

Obituaries

Andrew Taylor, the senior surviving pioneer of the British Antarctic Survey, died at his home in Winnipeg on 8 October 1993, aged 85. He was born in Edinburgh in 1907, and settled in Winnipeg when his family emigrated to Canada in 1911. In 1931 he graduated from the University of Manitoba in Civil Engineering. After graduation, he worked as a surveyor in northern Manitoba, and then as a municipal engineer in the mining town of Flin Flon.

In 1939 Taylor volunteered for military service, and in 1940 he was called up and commissioned as a lieutenant in the Royal Canadian Engineers. He was posted to Britain the next year and promoted to captain in 1943. That year the Royal Navy circulated a request for a surveyor used to working in cold climates, in response to which Taylor was seconded to a secret mission in the Antarctic, code-named 'Operation Tabarin.' Its initial aims were to set up postal and weather stations in Graham Land for political and strategic reasons, but, on the initiative of the 'Discovery Committee' and Lieutenant Commander James Marr, the commanding officer of the operation, these aims were extended to include a scientific and survey programme.

After the establishment of the Port Lockroy base in 1944, Taylor and three companions carried out a man-hauling sledge survey of Wienke Island, which was as much as was feasible under the circumstances. After the end of that first year, Marr resigned due to ill health, leaving Taylor in charge of the operation.

Early in 1945 a new base was set up at Hope Bay on Trinity Peninsula, from where Taylor and his three-man team surveyed several hundred miles down the coast of the Weddell Sea — this time with dogs. Earlier maps were brought up to date, and 40 new place names, including Mt Taylor, were added to them. As a result of his Antarctic service, Taylor, with most of his companions, was awarded the Polar Medal with Antarctic clasp. He felt proud to have been the first Canadian ever to have led an Antarctic expedition.

Some time after his return to Britain, Taylor was promoted to the rank of major; on returning to Canada he stayed in the army and took part in the establishment of the Arctic weather station at Resolute on Cornwallis Island and in the first re-supply of the station at Eureka on Ellesmere Island. In 1950–1952 he was loaned to the US Army Corps of Engineers, for whom he wrote manuals on land navigation, Arctic construction, and snow compaction. In that connection he organised a demonstration of landing a wheeled DC-3 aircraft on a snow-compacted runway, prepared under his direction on what had been virgin snow the day before. He once recounted to me, with much amusement, an occasion on which he and a senior US Army officer were discussing such matters. The officer strongly recommended to Taylor a manual on that subject.

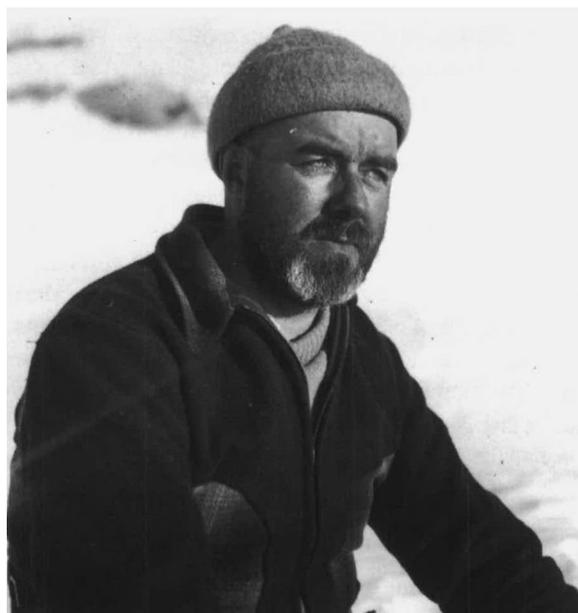


Fig. 1. Andrew Taylor at Port Lockroy, 1944.

'Oh yes,' said Taylor, 'I wrote it.'

From 1946 to 1954 Taylor was a member of the Snow, Ice and Permafrost Sub-Committee of the Building Research Council of Canada; at this time he patented a method of stabilizing thawed frozen ground. After resigning from the army in 1952, he earned an MA and, in 1957, a PhD in Geography from the University of Montreal. In order to do this he had to learn enough French to follow courses in that language. In 1955 he published *Geographical discovery and exploration in the Queen Elizabeth Islands* and *Physical geography of the Queen Elizabeth Islands, Canada*. By 1956 he had published 10 works on Arctic and Antarctic history, engineering, and geography.

In 1956 Taylor was assistant chief engineer during the siting phase of the Distant Early Warning (DEW) Line from Alaska to Baffin Bay. He was later associated with the General Engineering Company of Toronto on field surveys for the Mid-Canada Radar Line from Wawa to North Bay.

Taylor gained recognition as a pioneer in Arctic engineering under permafrost conditions, as well as a geographer, historian, author, and polar scholar. One daunting task that he undertook was the indexing of the Arctic Blue Books, involving more than 250,000 entries; its publication is being prepared by the University of Manitoba. The importance of this work becomes evident from the tributes paid to him by his fellow scholars. 'No one who has not accomplished some similar, seemingly endless task can truly understand the simple heroism required to face and finish a Herculean challenge of this kind.... Taylor indexed thousands of closely printed pages in considerable detail,'

said Alan Cooke. According to Professor Skip Koolage of the University of Manitoba, 'Andrew has done the only index of its kind. It is unique. The scientific reports...provide baseline information on what conditions were like in the Arctic when it was in a relatively pristine condition.'

In his later years, Taylor developed a great interest and expertise in old books, and, after his retirement in 1970, he kept an antiquarian bookshop for some years. As a result of his many and varied achievements, he received several honours and distinctions. In 1986 he was appointed an Officer of the Order of Canada, and in 1990 he received the Vilhjalmur Stefansson Award for 'Excellence in Canadian Northern Studies.' This was followed in 1991 by an honorary doctorate from the University of Manitoba. In 1992 Taylor was honoured in Winnipeg with a Merit Award from the Association of Professional Engineers, Province of Manitoba. He then received the Northern Science Council Centenary Medal and the Northern Science Award.

For all the honours that he had received from his fellow countrymen, Taylor told me that his proudest achievement was his less-recognized work on Operation Tabarin, especially as its commander at Hope Bay.

Whilst in his eighties Taylor continued to work on a history of Flin Flon and on several biographies, including the poignant story of a close friend who was killed in the RAF over Norway. By this time, his health and eyesight were beginning to fail, which caused him much frustration, since his mind was clear and he had much work to finish.

Taylor was a big, hefty man, used to carrying heavy loads by tump-line in the Canadian wilds. I was with him on two sledging trips, man-hauling and with dogs. I was always impressed by his stolid endurance of the cold, especially when working his metal theodolite with bare hands. I guessed that he had got used to this in Canada, at even lower temperatures. As a shipmate and, later, as our boss, he was easy-going and good company, with a roguish sense of humour — but he could also be very firm when the need arose. We all respected him. Discipline throughout the expedition seemed much like that on a small coaster, or fishing vessel. What the captain said went. But beneath his hard-bitten hide Taylor was a caring man. On all his sledging trips he shared the same sledge and tent with Dr I. McKenzie Lamb, the 'Dr Wilson' of our party. They became close friends and kept in touch for many years afterwards, especially during Lamb's last distressing illness in the US, when Taylor was a great support to him.

Our ways parted in 1946, until 40 years later, when I got to know him on a more personal level. In 1987, in his eightieth year, he came over from Canada to invite some of his old Tabarin comrades to a reunion dinner in London. On arrival, he stayed with several of us. The night before the dinner came the 'Great Storm.' The only Tabarin members who reached London were Victor Russell, from Scotland, and myself, from Wales. The dinner had to be cancelled, a great disappointment for Taylor. Down south, the wind had always been with us, and the storm seemed

like a grim reminder of that uninvited presence.

Three years later my wife and I spent a week with Taylor at his home in Winnipeg. It was then that I learned so much more about his life than I had on the expedition. We were amazed at the amount of his literary work cramming the bookshelves, and by the wide scope of his interests. We spent most of that week reading as much of it as we could manage, especially the best account of Operation Tabarin that I had yet seen. His collection included an unpublished account of the near-disaster to the Tabarin supply vessel SS *Eagle*, written by her master, Robert Sheppard, a close friend of Taylor's.

As a host, Taylor was kindness itself, despite his ailments. He had become a firm friend of our family whilst staying with us, and his welcome to his home could not have been warmer. I remember Andrew Taylor as a brave and kind-hearted man, and as a staunch and hardy companion in trying times. Such words are but a poor token of respect and affection with which our family remember him. He had been twice widowed, and is survived by two sons and a daughter of his first marriage.

Gwion Davies

Peter Millard Bennett, OBE, former lieutenant colonel in the Royal Engineers and a member (1936–1938) of the British Canadian Arctic Expedition, died 13 November 1993.

Bennett and I overlapped at Clare College, Cambridge, where I knew him only slightly. He was already commissioned in the Royal Engineers, who had sent him to Cambridge for the Engineering Tripos. In the autumn of 1935 I was teaching at Oundle when a Clare rugby football team, including Bennett, played a match at the school. He asked me what I was doing; I replied that in the spring I was going on a small expedition to the eastern Canadian Arctic led by Tom Manning, and that I was earning some money towards my share of its cost. Bennett said the Royal Engineers considered work in the Arctic to be excellent training, and asked if he could come too. I spoke to Manning, and the War Office agreed that Bennett could join us when he had completed his Cambridge degree.

In August 1936, *Nascopie*, the Hudson's Bay Company's annual supply ship, brought Bennett to Coral Harbour on Southampton Island in the northwestern corner of Hudson Bay. Three days later he and Manning sailed in the 30-foot whaleboat *Polecat* to map the west coast of the island and to pick up Reynold Bray in Bay of God's Mercy. After a sometimes hazardous voyage along the shallow, exposed coast, they arrived in Duke of York Bay to collect Pat Baird and me. After crossing Frozen Strait we hauled out *Polecat* for the winter. This left us with an unpleasant nine-day walk to Repulse Bay, our base for the winter.

Two or three days after reaching Repulse Bay, Bennett developed a high fever and severe muscular pains. His temperature remained high for nearly two weeks, but he then recovered rapidly. We had been eating a polar bear he had shot on Southampton Island, and we often ate meat that

was raw or not well cooked. It was not known then that polar bears frequently carried trichinia, and Bennett must have suffered a fairly severe attack of trichinosis.

The fall was spent learning how to live and travel in the Arctic winter. Bennett and Manning spent the first half of December on a dog sledge journey to map the area near Winter Island, Parry's winter quarters in 1821–1822. The next month Bennett and Baird made a shorter mapping journey to the head of Lyon Inlet. On 3 February Bennett and Manning set out for Chesterfield Inlet via Wager Bay. They had nearly reached their destination when Bennett's sledge broke a runner on a steep, rocky slope. Manning decided to continue alone to Chesterfield, leaving Bennett with an Inuit family at Wager Bay to make a detailed map of the inlet. To complete this, he had to return to Repulse for a radio, as his had been damaged. His account of this work and the resulting map were published in *The Geographical Journal* (95 (2): 109–120). Few white men previously had lived with an Inuit family as Bennett did in Wager Bay, and to him it was probably the most memorable phase of the expedition. He particularly appreciated the good nature of the Inuit and their ability to make the best out of difficulty or discomfort — qualities he fully shared.

In the spring Bennett went with Manning and Baird to where *Polecat* had been left. They had hoped the ice would break up early and allow them to sail to Cape Dorset to meet *Nascopie*, but it proved a late ice season. Ornithology and mapping occupied their time until the end of July, when they were able to cross Frozen Strait to Southampton Island. There was now no possibility of reaching Cape Dorset before *Nascopie*, and Bennett and Baird had to walk across the island, hoping to be in time to meet the ship at Coral Harbour. They were too late, but an Inuit whaleboat took them to Chesterfield Inlet, and a schooner from there to the railhead at Churchill.

Bennett spent the war in India, Iraq, and Burma, and I did not see him again until 1947, when we met by chance in Pall Mall. History repeated itself, when he asked me what I was doing. I replied I was in the Canadian Defence Research Board, and one of the things I had to do in London was to discuss a winter warfare team that the War Office was planning to send to Canada. Bennett said he would like to be part of it, and this was arranged. He returned to Canada as the leader of a small group of British Army officers who spent a year with the Canadian Forces in the north developing winter warfare techniques.

Back in England, Bennett served with the Airborne Forces. I remember him being in Thule in September 1952 and visiting the hospital to meet a British Army team that had crashed on the Greenland ice cap in an RAF Hastings, while dropping supplies to the British North Greenland Expedition. They were from Bennett's unit and I took the opportunity to write him a letter on the cast of a broken leg, fortunately the most severe injury they had suffered.

After retiring from the army, Bennett farmed in Devon for some years, and then became involved in the restora-

tion of land after open-cast mining in the northeast of England. He showed his continuing interest in the Canadian Arctic when he visited Canada and when old northern friends went to stay at his home, first in Wylan-upon-Tyne and later in Hexham. Whenever possible, he attended the Arctic Club dinner. His tolerance, generosity, sense of humour, and willingness to do more than his share of any difficult task made him an ideal companion, especially in the Arctic.

Graham W. Rowley

John Hamilton, secretary of the United Kingdom Antarctic Heritage Trust, died at his home in St Mary's, Isles of Scilly, on 30 December 1993, aged 74. A noted artist who specialised in historic maritime and Antarctic paintings, Hamilton used his influence and energy to ensure the preservation of historic huts in the Antarctic.

Hamilton was born in 1919 and educated at Bradfield College. He was commissioned into the army in 1938 and saw active service as a company commander in the Queen's Royal Regiment in India and Burma, where he was wounded in 1943 and awarded the Military Cross. He was an imposing figure at 6 ft 7 in tall, but he was a gentle giant with a great sense of humour and a big heart.

Hamilton's genuine concern for his fellow men was exemplified by eight years as an assistant governor with the Borstal Service in Ghana, applying his deep belief that 'there's some spark in every child, something he's good at, which should be encouraged.' On his return to the UK in 1956, he displayed an acute business sense, becoming deputy group personnel manager of the Reed Paper Group. After moving to the Isles of Scilly, which were to become his home, he made a hotel on Treco a sound business concern before handing it over to take up painting, which brought him much pleasure and acclaim in later years.

It was in this context that I first met Hamilton aboard HMS *Endurance* in the 1987/88 Antarctic season, on one of his three seasons as a guest of the ship. He had gained attention after completing a commission of 204 paintings of sea-borne actions in the Second World War. These were published in 1985 in a book, *War at sea*, which sold more than 25,000 copies. Some of these paintings are on permanent exhibition on HMS *Belfast* and in the Imperial War Museum, and 120 of them line the corridors of the Pentagon in Washington. He was subsequently commissioned to provide paintings for a book entitled *The helicopter story of the Falklands campaign*, which was published in 1991.

Hamilton's taste for the Southern Ocean and the Antarctic had been firmly developed by his summers aboard *Endurance*, during which he prepared an adventurous project to create, for the first time, a book of authentic paintings of the early Antarctic expeditions. To ensure accuracy, he visited many sites of early landings and operations in the Antarctic Peninsula region, in order to take colour slides and make notes. On his return to the UK, he would recreate the original scene by combining early

depictions or monochrome photographs of the ships, camps, and personnel with his own experiences of the region. It was an honour for me to introduce him to the New Zealand Antarctic Programme managers I had met in 1982/83, so that he was invited south for a summer to do the same for the historic huts and dry valleys of the McMurdo Sound region. He returned from these visits south with the enthusiasm of a schoolboy, combined with the dedication and attention to detail of a true professional.

After his New Zealand Antarctic visit, Hamilton returned with fire in his belly, determined to reactivate the dormant UK branch of the New Zealand Antarctic Heritage Trust. He vowed to raise funds to ensure the preservation of not only Scott's and Shackleton's huts, but also of selected historic British huts in the Antarctic Peninsula region. Despite having completed about 100 Antarctic paintings (many of which are on display in his studio in St Mary's), he deferred this project to take on the role of secretary of the re-constituted United Kingdom Antarctic Heritage Trust. Within a year he used his powers of persuasion and business acumen to make the Trust a thriving concern with real influence. He obtained the support of an eminent team of trustees, including Sir Vivian Fuchs, Dr Richard M. Laws, and the present director of the British Antarctic Survey, Dr David Drewry. He recruited a senior accountant from a top London firm to act as treasurer, successfully registered the Trust as a charity, and secured the patronage of the Princess Royal. The fund-raising campaign to raise £1m is to be launched officially in London in April 1994, but John had already secured more than £25,000 in advance. The Trust's objectives are now dovetailed with BAS's obligations to preserve or remove historic huts. It is hoped that selected huts at Deception Island, Port Lockroy, and the Argentine Islands will be conserved (with the aid of New Zealand expertise), mainly as a result of Hamilton's enthusiasm and determination.

Hamilton's work output was prodigious, including, more recently, paintings of the Battle of the Atlantic for the Fiftieth Anniversary Exhibition on Merseyside. His output was undiminished by his advanced years. His death is a great loss to the Antarctic community, in which he was greatly respected, but the Trust continues and will be inspired to press on by his outstanding contributions. He was highly disciplined, but he gave generously of his free time and was a welcoming host. He was equally at home with my small children and leaders of commerce. He is survived by his wife Betty, his son Edward, and his daughter Jane.

David Wynn-Williams

Wilfred Edward Hampton, a member of the Watkins British Arctic Air Route Expedition (1930–1931) and the deputy leader of John Rymill's British Graham Land Expedition (1934–1937), died on 19 January 1994, aged 86. He was the holder of the Polar Medal with Arctic and Antarctic clasps.

Hampton was always known to his polar colleagues as 'Ham.' Apart from his flying and engineering qualifications, his contribution to polar exploration was considerable and has not been fully recognised. His manual skills and very patient precision often played an important part in expedition operations in ways he had not envisaged when he first joined Watkins' expedition.

Hampton attended school at Wrekin College and then went to Trinity Hall, Cambridge, where he excelled at cricket and athletics. He was a member of the University Air Squadron and obtained his degree in aeronautical engineering. From 1929 to 1930 he trained as an aircraft engineer with the de Havilland aircraft company.

In 1930 Hampton joined Gino Watkins' British Arctic Air Route Expedition as a pilot and ground engineer responsible for the rigging of two Gypsy Moth aircraft and their maintenance. In 1930 this was no mean task, as there was very little polar flying information available from which he could benefit. The only British experience of Arctic flying was that of George Binney's expedition in 1923/24, described in his book *With sea plane and sledge in the Arctic*. Though helpful, this book could not have been very encouraging, and almost identical difficulties were encountered in Greenland.

A major problem of both expeditions was to find a suitable site for the rigging of the aircraft. In Greenland this had to be done with the main fuselage in the water, and the delicate rigging and fixing of wings had to be carried out from small bouncing boats. In Graham Land the assembly had to be done in a small bay surrounded by glaciers and on a shingle beach just big enough for the aircraft. On both occasions the entire operation was carried out under Hampton's supervision.

The use of aircraft played a very important part on both expeditions. In Greenland, in addition to general reconnaissance flights, that portion of the east coast likely to be crossed by the proposed Arctic air route — some 100 miles — was photographed from the air at a height of 10,000 ft. In Graham Land the successful conclusion of the expedition would not have been possible without the air reconnaissance and photographic flights. These achievements were not accomplished without setbacks, and, at one time in Greenland, both aircraft were out of commission due to wind storms and a landing accident. It was thought at first that one was a complete 'write off,' but Hampton decided that, given time, it could be repaired. A new tail-plane and elevator spar were required. Hampton and John Rymill spent 10 weeks of extremely hard work at Angmagssalik (Ammassalik), where the damage had occurred, making use of driftwood, native linen material, and the Greenland women's skill with the needle, and put the aircraft back into flying condition for the remaining months of the expedition. The first flight after the repairs was an anxious one, Hampton and Rymill looking back to see if the tail-plane was still there!

At the end of the expedition, Hampton's proficiency as a ground engineer was more than fully justified. Part of the

expedition's final plans included two crossings by sledge of the ice cap and one boat journey down the east coast to Julianehåb (Qaqortoq). Hampton and Rymill were to cross to Holsteinsborg (Sisimiut) on the west coast. This involved a dog sledge journey to the eastern border of the west coast mountains and a hundred-mile kayaking and walking trek to Holsteinsborg. Since kayaks were necessary for the completion of the journey, they had to be transported on the sledges on special frames that would put them out of reach of the dogs and their passion for anything suggestive of seal meat. Owing to an enforced late start, by the time they reached the mountains, wintry weather had set in, and fresh ice and new snow made walking and kayaking extremely arduous and very dangerous. At one stage their kayaks were both turned over and caught under the edge of an ice shelf. Occasions like this cemented the already strong friendship between Hampton and Rymill and led to Hampton agreeing to accompany Rymill as deputy leader on his Antarctic expedition three years later.

On the British Graham Land Expedition, Hampton was both deputy leader and chief pilot in charge of all flying and aircraft maintenance. On this occasion there was only one aircraft, a de Havilland Fox Moth. As one of the main aims of the expedition was to make a topographical survey of an unmapped part of Antarctica, the flying programme was of first importance. Much new land was seen first from the air and subsequently mapped on the ground, in the course of which it was proved that Graham Land was part of the main continent and not, as claimed by Sir Hubert Wilkins, an archipelago. Ham was entirely responsible for the flying programme — 150 hours were flown altogether, with the aircraft constantly needing attention to maintain its efficiency under difficult conditions. In addition to this, Hampton had the responsibility of deputy leadership, and one of his major non-flying tasks was to design and supervise the building of the new base hut for the second year of the expedition. The expedition had permission to use any of the timber stored at the old whaling station on Deception Island, and Hampton, on his way south, had made a note of what was available.

Specifications had been drawn up by the time *Penola*

returned to Deception Island in the second summer, and all the necessary timber was brought back to the first base. Here, under Hampton's supervision, the main beams were cut to length, mortices and tenons were cut and numbered, and everything was readied for assembly at the new base, which we hoped would be some 200 miles further south. The house, including the adjoining hangar and workshop, was completed in 19 days and was a complete success, thanks to the skill and supervision of Hampton and Jim Moore, another engineering graduate.

The final and very important sledging journey of this expedition was the crossing of Graham Land by Rymill and Ted Bingham. There had always been some doubt as to whether Bingham could manage such a journey because of an old rugby injury to his knee, which gave him considerable trouble. However, the journey was successfully completed, in part thanks to an ingenious splint and harness designed and made by Ham. He was indeed an excellent expedition man.

Prior to 1939 Hampton was a member of the RAF Reserve of Pilots, and when war commenced he joined the Department of Civil Aviation under the Air Ministry. He was concerned with the most profitable use of the various civil aircraft taken over in 1939 by the RAF when all independent civil aviation ceased, and with the possible use and extension of civil airfields.

Anxious to get back to active flying, he was seconded in 1942 to BOAC, where he was involved in the Leuchars to Stockholm clandestine night operations used to fetch urgently needed raw materials that were available in Sweden, such as ball-bearings and mica. Subsequently, he was posted to the Middle East, India, and Africa. After the war, he joined the Napier Aircraft Company.

Hampton was a Freeman of the Guild of Pilots and Air Navigators. In his later years, his great interest was sailing with his family from his home in Lymington. He also served a term as Vice Commodore of the Royal Lymington Yacht Club. He married Joan Fooks in 1945, and they had a daughter and a son. Hampton's widow and children survive him.

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The disappearance of Hans Krüger

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William Barr's excellent review of the career and disappearance of Dr H.K.E. Krüger (*Polar Record* 29 (171): 277–304) opens the door to further speculation on the fate of the lost German Arctic Expedition. Among other things, it suggests that Krüger had a contingency plan to

winter in the Canadian Arctic islands. His cryptic remark that any search for him would be 'totally pointless' (Barr 1993: 289) makes perfect sense in this light. Because he failed to achieve his primary goal after so many years of planning, it is possible that he decided not to return to Greenland in 1930.

Because no trace of the German Arctic Expedition was found when Cape Sverre was searched in 1957, it has since been assumed that Krüger and his colleagues died before reaching Amund Ringnes Island. However, Krüger did not leave a message on landing on Meighen Island; he