

## OBITUARIES

Lieut.-Commander LOUIS CHARLES BERNACCHI, O.B.E., R.N.V.R., died on April 24, 1942, at the age of 66. He was physicist to the *Southern Cross* Expedition of 1898-1900 under Borchgrevink and soon after returning from that he joined Captain Scott's *Discovery* Expedition of 1901-04. Though serving primarily as a physicist, Bernacchi also obtained sledging experience and was one of Lieut. Royds' party on the spring journey towards the middle of the Ross Barrier in 1902.

Throughout a life of varied activities he kept in close touch with later polar expeditions and he took a leading part in the formation of the Antarctic Club of which he was the senior member by reason of being the only surviving member of the 1898 expedition.

He was greatly interested in the welfare of the Polar Institute and contributed many gifts to our Museum. In 1930 he was responsible for the planning and success of the Polar Exhibition at the Central Hall, Westminster.

F. D.

Lieut.-Col. A. S. T. GODFREY, R.E., has recently been reported killed. As a member of Martin Lindsay's British Trans-Greenland Expedition of 1934, "Dan" Godfrey was responsible for the survey of the unexplored mountain ranges extending along the east coast of Greenland between Scoresby Sound and Mount Forel. He was then a lieutenant in the Royal Engineers and was undertaking his first major topographical survey. The value of his results, the main task of this 1200-mile sledge journey, as well as the sterling qualities which he displayed during those exhausting 105 days, are well described by Lindsay in *Sledge* (London, 1935).

Less than a year later, he and I were once more together in the Arctic—this time in North-East Land with A. R. Glen's Oxford University Arctic Expedition of 1935-36. Here he at once proved the value of the experience gained in Greenland by being partly responsible for the sledging of about twelve tons of stores and equipment to the two ice-cap stations. He had the misfortune to strain his heart during a winter sledging journey, but he carried on nobly, devoting most of the remainder of the year in North-East Land to ornithology and survey.

Since the outbreak of war Godfrey's blend of military and Arctic experience had led him to Norway, Spitsbergen, Iceland and Murmansk. Few polar travellers in recent years have had such a happy combination of enthusiasm and intellectual originality.

N. A. C. C.

WILLIAM MASKELL died at Lewisham on June 27, 1942, aged 89. He was the youngest member of the crew of the *Alert*, one of the two ships of Sir George Nares's Arctic Expedition of 1875, of which he was believed to be the last survivor. Maskell was a member of the sledge party, under Albert Markham, which reached lat. 83° 20' N. On the return journey they suffered severe privations from scurvy, and when they finally reached the ship, aided by a

relief party sent out to help them, only Maskell and two others of the original fifteen were still capable of walking. During the winter he appears to have taken a prominent part in the theatrical shows, in which he sang ballads or played soubrette parts. Soon after the return of the expedition in 1876, Maskell left the Navy and became a builder, a profession which he followed until he retired from active work.

THEODORE E. SALVESEN, who died in Edinburgh last winter, was the moving spirit in the whaling firm of Chr. Salvesen and Co., of Leith, which controlled whalers at South Georgia, Saldanha Bay and in other waters. This firm was of material assistance to several exploring expeditions and notably to J. R. Rymill's British Graham Land Expedition of 1934-37. Salvesen encouraged his skippers in exploration whenever circumstances permitted and himself was interested in the scientific side of the work. In 1914 he wrote on "Whale Fisheries of the Falkland Islands and Dependencies" in the Scientific Reports of the *Scotia* Expedition.

An elder brother, LORD SALVESEN, died a few weeks later. He held his title as a judge of the Court of Session and was a member of the Judicial Committee of the Privy Council. Lord Salvesen, along with W. S. Bruce, W. G. Burn-Murdoch, J. Arthur Thomson and others, was responsible for the foundation of the highly successful Scottish Zoological Gardens at Edinburgh. The two brothers, who were of Norwegian descent, amply justified a saying of Lord Salvesen that "all energy and enterprise come from the infiltration of Viking blood among us".

R. N. R. B.

Commander J. R. STENHOUSE, D.S.O., D.S.C., R.N.R., died in October 1941. Two-thirds of his fifty-four years were spent in sail, on war service, or on polar work. With a wide and varied sea experience and a high sense of duty, he became one of the most efficient seamen of this century. He had sailing ships in his blood, and his grandfather and father owned and managed the shipbuilding yard of Birrell, Stenhouse and Dumbarton, where many clipper-ships were built. Stenhouse himself was employed at Lloyds for a year before going to sea. With his enthusiasm and his retentive memory, it was only natural that his knowledge of sailing ships should be practically unique.

Stenhouse joined Sir Ernest Shackleton's Antarctic Expedition in 1914 as Mate of the *Aurora* and as Second in Command of the Ross Sea Party. Captain Mackintosh took the *Aurora* from Hobart to McMurdo Sound, landed with a shore party, and left Stenhouse in command of the ship. Shackleton had ordered the ship to winter north of Glacier Tongue as the *Discovery* in 1902 had failed to break out from farther south, and this order compelled Stenhouse to moor the *Aurora* in a precarious position off Cape Evans. In winter darkness on May 6, in 1915, a heavy blizzard snapped the six steel hawsers and chain cable holding the stern, and dragged away the two bower anchors. Beset in the pack, the ship drifted through the Ross Sea for nine months. When the rudder was torn off by the ice, Stenhouse rigged a jury rudder—a spar weighted with steel plates—and with this contrivance, aided by first-rate seamanship, he sailed the battered and leaky vessel out of the ice and across the stormy Southern Ocean to New Zealand. By thus saving his ship and crew he enabled Shackleton later on to rescue the stranded Ross Sea Shore Party.

In 1917, Stenhouse was First Lieutenant on H.M.S. *P.Q. 61* when she

rammed and sank a German submarine. He was then promoted to command the Q-ship *Ianthe*. Later he accompanied Shackleton and other polar comrades to Murmansk and helped to train the North Russian Force in methods of polar transport. He went a second time to the Antarctic when appointed to the *Discovery*. He re-rigged and equipped Captain Scott's famous ship and was in command during her two years whaling research for the Discovery Committee in the Antarctic in 1925-27. When the present war broke out Stenhouse rejoined the Navy as Senior Officer afloat of the Thames and Medway Examination Service. His ship struck a mine and sank in October 1940 and, though injured, he risked his life to save one of the men. After three months' treatment, Stenhouse was appointed to the staff of the C. in C. East Indies—additional for salvage duties.

His death took place last October while on active service in the Red Sea, not far from Massowah. "Duty" was Stenhouse's watchword. His epitaph should be—"A seaman—he served his country well". I feel it a privilege, after many years of close friendship, to write a few words on my old shipmate.

F. A. WORSLEY