

Exploring Antarctica

Dr. Dan Morgan

Osher Lifelong Learning Institute

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Scott II: British Antarctic Expedition, *Terra Nova*, 1910 - 1913



- Private and government funding
- To reach South Pole, scientific goals
- 65 men
- <http://www.freezeframe.ac.uk/>
- <https://www.youtube.com/watch?v=H5xNCDstsQ>

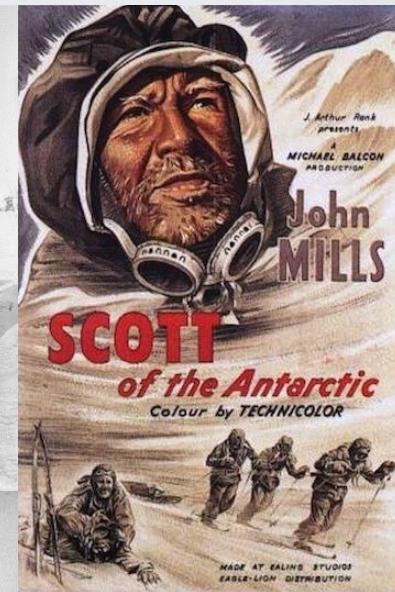


Southern Journey

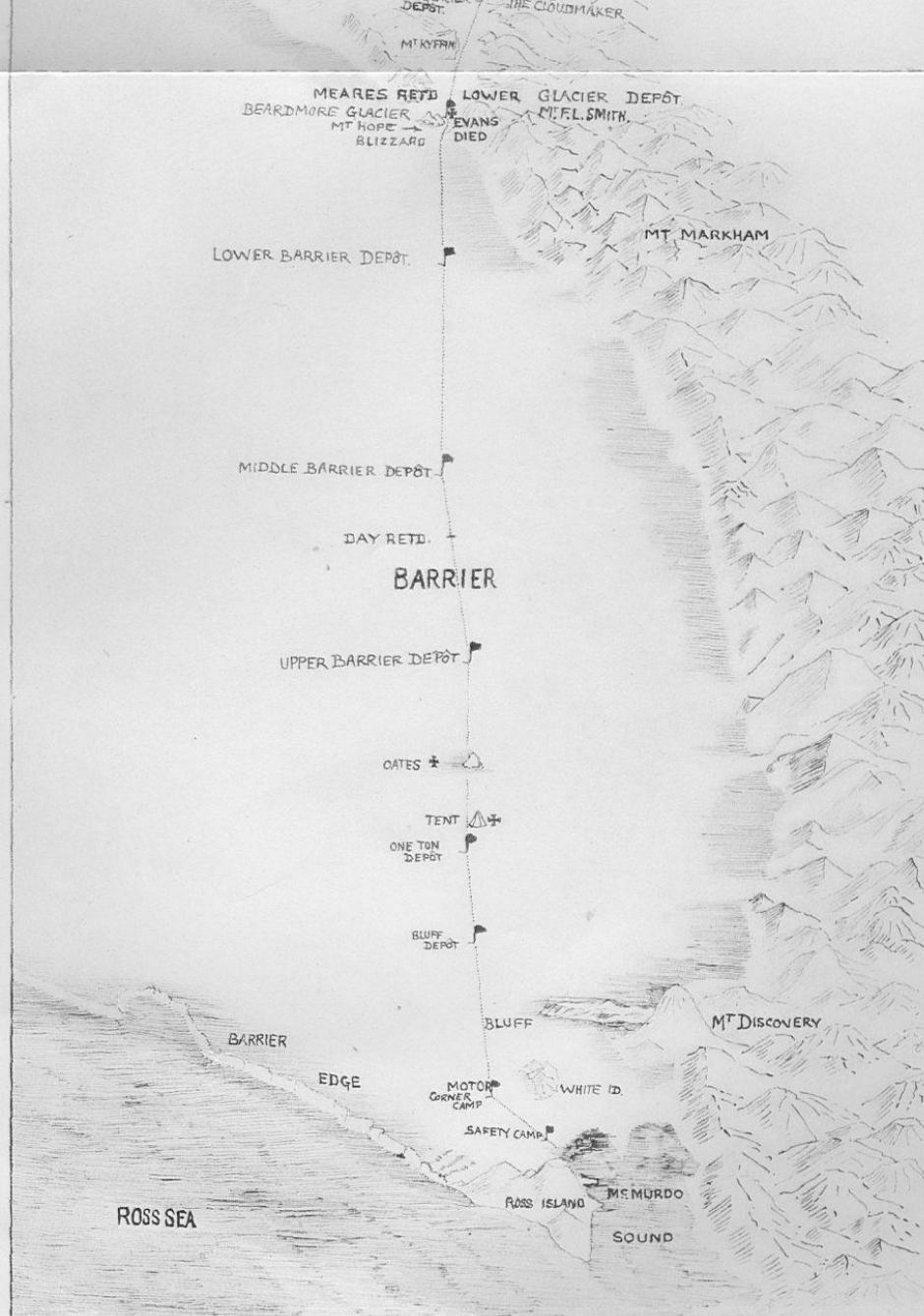
- Lay depots in Jan, Feb 1911
 - One Ton Depot ~30 miles farther north than intended
- Start Oct 24, 1911
- Use motors, dogs, ponies to mountains, then man-haul
 - Motors last 1 week, 50 miles
- Starts with 16 men, 5 in pole party



Scott Polar Research Institute <http://www.spri.cam.ac.uk/>



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Apsley Cherry-Garrard, del.

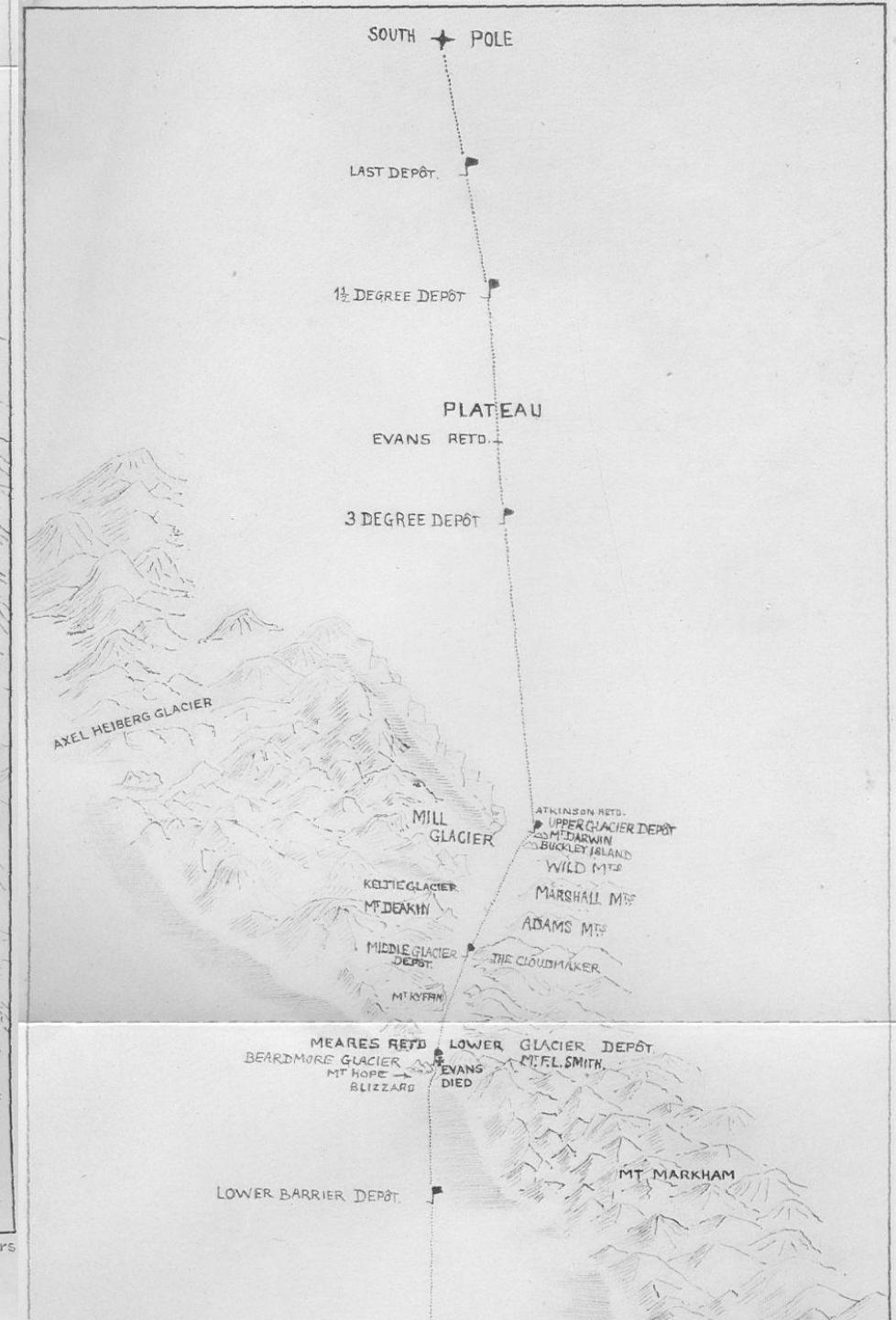
Geographical Miles

0 50 100 150

Emery Walker Ltd., Collectors

Statute Miles

0 50 100 150 200



• Jan 17, 1912: “The Pole. Yes, but under very different circumstances than those expected... Great God! This is an awful place and terrible enough for us to have labored to it without the reward of priority... Now for a desperate struggle to get the news through first. I wonder if we can do it.”



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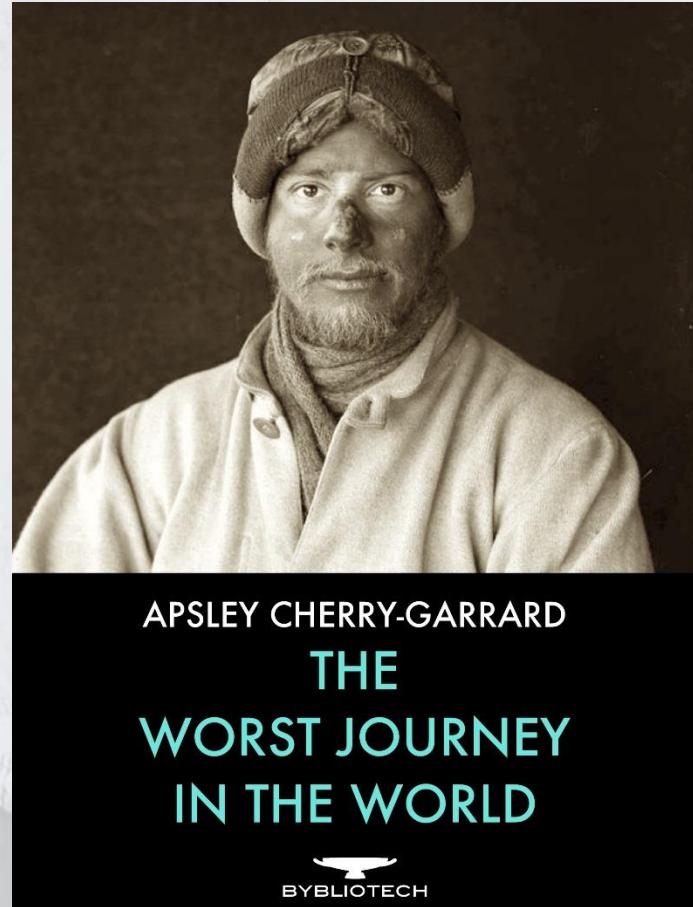
Return Journey



- At Beardmore, day off for Wilson to “geologise”
- Edgar Evans
 - Frostbite, several falls
 - Collapses Feb 16, left
- Cpt. Lawrence Oates
 - Scurvy, frostbitten feet
 - Mar 16, “I am just going outside and may be some time.”

Support parties

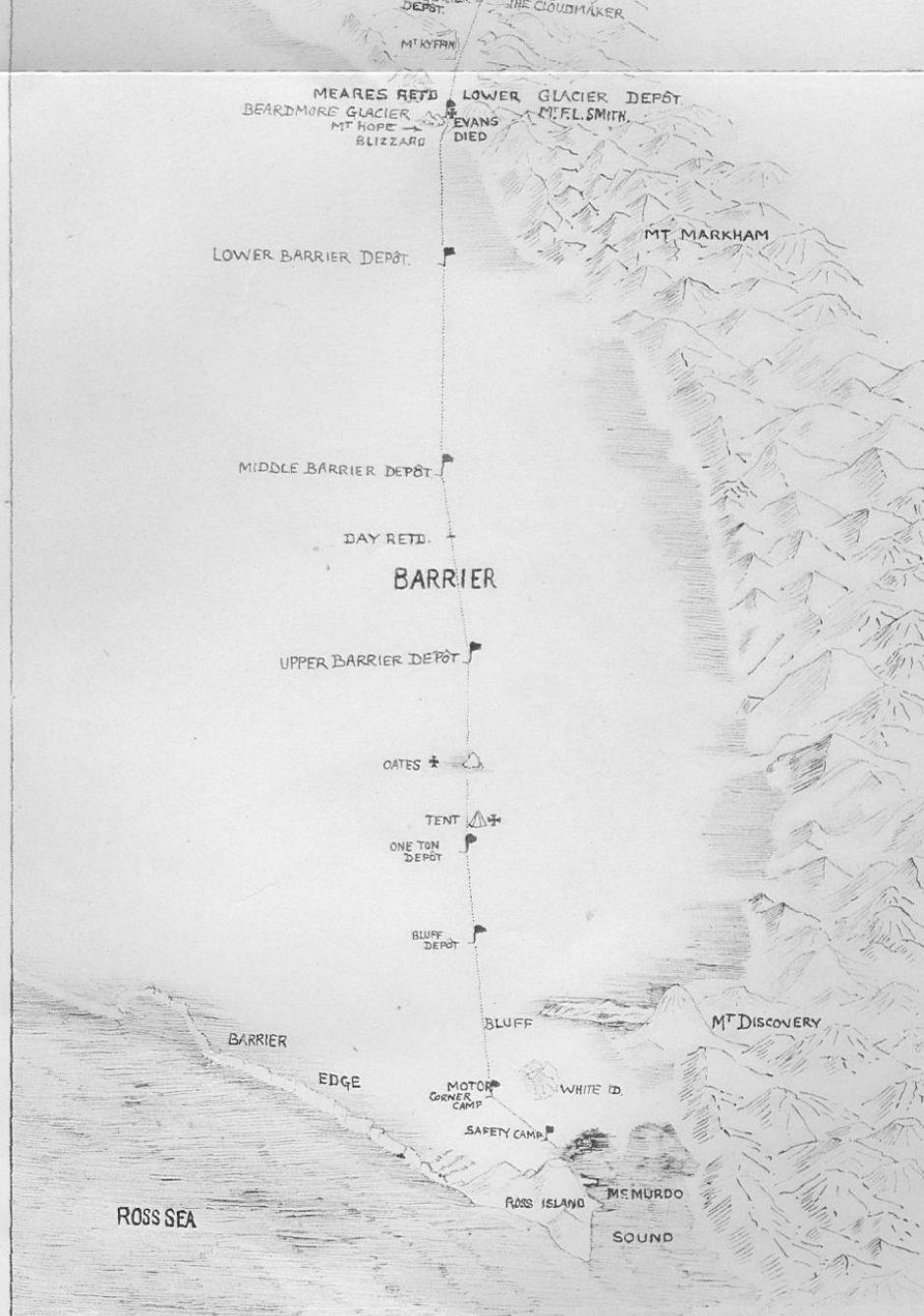
- Dog parties supposed to leave McMurdo in Feb to find polar party
 - Support party needs help, Teddy Evans scurvy
 - Cherry-Garrard resupplies One Ton Depot Mar 4, stays until Mar 10



- “Every day we have been ready to start for our depot 11 miles away, but outside the door of the tent it remains a scene of whirling drift. I do not think we can hope for any better things now. We shall stick it out to the end, but we are getting weaker, of course, and the end cannot be far. It seems a pity but I do not think I can write more. R. Scott. Last entry. For God's sake look after our people.”

- Scott's last journal entry, Mar 29, 1912





Apsley Cherry-Garrard, del.

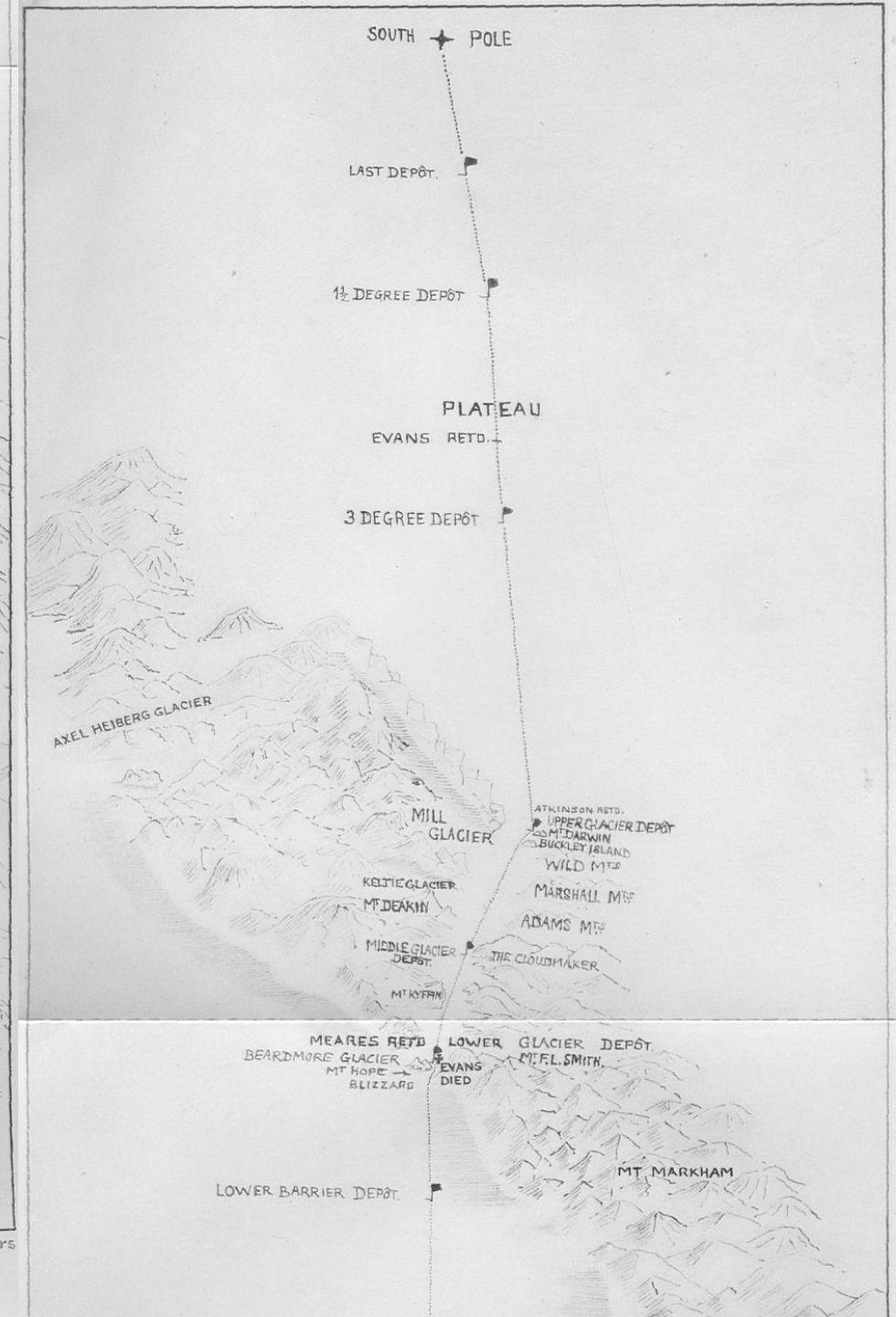
Geographical Miles

0 50 100 150

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Statute Miles

0 50 100 150 200



LOWER BARRIER DEPOT

0

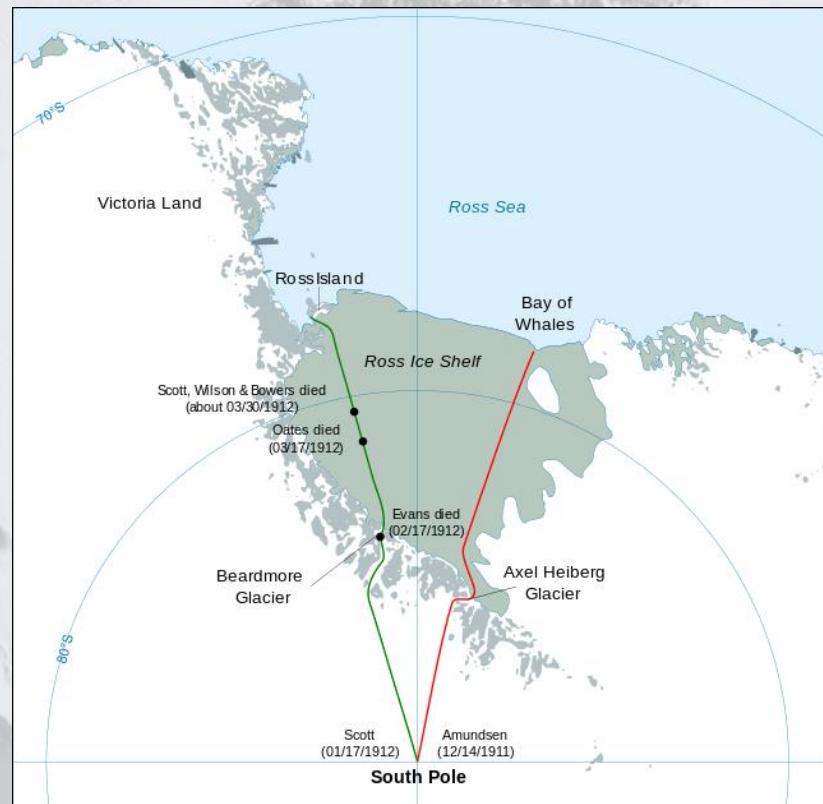
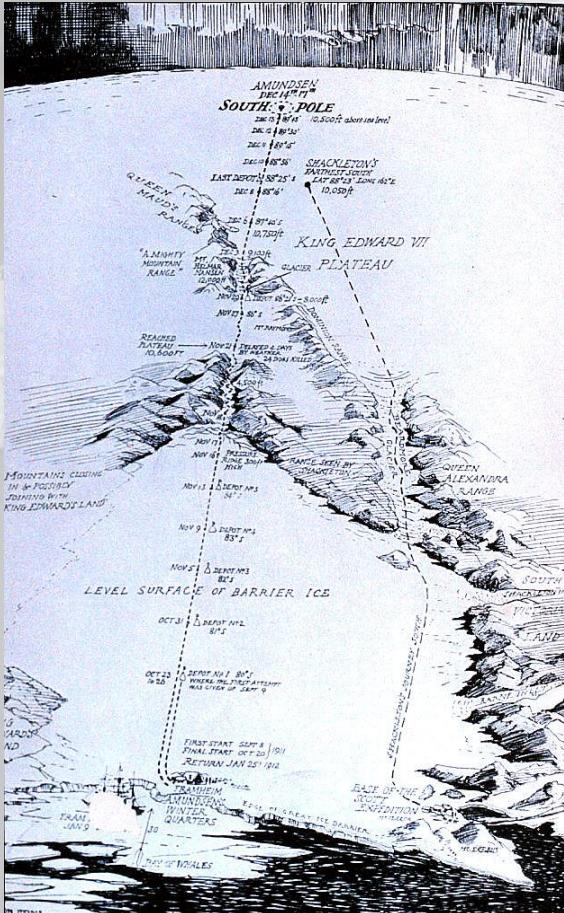
50

100

150

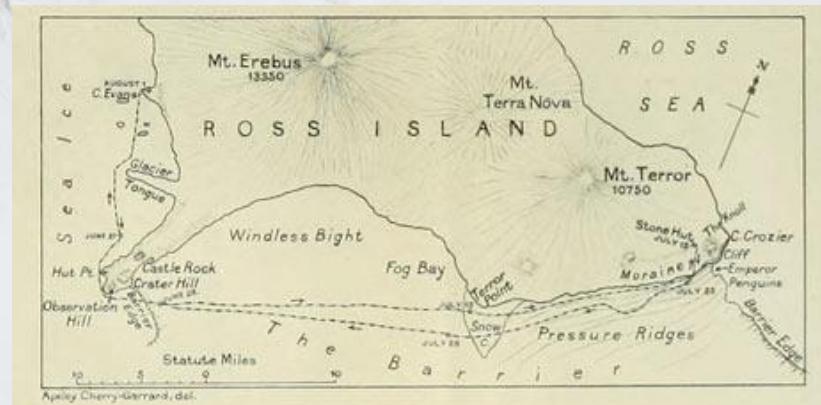
200

Route comparison



Winter Journey – “The Worst Journey in the World”

- Polar exploration is at once the cleanest and most isolated way of having a bad time which has been devised. It is the only form of adventure in which you put on your clothes at Michaelmas and keep them on until Christmas, and, save for a layer of the natural grease of the body, find them as clean as though they were new. It is more lonely than London, more secluded than any monastery, and the post comes but once a year. As men will compare the hardships of France, Palestine, or Mesopotamia, so it would be interesting to contrast the rival claims of the Antarctic as a medium of discomfort. A member of Campbell's party tells me that the trenches at Ypres were a comparative picnic. But until somebody can evolve a standard of endurance I am unable to see how it can be done. Take it all in all, I do not believe anybody on earth has a worse time than an Emperor penguin.
- Introduction to The Worst Journey In the World, by Apsley Cherry-Garrard



THE WORST
JOURNEY
IN THE WORLD

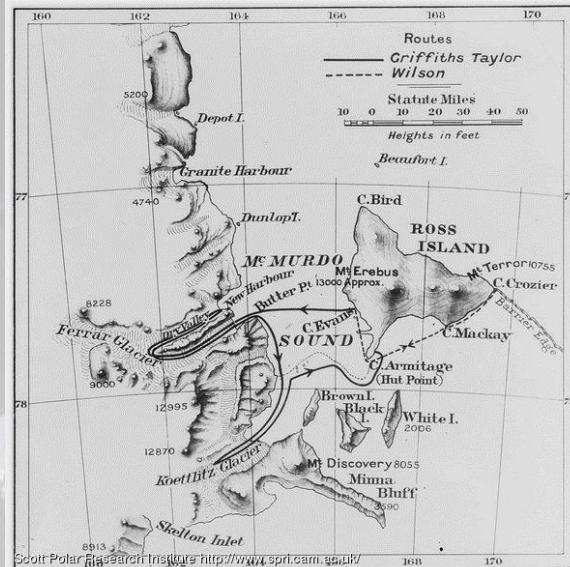
APSLEY
CHERRY-GARRARD

Winter Journey – “The Worst Journey in the World”

- June 27 – Aug 1, 1911
- Collect emperor penguin eggs
- Link between birds and reptiles



Western geological Parties: Jan – Mar 1911 and Nov 1911 – Feb 1912



Western Parties



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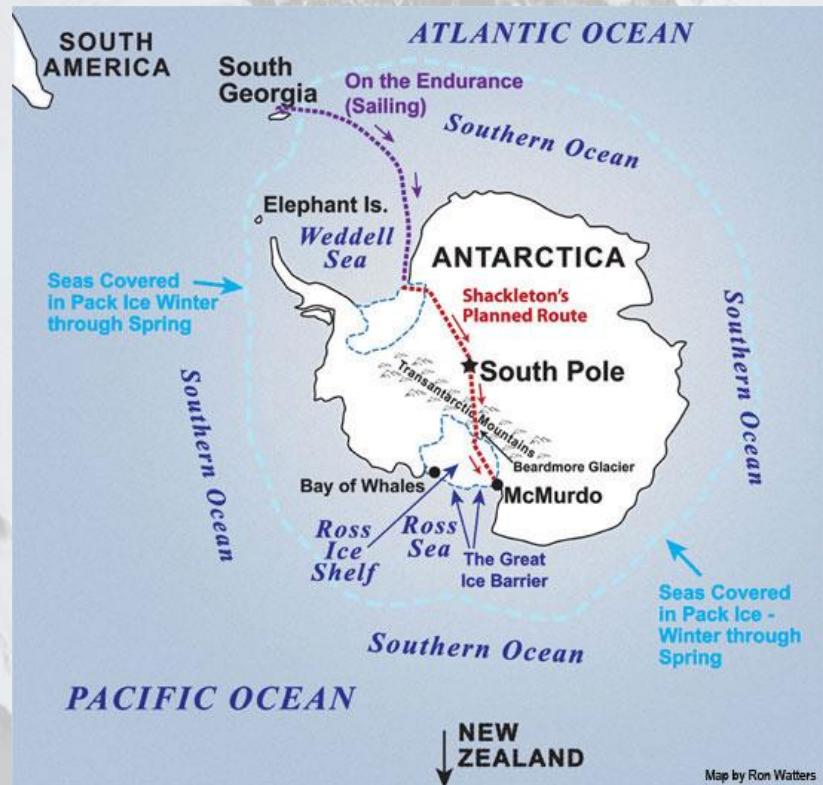


Scott Polar Research Institute <http://www.spri.cam.ac.uk/>

Shackleton II: The Imperial Trans-Antarctic Expedition, *Endurance* 1914 – 1917



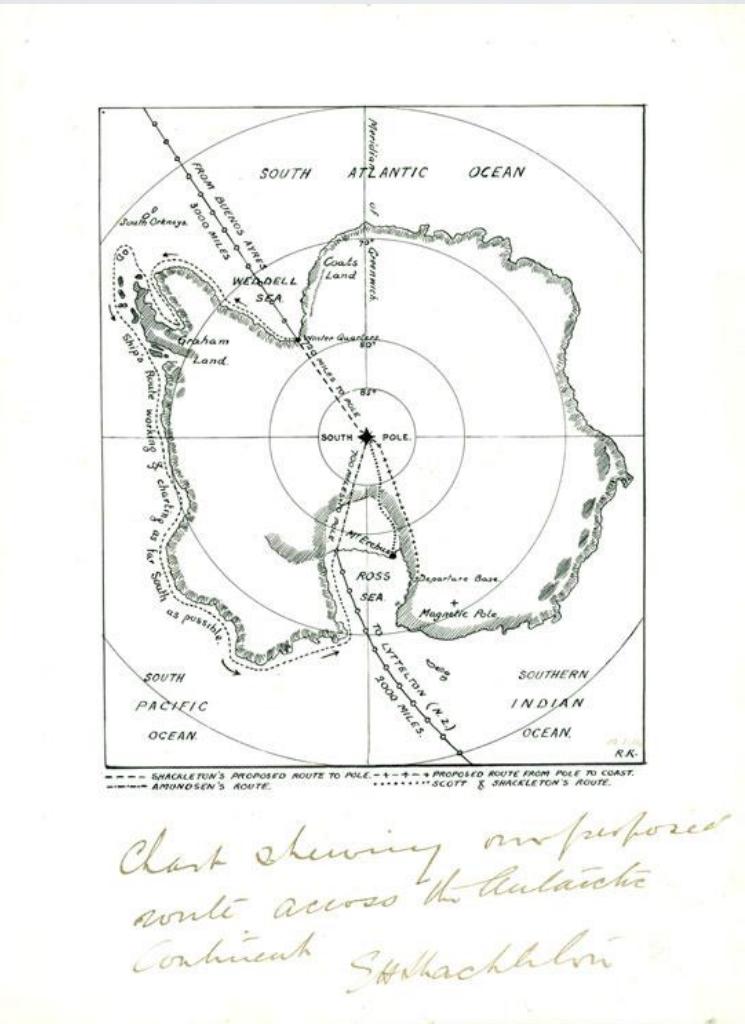
Royal Geographical Society Shackleton Photos:<http://images.rgs.org/ErnestShackletonCollection.aspx>



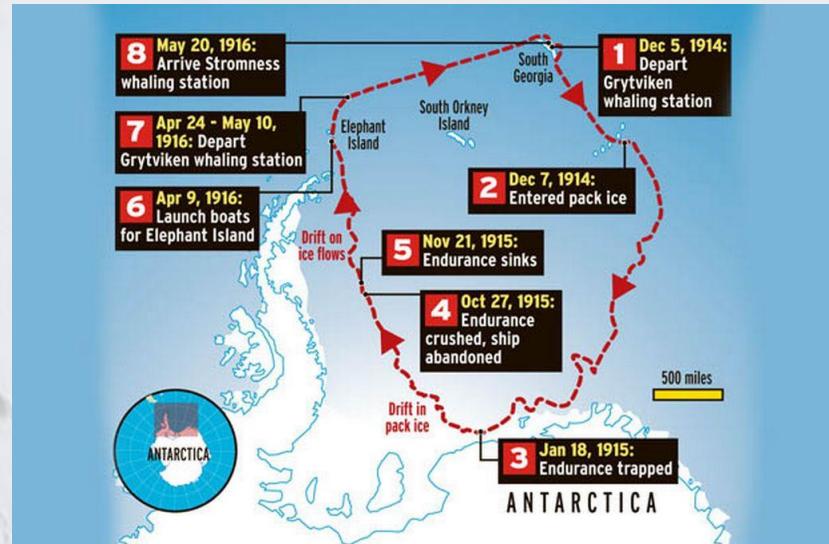
Map by Ron Watters

Endurance and Aurora

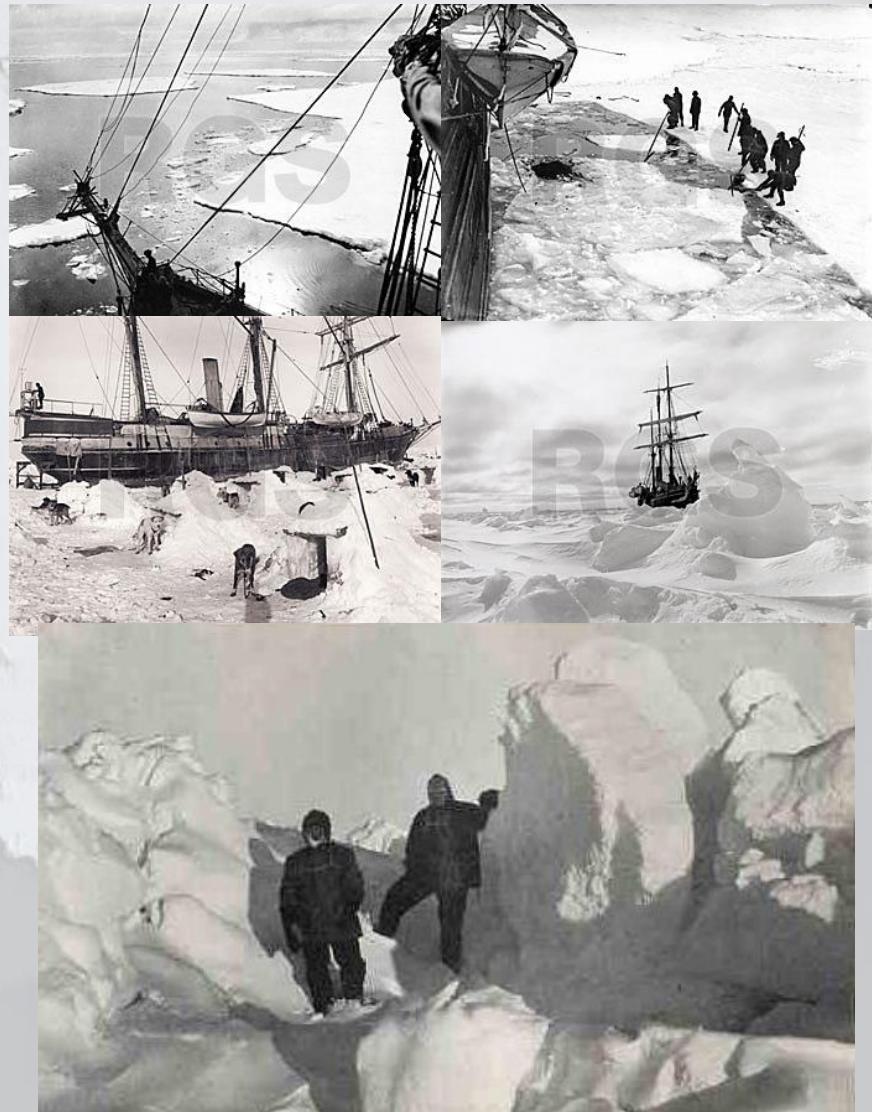
- Endurance originally built for de Gerlache
- Reinforced hull, not flat bottomed
- Sails and coal engine
- 28 men
- Aurora was whaling ship
- Used by Mawson 1910-1913



South Georgia Island: Nov 5, 1914 – Dec 5, 1914



Trapped in ice, ~ Jan 16, 1915



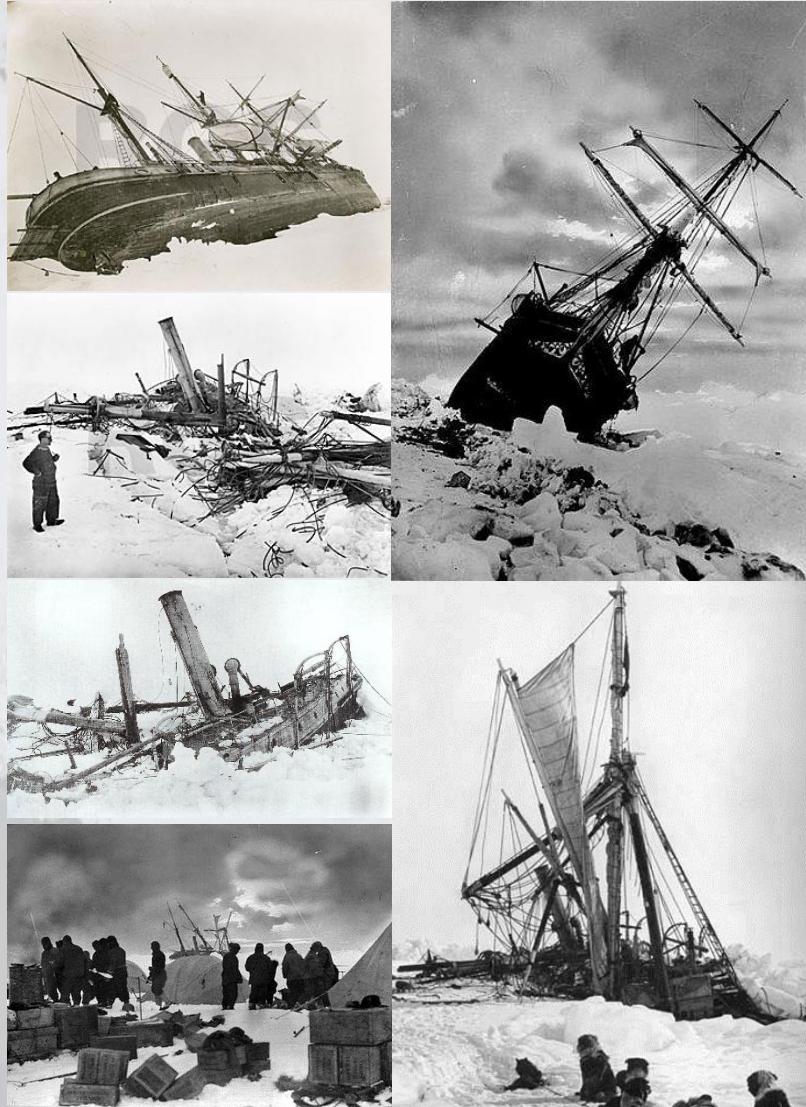
The Long, Long Night

By Feb 24, 1915 Shackleton realizes ship will not get free, will winter on ship



Endurance abandoned ,sinks

- Aug 1, 1915: Ship begins to list to port
- Sept 30, 1915: “the worst squeeze we had experienced”
- Oct 24, 1915: hull begins to bend, take on water
- Oct 27, 1915: Ship abandoned
- Nov 21, 1915: Ship sinks “She’s going, boys”



First march: Oct 30 – Nov 1, 1915:
3 miles in 3 days



Ocean Camp: Nov 1-Dec 23, 1915



Second March: Dec 23-Dec 29, 1915



- 7.5 miles in 7 days
- McNish, carpenter, rebels



Patience camp: Dec 29, 1915-April 8, 1916



Lifeboat journey to Elephant Island: Dudley Docker, James Caird, Stancomb Wills

- Apr 9-Apr 15, 1916



Elephant Island



Voyage of the James Caird



- 22.5 ft lifeboat
- McNish adds deck, mast, seals hull



Most mislabeled photo



Voyage of the James Caird:

Apr 24 – May 10, 1916 (17 days)



Worsley



Crean



Vincent



McCarthy

- https://www.youtube.com/watch?v=FO2c6Wqk_8c
- Shackleton, Worsley, Crean, McNish, Vincent, and McCarthy



South Georgia Island



Crossing South Georgia Island

May 19 – 20, 1916

- When I look back at those days I have no doubt that Providence guided us, not only across those snowfields, but across the storm-white sea that separated Elephant Island from our landing-place on South Georgia. I know that during that long and racking march of thirty-six hours over the unnamed mountains and glaciers of South Georgia it seemed to me often that we were four, not three. I said nothing to my companions on the point, but afterwards Worsley said to me, "Boss, I had a curious feeling on the march that there was another person with us." Crean confessed to the same idea. One feels "the dearth of human words, the roughness of mortal speech" in trying to describe things intangible, but a record of our journeys would be incomplete without a reference to a subject very near to our hearts.



“My name is Shackleton”

We reached the outskirts of the station and passed through the “digesting-house,” which was dark inside. Emerging at the other end, we met an old man, who started as if he had seen the Devil himself and gave us no time to ask any question. He hurried away. This greeting was not friendly. Then we came to the wharf, where the man in charge stuck to his station. I asked him if Mr. Sorlle (the manager) was in the house.

“Yes,” he said as he stared at us.

“We would like to see him,” said I.

“Who are you?” he asked.

“We have lost our ship and come over the island,” I replied.

“You have come over the island?” he said in a tone of entire disbelief.

The man went towards the manager’s house and we followed him. I learned afterwards that he said to Mr. Sorlle: “There are three funny-looking men outside, who say they have come over the island and they know you. I have left them

outside.” A very necessary precaution from his point of view.

Mr. Sorlle came out to the door and said, “Well?”

“Don’t you know me?” I said.

“I know your voice,” he replied doubtfully. “You’re the mate of the *Daisy*.”

“My name is Shackleton,” I said.

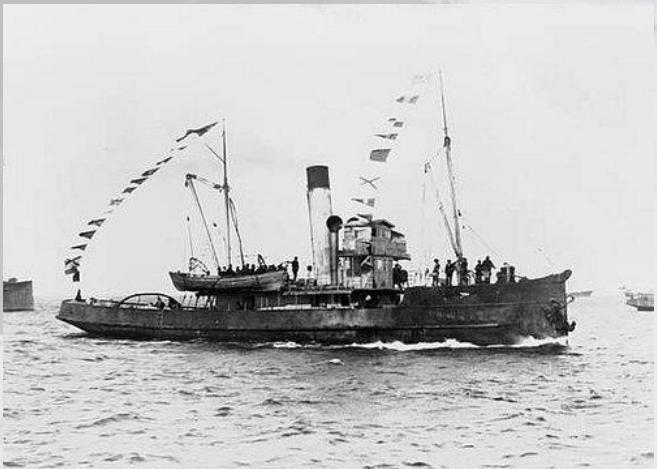
Immediately he put out his hand and said, “Come in. Come in.”

“Tell me, when was the war over?” I asked.

“The war is not over,” he answered. “Millions are being killed. Europe is mad. The world is mad.”



Rescued! Aug 30, 1916



- May 23, *Southern Sky*, 100 miles from Elephant Island
- June 10, *Instituto*, within sight of island
- July 12, *Emma*, 100 miles from island
- August 30, *Yelcho*, rescued!