

Shackleton's Photographer

THE STANDARD EDITION

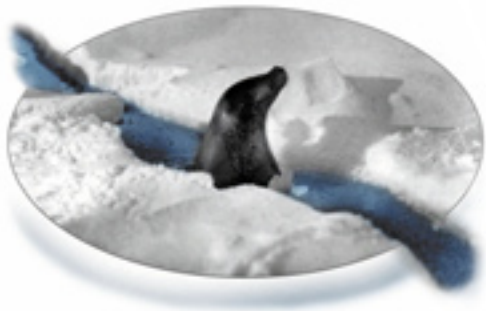


SHANE MURPHY

PHOTOGRAPHS OF SCENES AND DIARY OF INCIDENTS
IN CONNECTION WITH HAPPENINGS TO THE WEDDELL SEA PARTY.

12TH OCTOBER, 1914 — 16TH OCTOBER, 1917

WITH 250 PHOTOGRAPHS, MAPS, DIAGRAMS & OTHER CURIOSITIES



**SAMPLE PAGES
FROM THE CD-ROM
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South Atlantic Ocean

— WEDDELL SEA —

1914-1917

THESE ARE SAMPLE PAGES

FROM *SHACKLETON'S PHOTOGRAPHER*, THE MOST COMPREHENSIVE ACCOUNT OF THE *ENDURANCE* EXPEDITION EVER PUBLISHED.

ALTHOUGH THE BOOK IS ON CD-ROM, IT DOES NOT HAVE TO BE READ ON A COMPUTER LIKE SO MANY OTHER COMPUTER PRODUCTS.

THE BOOK CAN BE PRINTED DIRECTLY FROM THE CD AND WILL PROVIDE MANY HOURS OF ENJOYABLE, ENTERTAINING AND EDUCATIONAL PLEASURE. INSTRUCTIONS FOR PRINTING ARE INCLUDED ON THE CD.

Book IV

From 14th October 1915 to
2^d December 1915

See Diary No 1

This is a detailed description
of the crushing of the
Endurance ✓



14 Thurs

Lat. 69° 24' S. Long. 50° 33' W. 5 days' drift N. 1/2-mile.

Temp. 28° & 15°. Clear to cloudy weather.

6 seals, 2 whales, & 5 Emperors, one of which is secured for Clark. No land observed for 20 miles. 20 1/2 hours daylight. List:- 10 a.m. 2 3/4° port, 7 p.m. 1° starboard.

Exercise dogs in sledge teams. James is my companion. We have a good run & find McIlroy's team has run a seal to ground. All the dogs after the animal, Shakespeare straining frantically. Luckily, the sledge was edgeways. She surmounted a hummock & dogs retreated.

Meals served in the wardroom being a marked improvement on the dark & vitiated atmosphere of the Ritz.

Uneasiness in ice ahead of ship. Shortly after 7 p.m. a rending crash causes all hands to rush up on deck. A crack has opened from the lead ahead of the ship, passed along our starboard to another crack that has formed aft. The ship is free, the first occasion since the 15th Feby. We examine the helm, which apparently has not sustained extensive damage. (twisted from the waterline down to the second rudder band) Appearing intact, but cannot be turned by the hand gear.

Hockey, Capt. Macklin's team 2, Capt. Clark's 1.

Hourly Watch.¹⁶

15 Fri

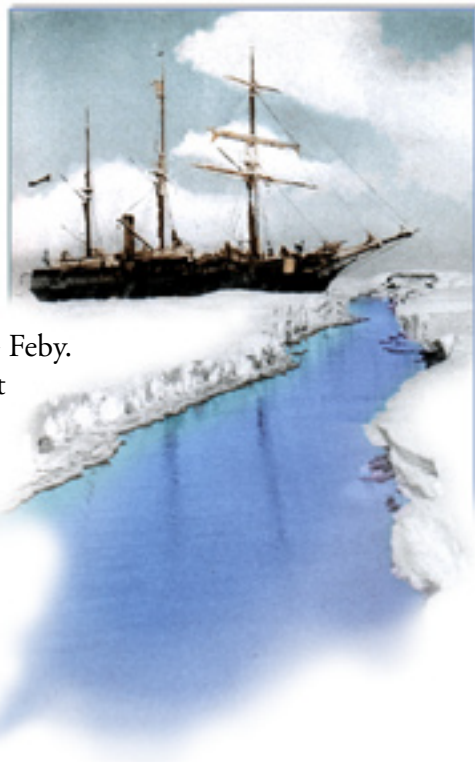
My 29th birthday.

Lat. 69° 20' S. Long. 50° 35' W. Drift N.W. 4 miles.

Temp. falls from 31° to 3°. Brilliant clear weather.

One Finner whale in lead behind ship, 3 seals & 2 Snow petrels. 3 seals & 3 Emperors secured. No land observed for 20 miles. 3° starboard list.

Through the day the wind gradually dies & the pack opens out to N. for 5-6 miles. Evening, breeze freshens to strong W. gale. At midnight the ship forces from the ice, where she has been frozen insitu for 9 months, leaving her form moulded in



the splintered floe behind. She falls rapidly astern to a place where the lead turns at a sharp right angle, fortunately without further damage to the already strained rudder. The mizzen spanker is hoisted & we swing round & actually sail 100 yds. in to a narrow lead, double the ship's beam in width but blocked immediately ahead by a narrow transverse lead.



Clark skinning penguins. Sir E. is taking home a number of specimens as presents. Hourly Watch on upper deck.¹⁷

16 Sat

Lat. 69° 19' S. Long. 50° 30' W.

Temp. 13° & 0°. Mist & snow.

Pump up boilers in 3 3/4 hours. The outpump ran along the bilges & flooded the storeroom, Lees falling in & getting wet & smelly.

Morning, exercise dogs in sledge teams with James, the ice appearing settled, but recalled owing to a lead opening. On return, the team rushed down an old path to the original position of the ship & I only overturned the sledge in time to prevent rushing in to the water. Had to restore one & whip them all soundly. Even then they could not be induced to go to the altered position of the ship. Bob breaks away & scampers over the thin ice which just holds him; thereafter laid out by the whip to his nose. Worsley comes to the rescue & with some trouble we compel the team to go alongside.

"Sweethearts & Wives."

Hourly Watch.¹⁸

17 Sun—20 aft Trinity

Lat. 69° 19' S. Long. 50° 40' W.

Temp. 22° & 15°. Overcast, damp & cold. Slight mist & snow during morning. Glazed

frost covers rigging & spars. Snow this evening comes down in splinters $\frac{1}{4}$ " long.

Shoot an Emperor. The pack in the neighbourhood opens & closes slightly.

Afternoon, set top & head sails to force her out of the lead, but fail.

The dread Sunday's is when the pressure seems most alive. All hands ran on deck from our gramophone concert as the floes separated by the ship came together. In the engine room—the weakest part of the ship—loud noises—crashes & hammerings are heard. At the same time the wood plates on the floor buckle up & override. Things are feeling a trifle uncomfortable aboard. The ship stands the pressure right nobly & we can see her rising out of the ice inch by inch until the propellor was above the surface. The pressure fortunately ceased, as suddenly as the stopping of some gigantic mechanism.

All go on floe with picks & shovels & dig a trench round the ship. Get wet through owing to same becoming inundated. Doubt the effectiveness of our work as the ship's side was pressed in 5-6" for approx 18 ft. along the port bunker. Subsequently the pressure rebated. We gradually assumed our normal position.

Hourly Watches.¹⁹

18 Mon

Lat. 69° 19' S. Long. 50° 48' S.

Temp. 26° & 18°. Overcast & snowing.

Pump bilges dry with the Downton.

Ice remains quiet throughout last night.

To-day, watching the grinding of floes against our sides, one could not help feel apprehensive for our safety. Every timber straining to rupture. Decks gaped; doors refused to open or shut; floor coverings twisted like writing paper, whilst the iron floor plates in the engine room bulged & sprang from their seatings. Everything being in a state of extreme compression. The ship groaned, shrieked & quivered like a creature in horrible agony.

Day of great excitement. At 4.45 the deck slid away beneath us, the ship violently rising from the ice much after the manner of a gigantic pip squeezed between the fingers. It seemed she would be tossed on her beam ends. In 7 seconds we were shot from the floes & thrown over 30° to port,²⁰ all unsecured gear making a great



rolling chaos on deck. Our boards were so near the ice there was no room to lower boats. Howling dogs, kennels, sledges & emergency gear thrown in to an immediate, inextricable tangle—perfect pandemonium. We feared many of the dogs were injured or killed but none seriously hurt, the kennels being sandwiched like carriages in a railway accident. Lathes were without delay nailed to the deck to secure the footing. First task being to liberate the dogs, & not easy on account of the weight of the kennels & the difficulty of working with the deck slippery with slush & blubber.

I could not help but laugh hilariously at our accommodation in the wardroom:- all seated on the floor with feet against bulkheads. Window curtains, cooking pots & all gear appearing blown out, as if by a strong wind, the table being at a quaint angle. All ready to make bets that articles would slide off; but same placed thereon remained so put. As each member came in to the room he walked along a batten's side, edge on, balancing exactly as on a tightrope. One dare not rest anything on the floor, for the 30° list immediately admonished you! A ludicrous sight being the steward passing bowls of soup from the galley. Our cook kept dinner from spilling by slinging his pots from an overhead beam.

During the evening, I took a series of pictures of our ignominious position. We were all fervently thankful when the pressure was relieved at 9 p.m., & allowed us to regain an even keel. All hands engaged in removing shattered floes from our port side, forming a small dock in to which the vessel was diverted by aid of the spanker. Finish 10 p.m., after which worked pumps to fill the boiler, completing 1 a.m.

Watch & Watch.²¹

19 Tues

Lat. 69° 18' S. Long. 50° 57' S.

Temp. 12° & 25°. Overcast.

Ice remains quiescent during the day. No land observed for 20 miles. Daylight 22 hours.

All available empty cases & lumber thrown in to bunkers for the boilers. Boilers pumped up with the Downton taking 2 hr. 50 min. & fires lighted.



Chips starting on a punt for navigation in the leads.

2 seals & 8 Emperors emerging from a nearby lead are secured. After dinner hear an uproar amongst the dogs. Observe a 25 ft. Killer cruising up & down our pool. Water perfectly calm & have a wonderful view of the great beast, he turning leisurely from one end of the pool to the other, disappearing for a moment, then suddenly rising to blow & peep over the floes for unwary seals. He remained near us for $\frac{1}{4}$ -hour.

11 p.m. moor ship with a wire out astern, as the wind has freshened from that direction. Hourly Watch.²²

20 Wed

Lat. $69^{\circ} 17' 30''$ S. Long. $51^{\circ} 05' 37''$ W. 5 days' drift N.W. 11 miles.

Temp. 12° & 10° . Overcast. Wind from S.W.

4 Crab-eaters brought in during the day. Little to no opening of pack; rearrangements in pools & leads. Pack appears solid to N.

During the night, a low malignant rumbling on the circumjacent floes lightly ripples the ship. We are so habituated, however, to these happenings, that no one moves from his bunk.

Original sea watches below & on deck. Wild & Hudson the 12-4 watch, Greenstreet & Cheetham 4-8, Worsley & Crean 8-12, with 3 ABs for stokers. The remaining "After Guard" & forward hands on Watch & Watch, 4 hours on deck & 4 hours off duty. That is on paper; in reality, get about 5 or 6 hours duty a day but need be ready to rouse at night.

11 a.m. give engines a gentle trial turn astern, getting up slowly re fuel concerns & unequal heating on the plates. All ok after being frozen up for 8 months except bilge pump, its discharge arrested by ice. To get up consumed only 1 cwt. coal, the remainder made from wood & blubber. Await the floe to open up, but, at present, hemmed in all round by ice 6" thick.

All hands now have their meals as follows:- Breakfast 8 a.m.; Lunch Noon; Tea 3 p.m.; Dinner 5 p.m.²³

21 Thurs

Lat. $69^{\circ} 11'$ S. Long. $51^{\circ} 07'$ W. Drift N.E. $1\frac{1}{2}$ miles.

Temp. 2° & -14° . Blue sky throughout. Frost smoke on horizon to N., N.E. & N.W. Much refraction. Heavy fresh rime.

No land observed for 20 miles. Malignant rumbling throughout the night. Pack closing slightly & leads freezing. A great deal of "screwing" going on—floes grinding against each other at the cracks as if trying to revolve in opposite directions. James describes the sound as "London traffic when one is sitting quietly in one of the parks."

2 Crab-eaters captured, bull & cow. 2 Killers treat us to an aquatic display in the pool

alongside the ship, the dogs being wildly excited.

Breakfast:- curried rabbit, porridge; Lunch:- Lusty's Bouillon, sardines; Dinner:- calf's head, mashed potatoes, cornflour pudding & jam.

Sea Watches.²⁴

22 Fri

Lat. $69^{\circ} 12' 30''$ S. Long. $51^{\circ} 09' 50''$ W.

Temp. 5° & -5° . Wind S.W. x N.E. Brilliantly clear weather.

One never can tell what the ice will do. It is always on the move, opening & closing. One day will be long leads & lakes & the next every bit of open water is frozen over. Meanwhile we are waiting, waiting, waiting, some patiently & others impatiently. It is a long & wearisome pause even for the most complacent of dispositions.

Land dogs & have a short run, as the ice commenced to work & the recall was hoisted. As no gangway was rigged, dogs tossed down an improvised chute made from a sail. The companionship of the dogs is much to be grateful for. 3 seals are captured.

Sea Watches not appreciated by some, but things will soon shake down in to place.²⁵

23 Sat

Lat. $69^{\circ} 11'$ S. Long. $51^{\circ} 06'$ W.

Temp. 6° to 21° . Cloudy, misty, snowy. Strong water-sky to N.

An Emperor standing 200 yds. astern has been in the same spot for 11 days. He moves a radius of but 5-6 yds. daily. Carpenter has all but completed the punt. A light & handy craft she appears to be. "Sweethearts & Wives & Health to Loved Ones."

Ice packing quiet.²⁶



24 Sun—21 aft Trinity

Ship's stern post twisted—seriously damaged by heavy pressure. Hidden ends of planking started. All pumps working & steam raised for engine room bilge pump. All take watch & watch on pump & leak just kept under—Carpenter works all night building coffer dam abaft engines. Calk same with strips of blanket & pour cement in.²⁷

25 Mon—Labour Day—Bank Holiday

Leak kept under—all hands assist on main pump & Downton. The building of the coffer dam nearing completion. Pressure moderating—but large ridges menacing us on the starboard quarter & stern.²⁸

26 Tues

Extremely heavy pressure set in, again opening planking 4 & 5" on the starboard side whilst the ship twisted like a bow—at 7 p.m. the order was given to lower boats & heap with all necessary gear. Provisions & sledges were passed on to the floe—out of immediate danger. At midnight the floes ceased working so that the leak took up somewhat. We work all night—taking watch & watch on the pumps. All hope is not given up yet for saving the ship. 6 Emperor penguins watch the crushing of the ship.²⁹

27 Wed *Endurance* Abandoned.

Lat. 69° 05' S. Long. 51° 32' 22"³⁰

28 Thurs

Awful calamity that has overtaken the ship that has been our home for over 12 months & was only means of communication with the world. We are homeless & adrift on the sea ice. Yet cheerful & as hopeful as it is possible to be under the circumstances. It is our intention to sledge to Snow Hill, some 300 miles distant—a great undertaking for such a large (29)³¹ & inexperienced party. The pressure continued throughout the day. I had the Cinematograph on the ship the whole time. Her foremast & jibboom & t' gallant spanker snapped off by the shrouds being forced under with the pressure & she has the appearance of sinking at any moment. It seems impossible that the awful force of Nature could so completely destroy...³²



29 Fri

Lat. 69° 04' S. Long. 51° 52' W.

Carpenter constructing sledges for boats.

Day spent in sorting out & dumping all unnecessary equipment in the dump heap. Observable:- gold links, watches &c—latest dress suits & relics of civilized society.³³ All

entirely useless here.

Went aboard the wreck this morning with Wild & McIlroy to rescue miscellaneous oddments. The ship is in a frightful condition. Crunched to fragments. She is entirely full of water. The floes, like a mighty vice, have crushed her laterally. Only 6 of the port cabins have not been pierced by mammoth blocks of ice. The starboard side has been crushed in & all the cabins along it have been closed up as efficiently as a folding Kodak, their broken & splintered walls forced in to the alleyways blocked with an indescribable chaos of debris & ice. The wardroom is a pitiful sight, being crammed to the ceiling with ice blocks, splinters & water. Petrol-cases that were stacked on the fore-deck have been driven through the wall of the wardroom, carrying before them a large picture of the King & the glass has not been cracked. Ditto the gramophone. In the immediate neighbourhood we saw heavy iron davits twisted & bent like a wrecked train. The refrigerating chamber, which once served as my darkroom, is a wreck of timbers filled with mushy ice.

Without, a veritable hummocking of timbers has gone on & the supporting beams have been broken amidships, so that the deck falls away to starboard & one can step from it to the floe. Fore & aft, it is a switchback. The jib boom has snapped off gammoning the foremast at the cross trees, the main is splintered 6 ft. above the deck, whilst the mizzen, with the blue ensign floating at the gaff, remains staunch as ever. With her stern cocked high in the air & fo'c'sle head overridden by the floe, it would be difficult to recognise, but for the name at her stern—*Endurance*. The wreck must sink directly the pressure relaxes & the piercing tongues of ice that now act as supports are withdrawn.

Teams increased to 7. Greenstreet with Snapper & Sally's 4 pups.

Crean this afternoon with bad case of snow-blindness.

Sir Ernest announces our march will begin tomorrow.^{34,35}

30 Sat

Lat. 69° 06' S. Long. 51° 50' W.

Temp. 18° & 15°. Raw, snowy morning.

All have peaceful night. Roused 6 a.m. Finished preparations for starting. Made blubber cooker from spirit drum. During the morning I again went on board & brought off in triumph 3 toothbrushes & a couple half used tubes of Kolyvos. I had to beat a hasty retreat owing to portentous creaking. Before leaving I had a final look at the dark room wherein lie submerged, beneath 4 ft. of ice, my beloved negatives & instruments.

11 a.m. all hear a strange rumbling beneath the ice, but nothing further eventuated.

The order went out that we should start the march 3 p.m. & that we were to each carry only the following articles:- 6 pairs socks, 1 spare pair of boots or Finnesko, 1 pair fur mitts, 1-lb. tobacco or cocoa & 1-lb. personal gear such as soap, brush, toothbrush, each member

being served out a packet of toilet paper.

Sir E. proceeds to set a worthy example by throwing away nearly all he possesses—gold watch,³⁶ approx 50 gold sovereigns, silver brushes & dressing case fittings, gold cigarette case &c. "Ship & stores have gone—so now we'll go home," he said.³⁷ His simple words, nobly spoken, touched the heart & put each man on his mettle whilst his actions brought to us the essential values of life in our present surroundings.

Sally's 4 youngest pups, Sue's Sirius & Mrs Chippy, shot at 2.55 p.m., the dog sledges going on first & the boats following in relays. A pathfinding party of Wordie, Hussey, Hudson & Sir E. precedes the advance with a light sledge to demolish hummocks, bridge cracks, & smooth-out the track with picks & shovels. This party has a couple hours lead on the main body. Then follow 7 sledges each drawn by 7 dog teams & loaded at approx 100-lbs. per dog. 5 teams then return & bring up the balance of the gear loaded on 5 sledges. The remaining 2 teams, Wild's & my own, link together & bring up the light boat. The balance of the party, 18 members, manhaul the large boat. The arrangement dispenses with the disheartening relaying by the men, this work falling to the dogs.

Column spread over 1/2-mile, passing over opening cracks through which Killers pushed their ugly snouts. Lees on ski back & forth several times when I overheard Sir E. to him:—"Do you know, I had no idea how quickly it was possible for a man on ski to get about. In that respect you'd have been quite useful on the trans-continental march; but that's a thing of the past."

6 p.m. a halt was made. The organisation worked admirably, the dogs hauled the sledges readily, whilst the ease with which the 2 coupled teams drew the small boat elicited admiration from all. Total weight of the light boat with sledge = 17 1/2 stone.

The condition of the ice being chaotic. Since morning increased pressure has developed, the pack moving & crushing in all directions. We gained 3/4-mile in a direct line, some dog teams covering several miles.

Watches set 6 p.m.-7 a.m., one hour for each man in each tent in rotation.

All in high hopes & glad a start has been made from the depressing neighbourhood of the wreck, although we have nothing whatever except such seal & penguin meat as we can catch, & our 40 days sledging provisions which we do not want to touch; also the dog pemmican we can eat, which means depriving the dogs.³⁸

31 Sun—22 aft Trinity

Lat. 69° 08' S. Long. 51° 55' W.

Temp. 26°. Misty with snow.

Overnight 5" of heavy snow fell, the floor-cloths of the tents getting wet through. During my Night Watch, Killers observed blowing in the nearby leads. Macklin's puppy Gruss very

distrustful of the Watchman, running out his tether & growling each time I passed.

Morning bleak, the light being impossible for finding the best line of taking boats without injury. Rickenson & Worsley returned to Dump Camp 7 a.m. to procure wood & blubber for the fire. An hour later have hoosh & a biscuit. 10 a.m. Hudson & myself left for the old camp to bring up additional D.P.³⁹

By 1 p.m. the weather had improved sufficiently to enable a start, Sir E. with Rickenson, Kerr, Wordie & Hudson as a break-down to pioneer the path. Surface soft & extremely rough. The star turn of the day was the drawing of the boat on the aero sledge by 2 dog teams. All assist to break it out & teams off over very difficult surface. All follow with the heavier boat on the composite sledge. Terrific work to keep it going. The weather thickened so compelled to camp, Sir E. selecting a piece of thick old floe. We toiled like Titans & advanced a single mile!⁴⁰ The relays & deviations again made the actual distance travelled nearer 6 miles.

Order given to pull the 2 boats up parallel. Pitch pole tents between same. Wet snow falling; much enclosed in tents previous to getting rigged & bags covered with snow. One of the sailors found a small pool of water—on a sail—lying on a boat, & not much. A sip each. We have seen & tasted cleaner, but seldom more opportunely found, water.

During the evening a seal was secured, providing hoosh for our party & meat for the dogs.⁴¹

Shackleton's Photographer

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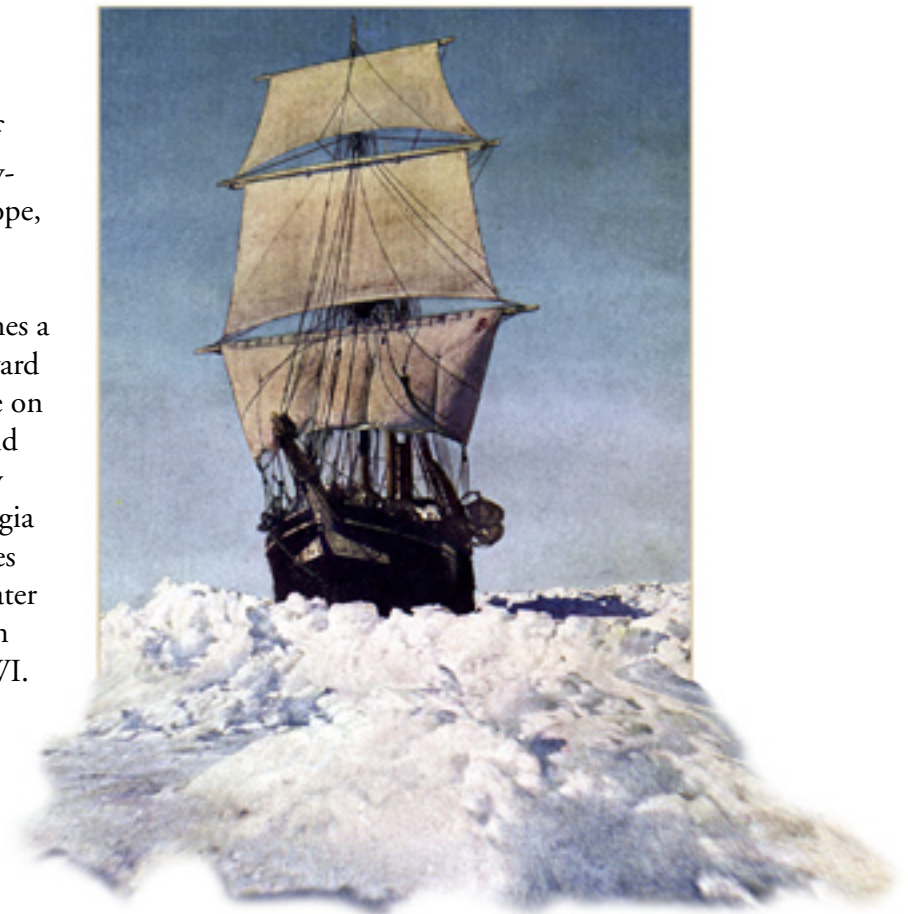
12TH OCTOBER, 1914 — 16TH OCTOBER, 1917

Through extensive travel and 15 years' research, author and Antarctic historian Shane Murphy has created the most comprehensive account of Sir Ernest Shackleton's *Endurance* expedition ever published.

The story of Shackleton's glorious failure is told through the diaries of Frank Hurley, expedition photographer. Of greater interest is that Murphy's account incorporates the observations of a dozen other expedition members, portraying them in Hurley's hand as well. This unique treatment has resulted in a thorough day-by-day diary, massive in scope, detail and interest, colorful in presentation and sometimes, perhaps, too graphic in its telling.

It's all here, every day of the expedition. From the moment Hurley joins ship in Buenos Aires to the day he becomes a WWI photographer in France, the reader accompanies him aboard the *Endurance*, to South Georgia Island and onward into the Weddell Sea, where the ship is locked immovably in the ice and eventually crushed in its grip. Forced to live on drifting ice in tents for five months, Shackleton's men overcome all odds, eventually reaching desolate Elephant Island after a grueling 7-day boat trip. Almost immediately Shackleton and 5 others set off on the most remarkable journey in history—included here is Frank Worsley's verbatim *James Caird* journal and the historic march across South Georgia Island. The narrative then returns to Elephant Island where Hurley and his comrades await swift rescue, which arrives many terrible months later and just in time. Shackleton and his men then tour South America in triumph, Hurley later sailing to London—only to return to South Georgia Island to round-out the expedition's photographic record. Again sailing to London, Hurley is appointed Official Photographer to the Australian Imperial Force in France during WWI.

Complete with a Foreword and Afterword, eight appendices, comprehensive endnotes, samples of Hurley's early photographic work, a generous supply of color photos and an extensive bibliography, SHACKLETON'S PHOTOGRAPHER is a concise biography of the life, times and personality of Frank Hurley—and the *Endurance* expedition.





Shackleton's Photographer

THE STANDARD EDITION

BEING A RECORD OF EVENTS DETAILING SIR ERNEST SHACKLETON'S
"ENDURANCE" EXPEDITION RENDERED IN THE HAND OF FRANK HURLEY, EXPEDITION PHOTOGRAPHER.
COMPLETE, WITH TRAVELS IN THE WEDDELL SEA, SOUTH AMERICA, ENGLAND,
SOUTH GEORGIA ISLAND & FRANCE.

12TH OCTOBER, 1914 — 16TH OCTOBER, 1917

**SAMPLE PAGES
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SCOTTSDALE, AZ, USA

[Shane Murphy](#)

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