

Telephone Message from Mr. Smit from Oslo.

Instruct Crown Agents to procure <sup>(a)</sup> 1 radio transmitter from Redifon, type G40B with serial coupling unit. Power 600-750 watt c.w. or 500 M.c.w. Frequency range to be notified later. Include two years' supply of necessary spares. Spares for radio equipment at base to follow.

- (b) 500 beritex balloons 500 grms.
- (c) Medical stores as per F.I.D.S. issue per base.
- (d) Reduce dog <sup>sum</sup> peXican order by a quarter.

*Done 23/1/57.*

(6) Polar Institute has undertaken to procure additional tractors and spares for items taken over at special prices for our account. Balance will be purchased elsewhere.

(7) Fuel can be obtained at short notice in terms f.o.b. Alesund at prices about 3d. per gallon lower than in Union. This based on estimated price of drum South African 45/-.

TELEGRAM

FROM: HIGH COMMISSIONER: LONDON.  
TO: SECEXTERN PRETORIA.  
D: 23.9.59.



No. 88 (SECRET EAS).

Further my 84.

Smit requested me by telephone today from Oslo to inform you that Norwegians entirely co-operative and their charges moderate beyond expectation. Press situation increasingly embarrassing as wide nature of transactions make news leakages inevitable. He recommends urgent agreement with Norwegian Government on official press release.

(6) Polar Institute has undertaken to procure additional tractors and spares for items taken over at special prices for our account. Balance will be purchased elsewhere.

(7) Fuel can be obtained at short notice in terms f.o.b. Alesund at prices about 3d. per gallon lower than in Union. This based on estimated price of drum South African 45/-.



COMMONWEALTH RELATIONS OFFICE,

DOWNING STREET, S.W.1.

23rd September, 1959

*My dear High Commissioner,*

Following our conversation on Friday last, we have been in touch with the Crown Agents about priority for your requirements in fitting out a South African expedition to the Antarctic during the coming season.

The Crown Agents assure us that they will do all they can to help you in the selection, ordering and packing of the special stores and equipment in time for the successful mounting of this expedition. I hope all goes well, but please do not hesitate to let me know if there is any further help we might give.

*D.H.C. A.J.R.  
2) First Secretary.*

*Yours sincerely*

*Alice Clark-Smith*

His Excellency Dr. the Hon. A.J.R. van Rhijn.

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(7) Fuel can be obtained at short notice in terms f.o.b. Alesund at prices about 3d. per gallon lower than in Union. This based on estimated price of drum South African 45/-.

AIDE MEMOIRE

In March, 1954, the Government of the Union of South Africa obtained the permission of the Government of Norway to send a South African reconnaissance party to Bouvet Island. The object of the visit was to investigate the possibility of establishing a weather station on Bouvet Island as part of the programme of the International Geophysical Year. The reconnaissance was carried out early in 1955 and the Union Government subsequently made a report available to the Norwegian Government.

The Union Government thereupon decided not to establish a weather station on Bouvet Island and proceeded instead to establish a station on Gough Island. However, the Union Government is now prepared to reconsider the question, but, since the feasibility of establishing a weather station on Bouvet Island has not yet been determined, it considers that a further reconnaissance of the island will first be necessary.

The Union Government is anxious to learn as soon as possible whether the Norwegian Government would have any objection to the Union Government conducting a further reconnaissance with a view to establishing a weather station on Bouvet Island.

South Africa House,  
London,  
23rd September, 1959.

Note for H.C.

The Norwegian Government will be aware that the question of establishing a weather station on Bouvet Island has been fully discussed at the I.G.Y. meetings. At the Third Antarctic Conference which took place in Paris in July/August, 1956, a resolution was adopted that

"Norway, the Union of South Africa and the Soviet Union jointly examine all questions concerning the organisation of a station on Bouvet Island on an international basis; and, if possible, take practicable measures for the establishment and maintenance of the station during the I.G.Y."

In the event neither the Norwegian, nor the Russian, nor the South African Government was able to give effect to this resolution. Nevertheless it has been very widely recognised that the islands contiguous to Antarctica are of great importance to the world; they are indeed of prime importance from the point of view of South African meteorology.

24.9.59.

South Africa House,  
London,  
23rd September, 1959.

IdV/AG



FROM: TRANSPORT PRETORIA.

D: 25.9.59

TO: H. C. LONDON.

R: 25.9.59

C212.

For Smit of Transport.

Contents your message of 23 noted. Wire terms of agreement for approval before signature. Ensure sufficient freight capacity for Union expedition including fuel. Do not purchase fuel. Establish resistance to corrosion of drums available there and danger of possibility of oil drums corroding at base. Painted oil drums here at seven shillings and sixpence. Re frequency bands suggest variable frequency Oscillators be used initially until the discreet frequency has been established by experience. Refer Haupt's notes. Establish whether variable frequency Oscillators are available at base.

24.9.59.

South Africa House,  
London,  
23rd September, 1959.

IdV/AG

S.A. Antarctic Base: Financial arrangements.

08.

Miss Fensham, Chief Secretariat, Crown Agents, telephoned 25 Sept. re financial arrangements for purchases made on our behalf by Crown Agents. Some items now coming forward + therefore necessary to provide funds. She suggested that the Crown Agents open a special account into which we should deposit a sum on which they can draw as necessary. In the meantime these funds would draw interest on our behalf.

2. I said I thought this could be done. When Technical Mission returned Monday 28<sup>th</sup> we could form some idea of scale of purchases in UK, + hence of amount required. Mission could then seek Treasury authority + S.A. House could arrange for payment into the special a/c of Crown Agents. This could be done fairly quickly; probably within the course of next week.
3. Miss Fensham suggested that we could deposit a few thousand pounds without waiting for overall estimates. I said I thought we would prefer ~~to~~ to give Treasury an approximate total figure + not to keep going back for 'padding packets'. She agreed to this.

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24.9.59.

South Africa House,  
London,  
23rd September, 1959.

IdV/AG

RE CLAIR TELEGRAM.

613.

FROM: TRANSPORT PRETORIA.

D: 30.9.59

TO: H. C. LONDON.

R: 30.9.59

C214.

For H.P. Smit.

Advance £15,000 in favour Crown Agents approved.

3. I previously within the course of next week. Miss Foulsham suggested that we could deposit a few thousand pounds without waiting for a final estimate. I said I thought we would prefer ~~to~~ to give Treasury an approximate total figure + not to keep going back for penny packets! She agreed to this.

24.9.59.

South Africa House,  
London,  
23rd September, 1959.

IdV/AG



EN CLAIR TELEGRAM

DESPATCHED: 30.9.59.

LT TRANSPORT PRETORIA.

670 Following from Smit.

1. Correct following transmission errors and add amendments to my telegram No. 655 of September 23.

Para 1. Charge per passenger reduced from 20/- to 15/- per day

Para 4 Overtime lumpsum of 400 pounds agreed with owner instead of hourly rate. May mention Norwegians paid last year 4000 pounds

Para 5 Discount 50 per cent and not 5 as stated

Para 6 Oliver tractor complete with snow track and all weather cabin purchased delivery Alesund prior departure Polarbjorn

2. Reference your G212 Norwegian Government advised us today that our proposals regarding agreement accepted. Draft agreement will be telexed tomorrow to Norwegian Embassy London and this will be brought with us.

3. Mission arriving Saturday evening Al Italia Flight AZ500. Advise families arrange transport and instruct airport manager to facilitate customs clearance.

4. From tentative discussions with Belgians regarding joint charter vessel for 1960 possible to reduce charter estimate by 50 percent. Furthermore according to Fuchs hut estimate can be reduced from \$60,000 to \$15,000.

OPPOSITELY

- (5) It is recommended that the South African Government should have a firm agreement with the Belgian Government on a broad basis and principles without specifying the type of ship. It is important that instruction should be given to the agreed ships broker by a specified date each year to proceed with charter negotiations in order to avoid the possibility of not acquiring a ship because of the demand on such vessels.

In order not to prejudice the chartering of a ship by the South African Government, it is imperative that the Belgian Government should notify the South African Government that they do not wish to enter into a joint charter of ship by a specified firm date. In the absence of such notification the brokers would be instructed to charter a ship for use by both Governments.

Details of requirements by each Government in regard to number of passengers, freight to be mutually agreed upon between C.N.R.P. and the Department of Transport in order that the Shipbroker can be informed of the size of ship required for the expeditions.

- (6) It is strongly recommended that all overtime charges should be made on a lump sum basis and specified, in the charter agreement, for each base, laying down the liability of each Government.
- (7) Normally it is the responsibility of the ship's crew to unload the cargo onto the ice shelf. For the removal of the cargo from alongside the ship to a safe place, both Governments should agree that members of both expeditions who are on board should render all assistance in this task.
- (8) If possible the stores for each expedition should be stowed in separate holds. While it will primarily be the responsibility of the Captain of the chartered vessel to proceed in the interests of safe navigation, the respective Governments should mutually agree upon the order in which the bases should be visited if conditions at the two bases are equal.
- (9) During the presence aboard the ship of two expeditions, the Governments should mutually agree upon the appointment of one joint leader for negotiation with the Captain of the ship.

RESUME DISCUSSION WITH C.N.R.P. IN BRUSSELS, 29TH SEPTEMBER,  
1959

Appointment made with Maj. G. Deroom, leader of 1959/60 Belgian expedition. He made it quite clear that he had no say regarding policy and matter should be discussed with the Director, Prof. J. M. Van Mieghem.

Prior to the availability of the Director we tentatively discussed the possibilities of a joint charter. Subsequent discussions were held with the Director who agreed in principle to the following conditions:-

- (1) South African Government to share charter costs and fuel on 50/50 basis ex Cape Town and back, and per capita charge for South African passengers.
- (2) Port dues and shipping charges at Cape Town to be charged to South African Government.
- (3) If it is the South African Government policy to cover the risk of besetment in the ice, it will be our responsibility to enter into an agreement with a company dealing with such insurances, e.g. Lloyds. In view of the difficulties experienced last year, the premium the Belgian Government has to pay for the 1959/60 expedition is of the order of 1½ million Belgian francs or approximately £10,000.

If at Government level an agreement could be reached with the American Government for the assistance of the American Antarctic Support Programme to be available in case of need the premium for the risk would be considerably reduced. It is strongly recommended that our Minister of External Affairs during his forthcoming visit to Washington in October discuss this matter.

In discussions with Mr. Salvesen of Westralian Farmers Transport (on 30th September, 1959, in London), he pointed out that the Australian Government are not taking out insurance for this risk and he considered that while the risk of besetment at the Belgian base was relatively high, that at the Norwegian base was very small as at no time have the Norwegians experienced this. Hence it is recommended, if the Union Government decides to insure for this risk, it should do so independently of the Belgians.

- (4) That both Governments should agree mutually to appoint one Broker for arranging the charter of a vessel. We strongly recommend the appointment of Westralian Farmers Transport. This firm has had wide experience in this field and arranges charters for F.I.D.S. and Australia; and, until last year, did so for the Belgian Government.

30th September, 1959.

Dear Dr Martin,

When I called on you on September 23rd you very kindly agreed to recommend to your Society my request that Mr. Hemmen be allowed to act temporarily as consultant and adviser in connection with the purchases which are now being made on behalf of the South African Antarctic Expedition.

In view of the urgency of completing these purchases in the very short time remaining before the beginning of the Antarctic summer, we should be most grateful if your Society were able to assist by allowing us to make use of Mr. Hemmen's knowledge and experience in these matters. It is anticipated that Mr. Hemmen's services would only be required at intervals, on a part-time basis, during this month of October. We shall be happy to arrange such financial compensation for these services as the Royal Society may consider appropriate.

With many thanks for your kind assistance,

I am,

Yours sincerely

I. F. A. de VILLIERS.

Dr. Martin,  
The Royal Society,  
Burlington House,  
W.1.

IdV/JH

of the Belgians.

- (4) That both Governments should agree mutually to appoint one Broker for arranging the charter of a vessel. We strongly recommend the appointment of Westralian Farmers Transport. This firm has had wide experience in this field and arranges charters for F.I.D.S. and Australia; and, until last year, did so for the Belgian Government.

/(5) ....



a corresponding reservation with regard to our people and our equipment.

The South African delegation stated that with regard to the payment for the equipment etc. we could have convenient amounts paid at any time\*.

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1. the electric plant including compressor
  2. heating and cooling plant, air-conditioned as well as the electric installations
  3. furniture, kitchen utensils etc.



the agreement ought to be phrased in rather general terms, and agreement probably ought to be arrived at that the captain of the vessel be authorized to stipulate the number of days to be paid for by the Union of South Africa.

It ought to be mentioned, that according to the calculations made by the South African delegation the ship should be ready to depart from the barrier primo January, 1960. If so, the ship ordinarily would reach Aalesund by 23/2 at which date the enhanced day charter rate enters into force. We are not able, however, to take a position as to these calculations. This view of ours was also conveyed to the South African delegation.

If the ship is to be substantially delayed owing to difficult ice and/or weather conditions, the circumstances on the voyage must be decisive as to the question whether the delay wholly or partly is due to the participation of the South African expedition.

In accordance to the charter-party Norsk Polar-institutt is to pay for bunkers and up to N.kr. 40.000 for extra assurance of the ship. No agreement was concluded as to whether the Union of South Africa should pay a part of this amount or not. In any case we would have had to pay this extra assurance. The cost of extra tankers resulting from the extra call at Cape Town cannot be estimated for the time being, but this would hardly amount to any large sum. During unloading in the antarctic only deck winches will consume any fuel.

It ought to be made a reservation in the agreement that the Norwegian Government have no responsibility whatsoever for the South African expedition members and their equipment. The Union of South Africa probably want to make

required for the Norwegian expedition to make a direct call at the barrier at Norway Station, embark people and equipment and return to Norway via Cape Town.

2. It is being understood that the Union of South Africa shall be allowed to transport some 20 passengers from Cape Town to the barrier and some 10 back to Cape Town. For board and bedding on board the Union of South Africa shall pay N.kr. 13 per caput per day, as stated in the charter-party.
3. For overtime for the crew the Union of South Africa shall pay a lump sum of N.kr. 8,000.

This agreement was orally concluded between the South African delegation and the shipowner Mr. Peter Karlsen during their talks at Norsk Polarinstitutt.

The delivery of the ship at Aalesund has now been scheduled to 30/10 - instead of 5/11 as was originally agreed upon. The ship will be delayed by 2 calls at Cape Town - instead of one single call on the home voyage as was originally planned.

Additional delay will be caused by the loading and unloading at Cape Town and by the longer stay necessary at the barrier.

The time needed by the ship for the accomplishment of the expedition naturally will depend on the ice and weather conditions. Consequently, it is quite impossible in advance to stipulate the total delay to be caused by the participation of the South African expedition.

It is therefore to be assumed that this part of

all-skycamera, instruments, a record of which the South African delegation has put down. It has been agreed upon that the Union of South Africa will be charged up to full purchase price for these instruments. It is, however, not possible to state these prices until we have been able to check the amounts. For some of these items Dr. Orvin has given the estimated purchase prices. The South African delegation agreed that the final amounts were to be reverted to as soon as the invoices had been checked.

This is also the case with regard to the remaining vaisala and berilix balloons.

Provisions, fuels and tools etc.

Remaining food supplies, petrol and oils, tools, aluminium and caustic soda for the balloon generators etc. have been transferred to the Union of South Africa free of charge. Records of these stores have been ordered to be transmitted directly from Norway Station to Pretoria.

Norsk Polarinstitutt has agreed to provide in Norway such new supplies as the Union of South Africa desires. This may comprise fuel, wood materials, aluminium etc. These supplies will be paid directly on submission of invoices by the South African High Commissioner in London.

Transport.

The South African delegation was made familiar with the details of the charter-party between Norsk Polarinstitutt and Martin Karlsen A/S, Brandal, Norway, concerning the charter of m/s "Polarbjörn" and the following provisions were agreed upon:

1. The Union of South Africa is to be economically responsible for the charter of the ship for the period which exceeds the time ordinarily

also 13 sledge dogs, 2 dog sledges with equipment, 6 tractor sledges and furthermore what else is left at the base as far as tents and skiing equipment are concerned. The amount includes practical field equipment to be used on sledging journeys, but it does not include personal equipment which has been issued to the members of the Norwegian expedition - such as sleeping bags and bedding, outer garments, shoes and boots, underwear etc.

Instruments.

The following instruments are to be brought back to Norway:

1. tds. equipment one service Philips oscillator type Nr. 2 884
2. one electronic testmeter type avo
3. One Philips universal avometer model 8
4. one Philips universal meter type p 81100/3.

Magnetic instruments are to remain at the base provided that the Union of South Africa purchases the equivalent equipment and deliver it cif to Norsk Polar-instituttt. As far as these instruments are concerned Mr. Helle (at the base) states a reservation in his message of 25/9:

"Regarding calibration instruments for registering instruments the South Africans ought to promise to check the instruments at a magnetic observatorium immediately on their return and submit the results to Norsk Polarinstituttt

This is so important for Mr. Helle's own observations that such a reservation ought to be made in the agreement with the Union of South Africa.

Furthermore, the Union of South Africa is to take over some scientific instruments, among these the installed



It is understood that the above mentioned plants shall remain the property of the Norwegian Government.

Wireless Station.

The different wireless transmitters and receivers which are installed at the base are to be transferred to the Union of South Africa at half the purchase-price. The approximate purchase-prices have been indicated to the South Africans, but it would be necessary to check the invoice amounts.

All installed aerials shall be transferred free of charge.

The two mobile radio-sets will be brought back to Norway.

Necessary spare parts for the above mentioned plants, engines and vehicles are to be provided by Norsk Polarinstitut according to lists from the station, and the invoices will be paid by the High Commissioner, South Africa House, Trafalgar Square, London.

Vehicles etc.

At the total price of Norw. kr. 90.000 the Union of South Africa will take over

- 1 Oliver-6 diesel tractor
- 1 Maskeg petrol tractor
- 1 Oliver-3 petrol tractor (defect)

including the spare parts available at the base.

On behalf of the Union of South Africa we have ordered 1 Oliver-6 diesel tractor to be delivered onboard the expedition ship /s "Polarbjörn", at Aalesund. The tractor will be paid via London.

The above mentioned amount (N.kr. 90.000) includes



Copy of letter from Norsk Polarinstitut dated  
the 28th September 1959:

"The Royal Ministry of Foreign Affairs,  
Kronprinsesse Marthas Plass 1,  
Oslo.

Norway Station to be lent to the Union of South Africa.

We have hereby the honour to forward the different details in the agreement arrived at between representatives of the Union of South-Africa and Norsk Polarinstitut represented by its director Dr. Anders K. Orvin concerning lending of Norway Station at Queen Maud Land and the taking over of some equipment and instruments which are at present at the base:

The Actual Plant.

It has been agreed upon that the Norwegian Government are to lend free of charge to the Government of the Union of South Africa all buildings and plants at Norway Station including all permanent installations such as

1. the electric plant including aggregates
2. heating and cooking plant, oil-heated as well as the electric installations
3. furniture, kitchen utensils etc.



The Royal Society  
Burlington House, London, W.1

Regent 3335

DCM/CMB  
1 October 1959

Dear Mr de Villiers,

Thank you for your letter of 30 September.

I am very happy to say that the Treasurer of the Royal Society has agreed that Mr Hemmen be allowed to act temporarily as consultant and adviser in connexion with the purchases which are now being made on behalf of the South African Antarctic Expedition.

As to financial compensation, I would suggest that Mr Hemmen should keep a note of the time which he spends in providing this advice and at a later date we might assess appropriate repayment.

I am sure Mr Hemmen's advice will be of the highest quality as he is a very experienced stores officer.

May I wish the Expedition every possible success.

Yours sincerely,

D. C. Martin

Assistant Secretary

I. F. A. de Villiers, Esq.,  
Office of the High Commissioner for the Union of South Africa,  
Trafalgar Square,  
W. C. 2.

Mr. de Villiers  
A.C. 2/11

By 30/10

Noted

A.C.

14/10

1. the electric plant including aggregates
2. heating and cooking plant, oil-heated as well as the electric installations
3. furniture, kitchen utensils etc.

IMMEDIATE TELEGRAM.

FROM: SECEXTERN PRETORIA.

D: 6.10.59

TO: H. C. LONDON.

R: 7.10.59

SECRET

No. 106. (SECRET EAS).

Antarctica.

1. Norwegian Ambassador's note of 1 October to High Commissioner and annexed copy of letter from Norsk Polar Institute dated 28 September 1959 refer.
2. Please immediately inform Norwegian Ambassador, Union Government greatly appreciate generous and helpful attitude of his government.

While proposed terms upon which Union will acquire Norwegian plant, equipment etc appear acceptable in general we feel that wording of Polar Institute's letter might imply obligation on Union Government with respect to Norwegian property even when in fact that property no longer suitable and will require to be replaced by South African property. If such obligation is not implied and Union will not be held responsible for installations etc lent to us after they are no longer suitable, then our objection naturally falls away. If however, this creates difficulty Union will be prepared in order to settle matter to take over also permanent installations indicated under heading "actual plant" at reasonable figure.

Other amendments proposed to draft as set out in Polar Institute's letter are:

- (A) Page 6 third line delete "be authorised to stipulate" and substitute "in consultation with South African Naval Officer aboard, be authorised to decide".
- (B) Page 7 add new para "All accounts to be submitted London end February 1960".

3. It is essential that document now being prepared by Norwegian Foreign Ministry re our procurement of installations etc should reach us most urgently in order that you may be authorised to sign in London.
4. In telegraphing text of that agreement paragraphs which appear in toto, also in Polar Institute's letter of 28 September need not be telegraphed but merely identified.

The Union authorities are anxious that the document now being prepared by the Norwegian Foreign Ministry regarding the Union Government's procurement of the Norwegian installations should reach them as soon as possible in order that I may thereupon be authorised to sign it in London. I should therefore be most grateful to Your Excellency if you would inform me at your earliest convenience of the terms of the final draft prepared by the Norwegian Foreign Ministry.

Please accept, Your Excellency, the renewed assurance of my highest consideration.

DR. A. J. R. VAN RHIJN.

The Union authorities also desire to propose the following amendments to the draft as set out in the International's letter:

- 1) That at page 5, third line, the phrase "to be included in stipulation" be deleted and replaced by "in accordance with the South African Royal Warrant issued by authority of the King";
- 2) That at page 7 a new paragraph be added to read: "All payments are to be collected in London by the end of February, 1944."

His Excellency W. van Rijn, Ambassador, London, 1944.



P.S. 16/5

7th October, 1959.

Your Excellency,

I have the honour to refer to your letter of the 1st October, 1959, under cover of which you kindly sent me copies of the letter addressed on the 28th September by the Norsk Polarinstitutt to the Royal Norwegian Ministry of Foreign Affairs about the details of the agreement discussed in Oslo between the Polarinstitutt and the South African representatives regarding the Norwegian Station on Queen Maud Land. My Government have requested me to convey to Your Excellency their very grateful appreciation of the generous and helpful attitude of the Norwegian Government and of the Norwegian authorities concerned.

While the proposed terms upon which the Union of South Africa will acquire the Norwegian plant, equipment and stores appear to be acceptable in general, the Union authorities feel that the wording of the Polarinstitutt's letter might imply an obligation by the Union Government, with respect to Norwegian property, which will continue even when that property is no longer suitable and has to be replaced by South African property. If no obligation of this nature is in fact implied, and the Union Government will not be held responsible for the installations and so forth lent to them after these have become unsuitable, then the above objection naturally falls away. If, however, there should be any difficulty in regard to this point, the Union Government would be prepared to resolve it by taking over also the permanent installations, indicated under the heading "actual plant", at a reasonable figure.

The Union authorities also desire to propose the following amendments to the draft as set out in the Polarinstitutt's letter:-

- A) that at page 6, third line, the phrase "be authorised to stipulate" be deleted and replaced by "in consultation with the South African Naval Officer aboard be authorised to decide";
- B) that at page 7 a new paragraph be added to read: "All accounts are to be submitted in London by the end of February, 1960."

/The Union ....

His Excellency Mr. Erik Braadland,  
Ambassador Extraordinary and Plenipotentiary  
of Norway.



Received G.P.O. : 1/9/59. (9.40 am)  
" Office : 1/9/59. (10.00 am)

~~CONFIDENTIAL~~  
SECRET

TELEGRAM

FROM : S.A. Embassy, WASHINGTON.

TO : Secretary for External Affairs, PRETORIA.

31st August, 1959. (4.06 pm)

*[Faint, mostly illegible text, possibly a reference to a previous telegram or document.]*

No. 87. BEGR EI (EAS):

My No. 86.

Following is relevant portion of Norwegian reply contained in Aide Memoire delivered today:

"It is not(?) possible to change the decision taken calling for the closing down of the Norwegian base in Queen Maud Land as of the end of this year. The Government regrets that it will not thus be possible to enter into co-operation in the operation of this station in Antarctica. The buildings at the station are usable for another year and could be transferred to a South African expedition, possibly with some equipment, if this has any interest."

I await your further instructions.

MD.

7  
/The Union...

GENERAL  
SECRET

that such equipment may be obtained from English or American stores.

It is difficult to estimate the total cost for the operation as this depends on salaries, demands as to equipment etc. Based on Norwegian prices, it is estimated that two point two million kroner would be the cost for 10 men including transportation both ways.

Four Norwegians at present at the Station, a mechanic, a steward and two assistants to the Meteorologist, are willing to continue as members of the South African expedition. These would in that case have to be paid by South Africa. Ends.

Norwegian Embassy informed us that proposals in foregoing have been approved by Norwegian Cabinet.

Norwegian Embassy suggests that arrangements for visit of technical mission be made telegraphically with Norwegian Polar Institute (Norsk Polarinstitutt) Oslo.

/AS.

Received G.P.O. : 11/9/59. (7.34 a.m.)  
" Office : 11/9/59. (8.30 a.m.)

COPY NO. 2  
102/2/7.

GEHEIM  
SECRET

PRIORITY TELEGRAM.

FROM : S.A. Embassy, WASHINGTON.  
TO : Secretary for External Affairs, PRETORIA.

10th September, 1959. (7.19 p.m.)

No. 95. SECRET (EAS)

Your No. 72.

Following is reply received today from Norwegian Embassy. Begins.

Norwegian Polar Institute (Norsk Polarinstitutt) has a contract with a firm named Martin Karlsen A/S of Brandal for the M/S Polarbjorn to call for the members of the Norwegian Expedition at Queen Maud Land. The ship will depart from Alesund on November 5th, but it may be possible to move the departure forward to October 25th. This will probably involve between 35 and 40 thousand kroner in extra expenses. In addition extra time will be necessary for the trip to Cape Town and for the loading there and unloading at the ice barrier. If the vessel does not return to Norway before February 23rd, 1960, extra expenses will be involved at the rate of 20 thousand kroner daily for the first five days and thereafter 7 thousand kroner per day. These expenses South Africa must be willing to cover if the delay is caused by the South African Expedition. It is not possible to state how much the total extra cost will be but it has been estimated at between 2 and 3 hundred thousand kroner if the ship is delayed. In addition there may be some overtime pay to the crew of the ship for loading and unloading.

The following arrangement has been considered for the transfer of the Station:

The houses remain Norwegian property, but will be lent free together with fixed equipment and machinery such as generator etc. Food of which a considerable quantity remains, will be transferred without payment and so will gasoline and petroleum (paraffin) remaining at the Station, estimated at respectively 11000 and 3000 liter. There is no diesel oil left.

Equipment which otherwise would have been brought to Norway such as tractors, radio equipment, tools, sledges, kitchen utensils will be transferred for half its original cost. This would amount to between 230 and 250 thousand kroner.

Pure scientific instruments will have to be brought back to Norway as there is a need for them there. There will not be any radio transmitter equipment left at the stage, but the receiving equipment can be left.

If South Africa decides to take over the Station, it is recommended that they communicate directly with the Station as to details. The authorities in Oslo would be happy to receive a small technical mission for consultation. Speed is of essence in order to make it possible to go through with the plan.

The Polar Institute is worried that the time may be short for procuring the necessary Polar equipment for the members of the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible

LUGPOS.  
AIR MAIL



UNIE VAN SUID-AFRIKA.  
UNION OF SOUTH AFRICA.

102/2/7

DEPARTEMENT VAN BUITELANDSE SAKE.  
DEPARTMENT OF EXTERNAL AFFAIRS.

PRETORIA.

SECRET

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

ANTARCTICA.

I attach for your records, copy No. 9 of telegram No. 87 of the 31st August, 1959, and copy No. 2 of telegram No. 95 of the 10th September, 1959, both received from the Union's Ambassador in Washington, in regard to the Norwegian offer to transfer the Norwegian base in Antarctica.

*F.*  
*Mr. M. V. V. V.*

*h/v*  
*9/10*

*A. H. C. C.*  
SECRETARY FOR EXTERNAL AFFAIRS.

SECRET

not be any radio transmitter equipment left at the stage, but the receiving equipment can be left.

If South Africa decides to take over the Station, it is recommended that they communicate directly with the Station as to details. The authorities in Oslo would be happy to receive a small technical mission for consultation. Speed is of essence in order to make it possible to go through with the plan.

The Polar Institute is worried that the time may be short for procuring the necessary Polar equipment for the members of the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible



Royal Norwegian Embassy

London, 8th October, 1959.



Your Excellency,

I have the honour to acknowledge the receipt of your letter of the 7th inst. regarding Norway Station at Queen Maud's Land.

I have informed my authorities about the contents of your letter and shall be pleased to revert to the matter as soon as I have their comments.

Please accept, Your Excellency, the renewed assurance of my highest consideration.

*Erik Ruudland*

His Excellency Dr. The Honourable A. J. R. van Rhijn,  
High Commissioner for the Union of South Africa,  
South Africa House,  
Trafalgar Square,  
W.C.2.

The Polar Institute is worried that the time may be short for procuring the necessary Polar equipment for the members of the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible



the above at your earliest convenience.

Please accept, Your Excellency, the renewed assurance of my highest consideration.

With reference to the letter of the 9th October, I have the honor to set forth below the contents of the Executive Government on the points raised in your letter of the 7th October.

A provision will be included in the terms of agreement to the effect that the Office of South Africa shall not be responsible for any "instruments etc." which remain the property of the Executive Government when that property is no longer available for use.

Amendment 1 is acceptable.

Amendment 2 is acceptable as regards amounts for radio equipment, scientific instruments and provisions contained under "Provisions, Tools and Tools etc." as well as all items contained under "Provisions, etc.". It is understood that the South Government is not under any obligation to provide food supplies.

However, Amendment 3 cannot be accepted as far as amounts for transportation costs are concerned, as the return journey to be allowed may not be completed before the end of February 1938. During the discussion in London, I understood that Mr. Salt, Under-Secretary for Transport, suggested as a possible solution that the Government of the Office of South Africa should pay into an account in London

1  
1

Via Stockholm by the Swedish S.S. ship, the ship, the Commissioner for the Office of South Africa, London.

the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible

a suitable amount and that the bank in question should reimburse the Norsk Polarinstitut on presentation of invoices approved by the High Commissioner for the Union of South Africa. Such an arrangement would be acceptable to my Government.

As regards the duration of the agreement, the following clause is proposed:

"Norway Station shall be loaned by the Government of Norway to the Government of the Union of South Africa for one year commencing on the 1st January, 1960 and ending on the 31st December, 1960."

If the Government of the Union of South Africa so desire, the following clause could be included in the agreement:

"The duration of the agreement can be extended beyond one year provided that the Governments concerned so agree."

Finally, the following clause is suggested for inclusion in the agreement:

"The members of the South African expedition will be considered as passengers of the Government of Norway during the voyage."

It is suggested that the agreement be concluded by an exchange of notes with the "terms of agreement" forming an annexe. The exchange of notes could take place in London.

I should be grateful to have your comments on

the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible

London, 12th October, 1959.

Your Excellency,

With reference to my letter of the 8th October, I have the honour to set forth below the comments of the Norwegian Government on the points raised in your letter of the 7th October:

A provision will be included in the terms of agreement to the effect that the Union of South Africa shall not be responsible for the installations etc. which remain the property of the Norwegian Government when that property is no longer suitable for use.

Amendment A is acceptable.

Amendment B is acceptable as regards accounts for radio equipment, scientific instruments and provisions mentioned under "Provisions, fuels and tools etc." as well as all items mentioned under "Vehicles, etc.". It is understood that the Norsk Polarinstitut is not under any obligation to provide food supplies.

However, Amendment B cannot be accepted as far as accounts for transportation costs are concerned, as the return journey to Aalesund may not be concluded before the end of February 1960. During the discussions in Oslo, I understand that Mr. Smit, Under-Secretary for Transport, suggested as a possible solution that the Government of the Union of South Africa should pay into an account in London

His Excellency Dr. The Honourable A.J.R. van Rhijn,  
High Commissioner for the Union of South Africa,  
London.

for procuring the necessary Polar equipment for the members of the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible

the above at your earliest convenience.

Please accept, Your Excellency, the renewed assurance of my highest consideration.

Erk D. Reedland

the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible



a suitable amount and that the bank in question should reimburse the Norsk Polarinstitut on presentation of invoices approved by the High Commissioner for the Union of South Africa. Such an arrangement would be acceptable to my Government.

As regards the duration of the agreement, the following clause is proposed:

"Norway Station shall be loaned by the Government of Norway to the Government of the Union of South Africa for one year commencing on the 1st January, 1960 and ending on the 31st December, 1960."

If the Government of the Union of South Africa so desire, the following clause could be included in the agreement:

"The duration of the agreement can be extended beyond one year provided that the Governments concerned so agree."

Finally, the following clause is suggested for inclusion in the agreement:

"The members of the South African expedition will be considered as passengers of the Government of Norway during the voyage."

It is suggested that the agreement be concluded by an exchange of notes with the "terms of agreement" forming an annexe. The exchange of notes could take place in London.

I should be grateful to have your comments on

for procuring the necessary Polar equipment for the members of the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible

*Royal Norwegian Embassy*

London, 12th October, 1959.

Your Excellency,

With reference to my letter of the 8th October, I have the honour to set forth below the comments of the Norwegian Government on the points raised in your letter of the 7th October:

A provision will be included in the terms of agreement to the effect that the Union of South Africa shall not be responsible for the installations etc. which remain the property of the Norwegian Government when that property is no longer suitable for use.

Amendment A is acceptable.

Amendment B is acceptable as regards accounts for radio equipment, scientific instruments and provisions mentioned under "Provisions, fuels and tools etc." as well as all items mentioned under "Vehicles, etc.". It is understood that the Norsk Polarinstitutt is not under any obligation to provide food supplies.

However, Amendment B cannot be accepted as far as accounts for transportation costs are concerned, as the return journey to Aalesund may not be concluded before the end of February 1960. During the discussions in Oslo, I understand that Mr. Smit, Under-Secretary for Transport, suggested as a possible solution that the Government of the Union of South Africa should pay into an account in London

His Excellency Dr. The Honourable A.J.R. van Rhijn,  
High Commissioner for the Union of South Africa,  
London.

for procuring the necessary Polar equipment for the members of the Expedition in Norway. It could possibly be sent by plane (Norwegian Embassy thinks this means to Cape Town) after the ship had departed, if it is ordered very soon. It is also possible

TELEGRAM.

SECRET

FROM: H. C. LONDON.  
TO: SECEXTERN PRETORIA.  
D: 13.10.59

No. 92. (SECRET EAS).

Reference your No. 106, following comments by Norwegian Government received today from Norwegian Ambassador:-

1. Provision will be included in agreement that Union Government shall not be responsible for installations which remain Norwegian property when that property no longer suitable for use.
2. Your amendment (A) acceptable.
3. Your amendment (B) acceptable as regards accounts for radio equipment; scientific instruments; and provisions as listed under "Provisions, fuels, tools etc" only. (Polarinstitute not being under obligation to provide food). Amendment (B) cannot be accepted re transportation costs as return journey Aalesund may only conclude end February 1960. Norwegian Government willing in this regard to accept Smit's suggestion in Oslo that Union deposit suitable amount in a London bank which will reimburse Polarinstitute on presentation of invoices certified by me.
4. As regards duration of agreement Norwegian propose following clause:-

"Norway Station should be loaned by Government of Norway to Government of Union of South Africa for one year commencing 1st January 1960 and ending on 31st December 1960."

If Union wishes following could be added:-

"The duration of the agreement can be extended beyond one year provided that Government concerned agree".

5. Norwegians also suggest following clause:

"The members of South African expedition will be considered as passengers of Government of Norway during the voyage".

6. They suggest that agreement be concluded in London by exchange of notes with "terms of agreement" as annexure. They invite your earliest comment.

TELEGRAM.

**SECRET**

FROM: SECEXTERN PRETORIA.  
D: 17.10.59  
TO: H. C. LONDON.  
R: 19.10.59

No. 116. (SECRET EAS).

Your 92.

1. Paras 1 to 3 acceptable.
2. Para 4. In view of involved nature of advance arrangements and expenditure which despite generous attitude of Norway will be considerable, a time limit of one year presents great difficulties for us. We hope that Norway will recognise this and will therefore not insist on specifying a time limit. If however, the Norwegians insist on a clause of this nature we would suggest following alternative. "The existing installations at Norway Station shall be made available by the government of Norway on loan to the government of the Union of South Africa for so long as required by the South African expedition. This arrangement shall be reviewed at request of either party reasonable notice being given".
3. Para 5. We suggest that clause provides as follows - "the members of the S.A. expedition and all those who will accompany them from Cape Town 20 in all, will be designated by the S.A. Government and will be considered as passengers of the Government of Norway during the voyage".



SECRET

P.S. 16/5

19th October, 1959.

Your Excellency,

I have the honour to refer again to your letter of the 12th October about the suggested terms of agreement on Norway Station, and to inform you that the Union Government have now commented as follows:-

The Norwegian Government's willingness to include a provision that the Union of South Africa will not be responsible for the Norwegian-owned installations when these are no longer suitable for use, and the Norwegian Government's acceptance of Amendment A, are noted with thanks. The partial revision of Amendment B, on the lines proposed by the Norwegian Government, is also acceptable to the Union Government.

As regards the duration of the agreement, a time limit of one year presents great difficulties to the South African authorities. The advance arrangements which have to be made are extremely involved and the expenditure, despite the generous attitude of Norway, remains considerable; it is hoped that the Norwegian Government will recognise this and will therefore not insist on specifying a time limit. If, however, the Norwegian Government feels obliged to insist on a clause of this nature, the following alternative is suggested:

"The existing installations at Norway Station shall be made available by the Government of Norway on loan to the Government of the Union of South Africa for so long as required by the South African expedition. This arrangement shall be reviewed at the request of either party upon reasonable notice being given."

As regards the inclusion of the final clause proposed in Your Excellency's letter, it is suggested that this be amended as follows:

"The members of the South African expedition and all those who will accompany them from Cape Town, twenty in all, will be designated by the South African Government and will be considered as passengers of the Government of Norway during the voyage."

I should be grateful to have your comments on the above as soon as may be convenient.

Please accept, Your Excellency, the renewed assurance of my highest consideration.

DR. A. J. R. VAN RHIJN.

Royal Norwegian Embassy

London, 20th October, 1959.

Your Excellency,

I have the honour to acknowledge the receipt of your letter of the 19th inst. regarding Norway Station at Queen Maud's Land.

I have informed my authorities about the contents of your letter and shall be pleased to revert to the matter as soon as I have their comments.

Please accept, Your Excellency, the renewed assurance of my highest consideration.

Ernst Bunnland

F

His Excellency Dr. The Honourable A. J. R. van Rhijn,  
High Commissioner for the Union of South Africa,  
South Africa House,  
Trafalgar Square,  
W.C.2.

Mr. De Witt

Please accept, Your Excellency, the renewed assurance of my highest consideration.

DR. A. J. R. VAN RHIJN.

The Polar Postal  
History Society of  
Great Britain

PS. 16/5 Indexed  
37 Brian Avenue

Norwich  
19.10.59

London, 20th October, 1959.



Miss Gosling  
Room 100

Dear Sir,

I understand that 21/10

the South African government  
are taking over the Antarctic  
base previously run by  
Norway, known as Norway  
Station.

Can you give me any  
details of this operation please,  
& also if there will be postal  
facilities available

Yours faithfully  
B S Woodrow

to acknowledge the  
19th inst. regarding  
's Land.

authorities about the  
shall be pleased to  
as I have their

Excellency, the  
st consideration.

B. Woodrow

F

His Excellency Dr. The Honourable A. J. R. van Rhijn,  
High Commissioner for the Union of South Africa,  
South Africa House,  
Trafalgar Square,  
W.C.2.

Mr. De Wyllys

Please accept, Your Excellency, the renewed  
assurance of my highest consideration.

DR. A. J. R. VAN RHIJN.

AIRMAIL

22nd October, 1959.

THE SECRETARY FOR EXTERNAL AFFAIRS.

Antarctica

The Polar Postal History Society of Great Britain has enquired of this Office whether postal facilities will be established in connection with the South African occupation of the Antarctic base in Queen Maud Land.

We have undertaken to inform the Society in due course, and I should be grateful if you would let me know what postal arrangements are being made.

I. F. A. de VILLIERS.

Minister.

IdV/AG

His Excellency Dr. The Honourable A. J. R. van Rhijn,  
High Commissioner for the Union of South Africa,  
South Africa House,  
Trafalgar Square,  
W.C.2.

Mr. De Villiers

Please accept, Your Excellency, the renewed assurance of my highest consideration.

DR. A. J. R. VAN RHIJN.



P.S. 16/5

22nd October, 1959.

Dear Sir,

In reply to your letter of October 19th, I can confirm that the South African Government propose taking over the Antarctic base set up by Norway during the International Geophysical Year. The base is some 25 miles inland from the Princess Martha coast of Queen Maud Land. A ten-man expedition under the leadership of Mr. J. J. la Grange, who was a South African member of the Commonwealth Trans-Antarctic Expedition, will leave for the base in November and will remain there during the winter of 1960.

I am not able to say whether postal facilities will be available but am making enquiries in Pretoria and will inform you in due course.

Yours faithfully,

I. F. A. de VILLIERS.

First Secretary.

B. S. Woodrow, Esq.,  
37 Brian Avenue,  
Norwich.

IdV/AG

His Excellency Dr. The Honourable A. J. R. van Rhijn,  
High Commissioner for the Union of South Africa,  
South Africa House,  
Trafalgar Square,  
W.C.2.

*Mr. De Villiers*

Please accept, Your Excellency, the renewed assurance of my highest consideration.

DR. A. J. R. VAN RHIJN.

Maud Land Expedition or for their equipment, it be on the voyage, at the barrier, or during the stay at Norway Station. This provision applies also to any other person who in accordance with paragraph 12 a) above will participate on the voyage to and from Cape Town.

15. Any dispute between the Government of Norway and the Government of the Union of South Africa concerning the interpretation and/or application of the present agreement shall be settled by negotiations between the two Governments.

16. The administration of the terms and conditions of this agreement shall be a matter of arrangement between Norsk Polarinstittutt, Oslo, and the Ministry for Transport, Pretoria, on behalf of the Government of Norway and the Government of the Union of South Africa respectively.

... of the electric plant, including aggregates, heating and cooking plants, allhanded as well as electric installations, furniture, kitchen utensils, et cetera. The plants mentioned in this paragraph shall remain the property of the Government of Norway.

The Government of the Union of South Africa will assume no responsibility whatsoever for these plants after their becoming available for use.

5. The Government of Norway will transfer free of charge all articles installed at Norway Station.

For the installed wireless transmitters and receivers, which are to be transferred as well, the Government of the Union of South Africa shall pay half the cost price (see paragraph 13 below).

4. At the total price of Norwegian kroner 20,000 the Government of the Union of South Africa will take over

1. wireless-telegraph station  
2. kitchen plant  
3. electric plant  
including aggregates, heating and cooking plants, furniture, kitchen utensils, et cetera.

- a) The Government of the Union of South Africa has the right to have approximately 20 persons conveyed from Cape Town to the barrier and approximately 10 back to Cape Town. For board and bedding onboard the M/S "Polarbjorn" the Government of the Union of South Africa will pay Norwegian kroner 13.- per capita per day.
- b) The members of the South African expedition and all those who will accompany them from Cape Town, approximately twenty in all, will be designated by the South African Government and will be considered as passengers of the Government of Norway during the voyage.
- c) The Government of the Union of South Africa will pay the crew of M/S "Polarbjorn" a lump sum of Norwegian kroner 8.000.- for overtime work.
- d) The Government of the Union of South Africa will assume complete responsibility for the charter of the ship for the period exceeding the time ordinarily required for M/S "Polarbjorn" to make a direct call at the barrier at Norway Station, to embark the Norwegian personnel and their equipment there, and to return to Aalesund, Norway, via Cape Town.

The Government of Norway and the Government of the Union of South Africa authorise the Captain of M/S "Polarbjorn", in consultation with the South African naval officer aboard, to decide according to sub-paragraph d) of the present paragraph, the number of days to be paid for by the Government of the Union of South Africa.

The amount, for which, according to the present paragraph the Government of the Union of South Africa shall be responsible, will be paid on demand by the High Commissioner of the Union of South Africa in London.

13. The Government of Norway will assume the cost of extra insurance of the vessel.

Final provisions.

14. The Government of Norway will assume no responsibility whatsoever for the members of the South African Queen

observatorium immediately on the return to Cape Town of the South African Queen Maud Land expedition and will submit the results of the checking to Norsk Polarinstitut, Oslo.

8. Food supplies, petrol and oils, tools, aluminium and caustic soda for the balloon generators et cetera remaining at Norway Station on the date of handover are to be transferred to the Government of the Union of South Africa free of charge.
9. The Government of Norway will:
  - a) order 1 - one - Oliver-6 diesel tractor to be delivered on board M/S "Polarbjorn" at Aalesund by October 30th, 1959.
  - b) provide in Norway necessary spare parts for wireless plants, engines and vehicles and new supplies of fuel, wood materials et cetera, provisions not included.

The Government of the Union of South Africa will assume the cost of procurement and transport of the items mentioned in the present paragraph. The obligation of the Government of Norway according to sub-paragraph b) of the present paragraph is to terminate on December 31st, 1960.

10. The term "cost price" in the preceeding paragraphs means the amount paid for an item according to the invoice submitted on its delivery.
11. The accounts for the items mentioned in paragraph 3 i.f., 4, 5 and 9 will be paid by the High Commissioner of the Union of South Africa in London on submission of invoices, it being understood that the Government of Norway has the obligation to submit the above-mentioned accounts to the said High Commissioner by the end of February 1960.
- Provisions concerning the transport to and from the barrier at the coast of Queen Maud Land.
12. A charter-party has been concluded between Martin Karlsen, Ltd., Brandal, Norway, and Norsk Polarinstitut on behalf of the Government of Norway chartering M/S "Polarbjorn" for the conveyance to and from Norway Station. M/S "Polarbjorn" is to be taken over at Aalesund, Norway on October 30th, 1959.



- 13 sledge dogs
- 2 dog sledges with equipment
- 6 tractor sledges

and furthermore what is left at Norway Station as far as tents, skiing equipment and field equipment to be used on sledging journeys are concerned.

5. The Government of the Union of South Africa will take over the following scientific instruments:
- 1 All-Sky-camera
  - 100 Vaisala R/S & 200 unwiders
  - 100 Berilix balloons 350 gr & 500 gr
  - 2 Vaissala, Finland, Type RR 55 PTU sonding receivers with test-equipment and spare parts
  - 1 Gill H<sub>2</sub> generator
  - 1 Radio-teodolite type RT 14 with antenna systems, test equipment and spares
  - 6 Snow gauges.

The Government of the Union of South Africa will pay up to the full cost price (see paragraph 10 below) for these items. The final amount will be stipulated at a later date. The above-mentioned All-Sky-camera will be transferred to the Government of the Union of South Africa at full cost price.

6. The transfer does not comprise the following items, which shall be brought back to Norway.
- 1. One Philips oscillator type GH2 884
  - 2. One electronic testmeter type AVO
  - 3. One Philips Universal avometer model 8
  - 4. One Philips Universal meter type P 81100/3
  - 5. Two mobile radio-sets
  - 6. Meteorological equipment not included in paragraph 5.
  - 7. Personal equipment issued to members of the Norwegian expedition at Norway Station, such as sleeping bags and bedding, garments, shoes, boots, et cetera.
7. Magnetic instruments are to be transferred to the Government of the Union of South Africa, provided that the Government of the Union of South Africa will assume the cost of procurement and transport of equivalent equipment for delivery in Oslo as soon as possible. The Government of the Union of South Africa will have the registering instruments checked at a magnetic

Terms of agreement between the Government of Norway and the Government of the Union of South Africa concerning the loan to the Union of South Africa of Norway Station situated in the Norwegian dependency Queen Maud Land.

Provisions concerning Norway Station and the equipment

1. The existing installations at Norway Station shall be made available by the Government of Norway on loan to the Government of the Union of South Africa on the conditions laid down in the following provisions and for so long time as required by the South African expedition.

This arrangement shall be reviewed at the request of either party upon reasonable notice being given.

2. The Government of Norway will loan free of any loan charges to the Government of the Union of South Africa all buildings and plants at Norway Station including all permanent installations such as:
  - a) the electric plant, including aggregates,
  - b) heating and cooking plants, oilheated as well as electric installations,
  - c) furniture, kitchen utensils, et cetera.

The plants mentioned in this paragraph shall remain the property of the Government of Norway.

The Government of the Union of South Africa will assume no responsibility whatsoever for these plants after their becoming unsuitable for use.

3. The Government of Norway will transfer free of charge all serials installed at Norway Station.

For the installed wireless transmitters and receivers, which are to be transferred as well, the Government of the Union of South Africa shall pay half the cost price (see paragraph 10 below).

4. At the total price of Norwegian kroner 90,000.- the Government of the Union of South Africa will take over

- 1 Oliver-6 diesel tractor
- 1 Muskeg petrol tractor
- 1 Oliver-3 petrol tractor (defect)

including appropriate spare parts available at Norway Station,

consultation with the South African naval officer aboard, to decide according to sub-paragraph d) of the present paragraph, the number of days to be paid for by the Government of the Union of South Africa.

The amount, for which, according to the present paragraph the Government of the Union of South Africa shall be responsible, will be paid on demand by the High Commissioner of the Union of South Africa in London.

13. The Government of Norway will assume the cost of extra insurance of the vessel.

Final provisions.

14. The Government of Norway will assume no responsibility whatsoever for the members of the South African Queen Maud Land Expedition or for their equipment, it be on the voyage, at the barrier, or during the stay at Norway Station. This provision applies also to any other person who in accordance with paragraph 12 a) above will participate on the voyage to and from Cape Town.
15. Any dispute between the Government of Norway and the Government of the Union of South Africa concerning the interpretation and/or application of the present agreement shall be settled by negotiations between the two Governments.
16. The administration of the terms and conditions of this agreement shall be a matter of arrangement between Norsk Polarinstitut, Oslo, and the Ministry for Transport, Pretoria on behalf of the Government of Norway and the Government of the Union of South Africa respectively.

1. Oliver-3 petrol tractor (defect)  
including appropriate spare parts available at Norway  
Station, Government of the Union of South Africa will have  
the registering instruments checked at a separate

8 and 9 will be paid by the High Commissioner of the Union of South Africa in London on submission of invoices, it being understood that the Government of Norway has the obligation to submit the above-mentioned accounts to the said High Commissioner by the end of February 1960.

Provisions concerning the transport to and from the barrier at the coast of Queen Maud Land.

12. A charter-party has been concluded between Martin Karlsen, Ltd. Brandal, Norway, and Nersk Polarinstitutt on behalf of the Government of Norway chartering M/S "Polarbjörn" for the conveyance to and from Norway Station. M/S "Polarbjörn" is to be taken over at Aalesund, Norway on October 30th, 1959.

- a) The Government of the Union of South Africa has the right to have approximately 20 persons conveyed from Cape Town to the barrier and approximately 10 back to Cape Town. For board and bedding onboard the M/S "Polarbjörn" the Government of the Union of South Africa will pay Norwegian kroner 13.- per capi per day.
- b) The members of the South African expedition and all those who will accompany them from Cape Town, approximately twenty in all, will be designated by the South African Government and will be considered as passenger of the Government of Norway during the voyage.
- c) The Government of the Union of South Africa will pay the crew of M/S "Polarbjörn" a lump sum of Norwegian kroner 8.000.- for overtime work.
- d) The Government of the Union of South Africa will assume complete responsibility for the charter of the ship for the period exceeding the time ordinarily required for M/S "Polarbjörn" to make a direct call at the barrier at Norway Station, to embark the Norwegian personnel and their equipment there, and to return to Aalesund, Norway, via Cape Town.

The Government of Norway and the Government of the Union of South Africa authorize the Captain of M/S "Polarbjörn", in

including appropriate spare parts available at Norway Station, the Government of the Union of South Africa will have the necessary instructions checked at a magnetic