

C.S.O.

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(Formerly)

SUBJECT:

Visit of H.R.H. the Duke of Edinburgh to Dependencies.

CONNECTED FILES.

NUMBER AND YEAR.

1765	Visit of H.R.H. Duke of Edinburgh
1765/II	" " " "
1765/A	New Issue of Postage Stamps
1765/B	Press Arrangements
1765/C	Dress
1765/D	Visit to South Georgia
1765/E	Exhibition at Gymnasium
1765/F	Accommodation in Stanley
1765/G	Photographs and Films
1765/H.	Colony Ball
1765/I.	Ships Stores & Provisions
1766/J.	Fox Bay.

EXTRACT FROM TELEGRAM No. 121 DATED 11th AUGUST 1956 FROM GOVERNOR

In Dependencies visit to Bases B, O, A N and F approved
by Biscoe or Shackleton. Route and timing left flexible, will
be arranged at the time of visit to suit ice weather conditions

2

EXTRACT FROM TELEGRAM No. 182 DATED 23rd August, 1956 from O.A.G. to Secretary
of State.

Much depends upon availability of F.I.D.S. ships. In 1947 247 people came in from West and we shall need Fitzroy, charter vessel and one F.I.D.S. ship for moving personnel unless Fitzroy is to make double voyages which will give rise to serious difficulties. Latest information here is still that Biscoe cannot be expected out until early in January. In that case Shackleton will be required for Dependencies visit and will not be available for East West personnel lift. Grateful to know as soon as possible whether there is any hope at all of Biscoe's sailing date being advanced and if so to what date. Provided there are no unforeseen snags on way out arrival of Biscoe in Stanley by 23rd December will do it.

EXTRACT FROM TELEGRAM No. 129 DATED 28th AUGUST, 1956, from Governor

If labour difficulty does not intervene "Biscoe" should
be delivered 18th November leave Southampton 28th arrive
Stanley 22nd December

RECODE.

TELEGRAM.

From Secfids

To Bases A, B, F, N & O.

Despatched : 22nd September, 19 56. Time : 1145.

Received : 19 Time :

CONFIDENTIAL. 1765H/1.

Duke of Edinburgh's visit to Dependencies.

Plans are in hand for H.M.Y. Britannia call Deception Island and for H.R.H. to transfer to John Biscoe for tour Dependencies. Ice and weather conditions permitting he will call at Bases A, F, N and O.

2. During next three months Bases concerned are to make every effort tidy up Base Hut and surrounds and re-decorate using such materials as you have available to the best advantage.

Cypher Navy '25': FC.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS**SENT**

Number

Office of Origin

Words

Handed in at

Date

6.10.56.

To

TM 9 BAEBS A B D F G N O Y W

A/C FIDS

FOR PURPOSES ROYAL VISIT YOU SHOULD USE STANLEY TIME IE GMT
MINUS 3

SECFIDS

Time

6
16th August, 1956.

Thank you for your note of the 11th August. I enclose three copies of the revised programme of Prince Philip's visit to :-

1. Falkland Islands Dependencies. (7)
2. Falkland Islands Colony.
3. South Georgia.

I think they are now as approved by Prince Philip and all the points you raise are covered but I should be grateful if you could scrutinise them and confirm.

You spoke when I last saw you of a final meeting which we might have after you return to London on the 19th. Could you please let me know if you want this and if so what time and place would be convenient.

Lieutenant-Commander Michael Parker, M.V.O., R.N.

7

During the period 1st January to 4th January it is recommended that the following F.I.D.S. bases should be visited :

- B Deception Island
- O Danco Coast
- A Port Lockroy
- N Anvers Island
- F Argentine Islands.

The programme will depend upon weather and ice conditions; the attached programme represents a specimen of how it might be possible to carry out the proposed visits. All bases will be told to observe a radio routine by which they will be kept informed of what is happening.

No.	Time	Arrangements	Notes
1.	1st January 9.30 a.m.	Arrive Deception Island. Anchor Whalers' Bay	
2.	10. a.m.	H.R.H. leaves Britannia by barge.	
3.	10.15 a.m.	H.R.H. lands at British Base. Captain R.R.S. John Biscoe and Base leader presented by Governor. Leader presents personnel. Tour base. Leader explains work. Leader Falkland Islands Dependencies Air Survey presented by Governor. Leader presents personnel. H.R.H. inspects air survey base.	
4.	1 p.m.	Lunch F.I.D.S. hut.	F.I.D.S. do their own cooking.
5.	2 p.m.	H.R.H. visits penguin rookery.	Rookery $\frac{1}{4}$ hour by boat $\frac{1}{2}$ hours climb on foot.
6.	4.30 p.m.	H.R.H. returns boards Britannia.	If ice conditions unfavourable for Britannia H.R.H. will transfer to Biscoe. Officers presented as H.R.H. embarks by Captain.
7.	5 p.m.	H.M.S. Protector H.M.Y. Britannia R.R.S. John Biscoe sail in company.	Britannia if conditions favourable otherwise remains Deception.
8.	2nd January 6 a.m.	Arrive Base O.	
9.	10 a.m.	H.R.H. lands Base O. Presentations as at Base B. Inspection Base.	
10.	11 a.m.	H.R.H. reembarks. Vessels sail forthwith.	
11.	2 p.m.	Arrive Base A. H.R.H. lands. Presentations as at Base B. H.R.H. inspects station (including ionospheric machine).	

No.	Time	Arrangements	Notes
12.	3 p.m. 3.30	H.R.H. embarks Biscoe	Britannia returns Deception.
13.	5.30 p.m.	Arrive Anvers. Presentations as at other Bases. Inspect Base. Climbs icecap and sees sledging.	
14.	7.30 p.m.	H.R.H. reembarks R.R.S. John Biscoe. Vessel spends night at anchor.	
15.	3rd January 5 a.m.	R.R.S. John Biscoe H.M.S. Protector sail in company.	
16.	8.30 a.m. 9.15 a.m.	Arrive Base F. H.R.H. lands. Presentations as at Base B. H.R.H. inspects base including scientific equipment. Radio Sonde ascent will be arranged.	
	12 noon.	H.R.H. reembarks R.R.S. John Biscoe which sails forthwith for Deception passing through Le Maire Channel, Gerlache Strait for Deception.	
17.	4th January 6 a.m.	Arrive Deception Island.	
18.	8 a.m.	H.R.H. transfers to H.M.Y. Britannia which sails forthwith for Falkland Islands. Breakfast on board H.M.Y. Britannia.	H.R.H. programme provides for leaving Deception morning of 5th January. The above programme allows one day spare for delays.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 27.11.56. Time: 1430 Received: Time:

SECRET.

FIDEP 312. Following telegram received from Harbour Master, Deception Island, begins :-

From conversations with Chilean Leader it appears probable Royal Yacht will be escorted by both Chilean and Argentine warships. Ends.

2. In view renewal Tripartite Naval Declaration presume Chilean warship referred to will not be larger than frigate of Covadonga class and Argentine warship will probably be icebreaker San Martin. If they establish contact with ships of Royal Party and follow them about we cannot prevent them by force. If Captains of Argentine or Chilean ships call on Royal Yacht they will be received if call merely one of courtesy. If there is any indication they are welcoming H.R.H. to their territory they will not be received.
3. You are aware that programme of visit to Dependencies does not provide for visits to Bases in any particular order and I shall suggest programme giving best chance of avoiding Argentines and Chileans.
4. I see no reason to keep Argentines and Chileans informed of our movements and all communications about Visit will be encyphered on one time pads. I should be glad if information about intended movements could be kept confidential until visit is over.
5. I do not expect Argentine and Chilean ships will occupy anchorages required for ships of Royal Party but in case they do we shall have to send Protector in advance to clear them away.

Cypher 'E': RJB.

DECODE.

TELEGRAM SENT.

9

From SECRETARY OF STATE to GOVERNOR

Despatched: 9.12.56. Time: 1221 Received: 10.12.56. Time: 0950

SECRET. No:182. Following from Royal Party Britannia 070239Z to Ministry of Defence addressed to Governor Falkland Islands begins:-

For Governor Falkland Islands from Parker:-

FIDEP 312 and FIDEP 315 received.

Duke of Edinburgh approves all proposals.

2. H.R.M. notes that none of these places are within Antarctic circle. Does this mean visit to Base 'W' is cancelled. ends.

Cypher 'E' :PE

Copy to FIDC/127/

DECODE.

TELEGRAM.

10

From Secfids.....

To Clement, Base G......

Despatched : 27th December 19 56 Time : 1600

Received : 19 Time :

Restricted.

127/49. It is possible that Duke of Edinburgh will visit Admiralty Bay after Deception Island. Please make sure hut and its precincts are clean and tidy and that your various equipments are operating efficiently. Protector will signal direct if visit is to take place. All personnel will be presented to Duke and he will wish to see work at Base. All should be neatly turned out, FIDS clothing will be quite suitable. Union Jack or Duke's Standard if landed in time should be raised as Duke arrives and lowered as he leaves.

Copy to CSO. ✓

Navy '6':RJB

DECODE.

TELEGRAM.

From Secfids.....

To Murphy, Base W.

Despatched : 27th December 19 56 Time : 1600

Received : 19 Time :

Restricted.

127/50. It now seems likely that Duke of Edinburgh will visit you on his tour of Dependencies as first port of call. Please make sure hut and its precincts are clean and tidy and all equipments are operating efficiently. All personnel will be presented to Duke and he will wish to see work at Base. All should be neatly turned out, FIDS clothing will be quite suitable. Union Jack or Duke's Standard if landed in time should be raised as Duke arrives and lowered as he leaves.

Copy to CSO ✓

Navy '6':RJB

DECODE.

TELEGRAM.

12

From.....Secfids.....

To.....Master, John Biscoe.....

Despatched : 27th December 1956 Time : 1600

Received : 19 Time :

Restricted.

127/51. Have you Duke's Standard on board please? If not grateful you endeavour obtain one, or two if possible, from Protector. You require one and second could be lent to each Base visited if circumstances permit. Standards issued for Dependencies are unfortunately all at Deception Island.

Copy to CSO ✓

Navy '6':RJE

DECODE.

TELEGRAM.

From Secfids

To H.M.S. Protector.

Despatched : 27th December 19 56 Time : 1600

Received : 27th December 19 Time : 1618

Restricted.

127/52. Admiralty Bay have been warned that H.R.H. may visit them after Deception Island. I should be most grateful if you would inform them direct when final decision made.

Copy to GSO ✓

Navy '25':RJB

DECODE.

TELEGRAM.

14

From Guyver, Base B.

To Secfids.

Despatched : 24th December 19 56 *Time* : 1700

Received : 27th December 19 56 *Time* : 1610

No foreign interference with wreck as yet.

Navy '25':RJB

DECODE.

TELEGRAM.

15

From Secfids

To Bases A,B,F,N, O & W.

Despatched : 28th December 1956 Time : 1600
Received : 19 Time :

Restricted.

127/56. Royal Visit. It now seems likely that Duke of Edinburgh will visit following stations in order listed :

(i) Base W, Loubet Coast. (ii) Base F, Argentine Islands. (iii) Base N, Anvers Island. (iv) Base A, Port Lockroy. (v) Base B, Deception Island.

Base O, Danco Coast and Base G, Admiralty Bay may also be visited depending on time available.

Copy to CSO ✓

Navy '25':RJB

(Copy)
REFERENCE SHEET

16

From:—NAVAL ATTACHÉ,
BUENOS AIRES.

To:—DIRECTOR OF NAVAL INTELLIGENCE,
ADMIRALTY,
LONDON, S.W.1.

Dated..... 8th November, 1956 .

Copies to:—H.E. The Governor of the
Falkland Islands. ✓

Reference No. ARG. 511/595/56 - No. 80.

THE DUKE OF EDINBURGH'S VISIT TO THE ANTIARCTIC

In a conversation with the Chief of Staff yesterday (about other matters) he asked if press reports of the Duke of Edinburgh's programme in H.M. Yacht BRITANNIA were correct, and I gave him her dates at Deception, Falklands and South Georgia as published in the Admiralty News Summary.

2. He volunteered a friendly assurance that we need of course have no fears of any "incidents" with Argentine ships at Deception, and said that although they did not know their own programme yet, he would inform me in good time if any unit of their task force was going to coincide with "Britannia" at Deception, so that ceremonial could be coordinated.

Finlayson
✓
Captain
Royal Navy

14/11/56
20.10

1765

17

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
				28.12.56.

To GUYVER BASE B A/C FIDS

127/58 ADDRESSED PROTECTOR STOP HARBOUR MASTER
DECEPTION ASKS IF ARRANGEMENTS BEING MADE REGARDING
COMMUNICATIONS BETWEEN ROYAL YACHT/PROTECTOR/DECEPTION
AND SUGGESTS BASE TRANSMITS ON 7480 KILOCYCLES ONE
HOUR BEFORE ETA STOP HE ALSO ASKS FOR SHIPS FREQUENCIES
STOP MOST GRATEFUL IF YOU COULD ARRANGE WITH HIM DIRECT
STOP REPEATED TO BASE B FOR INFORMATION

SECUNDS

1765

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

18

Number	Office of Origin	Words	Handed in at	Date
				28.12.56.

To

OLUF SVEN BISCOE AND PROTECTOR. A/C FIDS

127/59 HARBOUR MASTER DECEPTION ISLAND HAS ALLOCATED BERTHS
 DURING ROYAL VISIT AS FOLLOWS: EXACT POSITION GIVEN IN DEGREES
 TRUE AND CABLES FROM COLLINS LIGHT STOP ROYAL YACHT 04 2 10
 PROTECTOR 04 4 2 OR 07 9 12.8 WAVE CHIEF 02 8 11.6 OR 07 5 15.2
 BISCOE 05 5 11 SVEN 03 8 12.2 THE TWO LATTER SHIPS TO BE
 MOORED STERN TO SHORE STOP IF PROTECTOR IS ABSENT BISCOE
 TAKES H³R POSITION STOP EMERGENCY BERTH FOR HIM IF NE GALE
 35 6 10.5 STOP REPEATED TO BISCOE AND PROTECTOR

SEC FIDS

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

20

Number

Office of Origin

Words

Handed in at

Date

18.1.57

To

GUYVER

BASE B

A/C FIDS

127/69 LAST PARAGRAPH BY MEMORANDUM 127/14 DATED 3RD
 DECEMBER 1956 STOP GRATEFUL KNOW WHEREABOUTS ROYAL
 STANDARDS STOP THESE ARE TO BE RETURNED TO STANLEY AS
 SOON AS POSSIBLE

SECFIDS

Time

PAW.

COPY

Government House,
Stanley,
Falkland Islands.

4th May 1957

FALKLAND ISLANDS.

No: 266 DEPENDENCIES.

Sir,

~~402~~ 1765/III

I have the honour to refer to Mr. Denton-Thompson's despatch No:62 of the 14th March and to forward for your information the enclosed copy of a report submitted by Mr. John Green on His Royal Highness Prince Philip's visit to the Dependencies.

I have the honour to be, Sir,
Your most obedient, humble servant,

(Signed) E.P.H.

GOVERNOR.

The Right Honourable
Mr. Alan Lennor-Boyd, P.C., K.P.,
Secretary of State for the Colonies.

EPA/PT.

Also enclosed a map showing routes & Bases.

Report on His Royal Highness Prince Philip's visit to the Dependencies.

The news that it was the intention of Prince Philip to pay a call at Deception Island en route from Australia to the Falkland Islands was received with delight by the Dependencies Administration but at the same time disappointment was expressed that this should be his only port of call in the Survey territory. Without underrating the importance of Deception Island as a meteorological station or as the base for the Falkland Islands Dependencies Aerial Survey Expedition, it was felt that Base 'B' was hardly representative of F.I.D.S. bases from the point of view of scenery or activity. With these considerations in mind a suggested extension of the programme was submitted in the hope that His Royal Highness might like to make the most of the unprecedented opportunities afforded and this in fact proved to be so. Tentative plans were therefore made for him to include in his visit the bases at Port Lockroy (A), Argentine Island (F), Danco Coast (O) and Anvers Island (N) making use if need be of the helicopters carried by H.M.S. Protector. In the meantime the bases concerned had something more than the return of the sun to look forward to during the dark winter months.

A certain amount of anxiety was felt that the Argentines or Chileans might attempt a political demonstration of some kind in the course of Britannia's voyage in Dependencies' waters and this resulted in fairly rigid security about the Royal Yacht's movements in the Dependencies being imposed locally until almost the last minute. It was learned, however, that both nations intended, if possible, to avoid a meeting with the Royal Yacht but that if such a meeting were to take place fortuitously embarrassing incidents would be avoided.

Movements of ships in Antarctic waters being entirely dependent upon weather and ice conditions, no firm itinerary of visits could be arranged but in view of Prince Philip's expressed wish to visit at least one base below the Antarctic Circle Base 'W' was placed upon the list and it was therefore arranged for H.M.S. Protector to rendezvous with the Royal Yacht west of the Bismarck Strait and then proceed to the expected position on the 31st December of the whale factory ship "Southern Harvester" in the Bellingshausen Sea south of the Antarctic Circle and almost due west of Base 'W'.

As H.M.S. Protector with the Governor and his personal staff on board approached the rendezvous on the morning of the 29th December, 1956, the weather promised well with a sea surface unruffled beneath a clear sky but in the afternoon the wind rose and ruled out any possibility of flying off the helicopters at the rendezvous. With Britannia fast approaching the visibility dropped to less than horizon distance and some hours passed by with both ships groping out to each other with radar and direction finder. Eventually contact was made and with Protector taking up station, all speed was made to the South East for the appointment with "Southern Harvester".

All arrangements for the visit were made by the Survey Department and the necessary instructions were issued to the Survey vessels and the Survey Party. The Survey Party would play an important part in the programme of the Survey Department.

The first icebergs were sighted the following day but were few in number and some miles distant. Apart from these there was no evidence of the crossing of the Antarctic Circle on the morning of the 31st December other than that provided by the Navigating Officer. The two girls on board Britannia being the first British women to cross the Antarctic Circle, an appropriate signal was made by H.M.S. Protector.

Under a cloudy sky with some wind and swell both ships hove to near the "Southern Harvester" whose helicopter was soon hovering overhead. Protector, being less steady in the swell than the ponderous floating factory, had no luck in the first attempt to fly off but an hour later with the Governor as passenger her helicopter flew over to land on "Southern Harvester" which had already received the Royal Party by means of a whale catcher.

After the reception aboard the whaling vessel the Royal Party returned to Britannia and with the Governor and his staff on board sailed to meet R.R.S. "John Biscoe" on New Year's morning outside the pack ice to the west of Adelaide Island. The transfer to the new British ice vessel was made safely by boat despite an unpleasant swell. The Royal Research ship made full speed and was soon nosing into open pack which she traversed without difficulty. His Royal Highness remained on the bridge throughout the thirty miles of ice navigation. Weddell, Crabeater and Leopard seals were seen lying on floes and the occasional itinerant penguin viewed the Royal Standard with interest. Numerous bergs of the tabular kind were skirted giving Mr. Edward Seago, the artist with the Royal Party, no rest in his efforts to translate the constantly changing scene on to canvas. Prince Philip had lunch in the P.I.D.S. mess with the newly appointed relief personnel after which a boat was lowered to go ashore at Base 'W', off the Loubet Coast.

His Royal Highness stepped ashore for the first time in the Antarctic and was greeted by Mr. T. Murphy, the Leader, with his companions of the past winter. A walk through the hut to see the various departments and a visit to the pup pens was followed by an excursion to the penguin rookery up on the hill.

Upon return to the ship course was shaped northwards outside the Biscoe Islands and that evening Prince Philip dined with the Officers in the wardroom.

The passage of Grandidior Charnel was made early on the morning of the 2nd January and Base 'F' in the Argentine Islands reached in time for Prince Philip to go ashore at 8.0 a.m. At this base, equipment for a full Geophysical Research Programme had been installed, and His Royal Highness showed a keen interest in all the aspects of the work which included geomagnetism, solar radiation, ozonometry, upper air investigation by means of radio sonde apparatus, meteorology, seismology and oceanography. His many questions revealed his appreciation of the part the station would play in contributing to the forthcoming International Geophysical Year.

Before noon,

Before noon, the "John Biscoe" was under way for Lemaire Channel on passage for Base 'N' on the south coast of Anvers Island where she anchored some four hours later in Port Arthur. Soon after lunch the motor boat went away with the Royal Party. On the way a halt was made at one of the islands to see the penguins and elephant seals. Upon landing at the base Prince Philip had a look round Skua Lodge, the Base hut, and was then invited to ride up a nearby snow slope on a sledge drawn by a seven dog team. At the top he witnessed a demonstration of man-haul sledging before crossing the valley to see the skua and giant petrel nesting sites.

The ship sailed for Port Lockroy at 1545 hours and arrived at 1700 hours to find Britannia and Protector lying off the entrance. Ashore Prince Philip saw the ionospheric recorder and associated equipment and paid a visit to the Royal Navy Hydrographic Survey party living in their prototype portable hut. There was no time to waste if Base 'O' was to be reached before twilight and so R.L.S. "John Biscoe" in company with Britannia and Protector sailed at 1830 hours via the Neumayer Channel. The Royal Yacht and the guardship, however, stood off to the northward as "John Biscoe" entered the approach to Base 'O' inside Rongé Island.

Only three men were there at the base to greet His Royal Highness, the other members being on the mainland erecting a refuge hut and surveying. The hut impressed all who saw it with its fine workmanship and spotless condition. A penguin rookery had once existed on the site which accounted for the lone penguin who was found to be nesting outside the back door with tenacious resolution, his fellows having all allowed themselves to be transposed to the top of the hill behind, where presently His Royal Highness climbed to visit them. After which he returned to the "John Biscoe". Just before midnight the ships foregathered and the Royal Party was taken once more aboard Britannia.

Next morning found Deception Island and Britannia shrouded in thick fog as the Yacht felt her way towards the narrow entrance of Neptune's Bellows. It was soon plain that an attempt to navigate the tricky channel would be foolhardy and it was therefore decided to send the Royal Party away in a boat equipped with radio to be assisted by Britannia's radar through the tricky channel.

After landing Prince Philip first went over to the Air Survey unit before returning to lunch with the R.L.S. Base 'B' in Biscoe House. The meal served up by the Base members was consumed with relish by His Royal Highness who delighted the duty cook by calling for a second helping of penguin meat. During the afternoon Britannia, now anchored in Whaler's Bay, sent boats ashore with recreational parties of officers and men. All went aboard Britannia that evening to see a film followed by a night cap in the wardroom.

/It was

It was learned that two Chilean ships were anchored off Pendulum Cove in Port Foster and an invitation was therefore extended to their Commodore and his Officers to meet Prince Philip informally over drinks on board Britannia at midday on the 4th. A similar invitation was issued to the Argentine base commander. The Chilean Commodore at first replied that he would have to seek guidance from higher authority and later wrote a polite refusal indicating that the necessary permission had been refused. In the circumstances the party was cancelled no doubt to the disappointment of the Argentine officers who had accepted. Instead, it was decided to sail for Admiralty Bay.

Admiralty Bay was approached in failing visibility but once in the Bay the mist rose sufficiently to put the Royal Party ashore at Point Thomas to see the large penguin rookery before visiting the base. At Base 'G' Prince Philip examined the newly built hut and spent some time chatting with the men. The Royal Party left for the Falklands at 2230 hours. Nothing but sunshine and calm seas were experienced throughout the passage in an area which is notorious for its storms.

After visiting the Falkland Islands H.M. Yacht, accompanied by H.M.S. Protector, sailed for South Georgia on the 9th January. The incredible sequence of fine weather persisted leading even the non-superstitious to agree there might be something in the good luck qualities of the moonstone presented to Britannia in New Zealand. On the evening of the 11th January Britannia encountered a whale catcher bearing down on a whale. Neither the whale nor the catcher took the slightest notice of the Royal Yacht as each went about its business of the hunter and the hunted. So tight were the turns made that Britannia had some difficulty in maintaining a good view for the spectators. This went on for an hour or two before Britannia had to break off without seeing the kill. It transpired next day that the catcher caught four whales the following morning, attributing her luck to the events of the night before.

Early on the 12th January Britannia arrived at Leith Harbour where the Tonsberg boat "Busenann" came alongside to take the Royal Party ashore. In the boat was Mr. R. E. Spivey, the Administrative Officer, and the senior representative of Tonsberg, together with various other representatives from the whaling community. At the jetty the Managers and other members of their staff were presented to Prince Philip before he walked round Selvesen's office and factory. Unfortunately no whales were available on the plan but news had come that the Compania Argentina de Pesca had some at Grytviken and these would be held until the afternoon. Elevenses were taken in the house of Selvesen's Manager, Mr. S. Larsen Bjelland. The variety of savouries and cakes provided was in typical Norwegian manner. Here various mementos mainly carved from the teeth of the sperm whale were given to Prince Philip. He in return had his own photograph removed from the wall for his signature.

/The party

The party then embarked in the whale catcher "Southern Jester" to be taken round to Grytviken. Her master and gunner, Kochart Nilson, demonstrated his skill by firing the harpoon gun at a packing case which was thrown overboard, modestly smiling as he blew it apart first shot.

At Grytviken there was luncheon on board for guests from ashore after which the Government Station on King Edward Point was visited. Prince Philip walked over to Shackleton's memorial and then returned to the Administrative Officer's house for tea. The whales being ready a move was made to Pesca's plan where the flensing was witnessed from close quarters and a tour made of the various processing departments. After visiting Shackleton's grave Prince Philip went aboard while the Governor proceeded to the "Point" in order to present Mr. Hans Kristoffersen, an old and respected member of the whaling community, with the M.B.E.

That evening Britannia moved to the Bay of Isles where boats were put ashore for a tour of the King Penguin rookeries and the elephant seals. The landing beach being shallow a dinghy had to be used to ferry people from the motor launch. In the gathering dusk the thousands of King Penguins with their chicks made a most wierd and impressive scene, crowing, murmuring and whistling as they jostled each other out of the way. Ploughing through the tussock many were startled by well camouflaged sea elephants heaving up and bellowing in their faces.

Upon return to Britannia the Governor took his leave of Prince Philip and embarked with his staff in H.M.S. Protector each ship departing without delay after exchanging mutual goodwill signals.

Original filed at FIDS/127/73

Copy to 1765/III/413

Re
8/5