

## THE S.S. TERRA NOVA (1884-1943)

From the Arctic to the Antarctic  
Whaler, Sealer and Polar Exploration Ship



Michael C. Tarver

S. S. Terra Nova: (1884-1943) ; from the Arctic to the Antarctic ; whaler, sealer and polar exploration ship, Michael C. Tarver, Pendragon Maritime publications, 2006, , 256 pages. This is the story of one of Britain's most famous expedition ships put together from accounts recorded by men who sailed in her. It covers a sixty year history of the ship built at Dundee by a famous Scottish shipbuilding company for the late 19th century days of whaling and sealing before coal, gas and electricity took over from animal oils in domestic and commercial use. The Terra Nova operated from her home port of Dundee and afterwards St. John's, Newfoundland, when a sea-going career in the sealfishery during those times brought a hard way of life with many human losses and tragedies..

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The fight to conquer the ends of the earth Byrd's great adventure, with the complete story of all polar explorations for one thousand years, Francis Trevelyan Miller, 1930, History, 383 pages. .

A history of polar exploration , David Mountfield, 1974, , 208 pages. Reveals the hazardous conditions endured by the pioneer and present-day explorers who have ventured into the polar regions and shares their scientific discoveries.

The frozen ship the histories and tales of polar exploration, Sarah Moss, 2006, Biography & Autobiography, 244 pages. This thought-provoking examination of the most influential and popular accounts of polar exploration--from Viking settlers and Renaissance conquerors to expeditions led by such ....

Scott's Last Expedition , Robert Falcon Scott, Jan 1, 2004, History, . .

From husky to sno-cat a short survey of polar exploration, yesterday and today, Edward Ratcliffe Garth Russell Evans Mountevans (baron), 1957, History, 173 pages. .

AK SS Ctb Terranova Math H , Steck-Vaughn Company, Oct 1, 1998, , . .

Two years in the Antarctic being a narrative of the British national Antarctic expedition, Albert Borlase Armitage, 1905, History, 315 pages. .

The Antarctic challenged , Baron Edward Ratcliffe Garth Russell Evans Mountevans, 1957, History, 247 pages. .

Roald Amundsen and the Quest for the South Pole , Leo Flaherty, 1992, , 111 pages. Chronicles Roald Amundsen's expedition to the South Pole..

Report, Issues 73-75 , , 1980, History, . .

With Scott to the Pole The Terra Nova Expedition, 1910-1913 : the Photographs of Herbert Ponting,

Herbert George Ponting, 2004, History, 240 pages. .

Miscellaneous data , Sir Henry George Lyons, 1924, , 75 pages. Includes list of reports published and in preparation, description of ship Terra Nova, lists of equipment and stores and some details of animal transport..

Polar Research, Volume 19 , , 2000, History, . .

Distant water the fate of the North Atlantic fisherman, William W. Warner, May 28, 1984, Sports & Recreation, 338 pages. Chronicles the history of the North Atlantic Fishing Fleet since World War II, narrates the day-to-day occupations of shipboard life, and examines the fleet's current ....

This is the story of one of Britain's most famous expedition ships put together from accounts recorded by men who sailed in her. It covers a sixty year history of the ship built at Dundee by a famous Scottish shipbuilding company for the late 19th century days of whaling and sealing before coal, gas and electricity took over from animal oils in domestic and commercial use. The Terra Nova operated from her home port of Dundee and afterwards St. John's, Newfoundland, when a sea-going career in the seal fishery during those times brought a hard way of life with many human losses and tragedies.

On return from the Antarctic Terra Nova was purchased by the American millionaire, William Ziegler and placed under the command of a Norwegian, Captain Kjeld Kjeldsen. She sailed to the Arctic to return members of the US Fiala/Ziegler expedition from Franz Josef Land to Norway. This expedition had lost its ship America, crushed by ice, during an attempt to reach the North Pole.

In 1909, Terra Nova was bought by Captain R.F. Scott RN for the sum of £12,500, as expedition ship for the British Antarctic Expedition 1910. Reinforced from bow to stern with seven feet of oak to protect against the Antarctic ice pack, she sailed from Cardiff Docks on 15 June 1910 under overall command of Captain Scott. He described her as "a wonderfully fine ice ship.... As she bumped the floes with mighty shocks, crushing and grinding a way through some, twisting and turning to avoid others, she seemed like a living thing fighting a great fight".[2]

Although the twenty-four officers and scientific staff made valuable observations in biology, geology, glaciology, meteorology, and geophysics along the coast of Victoria Land and on the Ross Ice Shelf, Scott's last expedition is best remembered for the death of Scott and four companions. After wintering at Cape Evans on Ross Island, Scott, Henry Bowers, Edgar Evans, Lawrence Oates, and Edward Wilson set out on a race to be the first men at the South Pole. Starting with tractors and Mongolian ponies, the final 800 miles (1,300 km) had to be covered by man-hauling alone. Reaching the South Pole on January 17, 1912, they found that Roald Amundsen's expedition (based on Fram) had beaten them by thirty-four days. Worse was to come, as all five men died on the return journey. The frozen bodies of three were discovered eight months later, in November of 1912. Their journals and papers were found and retrieved.

After returning from the Antarctic in 1913, Terra Nova was purchased by her former owners and resumed work in the Newfoundland seal fishery. Estimates for her career as a sealing vessel is over 800,000 seal pelts.[citation needed] In 1918 she was chartered by DOSCO to transport coal from the coal mines at North Sydney to Bell Island. She also assisted at the disaster of the SS Florizel in February 1918.

In 1942, Terra Nova was chartered by Newfoundland Base Contractors to carry supplies to base stations in Greenland. On 12 September 1943 at 2205, the vessel sent an SOS reporting damage, that water was over the boilers and pumps were not working. The US Coast Guard Cutters Atak, Amarok, Laurel, and Manitou, all part of the Greenland Patrol of the US Atlantic Fleet, responded. Atak reached Terra Nova on 13 September. They rescued all personnel aboard and set the ship alight before proceeding to Narsarssuak, Greenland. Amarok and Manitou turned back after their services were not needed. Laurel proceeded to the site of Terra Nova. The burning hulk was sunk

by gunfire at 1625 on 13 September at 60° 15' 15" N, 45° 55' 45"W.[3]

The figurehead from Terra Nova was removed in 1913 and sent to the National Museum of Wales. Her bell is kept at the Scott Polar Research Institute, part of the University of Cambridge. It was gifted to the Institute on the 20th October 1952 by Lady Nicholson of Eden, who was given the bell by her nephew, EL Atkinson, the surgeon on Scott's last expedition. The bell is rung every weekday at 10.30 and 16.00 when everyone working within the Institute is invited to gather for coffee in the morning and tea in the afternoon, as is the British tradition. It is rung in the manner of a ship's watch, five bells in the morning and eight bells in the afternoon.[citation needed]

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An extensively researched book giving an account of one of the classic polar exploration ships of the 'heroic age'. Built by a famous Scottish shipbuilding yard, it led the fleet which went to the Arctic ice each spring. Available from: Pendragon Maritime Publications, 10 Raddicombe Drive, Hillhead, Brixham, Devon, TQ5 0EZ Tel: 01803 852364 [www.pendragonmaritime.co.uk](http://www.pendragonmaritime.co.uk)

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