris 7e.

... / ...

Du: Général de Brigade J.H. Robbertze, D.S.O.

21/20.

51 Avenue Hoche, Paris 8e.

Attaché Militaire,  
de l'Air et Naval,  
51, Avenue Hoche,  
PARIS (8).

4 Novembre 1960.

Suite à notre entretien d'avant-hier, veuillez trouver ci-inclus une copie de la lettre, au sujet de l'expédition antarctique, que vient d'adresser l'Ambassade sud-africaine au Ministère des Affaires Etrangères.

A ce sujet, la Société Sud-aviation me signale qu'il y a un pilote militaire ayant déjà l'expérience du pilotage d'hélicoptère en régions glaciaires; je crois comprendre qu'il s'agit d'un officier dont le nom est le Commandant Petitjean (?)

Etant donné la proximité de la date prévue pour le départ de l'expédition je vous saurais gré de toute intervention susceptible de provoquer une réponse dans le plus court délai.

En vous remerciant encore une fois, je vous prie d'agréer, mon Colonel, l'expression de mes sentiments distingués.

Le Lieutenant-colonel Wattier,  
51 Boulevard Latour-Maubourg,  
PARIS (7e).

JHR/SJJ

'21/20.

CODE TELEGRAM

To: The South African Embassy, Paris.

From: The Secretary for External Affairs, Pretoria.

Despatched: 8.11.1960 - 10.10 a.m.  
Received: 8.11.1960 - 2.45 p.m.

Addressed to Paris No. 69.

Brussels No. 51.

My telegram No. 66 to Paris and my telegram No. 48 to Brussels. Would appreciate early reply as matter now urgent.

21/20.

CODE TELEGRAM

To: The Secretary for External Affairs, Pretoria.

From: The South African Embassy, Paris.

Despatched: 10.11.1960 - 5.30 p.m.

No. 60.

Your telegram No. 69.

French Authorities able to make pilot available.

They will furnish name and other particulars next  
week.

*Copy has been  
sent to Brussels.*

*CMJ  
11/4*

16 Groups

Allocation - C.3.

Certified Correct

CODE TELEGRAM

To: The Secretary for External Affairs, Pretoria.  
From: The South African Embassy, Paris.

Despatched: 17.11.1960 - 5.30 p.m.

No. 61.

From Military Attaché. Your No. 66 dated 25.10.1960.

1. Experienced helicopter pilot, with excellent military record, prepared to undertake mission to Antarctic. He is however not qualified to fly Alouettes and must therefore first do a conversion course. This course I could probably arrange with little or no cost to the Union Government. His conditions are:

- (a) To be taken into the employ of the Union Government from the date of the commencement of the conversion course to the date of his return to France at the conclusion of the expedition.
- (b) During this time his transport and subsistence will be covered by the Union Government.
- (c) The Union Government will cover him with all customary insurances.
- (d) His salary for the whole of this period to be in the region of £240 (rather less) per month.

2. This person makes a very good impression and it is recommended that his offer be accepted.

3. It may be possible that he could be sent to the Union with one of the aircraft carrying helicopters.

4. Please reply immediately.

*Para 2/11.*  
*[Signature]*

Le Ministère des Affaires Etrangères a l'honneur de faire savoir à l'Ambassade de l'Union de l'Afrique du Sud qu'il est intervenu immédiatement à ce sujet auprès des Autorités françaises compétentes. Celles-ci ont recruté un pilote actuellement disponible dont les qualifications pourraient correspondre au désir des Autorités sud-africaines. Il s'agit de M. DAVID que le Secrétariat Général à l'Aviation Civile et Commerciale a invité à se mettre directement en rapport avec l'Ambassade.

Le Ministère espère que le pilote dont il s'agit pourra se mettre sans délai à la disposition de l'expédition Antarctique sud-africaine.

Il saisit cette occasion pour renouveler à l'Ambassade les assurances de sa haute considération. *LD*

Paris le 17 novembre 1960.





PARIS, LE



Le Ministère des Affaires Etrangères présente ses compliments à l'Ambassade de l'Union de l'Afrique du Sud et, se référant à Sa note en date du 3 novembre, a l'honneur de Lui exposer ce qui suit :

L'Ambassade a bien voulu signaler au Ministère les difficultés qu'éprouvait Son Gouvernement à recruter un pilote qualifié pour un appareil hélicoptère français "Alouette" qui, du bord du navire "Polarhav", doit participer à l'expédition arctique sud-africaine.

AMBASSADE DE L'UNION DE L'AFRIQUE DU SUD  
A PARIS

*Noted and actually  
in contact with  
person a hope to arrive at  
a decision on the way  
19/11/60*

PRIORITY CODE TELEGRAM

To: The South African Embassy, Paris.

From: The Secretary for External Affairs, Pretoria.

Despatched: 21.11.1960 - 11.05 a.m.

Received: 21.11.1960 - 12.30 p.m.

No. 71.

Your telegram No. 61.

Please thank French Authorities and pilot concerned for kind offer to pilot South African helicopter which it was proposed should accompany our Antarctic expedition. Express regret, however, that project now unavoidably cancelled as due to unforeseen circumstances no helicopter will in fact be available for this purpose at the time needed.

.....

Comme convenu, je me présenterai à votre AMBASSADE le Jeudi 18 Novembre  
en début d'après midi.

Veillez agréer, MON GENERAL, à l'expression de mes respectueuses  
salutations.

A handwritten signature in dark ink, appearing to be 'L. J. ...', is written in the upper right quadrant of the page. The signature is fluid and cursive, with a long horizontal stroke at the end.

PARIS le 17 Novembre 1960

Monsieur René DAVID  
PILOTE PROFESSIONNEL HELICOPTERES  
ECOLE des PARALYSES  
BÈNERVILLE S/MER  
( Calvados )  
Tel: DEAUVILLE 88-32-58

à  
Monsieur le GENERAL ROBERTZE  
Attaché Militaire

AMBASSADE SUD AFRICAINE

51 Ave HOCHE PARIS 8°

Comme suite à notre conversation du 16 Novembre 1960, j'ai l'honneur de vous informer que je suis d'accord pour entreprendre cette mission à l'île BOUVET à titre de Pilote "ALOUETTE".

Mes conditions sont celles qui sont appliquées par les sociétés françaises pour ce genre de travail soit:

- Prise en compte pour toutes conditions de voyages ,hotel ,nourriture, équipements spéciaux, par votre Gouvernement.
- Salaire fixe par mois .....: 1.500 NF
- Prime d'éloignement par mois .....: 1.000 NF
- 40 H de vol garanties par mois à 20NF l'heure soit: 800 NF

Soit un total de 3.300NF par mois pour toute la durée de la Mission de Départ PARIS au Retour PARIS.

Reste à fixer les conditions d'assurance en cas d'Accident, d'Invalidité, ou de Décès.

Etant donné que votre Gouvernement accepte d'effectuer à son compte ma conversion sur ALOUETTE je ne demanderai que 1.300NF de Fixe au lieu de 1.500NF et seulement un minimum de 30 H de vol garanti par mois au lieu de 40 h.

Pendant la durée de cette conversion afin d'assurer ma subsistance à PARIS je vous demanderai de bien vouloir me régler cette période sur la base de 1.300NF par mois.

File

...../.....

51 Avenue Hoche, Paris 8e

Monsieur le GÉNÉRAL-CHIEF  
D'ÉTAT-MAJOR

DÉPARTEMENT DES AFFAIRES

L'Ambassade de l'Union de l'Afrique du Sud présente ses compliments au Ministère des Affaires Etrangères et se référant à la note du Ministère en date du 17 novembre 1960, a l'honneur de l'informer que les Autorités sud-africaines viennent de lui faire connaître ce jour, que par suite de circonstances imprévisibles aucun hélicoptère "Alouette" ne pouvant être mis à la disposition de l'Expédition Sud-Africaine Antarctique en temps voulu, celle-ci avait dû renoncer à se faire aider par l'un de ces appareils.

Les Autorités sud-africaines ont chargé l'Ambassade d'exprimer aux Autorités françaises ainsi qu'au Ministère, en même temps que leurs regrets de ce contre-ordre, leurs remerciements les plus chaleureux pour la promptitude et l'efficacité avec lesquelles le Ministère et les Autorités françaises se sont employés à donner satisfaction à la demande qu'elles avaient présentée.

L'Ambassade saisit cette occasion pour renouveler au Ministère les assurances de sa haute considération.

MINISTÈRE DES AFFAIRES ÉTRANGÈRES,  
Section Amérique du Nord,  
(Questions Arctiques et Antarctiques),  
37 Quai d'Orsay,  
Paris 7e.

Paris, le 21 novembre 1960.



51 Avenue Hoche, Paris 8e

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Paris, le 21 novembre 1960.



REPUBLIQUE FRANCAISE

MINISTRE DES AFFAIRES ETRANGERES  
Direction des Affaires Politiques  
AFRIQUE

Ces renseignements sont transmis à l'Ambassade pour l'information de son gouvernement en application des dispositions de l'Article VII paragraphe 5 du Traité sur l'Antarctique signé à Washington le 1er décembre 1959.

Le Ministère des Affaires Etrangères saisit cette occasion pour renouveler à l'Ambassade d'Afrique du Sud les assurances de sa très haute considération. /: *ca*

Paris, le 13 février 1962

37 Quai d'Orsay,  
Paris 7e.



MINISTÈRE  
DES  
AFFAIRES ÉTRANGÈRES

Direction des Affaires Politiques  
AMÉRIQUE

LIBERTÉ · ÉGALITÉ · FRATERNITÉ  
RÉPUBLIQUE FRANÇAISE

PARIS, LE

~~21/20~~  
21/20

SOUTH AFRICAN EMBASSY  
PARIS  
16 FEB 1962  
SOUTH AFRICAN EMBASSY  
PARIS

Le Ministère des Affaires Étrangères  
présente ses compliments à l'Ambassade d'Afrique du  
Sud et a l'honneur de lui adresser ci-joint le  
programme des activités du gouvernement français  
dans l'Antarctique pour la campagne 1961/62.

.../...

AMBASSADE D'AFRIQUE DU SUD

A PARIS

37 Quai d'Orsay,  
Paris 7<sup>e</sup>.





Direction des Affaires Politiques

AMÉRIQUE

XXXXXXXX  
XXXXXX

51, AVENUE HOCHÉ,  
PARIS (8).

19th February, 1962.

The Secretary for Foreign Affairs,  
PRETORIA.

French Antarctic Programme : 1961/62

The French Ministry of Foreign Affairs has sent the Embassy the attached memorandum on the programme of activity of the French Government in the Antarctic during the 1961/62 season. The Ministry has requested that this information be transmitted to the South African Government in accordance with the provisions of article VII, paragraph 5, of the Antarctic Treaty signed at Washington on the 1st December, 1959.

Le Ministère des Affaires Étrangères

présente ses compliments à l'Ambassadeur d'Afrique du

J. R. JORDAAN.

Enc.

IFAdEV/SJJ

AMBASSADOR

Paris 7e.

