

ASSETS RECOVERED: RELICS: The undermentioned relics have been received from Sir Douglas Mawson. The information furnished with regard to some of the relics has been supplied by Sir Douglas Mawson.

1. Antarctic Bell-tent (British National Expedition Model)
 - (a) Willesden Drill Cover.
 - (b) Bamboo poles.

This type of tent was universally used by the Scott and Shackleton Expeditions and is adequate for very severe climatic conditions. In the intense winds experienced in Adelie Land, however, the life of such a tent is very short.

2. Antarctic tent (Australasian Antarctic Expedition Model).
Willesden drill cover sewn to poles.

This is the same tent as figures under No. 1 above with the exception that the cover is securely sewn to the poles thus preventing flapping of the cover against the poles and hence obviating fraying of the material.

3. Antarctic tent (A.A.E. Model)(heavy style) Japara sail cloth sewn to poles.

In expectation of severe weather in the regions marked out for exploration the A.A.E. was also equipped with this much heavier tent than used by other Antarctic Expeditions. It is, of course, most important to keep the weight down but as no light weight tent can serve in the heavy winds of Adelie Land it proved most fortunate that such heavy tents were included in the equipment.

4. A floor-cloth for tent.

The usual floor-cloth consisted of a light weight Willesden canvas.

A depot flag-pole with remnant of Flag remaining after use on the Antarctic Plateau.

Such flag-poles, also the tent poles were made of lengths of the male (or solid) bamboo. The flag material usually employed on British Antarctic Expeditions for marking depots etc., is black bunting, but under the windy conditions of Adelie Land such material was found to have too short a life and black canvas was substituted. Even this soon frayed away sometimes lasting only a few hours though under summer conditions it might be depended upon to last for several weeks. In the case of this exhibit only the stump of the flag remains.

6. A Sydney made hardwood sledge, returned after use in Adelie Land.

In addition to the sledges purchased in Norway the Expedition was equipped with a number of sledges made by a Mr. Worsfold of Camperdown, Sydney. These sledges were made of selected spotted gum after treatment by the Powellising process. They were very satisfactory but their weight told against them for employment in long distance journeys.

7. A Norwegian hickory and ash sledge used in Adelie Land sledging work, completely fitted with decking, Kerosene platform Instrument Box, Cooker Box, Straps, etc.

This is a most satisfactory model for a sledge to be dragged by man-power. In its construction it follows closely the design perfected by Nansen. At low temperatures and when travelling over land ice the bare wooden runners answer the best.

When there is any thaw water about and especially when travelling over sticky sea ice the travelling is made much easier by facing the runners with a thin sheet of German silver or other suitable metal.

This exhibit shows a sledge fully rigged out after the style adopted by all recent British Antarctic Expeditions; In front there is the Cooker Box, which is arranged to carry the Nansen Cooker strapped on its lid and inside there is a fitting for the primus heater and spirit can; the body of the sledge is decked with thin venesta board or canvas and is fitted at intervals with straps used to secure the food bags, tent, sleeping bags, etc., Next come the Instrument Box, a receptacle made of light three-ply wood and designed to carry the navigating instruments, meteorological instruments etc., where they are handy to get at, for the main part of the load is strapped on the forward of this point; behind the Instrument Box comes the Kerosene Platform upon which is lashed the fuel in the form of kerosene packed in rectangular tins each holding one gallon; behind this again is the attachment for the Sledge Meter which trails behind and gives the distance travelled by dead-reckoning.

8. A large Norwegian Sledge for dog teams with control bar behind. This sledge was one used by Amundsen on his South Pole Expedition and later presented to us for use in Adelie Land where it was used during 1913/

9. A Sledge Mast.

Sledge masts were invariably made of male bamboo but some variety was introduced in the rigging of it, especially in stepping it on the sledge at the foot. Some were fixed permanently and others could be raised or lowered as desired.

10. A Sledge sail.

In equipping for journeys where considerable wind was expected it was usual to include a special sail but at other times the tent floor-cloth was adapted as a sail.

11. A Sledgemeter.

These meters are an adaptation of the cyclometer. On the rim are small spikes which give it a grip on the snow and ice. Like everything else connected with sledging this apparatus is constructed on as light a scale as possible. Unfortunately the construction proved too frail for most of the sastrugi-furrowed country traversed in Adelie Land and as a consequence most of our wheels had to be stiffened with sheets of aluminium.

12. A Kerosene Sledge Can.

The can included as this exhibit is rather shorter than the general type which is otherwise similar and holds one gallon of oil,

13. A Methylated Spirits Sledge Can.

The fuel for the Primus is kerosene but a small quantity of spirit is carried for use in lighting the Primus. For this purpose a half-gallon can will suffice for a protracted sledge journey.

14. A Nansen Cooker.

This cooking apparatus for sledge journeys was designed by Nansen with a view to utilising the greatest possible amount of the heat generated by the combustion of the kerosene in

the Primus. It is constructed entirely of aluminium in order to reduce its weight. The seven parts when assembled pack up into a convenient parcel. In use one part is a tray upon which the Primus stands to prevent it, as it becomes heated, sinking into the snow. The other parts are assembled one over the other and stand upon the supports of the Primus. Hot soup or coffee can be prepared in the central vessel at the same time that water is being made available by melting snow packed into the outer annular ring.

15. Sledge hauling rope with toggles.

From the bow of the sledge a main hauling rope runs forward with toggles at intervals for securing each dog or man as the case may be.

16. Man Harness.

In the case of man-hauling the strain is taken on a canvas band which passes round the hips and is held in position by straps forming braces over the shoulders. At the back a short length of rope connects the canvas band with a toggle on the main hauling rope.

17. Dog-harness - British type.

The British type of dog-harness is made in leather or canvas, a band of which passes round the dog's chest and is held in position by a further loop over the back. The drag is taken on one side.

18. Dog-harness - Alaskan type - presented to A. A. E. by Amundsen after use on his Expedition.

In this there is a substantial padded collar. It is an excellent form of harness.

19. Sledge spade. The one broken and patched and brought back by Dr. Mawson on his ill-fated sledge journey.

A spade is an indispensable item of equipment for sledge journeys - necessary for digging out the sledge and tent after snow storms and at all times for piling snow around the tent. On Dr. Mawson's ill-fated sledge journey the spade was lost with other equipment with Ninnis in a crevasse. Later a broken and discarded spade was picked up at an old camping place. The handle was mended by splicing it with splints made from the top rail of a discarded sledge.

20. Ice Axe. Dr. Mawson's own ice axe used throughout the Expedition.

These ice axes were purchased in Switzerland. The copper wire binding covers a splice, the handle having been broken on one occasion.

21. A coil of Alpine rope.

This rope, used for roping men together when traversing dangerously crevassed ice, is made of plaited linen or cotton fibre. Ordinary twisted rope of the usual Manilla type has a tendency to untwist and develop kinks which, when the rope is frozen, become points of great weakness.

22. Ski stick.

This stick is carried in the hand when travelling on skis. It serves as a support and as a source of impetus.

23. Pair of Norwegian Ski (European Ash)

24. Pair of Sydney made Ski (Australian Mountain Ash)

The equipment of Norwegian skis was supplemented by the addition of others by Worsfold in Sydney. These proved very satisfactory but the timber is somewhat soft and wears rather easily.

25. Steel Crampons. (Swiss type)

These Crampons were strapped on to the soles of leather boots and proved the only effective form of Crampon on the icy slopes of Adelie Land under the existing windy conditions.

26. Finnesko crampons with aluminium plate soles (A.A.E. style)

This form of crampon designed to be used in conjunction with finnesko proved to have a very limited application. Most of these were subsequently modified as illustrated under exhibit No. 27.

27. Finnesko crampons with leather bars on soles. (A. A. E. style)

In this case bars of leather carrying spikes are secured to the sole of the slip-over shoe and proved very satisfactory. The Burberry tops to these crampons were designed to keep the snow from compacting in the hair of the finnesko where it is prone to melt and refreeze until the finnesko is eased in ice.

28. Finnesko crampons with portions of the case of theodolite and spikes screwed on to the sole - contrived by Dr. Mawson when in a most serious predicament at the closing stages of his lonely sledging journey.

Devoid of all crampon equipment and wearing only finnesko Dr. Mawson found himself at the end of that journey faced with the descent of steep ice slopes with a raging wind behind. It was impossible to stand up in naked finnesko and this grip was contrived for the soles employing a few pocket tools and the case of the theodolite.

29. Fur mitts worn by Dr. Mawson on his historic sledge journey

These mitts are made of wolf skin from Norway. The attachment of lamp wick is thrown over the head and serves to prevent loss of the gloves, otherwise they might be blown away at any time when the hand is temporarily withdrawn to manipulate instruments etc.

30. A pair of marching Finnesko.

These were made in Lapland. They are constructed of reindeer skin and are worn with the fur outside. The uppers are generally made up of pieces of skin from the skins. The sole is best made in one piece of the skin from the forehead of the animal; on this the hair is arranged radially from a central point, and so makes them less liable to slip on the ice.

31. A pair of sleeping Finnesko.

The finnesko worn to keep the feet warm during repose in the sleeping bag are generally of a lighter quality and less perfectly made than those employed as foot gear for marching.

32. A hank of Sennaegraes.

This is a dried grass which is sold in such hanks in Lapland for the purpose of stuffing the finnesko which are always made large enough to accommodate plenty of the grass around the feet. It serves to keep the feet warm to act as a pad on the sole and particularly, to absorb perspiration.

33. A pair of Felt Boots.

These are a Russian type of snow boot. For marching in deep snow another variety is used in Russia made in one piece from the foot to the thigh.

34. Leather Ski Boots (English pattern)

These boots are specially shaped and fitted to be worn in conjunction with skis.

35. Leather Ski Boots (Norwegian)

36. Lamb-skin gloves.

These long armed gloves are worn with the fleece inside. They were served out to the sailors for use on the ship in latitudes south of 65 degrees.

37. A pair of felt Mitts.

These felt mitts were made by the Jaeger Company and are regularly manufactured as an article for sale in the colder regions of the world. They have been generally used by all recent British Polar Expeditions as the principal article in the glove equipment.

38. A pair of Mittens.

As mittens have no fingers they were regularly worn under either felt or fur mitts. The hand could then be withdrawn from the mitts leaving the fingers free for manipulation.

39. Lamb's wool sleeping socks.

When sledging it is important to change the foot gear including socks, which are generally damp, as soon as the day's march is finished. Warm dry sleeping socks and sleeping finnesko are then slipped over the feet.

40. Woven Camel's hair and fleece sleeping socks.

Several varieties of sleeping socks were employed on the A.A.E. and these were the principal favourites.

41. Camel's hair sleeping socks.

Camel's hair makes an excellent insulator. Garments prepared from it are beautifully warm. For most purposes a mixture of camel's hair and lamb's wool seems to answer best. The Jaeger Co. makes a speciality of camel's hair garments for the arctic regions.

47. Socks used for marching.

This is a pure wool sock and formed the principal equipment of such articles. It was usual to wear several pairs one over the other.

48. Balacava Helmet.

This is made of pure wool and is an excellent head gear but must be reinforced under windy or excessively cold conditions. Thus it is worn under the Burberry helmet.

49. Burberry Helmet. (that worn by Dr. Mawson on his fateful journey)

Outer garments of a wind proof nature are worn in conjunction with the woollen suits. Where furs are used the leather itself is a sufficient protection from the wind. Where the garments are made of wool it is important to prevent the wind driving through. A very closely woven variety of Burberry gadardine acts better for this purpose than anything else. It is very light, almost wind proof and is partly waterproof by a special treatment for the cotton fibres before weaving.

It is not possible to completely cover the face with any sort of protection for an adequate breathing space must be maintained. The simple device of a sort of poke bonnet funnel in front stiffened by a hoop of copper wire breaks some of the force of the wind driving on to the face and proves a wonderful protection,

50. Burberry helmet and jacket combined. (A.A.E. style)

The A.A.E. adopted this form for part of the Burberry equipment. Under windy conditions it is a great improvement upon the separate helmet and jacket style for it is a greater protection from the wind and penetrating snow.

51. Burberry trousers. (A.A.E. style)

52. Burberry Union suit as used on Macquarie Island.

53. Jaeger fleece used for suiting.

Very large quantities of this fleece were included in the equipment for all the suits for the land party operating on the Antarctic continent were made up as union suits for this material. It is practically the same material as used for blankets at Winter Quarters.

54. Jaeger Sweater.

These were made of pure wool and of ample dimensions for at times several were worn one above the other.

55. Comforter.

This woollen scarf was made by the Kaipoi Co. of New Zealand. They were used at times when marching wrapped around the head and neck. At other times they were used in the sleeping bag to stuff up chinks or otherwise prevent drafts.

- 56.

57. A clothes-tank for sledging.

57. Shirt.

This is a shirt made by the Jaeger Co. of pure wool.

58. Underpants.

The thickness of the material is here very noteworthy. Like all the other underclothing this garment is made of pure wool.

59. Wool and camel's hair sleeping bag.

Such bags were used at Winter Quarters.

60. Reindeer skin sleeping bag. (One man)

These sleeping bags are used on sledging journeys. The hair side is kept inside. In cold weather the mouth is toggled up tight, plenty of air for breathing manages to get through.

62. Reindeer skin sleeping bag. (three man)

This bag accommodates three men. There is a saving in weight by adopting one three man bag in place of three one man bags.

63. An Australian sheep skin specially prepared as an auxiliary material for making clothing.

Such woolly sheep skins can be made up into excellent clothing for wear in cold regions. A large number were taken on the Expedition.

64. A Cylinder of the Air-tractor: (The first aero-engine used in the Polar regions.)

A Robert Esenault Pelterie aeroplane, (Made by the Vickers Company, Erith, England) was taken by the Expedition. Its principal use was to be that of tractor for loaded sledges. In view of their great bulk and their problematical use in Antarctica the wings were not taken further than Australia. The tractor was landed in Adelie Land and worked very well for a time but finally came to grief by the seizing of some of the pistons owing to the freezing of the lubricating oil. This was the first occasion of the employment of such an engine in the Polar Regions.

65. A benzine sledge tank for fuel for the air-tractor.

These tanks were specially constructed to be conveniently carried on sledges. They were placed crosswise and straps passed through the loops over the top.

66. A "Private Clothes Bag" for sledging.

The rule on sledging journeys is that over and above the general equipment of absolute necessities each man is permitted to carry a limited quantity of private gear the weight to be arrived at by mutual agreement. This private gear includes any spare items of clothing which the sledger may deem necessary over and above what he stands up in. In it also are included diary, reading matter and tobacco, if any. Such gear is carried in what is known as a "Private Clothes Bag", each of which is distinguished by being made of different colored material.

67. A clothes-tank for sledging.

The private clothes bags are made of as light a material as possible and are preserved from the weather by being packed on the sledge in a more capacious bag constructed of waterproof material. This is known as the clothes tank.

68. A sledge food-tank.

The food equipment for sledge journeys is worked out with the greatest thought and care. The various materials are weighed out in weekly rations, packed in separate small bags.

A week's or a fortnight's allowance packed in these small bags, is then further packed in a large water-proof bag. Such bags are referred to as "tanks". They constitute convenient units for strapping on the sledges.

69. A dog chain used at Winter Quarters - Adelie Land.

70. A sample of depot flag bunting.

This is the usual black bunting used for marking depots. In Adelie Land where the wind was so fierce, it was found too flimsy but would last a considerable time if merely wrapped round blocks of snow at the summit of depot pyramids.

72. The canvas collecting bag used by Dr. Mawson for collecting Geological specimens - Adelie Land.

Made at the Hut, Cape Denison.

73. the 3" theodolite used by Dr. Mawson on his memorable journey (A.A.E. type of theodolite)

This is an exceedingly light model of transit theodolite made expecially to design for the Expedition. Aluminium was used as far as possible in the construction. It is to be observed that the trough compass is exceptionally long, the reason being that the operations were to be prosecuted in a region close to the magnetic pole where the directive force is small.

74. Sun goggles with amber glasses.

It is absolutely necessary that coloured glasses be worn in the summer time in such ice clad regions. A few hours exposure of the naked eye on a bright sunny day is usually followed by what is known as snow blindness. The amber colored glass seems to be the most effective.

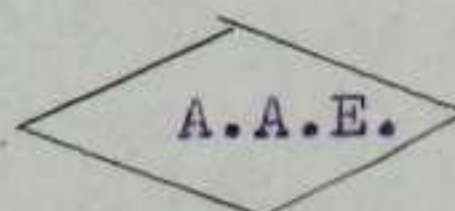
75. Snow goggles with slits.

The Esquimaux, not having glass, had discovered that by looking through narrow slits (cut in wood in their case) crossing each other - horizontally and vertically - the eyes are sufficiently protected from the glare, at the same time the visibility and perspective are sufficiently retained. The A.A.E. glasses were so made that by unscrewing the caps the glasses could be exchanged for the slits, the glasses being impossible to wear under certain meteorological conditions on account of their becoming frosted over by the freezing of vapours arising from the face.

76. One of the packing cases in which the Expedition's flour stores were packed.

One this case a brand appears on two sides as follows:-

571



S. Y. AURORA

On the two ends appears

56 lbs
Solman's
self-raising
Flour

A rebranding mark appears on the other side of the lid as follows: D.M. 18. Such rebranding marks were stencilled when repacking specimens and gear in Antarctica.

A Further identification mark is the green band around the body of the case. By different coloured bands of this character, the equipment of each of the Bases was distinguished and the risk of confusion when unloading stores from the ship eliminated. The green band, refers to the equipment of the Western Antarctic Base (Wild in charge).

77. Case used for packing pemmican. The original marks are:

A.A.E.

1242

S/Y Aurora

8 X 6 lbs.

83. A deep- Pemmican.

On the inside of the lid appears the rebranding mark:

Gear 18.

The case is encircled by a blue band signifying the equipment for a third Antarctic Base. As the conditions met with rendered it inadvisable to land a third separate base this blue band equipment was actually landed as an auxiliary with the main base party.

78. A case used for packing pemmican for the Main Base Party.

The red band signifies the equipment of the No. 1 (Main) Antarctic Base. The brand on the case is as follows:

A.A.E.

1203

S/Y Aurora

8 x 6 lbs.

Pemmican.

On the inside of the lid appears the rebranding mark:

Hydrometer Gear.

79. This particular flag was the official one flown by the Aurora.

80. Large Ensign which floated as the official flag at Higher Quarters, Cape Denison, Adelle Land.

81. A small Commonwealth Ensign used when at sea.

82. Small Union Jack used as a sledge flag.

83.

81.

82. A Nansen Type deep-sea water bottle.

By means of this piece of apparatus, a sample of sea water from any depth can be brought to the surface for examination. At the same time the temperature of the water at that situation is ascertained.

The instrument is attached to the wire of a sounding machine sent down with the water bottle open and two special deep-sea thermometers in the carriers provided for the same. When the bottle has been lowered to a point from which data is required the wire is held and the little messenger weight (in the wooden case with the instrument) clipped on and sent down. The impact on reaching the instrument lets go a spring clip causing the bottle to reverse, and in doing so tightly closes the ends against rubber stoppers. At the same time the action of reversing the thermometers fixes the temperature of the moment so that it may be read off on arrival at the surface.

83. A deep-sea thermometer.

Thermometers for observations in the deep-sea where enormous pressures are exerted compressing the glass are necessarily built very stoutly. Furthermore as the act of compression would tend to squeeze the mercury in the bulb into the capillary tube and cause a false reading, it is necessary to guard against this by taking the pressure off the thermometer. This is done by enclosing the thermometer within a stout outer glass case. Between the bulb of the thermometer and the shell of the outer case, mercury is run in the function of which is to act as ready conductor to carry the temperature through to the bulb of the thermometer.

As a means of recording the temperature at any moment the capillary tube of these thermometers is constricted at a kink just above the bulb. The effect of this is that upon reversal the column of mercury above the constriction (and therefore the temperature record) is thereafter maintained.

This particular thermometer is a French make bearing the marks: S 9. 42 F T. Thurneyssen - 48 Rue Monsieur le Prince, Larie.

84.

85. The Aurora's Blue Ensign.

This particular flag was the official one flown by the Aurora.

86. Large Ensign which floated as the official flag at Winter Quarters, Cape Denison, Adelie Land.

87. A small Commonwealth Ensign used when sledging.

88. Small Union Jack used as a sledge flag.

89.

90.

(Auxiliary)

42. The legs of the theodolite carried on Dr. Mawson's fateful journey as they were modified on the return journey - converted to form two supports for the makeshift tent rigged after the principal gear was lost with Lieutenant Ninnis in a crevasse. These two legs were lashed to two skis on each occasion of camping so completing a frame for the tent cover.

43. A sledge sail made by Dr. Mawson on the sledge journey after the death of Dr. Mertz. It is constructed out of the material of a food tank and Dr. Mertz' Burberry jacket.

44. An all wool combination undersuit made by the Eagley Co., Victoria. Considerable numbers of these garments were taken and used in conjunction with Jaeger fleece suits made in one piece.

45. Dr. Mawson's own sledge harness. That used on the fateful sledge journey.

46. The trousers of a Jaeger pyjama suit.

The equipment was well provided with these suits for they not only acted as pyjama suits at Winter Quarters but also served as very comfortable main suit for marching in on sledge journeys. Some of the longer distance sledge parties adopted them for this purpose. On the Shackleton Expedition of 1907-9 the Polar party themselves, for their long march, used no other clothing beyond this type of Jaeger pyjama suit and the Jaeger woollen underclothing. Of course a Burberry windproof would be donned over it as required.

61. A short handled ice axe. used specially for climbing on steep ice slopes.

61. A thermometer for marine observations of pattern used by the Hydrographic Department of the Admiralty/ It records maximum and minimum temperatures. It is set each time by the employment of the accompanying magnet.

91. A light sledging spade.

One of these spades formed part of the equipment of every sledging party. Such an implement is necessary for digging up blocks of snow to place around the flounce of the tent and for many other purposes.

92. A pair of Australian made ski.

93. Aeroplane propeller.

The propeller taken off the air-tractor when the engine broke down in Adelieland.

94. A sledge spar.

Such light bamboo spars were carried by sledge parties as a stiffening to the top of the sledge sail.

95. A sledge boom.

Such a piece of light bamboo was often carried by sledge parties lashed to the rails across the sledge. The lower edge of the sail was kept taut by lamp wick attachments to this boom.

96. A Ration measure (and spare hoosh container)

Receptacles of this kind were carried packed up inside the innermost vessel of the Nansen cooker in company with three mugs and three spoons which together formed the appliances requisite for negotiating a sledging meal. The ration measure was a receptacle of convenient size on the inside of which were generally inscribed certain marks indicating the amount of hoosh or cocoa mixture as the case might be forming the allowance for the meal. The solid this measured out would then be tipped into the water in the cooker and the whole brought to the boil before serving. The hoosh always formed the first course, to be followed by cocoa, brewed in the same pot after a rough scrape out: should there be any excess of hoosh after filling the three pannikins that excess would be temporarily turned out into the ration measure so that the pot could be set boiling again for cocoa. The ration measure was generally lagged on the outside in order to conserve the warmth in the spare hoosh.

97. Three sledge mugs.

The normal sledging party comprises three men, hence the three mugs.

98. Three sledge spoons.

99. A Primus heater.

The Nansen cooker is worked in conjunction with the primus heater which burns kerosene in a most economical manner. Our sledging records show that one gallon of oil could be made to last three men for the cooking of all meals including the melting of the snow to produce water for a period of seventeen days.

100. A sledge food tank.

101. A folding table. Used at Winter Quarters, Cape Denison.

A few tables such as this and a few small folding chairs embraced all the furniture taken for the Winter Quarters.

102. An Expedition table knife.

All the Expedition cutlery was presented by the firm of Mappin and Webb, London, and was suitably inscribed with the crest incorporating the figure of a penguin and the letters A.A.E. This particular knife was used at the main station Adelie Land. Most of the knives sooner or later snapped across the blade, the steel becoming brittle at low temperatures. For instance, many of the knives were thus broken by the storeman when chipping frozen honey out of the 60 lb tins out in the storeroom.

103. Books ex Mackellar Library.

Principally through the benefaction of Mr. C.D. Mackellar, the Expedition was furnished with a large and varied assortment of books to which the general designation of Mackellar Library was appended. Sections of the Library were landed at each of the bases and part remained on the ship. Such books as survived a winter at an Antarctic Base emerged in a very dilapidated and begrimed condition.

The three books herewith are a good illustration of such relics of the library. The titles are as follows:-

1. "Through the first Antarctic Night" by Dr. Cook
2. "Canada" The Romance of Empire Series.
3. "Farthest North" by Dr. Nansen.

104. 1 A bread tin. Singlet

A tin shap made at Winter Quarters, Cape Denison 1913
as a baking dish for yeast bread.

(Addenda)

A. A Venesta (3 ply) box used for packing stores of the
Shackleton Antarctic Expedition 1907-9.

Branded. British Antarctic Expedition 1907

The following Medical Comforst 1937 handed over by the Naval

A.

Rebranded. G. O. Island, viz:-

D. Mawson, Adelaide.

B. The three men sleeping bag used on the Magnetic Pole
journey of the Shackleton Expedition 1907-8.

Professor David, Dr. Mackay and Dr. Mawson formed the
Party.

C. Norwegian ski boots fitted with bars and spikes worn by
Dr. Mawson on the Magnetic Pole journey of the Shackleton
Expedition.

D. Finnesko Crampons improvised by Dr. Mawson and used on the
Magnetic Pole journey of the Shackleton Expedition 1907.

Iron frame for lifting and lowering purposes

Dress block and fitting

Iron gin block

PLATES AND DRAWINGS

and plates have been received. These are itemised under the
heading "Distribution".

SPECIMENS: The specimens received have been forwarded
to the Australian Museum and the National Herbarium and are
itemised under the heading "Distribution"

DISTRIBUTION OF ARTS RECOVERED:-

Dr. Mawson's Library:

A depot flag pole with remnant of flag
for use in the Antarctic Expedition.

The large map of the "Antarctic" from
the year 1895.

These cover all the "relics" included in the list annexed, to the Agreement made with Sir Douglas Mawson with the following exceptions:-

item 56 Singlet
 items 79,80 and 81 3 cases
 item 89 Certain scientific instruments
 item 84 Puff anemometer

and in addition there are 21 relics of the Expedition which were not included in the list referred to. Also received and referred to above as "A", "B", "C", and "D", were four relics of the Magnetic Pole party of the Shackleton Expedition 1907-9.

The following relics have been handed over by the Naval Authorities, Garden Island, viz:-

1. deep sea sounding rod
2. Current meter for deep sea measuring
2. Trawl fittings, small
2. " " for sea bed specimens
1. deep sea sounding machine 0-1000 fathoms
- 1 large iron reel for soundingwire
- 5 handles for reel
- 4 iron frames for lifting and lowering purposes
- 1 iron block and fitting
- 1 iron gin block

MANUSCRIPTS, PLATES AND DRAWINGS Certain MS., drawings and plates have been received. These are itemised under the heading "Distribution".

SPECIMENS: The specimens received have been delivered to the Australian Museum and the National Herbarium, and are itemised under the heading "Distribution"

DISTRIBUTION OF ASSETS RECOVERED:-

To Mitchell Library:

RELICS: A depot flag pole with remnant of flag remaining after use on the Antarctic Plateau.

The large Australian "Jack" flown from the mast head of the S.S. "Aurora"

Large Australian flag which floated from the hut at Cape Demiens, Adelie Land. Official Flag.