

OBITUARIES

MAX HARRISON DEMOREST died in Greenland on November 30, 1942, on active duty in the United States Army Corps. He was thirty-two years old and had already made a name for himself in the field of glaciology. He was a member of the University of Michigan Greenland Expedition of 1930-31 and of the Pan-American Airways Polar Year Expedition of 1932-33. He and Richard Foster Flint were joint authors of the study "Glacier Thinning during Deglaciation" (*Amer. Journ. of Science*, Vol. 240, 1942, pp. 29-66 and 113-36); Demorest's contribution, Part I, dealt with "Glacier Regimens and Ice Movement within Glaciers". In the years before the war he was closely concerned in the development of new types of polar equipment, and he was planning an expedition to Greenland for which he had prepared an extensive and detailed programme of scientific research.

Captain JACOB R. HAMMER died recently at Seattle, aged sixty-five. His death recalls the tragic Wrangell Island Expedition of 1921. Captain Hammer was owner and master of the *Silver Wave*, which sailed from Nome in September 1921 and landed four members of the Stefansson Arctic Expedition on Wrangell Island. Captain Hammer believed he was taking these men on a trading or prospecting cruise, and was deeply disturbed when they raised the flags of Canada and Great Britain on the island and declared it a British possession. In 1923 the Schooner *Donaldson* returned to Nome with the news that all the members of the expedition had died on Wrangell Island.

H. O'B. HAYWARD, who died at Poona in May 1943, organized and led the Oxford Exploration Club Expedition to West Greenland in the summer of 1935. The party of four had as its object the exploration of the Safartok river; considerable progress was made, but the river was in flood and one of the party, Michael Atter, was swept away and drowned. A second expedition, based on the experience gained, went back to the same ground in the following year, but Hayward himself was unable to return, and acted as Home Agent.

Hayward was educated at Winchester and Brasenose College, and, after an apprenticeship with Metropolitan Vickers, went to Vancouver to the British Columbia Electric Railway Co. At the outbreak of war he returned to this country and transferred back from the Royal Canadian Artillery to the Royal Artillery, being posted ultimately with rank as Captain to the Royal Bucks Yeomanry (R.A.).

K. S.

Captain HUBERT T. HUDSON, R.D., R.N.R., presumed killed in action on June 15, 1942, was born in 1886, went to sea at the age of fifteen in the Trinity Service, and transferred to the British India Steam Navigation Co. in 1908. When war broke out in 1939 he was Captain of the S.S. *Dalgoma*. He was gazetted Sub-Lieutenant R.N.R. in 1913, rising to the substantive rank of Captain in 1935, and at the time of his death he was holding the acting rank of Commodore R.N.R. while serving on H.M.S. *Eaglet* on duty with Ocean Convoys.

Captain Hudson sailed as Navigating Officer on Shackleton's *Endurance* in 1914, and was in charge of the *Stancomb Wills* when the three ship's boats made their escape from the ice to Elephant Island in 1916. The *Stancomb Wills* was an unhandy

boat, but Hudson with Tom Crean as his second in command was equal to the occasion and succeeded in bringing his small boat to land though everything was against him and the extreme conditions had completely exhausted officers and crew.

J. M. W.

Dr LEONHARD STEJNEGER died on February 28, 1943, at the advanced age of ninety-two. He was born at Bergen, Norway, in 1851. He went to the United States in 1881, and the following year was sent by the U.S. National Museum on an expedition to the Commander (Komandorski) Islands and Kamchatka to collect birds, to investigate the Bering Island Fur Seal industry, and to search for the supposedly extinct Steller's Sea Cow. On his return he was appointed Curator of Birds in the Museum of Washington, with which institution he remained connected until he retired a few years ago. He again visited Alaska and the Bering Sea on four later occasions, chiefly in connexion with the Fur Seal investigations undertaken by the United States Government in the eighties and nineties of last century. His work was to a large extent responsible for the preservation of the greatly diminished herds of these valuable fur animals. Stejneger's interests were by no means confined to ornithology. He wrote many papers on reptiles (of which he was Curator in the U.S. National Museum for some time) and on mammals, especially on the Fur Seal of the North Pacific. His last publication was a fascinating volume of biography dealing with Georg Wilhelm Steller, the first naturalist to visit Alaska, a German who accompanied Bering on his expedition to Kamchatka and Alaska in 1738-42.

B. B. R.

Commander F. A. WORSLEY, O.B.E., D.S.O., R.D., R.N.R., died at Claygate, Surrey, in February 1943. He was born at Akaroa in New Zealand in 1872 and was apprenticed at fifteen in sailing ships of the New Zealand Shipping Company. Later he became mate and then master of New Zealand Government schooners working in the South Pacific. Subsequently he went over to steam and became a member of the Royal Naval Reserve, and joined the Allan Line.

Worsley was appointed master of the *Endurance* by Shackleton in 1914. He was a splendid ship-master, with untiring energy, and made an ideal combination with his leader. The *Endurance* was crushed in the ice after an adventurous voyage through the Weddell Sea and the crew lived for six months on drifting pack-ice, until it broke up in the open sea east of Graham Land. Boats were launched and Worsley took charge of the *Dudley Docker* cutter in the escape to Elephant Island. His outstanding feat took place about ten days later when he navigated the *James Caird* on Shackleton's historic 16-day journey from Elephant Island to South Georgia. Worsley's study of the winds and currents of the South Atlantic and his knack of snapping the sun in the most adverse conditions ensured the success of the voyage and ultimately the rescue of the marooned party on Elephant Island. Worsley has himself written an account of the feat under the title of *Shackleton's Boat Journey*, and other incidents of the expedition are to be found in his longer book *Endurance*.

On return to this country Worsley commanded P and Q ships in 1917 and 1918 and won the D.S.O. and Bar for successful operations against U-boats. He also served on the North Russian front, advising on Arctic equipment and transport. He made his second Antarctic voyage in 1921 as sailing master and hydrographer in the *Quest* on Shackleton's last voyage. From then onwards until 1939 Worsley sailed in occasional trading vessels. Two events stand out in the inter-war periods. In 1925 he was joint leader with Grettir Algarsson of an Arctic expedition in the auxiliary sailing ship *Island*, which penetrated to Franz Josef Land and of which a full account is given in his book *Under Sail in the Frozen North*. In 1935 his love

of adventure took him to Cocos Island in search of hidden treasure. During the present war Worsley's activities were many and varied, such as Red Cross work in Norway, and ultimately an Instructorship in Seamanship at Greenwich.

Worsley was a man of action, always on the move and extremely alert, both mentally and physically. He retained this amazing vigour up to the very end and steadily refused to go into retirement, even though he had reached his three score years and ten. Worsley was a keen naturalist and observer; animal life appealed to him, and he had a good working knowledge of sea birds, seals and whales. It was as a navigator, however, that he stood supreme, and there is nothing finer in his long sea career than his piloting of the *James Caird* to South Georgia.

R. S. C.; J. M. W.