

# CHRISTMAS ON THE DISCOVERY

Presents From Friends In Adelaide

## MEETS ANOTHER WHALER

(By wireless from Sir Douglas Mawson on board the Discovery. All rights reserved.)

AT SEA, December 30.—The Discovery is now in an open pack on the 142nd meridian, about 50 miles north of the Antarctic coast. A howling blizzard with thick falling snow dominates our activities at present. In such a wind and among heavy pressure ice which composes the pack hereabouts, the greatest vigilance is required to preserve the ship from damage. Since last reporting, many days have been bridged threading our way west through and on the margin of the pack.

Here again the ice is found to extend much further north than it did years ago, when the Australasian expedition operated in this neighbourhood. Instead of the open water or slack pack then ruling north of Adelle Land, we now find a broad, heavy pack belt. Several days have been expended in exploring blind leads in the pack, and combating a strong westerly.

### CHRISTMAS ON BOARD

Christmas was celebrated in time-honoured fashion. Radiograms, letters, and parcels from friends focussed our thoughts for a few hours on less austere climes, and the fellowship of others outside the limited circle of our small community. An immense box of decorations and individual presents contributed by wives of members of the Geographical Society of South Australia gaily illuminated the ward room and fore-castle. To these were added fine contributions from Launceston Grammar School and Woodlands, Glenelg Grammar School, also from many individuals, and our best thanks overflowed to those who thus joined with us on this occasion.

A new feature developed when the day before yesterday December weather and the pack receded south. Early on that afternoon a multitude of birds was observed feeding off a portion of a whale carcass which indicated whaling activities in our neighbourhood.

Mr. Williams, who has had the wireless direction-finding apparatus working admirably, soon located a whaler, which proved to be the Kosmos, some sixty miles to the west.

### GETTING MORE COAL

As so much coal had been consumed in pursuing the Sir James Ross far to the east of the anticipated rendezvous, we now saw an opportunity to recoup this expense.

Accordingly, we lost no time in communicating with the Kosmos in the hope of obtaining further supplies. Great was our relief when Captain Anderson replied that he could spare 50 tons.

The Kosmos was reached yesterday forenoon, when we found the captain prepared to extend every help. Also on board was naval Captain Dingsor, Norwegian Government inspector, who proved most cordial and helpful. The Kosmos is another gigantic whaling mother ship, with a total capacity of 22,000 tons, and of similar construction to the Sir James Clark Ross.

With her nine auxiliary chasers she has already secured this season a fabulously valuable cargo.

Even as we stood by a large tanker arrived from Europe to take back a shipment of the oil. Thus from an icy wilderness we suddenly found ourselves among a fleet of ships, and a hive of industry.

### WHALES AS FENDERS

By four p.m. we had our yards cock billed, and the Discovery otherwise ready to take coal on board. Captain Mackenzie then ranged her alongside and finally secured the Discovery to the Kosmos while the latter steamed very slowly into a long ocean swell, thus eliminating most of the differential movement between the two vessels. A couple of whales lashed between the ships proved an efficient fender.

The coal and some fresh water were taken on board in less than three hours. Captain Mackenzie and I were given a very nice dinner by the captain and officers of the Kosmos, who drank success to our expedition. After expressing our best thanks the Discovery cast off, and we went south into the pack and the teeth of the rising blizzard.

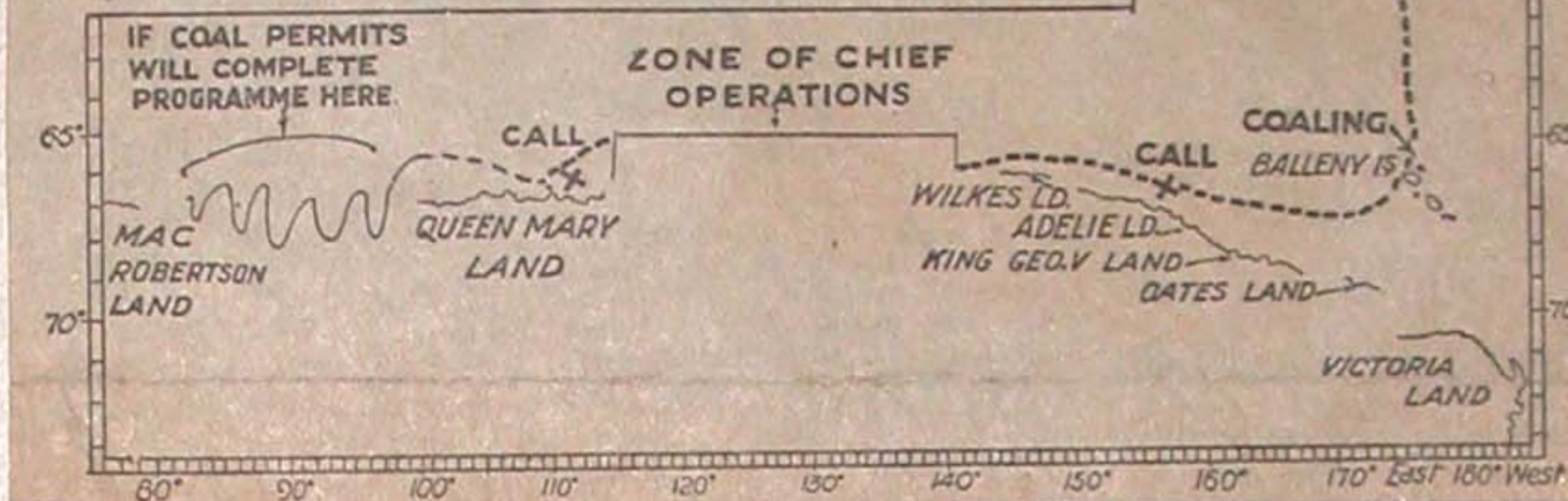
Replying to Christmas greetings wirelessly from the Acting Prime Minister (Mr. Feuton), Sir Douglas Mawson said, "In the face of our recent difficulties, due to the abnormal ice and weather conditions, your radiogram to members of the Banzare is more than ever appreciated, and will be a spur to greater efforts. The hurricane is now abating, and our future prospects are good."

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## ROUTE OF THE MAWSON ANTARCTIC EXPEDITION

This map shows the route that was planned out for the B.A.N.Z. Antarctic Research Expedition, led by Sir Douglas Mawson.

The expedition left Hobart on November 22, 1930, in the little exploring vessel, Discovery, called at Macquarie Island, and took in 100 tons of coal from a whaling vessel, near Balleny Island. The zone of chief operations is in the little-known area that stretches between Wilkes Land and Queen Mary Land, and the voyage will be continued as much farther west as time, coal supplies, and circumstances will permit, to the region of MacRobertson Land.



## MAWSON DISCOVERS NEW ISLAND

R. 4/2/31  
Expedition Nearing Antarctic Coast

### TROUBLE WITH BERGS

(By wireless from Sir Douglas Mawson on board the Discovery. All rights reserved.)  
Tuesday.—The Discovery is traversing waters not previously invaded by any vessel. Late yesterday we passed innumerable grounded bergs disposed around what appeared to be an ice-covered island, about 10 miles long. Because of the heavy pack, which was held by grounded bergs, close approach for further investigation were impossible.

We passed along ferried ranks of bergs of every shape and form, all grounded on shoals on the continental shelf.

Standing well above these Brobdingnagian ice masses a high isolated island was discovered. This island, which is roughly eleven miles in diameter, and 110 feet high, is situated in latitude 65.09 longitude 103.15. There appear to be other islands among this tangled mass of grounded bergs, which extends for 100 miles along the eastern side of the Shackleton Barrier.

To the accompaniment of a rapidly falling barometer, an easterly gale sprang up which was most untimely, for it caught us just when we were off an ice coast line, trending north across the wind direction.

Years ago, when exploring in the vessel Aurora, we found the tip of this northerly spur from the continent to consist of a sheer walled ice tongue, henceforth known as Termination Tongue, which though but a few miles wide, was 40 miles in length.

In a vessel with so little power as the Discovery, it was not a pleasing prospect to weather out the severe gale with such a wall of ice on our lee. Having discovered that the whaler Nielsen Alonso had been operating in the vicinity of Termination Tongue for some six weeks, we got in wireless touch with a view to ascertaining the present latitude of formations, which vary in length from year to year. The whaler could give no definite information about it, so Capt. Mackenzie had to make the best course possible in an effort to keep clear of the tongue.

### THE LOOMING BERG

In the night much oil was spent in an effort to heave to behind a berg, which loomed up nearby. The manoeuvre was successful, but our position soon became untenable because of the smallness of the berg and the height of the seas. However, this morning, the weather improved and is now gloriously fine.

Last evening and this morning we searched in vain for Termination Tongue, only to discover that it has entirely disappeared. Where it formerly extended there remain only isolated grounded bergs. Had we known this when the gale was at its height it would

## THE DISCOVERY

CAPTAIN DAVIS RESIGNS

MAKING WAY FOR YOUNGER MEN

Melbourne, April 28.

The Federal Cabinet will decide shortly whether a second expedition to the Antarctic should be undertaken, but Captain J. K. Davis announced to-day that he will not command the Discovery again.

After a special meeting of the Antarctic Expedition Committee to-day it was learned that, if a second visit were decided upon, it would be made between November of this year and March, 1931. In that event the Discovery will probably be laid up in Melbourne until late this year.

At the meeting to-day, the Vice-President of the Executive Council (Senator Daly) presided, and others who attended were the leader of the expedition (Sir Douglas Mawson), the navigator (Captain J. K. Davis), Sir David Orme Masson, Sir Edgeworth David, Rear-Admiral W. Munro Kerr, Dr. W. Henderson (members of the committee), Mr. J. H. Sheehan, representing the Federal Treasury, and Mr. MacPherson Robertson. After details of a possible second expedition had been discussed, Captain Davis announced that he would not be able to command the Discovery for the trip. He had navigated seven expeditions to the Antarctic, and felt that he should make way for the younger men. The committee expressed appreciation of Captain Davis's services as an Antarctic navigator, and the view that his record of service was probably unique. His decision was received with regret.



Captain J. K. Davis

## TO THE ANTARCTIC

THROUGH "ROARING FORTIES"

PROGRESS OF THE DISCOVERY

Canberra, December 12.

How the Discovery, bound for the Antarctic, made her way through the "Roaring Forties" is described in a wireless message received to-day from Sir Douglas Mawson.

The report of the leader of the expedition states:—With holds stowed tight and decks heavily encumbered with the cargo of coal and aviation spirit, all hands regarded the passage through the "Roaring Forties" with some apprehension. Few vessels running the gauntlet of these stormy latitudes southward bound have escaped from the tyranny of the elements in the ocean's worst weather zone. So it is fitting that jubilation should reign aboard the Discovery, for the tempest, instead of harassing us from a hostile quarter, is booming from the north, goading our leisurely-paced vessel southward through turbulent waters at a reasonable speed. Though our progress is gratifying, the ship's motion is downright aggravating. Lurching and lunging, throwing and bucking, we have become exasperated participants in a seagoing rodeo. To be bucked from one's bunk, to say nothing of the capering of the viands on the table at meals, or the incessant swamping of seaboots on the submerged decks, these are but a few of the caprices of the playful "Roaring Forties."

### Exploring Sea Floor

Since reporting last a course was set to define the western limit of Mill Rise, a land about the size of Tasmania, sunken beneath the sea, a distance of about 200 miles south of Tasmania. To effect this delineation as the ship proceeded, Campbell and Oom maintained close touch with the sea floor by the medium of the echo sounder. The keel thermometer showed an upwelling of cold water along the western margin of this underwater shoal. Our second marine station was counted to a depth of 2,000 metres, and in all the hauls life was found to be exceptionally abundant.

Mill Rise is now left behind, and the Discovery is 2,100 fathoms above the sea floor in latitude 51.40, longitude 150.20. The scientific staff, after last year's experience, is well seasoned in sea practice, and whether it be to shovel coal in the stokehold, set sails aloft, or heave in the halyards, the scientists and sailors pull together shoulder to shoulder.

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