The lower deck on *Aurora*: H.V. Goddard's diary, 1913–14

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ABSTRACT. Herbert Victor Goddard was second steward on the voyage of SY *Aurora* under Captain John King Davis, to retrieve Douglas Mawson and the remaining members of the Australasian Antarctic Expedition (AAE) from Commonwealth Bay in the summer of 1913–14. He kept a previously unpublished diary in pencil. He was on his first and only voyage working at sea and the diary records observations by an optimistic newcomer to the region. It gives the view of the voyage from eyes different from those of the leaders of the expedition, records the daily routine on-board, and documents a few incidents not covered in the formal reports of the expedition.

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Introduction

Herbert Victor Goddard was born on 17 December 1888, in Birmingham, England, the son of Thomas and Eva Marion Goddard (née Thurston). His father was a bootmaker. In 1904 he became apprenticed in the coach-building trade, completing his articles in 1909. During the coach-building phase of his life in England, he worked with Daimler and the Standard Motor Company.

Goddard migrated to Australia on board SS *Beltana* in 1912 and kept a diary of this voyage. In Australia, he worked with early car manufacturers such as the Melbourne Motor Company, Globe Motor Company (Melbourne), and Vout Chisholm and Company (Hobart).

In 1913, he joined the crew of SY *Aurora*, under the captaincy of John King Davis, as second steward on its voyage to Antarctica to relieve Dr (later Sir) Douglas Mawson. Mawson had been due for repatriation a year earlier but was delayed for the extra time because of his late arrival back at the base at Commonwealth Bay following the death of his traverse companions Belgrave Ninnis and Xavier Mertz. The voyage departed Hobart, Tasmania, on 19 November 1913 and returned to Adelaide, South Australia, 26 February 1914. Goddard remained on the ship for its return to Hobart in March 1914 and was formally discharged on 19 March 1914.

The voyage was the second attempt to retrieve Mawson from Commonwealth Bay, where he had spent a second winter (1913) during his Australasian Antarctic Expedition (AAE) of 1911–14. The journal should be read in concert with the diaries of Mawson (Jacka and Jacka 1988; Mawson 1914, 1942) and J.K. Davis (Crossley 1997), as well as with Ayres (1999).

Expedition route

Figure 1 shows the route taken by the expedition and Figure 2 the detail in the western part of the region, in the vicinity of Drygalski Island, one of the voyage's important goals.

The AAE was planned initially to last for 17 months (including the 1912 winter), and to explore the region between Cape Adare and Gaussberg. Mawson set up his winter quarters at Cape Denison in Commonwealth Bay, and Frank Wild established the winter quarters of the Western Party at 95°E on the Shackleton Ice Shelf near Drygalski Island. Mawson was stranded at Cape Denison for another winter (1913), and the voyage in which Goddard participated was planned to retrieve him. The voyage was then to proceed west to Wild's now-deserted Western Party region to conduct further surveying and scientific studies.

The ship sailed virtually due south from Hobart until, on the latitude of Macquarie Island, it turned due east to the island. After a few days there, it sailed southwest directly for Commonwealth Bay, where the retrieval of the Mawson party was effected successfully. From there, the expedition headed west, following the ice edge, until it visited the site where the Western Party had wintered, then via the shortest possible route to Adelaide, Mawson's home. Many of the crew signed off in Adelaide but others, including Goddard, stayed on board for the return to Hobart.

Goddard's diary

The journal has been transcribed from the original (in pencil), now held by Peter Goddard. The transcription has left the spelling and grammar as in the original. Words or

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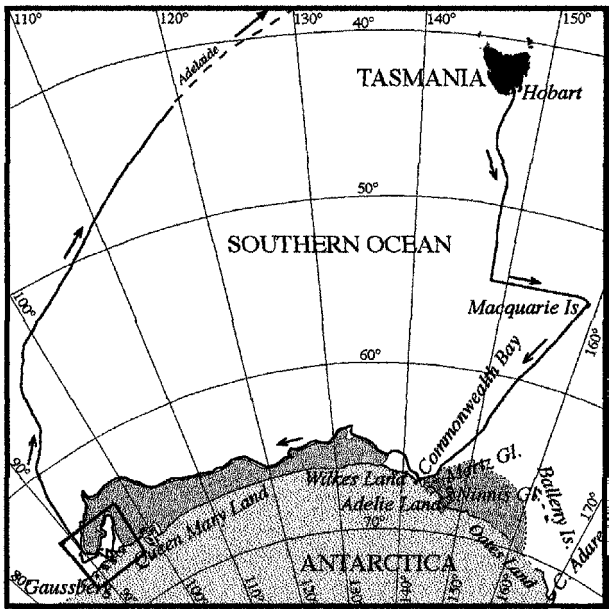


Fig. 1. Track of the third voyage of the Australasian Antarctic Expedition, 1913–14 (after Mawson 1942). Area covered by Fig. 2 is highlighted.

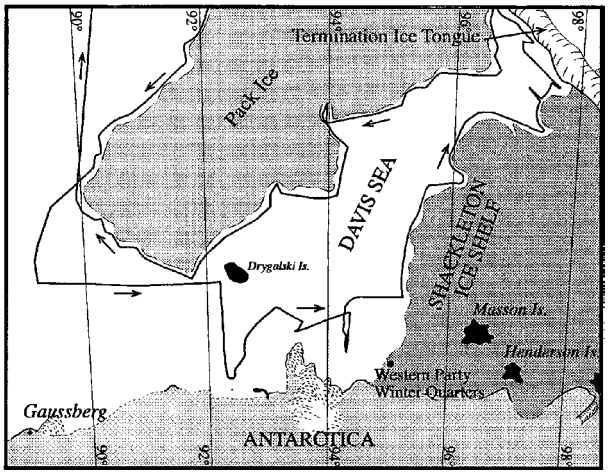


Fig. 2. Detail of the western portion of the Antarctic coastline traversed by AAE, 1913–14 (after Mawson 1942).

parts of words that have been added for clarification are in square brackets.

The significance of the journal lies in the view that it gives of life on board from the perspective of one who, as second steward, was a relatively junior member of the ship's company (although his salary of £6/10/- per month is well above that of an able seaman). It also is interesting that Goddard's name does not appear on the list of 'Members of the Expedition' given in Crossley (1997), which provided lists of crews of the various AAE voyages, although that for the 1913–14 voyage is incomplete. Details are included in Table 1.

It was Goddard's first experience as a member of ship's company and his first and only voyage to the Antarctic; many others on the ship had been there previously.



Fig. 3. A boxing match on SY *Aurora* between Archibald McLean (surgeon for two winters) and Xavier Mertz, on the voyage to Antarctica, December 1911.

Goddard sailed with little in the way of expectations, and the diary reflects the fresh experiences of an optimist. It is written in a highly positive way by a man who turned 25 during the voyage, and who was a natural observer interested in all that went on around him.

The diary gives insights into the activities and interests of the crew. It provides an outline of the daily round of chores and their timing.

The fight mentioned on January 31 is not mentioned in the published versions of the voyage. In the light of the contest shown in Figure 3, it is likely that it was a staged event rather than in anger. Nor do the official narratives refer to the destruction of the captain's chair during the frivolity of New Year's celebrations.

Other reports of the voyage are very formal and record only the names of those who were officers or gentlemen. The lower ranks rate no mention, probably reflecting prevailing attitudes and practices of the time. Davis' narrative of the voyage (Crossley 1997: 13) has the typical ship's complement, listing by name the captain, officers, and engineers plus 'seamen, stokers and galley staff to the number of nineteen.' This pattern is in contrast to the attitude of some others, for example Amundsen and Drygalski.

The journal begins on the day the ship left Hobart and finishes two days before arrival in Adelaide. The diary has been divided up by crossheads by the Editor for ease of reading.

Diary of the voyage of SY *Aurora*

Aurora [Wednesday] Nov[ember] 19. 1913 Hobart

Joined ship 9.45am Sailed away 10.10am Good crowd to send us off. It was a beautiful day and when one heard Capt. Davis say 'let go at the front' and then 'let go at the back' it dawned on you that you were aboard, and though

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Table 1. Crew list for voyage of SY *Aurora*, 19 November 1913 to 26 February 1914.

Master	Capt John King Davis: 'salary as per agreement.'
First officer	John H. Blair: signed on 17 September 1913 at £14 per month; completed service 28 February 1914.
Second officer	Percival Gray: signed on 27 October 1913 at £10 per month; completed service 19 March 1914.
Third officer (and auxiliary second officer)	Clarence Petersen de la Motte: signed on 23 September 1913 at £9 per month; completed service 19 March 1914.
First engineer	F.J. Gillies: signed on 29 August 1913 at £20 per month; completed service 19 March 1914.
Second engineer	Max Fritzte: signed on 19 November 1913 at £10 per month; completed service 27 February 1914.
Donkeyman (and third engineer)	A. Beverley: signed on 9 October 1913 at £7/10/- per month; completed service 19 March 1914 and paid £6 bonus.
Boatswain	J. Doherty: signed on 20 October 1913 at £9 per month; completed service 19 March 1914 and received £6 bonus.
Cook	J. or L. Kyme(r) (or Ryme): signed on 11 November 1913 at £9 per month; completed service on 19 March 1914 and received a £5 bonus.
Chief steward	G. Williams (Gus): signed on 1 September 1913 at £9 per month; completed service 19 March 1914 and received £6/12/- bonus.
Second steward	Herbert Victor Goddard: signed on 19 November 1913 at £6/10/- per month; completed service 19 March 1914 and received a £5 bonus.
Able seaman	M. Foley: signed on 10 October 1913 at £5 per month; completed service 19 March 1914 and received £6 bonus.
Able seaman	Johannes Hansen: signed on 19 November 1913 at £5 per month; completed service 19 March 1914 and received £4 bonus. Signed cash advances on 28 February 1914 as 'Chief Officer' suggesting that he may have been First officer for the voyage from Adelaide to Hobart.
Able seaman	Thomas Liddiard; signed on 5 November 1913 at £5 per month; completed service 19 March 1914.
Able seaman	Oswald McNeice: signed on 1 September 1913 at £5 per month; completed service on 19 March 1914 and received a £6/12/- bonus.
Able seaman	J.G. Mahr (or Maher): signed on 5 November 1913 at £5 per month; completed service 28 February 1914 and received £5 bonus.
Able seaman	J. Offin: signed on 5 November 1913 at £5 per month; completed service 19 March 1914 and received £5 bonus.
Fireman	J. Blake: Signed on 10 September 1913 at £4 per month; completed service 19 March 1914 and paid £7 bonus.
Fireman	Jacob Mort: signed on 17 November 1913 at £5 per month; completed service 27 February 1914.
Fireman	Enoch (Theo) Andersen; signed on 18 November 1913 at £5 per month; completed service 27 February 1914.
Supernumeraries	
Mechanic and assistant physicist	Percy C. Correll; paid £30 by Professor David.
Biologist	John G. (Johnnie) Hunter.
Photographer	Frank Hurley.

they had told me where I was going, I could not realise it. It was interesting viewing coming down [d'Entrecasteaux] channel which is very pretty, but I soon realised I was not there for sight seeing. Most of the staff were very serious, a few sailors, firemen etc. had hardly recovered from previous nights enjoyment. They had tried to be like camels, but failed miserably and one has to deal carefully but strictly when they are like this.

I was being duly instructed into my new duties little by little and bit by bit and though strange, and having plenty of patience one got on fairly well. I felt a wee bit queer at night. They killed sheep on deck and sight of blood all over deck is none to good for a beginner at sea. I was sharing room with Gus [Williams] (Chief Steward) and Tas [Ryme or Kyme] the cook. A very quiet fellow also new to sea cooking. I turned in at night but did not sleep but had good rest.

Up at 6 o'clock Thursday had an apple but failed to keep it down and for first time at sea felt a wee bit off. Had several drinks but they would not keep down but with Gus good help I managed to stick my work but about eleven I felt rather queer but had drink of lime juice and kept that down and soon started to pick up.

We had packed all good crockery etc. away and used all tin utensils. Sea had good swell on, and to be in the galley was real funny. The things slipped off the stoves like hot cakes and ships cook on a boat like this is rotten. You are up to your knees in water. We went down in

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stores till about 8.30pm after that bed. I was tired and slept very middleny, at two o'clock Tuesday it blew a gale of wind and rain and boat rolled rotten. We had water in our bunks, nearly everything wet. In the dining room about two inches of water all over floor, while on deck it was feet deep in places not inches.

We wore our sea rubber high boots. We also had other clothing given us including leather water tight boots, 3 pair of sock, thick under vests, pants, shirts, jerseys, head corals [?] and one antarctic shirt.

Water made awful noise falling on deck continuously and boat rolled very bad, waves dashed easily over the bulwarks. Friday night came I felt bonser.[1] Everybody goes to bed early. I turned in at 8.00 and so far feel bonser and are rather enjoying it.

Saturday [November 22]. Up at 6.15, made first mate tea and toast then clear supper things away and get ready for two breakfast at 7.45am, then 10 at 8 o'clock. Wait on table, clear away, sweep up and wash up, fill filter. Do officer's bedrooms then get ready for laying dinner 10 at 12.30pm. 2 later dinners, snatch own dinner then clear away and put all your things away. At 3.45 afternoon tea. 4.15 clear away 4.45 lay table for dinner at 5.00 for 10. Two [hours] later then we have our tea about only meal we have properly, then we just leave a few things on table for if anyone wants a bit of supper and though this does sound light for a days work it is very difficult to walk and stand, yet alone work.

Food served up is of good standard quality and includes fruit once, we had twenty live sheep aboard while store rooms are a sight to see and gives the impression that arrangements are well made and plenty of jam and pickles are served, while food is same from Captain down to the Donkey man. No distinction at all except officer explorers and wireless people have it in the dining room. We stop to take sounding of the oceans bottom once or twice every day, they can even tell nature of the bottom with instruments they use line through steel wire. Several of passengers have been ill right up till now and two are very much off now. I reckon considering her size I did pretty well when these other fellows are experienced travellers.

It is Saturday but nothing much doing weather fine, a lot of swell on though. Day passed off quiet. We stayed 2 1/2 [hours] for sounding and depth was above 2000ft. We are now in the [latitude] 50.

Sunday [November 23] up at 6.15 about first time I could not tell it was Sunday. Weather good, boat still rolled a lot. Sounded again for several hours. All fellows on board are well. Had two sheep killed today. Cook then got mouth organ out and some of the crew had a sing song. Nights are hanging out fine. It gets dark about 9.30. We have a few big birds following us, fine looking species. Only did 76 miles yesterday.

Monday [November 24], lovely day very usual

Tuesday [November 25] also nice and fine but getting pretty cold. Hobart is about 42 degrees; we are about 52 today.

Wednesday [November 26] finished first week today was cold water temperature about 33, latitude 53, depth about 2800ft.

Thursday [November 26] up at 6.15, still getting wee bit colder, latitude 55 today south. Had a bit of snow this morning and they say it is regular Macquarie Island weather. We hope to be there tomorrow all going well.

Friday [November] 28 arrived all serene, we all waited to see first glance of the island but did not see it till 4.20pm and anchored there about 7.30. Noticing first glance one sees a mass of ups and downs of rocks. It looks very wild and forsaken place. We ran in small bay. There is no landing place so no one went ashore. It is terrible risky place, so many rocks beneath the water. Three ships have been completely wrecked last few years. There was only four men there then. Hatch[2] who get a lot of blubber oil from having just lately taken his men back. A remarkable sight met ones eye when it is quite light and that is the large number of penguin rookeries there are and the large number of birds in them.

Another great sight is number of sea animals including sea elephants, tiger leopards, lion and all kinds of seals. The island itself is approximately 23 miles long by 3 wide and known by different. We stayed on east and west sides and sounded all around but anyone got in boat from the ship got wet through. It was so choppy all the time. They brought some sheep here years ago and now there are just a few left but they are quite wild and wander up and down. It is impossible to catch them. They have too many different runs, the only hope is to shoot them at sight. They have also a few rabbits here.

One of the men was telling me they have practically no fresh food for five or six weeks. No such things as milk and sugar for three months. The *Rachel Cohen*,[3] a sailing ship which is the ship that generally serves got into rough waters and consequently had to put back badly damaged and New Zealand government sent relief steamer with food etc. and so saved them although they say they never felt better in their lives. They chiefly lived on sea elephants tongues, which on average weight about three ton each, so you guess they have pretty big tongues. Also penguins lay eggs similar to duck eggs. The shores are simply littered with livestock.

The island itself contains beautiful rugged scenery, some fine fresh water lakes, some fine deep water beautifully clear, in fact sea itself is also quite clear but climate of the place is rotten. They get mists for months at a time, blizzards, rain and wind and about nine of the twelve months weather is too bad for anyone to appreciate. We took on board hundreds of specimens of all kinds from the islands.

December 1913

We left Friday [December 5] morning after being there just a week. We were all anxious to move. It gets tiresome hanging about only sounding. We made fair progress. Our four new mates who had been there for above 2 years were all jolly decent fellows. Three had been doing exploring

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and scientific work, weather conditions, sun, rain, snow, and anything of value to the scientific world generally and all seemed jolly glad to leave it. Weather was pretty good, it snowed occasionally but boat rolled like the very devil.

One sees many different temperaments of a journey like this. All are a bit serious at heart but some always show a smiling face. We get some good times at night. They get around the piano and have a good sing song, one forgets they are at sea especially when one thinks of old times. Gus often says 'I wonder what the boys are doing,' or when Saturday round, who are we playing today.

Boat made good head way on the Tuesday [December 9] latitude 64, we did 164 miles. Not too bad weather, still kept very fair just a light shower of snow occasionally but we are rather favoured with fair winds. On Wednesday midday Dec[ember] 10 we started to meet loose ice and kept on passing small pieces. Then at night pieces got much bigger and boat hit several. It was foggy and navigation was very difficult, still all went well through the night, but it is trying ordeal for a skipper to be up all hours of the day.

Next morning, Thursday [December 11] we were right among the pack ice. It was very thick, almost impossible to get through. Boat got some nasty smacks that would have crippled our iron boat. At about ten o'clock we passed a very big iceberg, diameter about 100 yards. Later we passed many large pieces with large seals, penguins, and two whales about 35 feet long. We had several lots of birds with us, rather small but look tough. Antarctic petrel and snowy petrel, also plenty of large penguins are passing and going to Macquarie to roost.

When one sees the great and glorious fields of ice and snow one soon forgets the discomfort one have to put up with. It is fascinating to the extreme in fact. Its like looking at the pictures of fields of snow but then when you are on a boat and large pieces touch the side of the boat you could get on them and it indeed looks very tempting. In fact the old scenery is so beautiful and strange to describe. We have only 140 miles to do at 12 o'clock Thursday, but we only doing about 2 miles an hour now. We can't get through only with greatest difficulty, captain has been in the barrels for a long while.

Friday Dec[ember] 12 had a good night sleep, boat had some awful bumps. It regular lifts ship up and stops it. The captain was again on the look out at night. It is cold this morning with cold southerly wind, snowing a bit too. Was bitterly windy this afternoon about 3 o'clock. The lookout sighted the barrier 40 miles away and weather cleared up fine at 9 o'clock pm. It was like a bright spring day. It is hard to go to bed with broad day. We are almost there. Captain Davis is much worried out course, it is only natural considering he was compelled to leave him here for the winter months and of course Dr Mawson is really the boss.

Turned in at 10 pm, slept well, called up at 3.15 for coffee. Nearly everyone was up. We were in Commonwealth Bay, which is quite a nice natural harbour with its white covered mountains on either side. We could see Dr Mawson winter quarters. The whale boat was lowered at 6am and Capt. Davis with four explorers went to fetch them back to breakfast. Those of crew went, it must have been a great meeting. Most of them are anxious to get back to civilisation again. When we saw them coming back in the boat, six of them, we all got together and gave three hearty cheers for them. They looked remarkably fit but were prettily heavily dressed. They are all big men. The ladder was lowered and they were soon doing justice to breakfast on the *Aurora* once again.

Then they had their mail to last two years letters from sweethearts, wives, mothers, etc. etc. They had many presents amongst them and heaps of papers. They are all well known men and had letters from well known people including Shackleton. Hearing read extracts from them was great and rather funny. You see they have had no news for two years and ask such things as what government are in, how did such and such person do, who one the cup etc.

Dinner got over all right, plenty to do. It is rather cold but it is really in the wind. The captain who is making his fifth trip, was captain on Shackleton's expedition and he's right tip top man at ice work latitude and longitude etc. So of course he and Dr. Mawson are talking together all today. The captain should be happier now. Fancy, it is Saturday [December 13] here, but it makes no odds on the water, work just the same and though we are in port nothing is doing and out here one feels they are far away where no woman has even faced yet. Some might say it's worth a bit to be there but me has me doubts. We had a wee dock and doris tonight to keep the occasion going.

Sunday [December 14] again lovely day, sun shines beautiful. Captain seems lighter hearted now. Good days work today. The motor boat brought about 5 loads of stores etc. on board. Explorers opening presents, sweets and cigars etc. are cheap now. It looks an enchanting scene and one can highly appreciate the song, the midnight sun, when one sees the midnight sun shining here.

We all went to bed in daylight which is so funny with usual watches on duty, viz one officer and one sailor, but despite lovely day and evening a southerly gale sprung up and blew so hard that the anchors dragged and sailors had to be called up to let another anchor down. It is difficult hammering in 20 fathoms in such a gale. They reckon it blew about 90 miles an hour. On Monday [December 15] it was very cold, everything frozen, too rough to go ashore. My word, one realises just a little what it must be in a blizzard, out here with no shelter etc. Plenty of work to do, they have brought quite quantity of stores aboard and many of them we are unpacking and having them for ship's use. Plenty of good stuff, biscuits etc.

Tuesday [December 16] was much better day. Motor fetched seven loads of stuff including the wireless gear which has been dismantled. One hears many little interesting yarns of the party stay, some humorous, some sad. Dr. Mawson must have had a terrible time when he lost his two companions, Lieutenant Ninnis and Dr Mertz. First the lieutenant fell down a crevice at tremendous depth, then the Dr. died of starvation. He could not eat

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their dogs, their only food, so starved, leaving Dr. Mawson to get back 300 miles with only dog meat to eat and very few know the difficulty of transport under such condition.

Noticing Dr. Mawson closely one can read leader on his face. He looks in general very tall, fairly broad shoulder for a young man. Speaks firm but nice. A substantial man, eats what given him, not a little bit of this etc. One cannot help but like him. He's very active, always up and doing.

We had a long days work today unpacking stores still coming on.

Wednesday Dec[ember] 17, my birthday but no body knows or possibly no body cares. Still what odds, one can not help when they are born, but I never thought I should spend one out in an outlandish place like this, with no prospect of going home for months and months and months.

Weather still good, we had the flying machine come on board today. It is very interesting seeing all the different gear they use, sleeping bags, sledges, clothes and speak to men who thoroughly understand the old business.

Mr. Maddigan, 2nd in charge is very nice man from Adelaide University. Won the Rhodes Scholarship and going home to compete for Senior Rangalaship.[4]

[December] 18, 19, 20 all the same.

Sunday [December 21] again, so it says by date but one can't tell any difference. Every days alike. We get plenty of music. The glittering ice gets a wee bit tedious. The explorers are anxious to get home but we have a lot of work to do yet.

Monday [December 22] a fair good day.

Tuesday [December] 23 getting near Xmas. Towards night, weather looks dirty, starts snowing, wind gradually comes up. Wednesday 24 Christmas eve day, a perfect rotter, windy, misty, snowing and turned out a real day for experience. Towards noon, wind increased to about 90 miles an hour. Captain got anxious, in fact everyone was. It was so windy and snow hit one with as much force. It was very bad, every one wore their oil shirts and it seemed that ship would be pulled in two very soon.

Our 2nd anchor was holding so well. Right at lunch time the crisis arrived and as it proved we were only just in time. We got the anchor up off the bottom and dragged through the water. We could not stop to wind her right up and we made off in the semi darkness in a mad raging sea. It seemed we could not live in it.

Orders were given to get the boat ready (Motor). This was about one o'clock. What chance could a boat stand though everyone but engine room hands were on deck. It was terrible how the ship was blown about and owing to so much pack ice being about we had to take an eastern course near the barrier all the time. At two o'clock things were even worse. My God, it was a lovely Xmas time.

The boat lashed up to day. It got a terrible knocking about with the sea which coming right over the boat. The captain was yelling orders like mad from the bridge. Every one worked like Trojans, their lives were at stake. At 2.30, a big wave washed a davit holding stern of boat and piece of Bulwark clean away. Then the anxiety was at its greatest. The waves dashed the half supported boat against the ship with terrible bangs. It was all up with the ships side or the boat had got to go. The ropes had got tangled in the storm and it was too rough to right them. Then came the order, cut boat adrift, and there was our fine big motor boat worth about 250 pounds seen reeling on her side with davit and bits of ship side attached. It was a pathetic scene.

Everyone was wet through and danger was still at hand. Wind blew as hard. Ship was wet everywhere, while the dogs barked like fury. At about 4 o'clock it got a wee bit clearer and danger was practically over. We simply went backwards and forwards. It was still very rough and work very difficult.

The captain spliced the main brace and told the crew they done well. About 10 or 11 of explorers where more or less ill at night, only 8 out of 19 had tea. Prospects look bad. We have broken one anchor, lost the chief part of the other and lost our motor boat and ship is damaged. It takes away ones courage a bit. It was a terrible night, snowing and windy. Every bedroom wet, inches deep, many beds wet, all clothes wet, many sea sick. It was absolutely grand, I don't think. Still the day ended and one of worst possible day to Xmas day arrived but no Santa Claus and to wish anyone a merry Xmas was a mockery.

Conditions were better but was cold, snowing fast and rough, only I had breakfast. Xmas day festivities were postponed. The crew had a bottle of Russian stout, cigars and a tot of whisky given them but it was a miserable day and several ended with a snowball match to liven things up a bit.

We are still going backwards and forwards waiting for good weather again.

Boxing Day [Friday, December] 26. It is a bit better today and all hands were practically well again. Even Dr Mawson was sick. Same old place, up and down barrier, still it is safe today. Saturday. Been a big improvement and it left of snowing for first time since Tuesday. Ship been done up a bit and things are much better.

Sunday [December 28] we started for the west, weather still improving. On Tuesday before Xmas we had taken the 12 dogs left on board from the hut and only just in time. Everyone alright again, water fairly rough.

Tuesday [December 30]. All among the ice again. We passed a glorious looking scene today, in a big snow cavern. Boat was lowered and immediately photo taken, also fine big bergs all about.

Wednesday [December 31, 1913]. The boat was lowered again and 8 of our party landed and got good photos, birds, eggs, samples of rock etc. Tomorrow is New Years day.

January 1914

We all stayed up today till 12 o'clock to let the new year in. Precisely to time we all beat can tins etc., made a hell of a row. The crew thought the skipper would splice the main brace but no luck for them, but down aft they played

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the game. They fired shots off from guns then fetched their whiskey out which they had kept for two solid years and all aft crowd were welcome to drink. They played up till 1.30 am [Thursday, January 1, 1914]. A lot of them got out when I went down next morning. It was a sight, cups and plates all over the place. Captain's arm chair in pieces. In attempting to sing Auld Lang Syne they were all quite willing but the whiskey was too much and they fell on his chair.

Gus, Jack, the boatswain is a very decent young fellow, had a little party on our own. Next day was fairly fine but we were out to sea again and boat rolled a good bit. It was to be our feast day, only about half faced the table, but all was well for dinner.

We had quite a big menu, having such things as boiled hams, fish, curry soup, ginger aninshatele,[5] ginger biscuits, cheese, apples, champagne and cigars. Not forgetting plum puddings. Fancy such a spread all amongst the ice. The crew got served well too, having bottles of Russian stout and glass of whiskey each. We had a fine big cake at tea time. Sent to Dr. McLean,[6] well sugared.

The captain sits at the head of the table and it caused heaps of laughter seeing the difficulty of getting knife in the ice. Everything passed off well. At night the same trio, Gus, Jack and I passed a pleasant evening over a glass of grog or two, cigars and other light refreshment of course.

Times are very different at sea to shore, for instance here in a wooden ship you hear every roar of the water on the side. How clear it sounds. You would think there is nothing between you at all.

Friday [January 2, 1914] we started bound and fast for the west to [name missing; blank in diary] Bay. Days seem long but come and go.

Saturday [January 3] again and amongst the ice water shoot again.

Sunday [January 4] was one of the finest days I have ever seen. We went through fields and fields of pack ice. It was so thick it looked impossible to get through at all. Boat (got) some awful bangs and lifted inches high from her own weight on water. Many wondered if we should ever get out again this season. It would be rotten having to winter here. We are practically as far south west as any ship has been and are doing good scientific work and we shall be able to give the people a true coast line.

Ross and Wilkes must both have been very brave to have come down in these regions in wind bags and one can easily understand that it was impossible for them to invest. It is jolly difficult to get in and out with steam. We stand for hours some times, can't move with full steam. Occasionally we passed close by side of icebergs much taller than ship masts and so close did we go, one trembles to think what would happen if she dipped or piece fell off top of berg. Still one has to take all these chances.

Monday [January 5]. Still amongst the pack ice but much lighter. Weather very dull today though.

Tuesday Jan[uary] 6. Did something of everything today. It was like a pantomime, some sounding, some with fishing net, others taking deep water temperatures. Others got small trawlers out then crew let the big trawler out, which itself weights 3.5cwt. We trawled at 5000 fathoms.[7] It seems hardly credible and to show the difficulty it is took 6 men 8 hours with the steam winch going all the time to drag her in. We got a fair good haul, chiefly big stones and jelly fish etc. of very rare species. Dr Mawson was well pleased and all the crew got a bottle of stout each next day.

Wednesday [January 7]. Clear of pack ice but many pretty big bergs about.

Thursday [January 8] was anniversary day of expedition landing in Commonwealth Bay 1912, and they are still wondering when they will get home. We had a spread out of the ordinary for the occasion.

Friday [January 9] was worst pack ice we have been through. Light is very bad, no sun and nasty mist. They would like to land but it is too risky.

Saturday [January 10] again, weather clearing a bit. Pretty clear today of pack ice but we are only about 200 yards port side of it. Had cigar and drink, Wednesday,[8] drunk my stout tonight about 10 o'clock and drunk the health of our cobbers[9] in civilisation. If fact Gas and Jack had drunk theirs so the three of us had a nip.

We had our third seal on board today. It is more fun getting them. We pass heaps of them a times. Someone shoots one of them as they lay on the ice covered with snow and then a rope is lowered and several race towards him to fix rope under his flappers. Then we haul him up but face of ice being soft ones legs sink to knees deep. Next day we have seal to eat and my word it is tasty and quite a change from tin bully beef.

Friday [January 9][10] Did a bit of trawling but did none to well. Weather is dull, plenty of ice about.

Saturday [January 10]. Same old routine, are well above half way to second base but skipper afraid to get there too soon — great possibility we can't get in.

Sunday [January 11]. A very nice day, it is remarkable, Sunday is nearly always good day. Ice pretty thin through. Gus and I generally talk over old times on Sunday night.

Monday [January 12] here but weather changed to dull, cold and windy. Towards night it got very rough. Boat rolled about absolutely rotten. Things looked none to good for good night. We had extra man on watch. It was snowing pretty hard. I turned in at ten but boat rolled so much I did not sleep 5 minutes. It nearly rolls over inside right out.

Next day Tuesday [January 13] was still rotten but rolled bad and water washed savagely over bulwarks right into the galley with tremendous force. It was snowing hard still with very strong wind with us. The poor dogs get no shelter and howl and whine. They lay all in the wet covered with snow. The boat shifts them every minute or two. We have now got the wireless up and it looks fine but we can't get messages through from there. One thing it is never dark this time of the year and rays of light absorb too much of electricity so we can't let them know all is well so far. Tonight weather cleared a deal.

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Wednesday [January 14]. 8 weeks since we left Hobart and lovely day. We are 110 miles north of Wild's[11] base and are trawling and busy sounding. Weather is good today and one appreciate good day here after bad ones.

Thursday [January] 15. Very misty, find it impossible to get through ice barrier. Sea a bit rough and making little progress.

Friday [January 16]. Still right amongst the ice. Nobody seems to know what's doing.

Saturday [January 17]. Very fair weather, rather dull. Sunday getting nearer land. On Friday we caught two seals also hankered in the snow and filled our tanks with snow. All available hands had to give a hand. It took 6 to 7 hours. It was rare fun being on the ice and makes a very pleasant break of being on board all the time. The ship had great difficulty in getting away clear again. We got a few penguins, come right up to you.

Monday 19. Weather good but pretty cold, about 24. We are in [latitude] 65.90, very near land. We hope to sight tonight. We came through a lot of ice last night. The bangs of the ship grinding through, it keep one awake. We saw a big berg break yesterday, it was a loud crash. We had a big whale following this morning. We got photo of him and where just about to shoot at him when he disappeared altogether.

[Tuesday, January] 20th. No sight of Island we are out to discover. It been seen by a German from a balloon also by our 2nd base party 50 miles away. Towards night we sighted the island and soon got along side it. Was all snow covered and was unclimable sides being 150 feet high while in centre it appeared to rise to about 1000 feet high. It looked a high convex track. We tried all round but failed to get on. It was I should think about 18 miles around it. It is called Drygalski Island. We did a lot of sounding and that's how they tell it's an island and not just an ice island.

Water was quite shallow all round while a mile out it was 800 fathoms. We had best catch in trawler we have yet had, many fish of all descriptions, seaweeds, shells, rocks, sea ducks and lots of little things that belong to the mystery of the mighty deep.

We left here on Wednesday afternoon 21 Jan[uary] for Rookery Island which is practically unknown and not on the charts. We ran into it at about 3pm. Ship was right into the ice when we again used out snow bunkers. A few went ashore, any had gone to bed at ten. It was sunset and the sight of seeing ship right in the ice and the colours of the sunset on the starboard side and beautiful blues on the port side, reflecting on the snow. On the port side it was one mass of flat ice fields it's all one could see, while on starboard side see the rugged rocks covered all white with sky for background. I never wish to see a fairer scene. It was more a dream, the finished work of a great master.

I had had a bath earlier on so not go ashore. We get buckets of hot water and bath best we can in front of engine room fires. It is makeshift, many don't trouble but it is well worth to feel fresh and free.

All hand up at 6 o'clock but does not look one third so pretty compared to previous night. We caught a Ross seal, night of landing also penguins, Emperor. Today promised well. We are to have the dogs out and go sledging to get Ross seals and penguins. So far only eleven Ross seals have been accounted for in (seal history on other expeditions). We got six and 9 Emperor penguins. It is such a pretty sight seeing dogs in the sledges. They can drag three or four men easily and while on the ice here one forgets the hardship of sea life and feel how one is privileged to see such wonderful sights.

We again filled our tanks and at 2 o'clock left to try and get in 2nd base. Ship is like butchers shop. Seals are being cut up and skinned.

Thursday [January 22]. Dull morning, we have only had about 3 sunny days all the month. Wind got up badly, dirty weather threatened. We passed through a lot of pack ice tonight. Captain on bridge all night.

Friday [January 23]. Very rough weather, windy in the extreme and blowing spray right over ship. It wets one through in a few seconds. We were in nasty position. Many sick again and talk about life at sea, it not fit for a dog in such weather. We were making for the Barrier for a bit of shelter but had engine opened full out but only did about one knot an hour.

Friday night 12pm was eagerly awaited to see if change took place but no, it got worse.

Saturday 24 Jan[uary]. Just a month since last event and it is just about as bad. Wind blowing 60 or 70 miles an hour. The spray freeze on you, it is terrible cold. This morning we had a bit of a shock. A berg hit our martingale[12] and displaced it, broke several iron fastenings. It looked serious, this is one of ship's main means of support. It keeps masts up etc. Fortunately a sailor was lowered and temporary secured but if we don't soon get into shelter something will happen. Dr. Mawson had all hands on deck to do what they could.

It was Saturday again and no one could imagine a worse one. We are still making for barrier. We usually burn 5 tons of coal a day but we are burning 12 tons now and doing about 28 miles a day. Everywhere is wet, saloon gets it badly down companion way. Things still no better, decided to have 3 extra men on watch all the time for shifts of 3 hours to assist at wheel. 1 hour each, it was not very popular. Captain up most parts of day and night. All about the same at night. It seems hard to see the dogs lying on wet decks covered in snow. Some howling awful at times.

Sunday [January 25] here again, just a bit better this morning. We are very near barrier, still very cold and windy but sea steadier. At dinner reached barrier but are none too safe. We are like in a lake 14 miles long simply going backwards and forwards, just like a rat in a cage. We can't get out till gale is over, also ship repaired.

Monday [January 26] morning. Weather a great deal better, sun trying to break through clouds. Boat being repaired and all put right. The doctor told us we should then have one more trawl and then take the eastern run down which was good news to us all. Captain Davis is [not][13] very fond of scientific work down here and I think

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it causes a little difference of opinion between him and the doctor.

Most of the sick are well again, some are afraid to eat still, though while one not been to table for two and a half days. Day is improving, all hands are straightening up. Some cooling winds still blowing, we can't leave in this. The barrier looks like big solid walls of snow and ice about 80 to 100 feet high. Impossible to mount at all, so straight up. Weather is improving greatly.

Tuesday [January 27]. Quite a nice day, best for a month. It is a treat to see the sun and everything looks so fine. It seems a pity to leave it. Everybody seems happy again. We had a good trawl at 200 fathoms.

Wednesday [January 28] was good day.

Thursday [January 29] good. We are amongst a terrible lot of ice. We pulled right into a big ice island tonight. Plenty of penguins here. It was very large. Dr. Mawson reckons it was 7 miles wide and also very long. It was a treat to stretch our legs, but crew were not allowed off boat without permission of captain and few get it.

Friday [January 30]. I was up early. I was after a penguin with 2nd engineer. We saw a pack, made a dive for one each. He grabbed one alright after kicking it over. I killed it for him, then chased after the rest. After 200 yards run, I got up to one. They turn around and go to peck you. I knocked down three times then he dodged me into water. I ought to have driven him further from water. At first I had no gloves, or else would never have let him slip. Emperor Penguins are fine big birds about 3ft 6 inches high and very broad. More duck shape body but sit and walk up very straight. They looked the quaintest little or big customers. It falls to one's lot to see with all the beautiful colours, white, yellow, and spotty brown and grey, while their claws are just like animals. While anchored here it was sight to see number of leopards and seals etc. also killer whales. See the leopards chasing the seals was rare fun. Water is very clear, but light was rather bad. No sun today.

Friday morning we left. Supposed to be on our way home about 11 o'clock. We saw a sight which possibly few if any have ever seen before. Big bergs started to break away from barrier. It was estimated at 90 feet high and some of it turned completely upside down and crumbled into pack ice. It went nearly a quarter of a mile. See the beautiful blues of the sea ice as it crumbled. It was just like a big marble city collapsing. It shook the water so much that it regular rocked the boat. It is an indescribable sight worth pounds to see and it just caught our cineograph man at his worst. Just taken a lot of photos and only twenty feet of film. It was rotten luck for him. One of greatest pictures ever screened it would have been.

Both Frank Hurley the cino and Percy Cornell [Correll] are kept busy. Percy Cornell takes coloured photography[14] and does lovely work. Takes photos of all little rare creatures we get in trawl. Got coloured plates taken of different parts of Adelie which no one else have taken, worth 20 pounds each.



Fig. 4. Herbert Victor Goddard standing in front of the trawl winch on SY *Aurora*.

Today Saturday [January 31]. Although it snowed last night and barometer was falling was pretty decent day. We did a lot of trawling at 400 fathoms. First two failures almost but third pretty good. A lot of fellows on board are getting a bit tired of it. We had a fight on board between little Alf [Beverley] Donkeyman and 2nd engineer — a German [Max Fritzte]. 4 stone heavier but English superior skill enabled him to hold his own (Fig. 3). We have again been right under barrier ice, ice, ice. Usual rumor — one more trawl tomorrow and home then (Fig. 4), but scientific men are like Jews after money, the more they get the more they want. Still good luck to them, I say. Let every trawl be a good one. Its just the same amount of work for the crew.

Last day of January. Its been a fair long month but taken all in all a very eventful one but hope by end of February to be nearer civilisation.

February 1914

Sunday Feb[ruary] 1. A fair decent morning, no sun though. Still above side at the barrier. We can't get out yet, pack ice too thick. All on board are hopeful we can get out of pack ice and into the sea ice today or tomorrow. Making fair headway.

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Monday [February 2] morning. Then comes news. Impossible to get further on. Got to go back and look for another opening. Wind has done just reverse to what they expected. Instead of making an opening it blocked it altogether. If we had got out of here we are well north but have now to go west. Boat is getting some good bangs. Several times have been lifted right forward, almost out of water.

Tuesday [February 3]. Still in ice. Doubtful if we can get out this season, but we hope it is not as bad as that.

Wednesday 4 Feb[ruary]. Still no chance of getting through. We are making for Drygalski Island again. Captain up a barrel a good bit of the time. Seen a large number of leopards seals etc., also killer whales. We are in like river water. Hemmed in on all sides by ice.

Thursday [February 5]. Still in ice. Captain in barrel all night and up all day too. We passed Drygalski Island again tonight.

Friday [February 6] morning. Still in ice. Towards noon clear water is sighted ahead from the barrel. At night we run into much easier water and seem to be clear at last after trying in 10 or 11 days.

Saturday [February 7]. Got a bit clearer. We have had awful foggy weather, no sun for days at a time. Consequently we could not get our true bearings. Everybody much happier. Captain had hard time of it and consequently rather cross. Never speaking at all when he does come to table.

Sunday [February 8]. Things going fairly well. Skipper normal. Making fair progress. Now in Latitude 61 today.

Monday [February 9]. Going very fair. Sails up.

Tuesday [February 10]. Weather bad again. Boat rolled bad and water come right over her. Hamilton's birthday. Had sing song.

Wednesday [February 11]. Better day today. Latitude 57 or 22 to go. About 1720 miles to Adelaide because we have about 40 degrees of longitude to do.

Thursday [February 12]. Fair wind and following sea. Boat is rolling rotten. One keeps anything in its place, things go over fiddler[15] like shots and one can hardly stand or walk. It is impossible to stand still by ones self.

Friday [February 13]. Same sails, going strong.

Saturday [February 14]. A devil of a rough day. Waves kept washing right over ship and if one was not quick, they got wet through every time they went on deck. Weather is cold and little is seen of the sun, while it takes one all their time to hold on in bed. The question freely asked is, on your honour, Sir will she turn? It is only a gag but it seems very near truth sometimes.

Sunday [February 15]. A bit clearer weather. Engines stopped for repairs for 6 hours. Wind took us about 4 knots an hour.

Monday [February 16]. Very big sea following us and wind blowing regular southwest and from sailor's point of view are having a good run down on the eastern trading course. Today we are in latitude 48 1/2 with 1360 miles to go. We did 207 on Sunday. 177 Monday.

Tuesday [February 17]. Weather better. Sea calmer but plenty of water comes on deck but we are getting on fine. We heard 5 vessels on the wireless last night.

Wednesday [February 18]. Fair wind. Still starting to get boat spic and span for port which we hope to reach on the 26th.

Friday [February 20]. Beginning to get quite warm. It seems funny being able to spread butter again and jam coming out of tin easily.

Saturday [February 21]. Hoorah. Early we saw a windjammer behind us in full sail about 7am. At dinner she caught us up and with full sail up looked fine. She was the *Archibald Russell*[16] from Glasgow, about 400 tons. It was the first ship we had seen for 94 days. We spoke her with signals (flags) and she promised to report us. It was she been 54 days out. We are all eagerly counting the days now.

One gets tired of practically all tinned foods. Many now are sleeping out on boat deck. Getting too warm for us all, while it makes the dogs pant etc.

Monday [February 23]. Still fine. Making good headway now. We crossed a cargo boat today. Booths Line going home via the Cape. Well loaded, exchanged usual report, us all well. Sailors working bare feet today. They had a fine big concert aft tonight, the last of the trip. Captain and Dr. there. All did a turn. Had a wee drop of Doris, cakes, chocolate etc.

Tuesday [February 24]. Nearly home. We could get in tomorrow but are trawling today. We caught a big albatross this morning. Sailors say a sure sign of bad weather or luck. Will it prove so in this case. We trawled at 300 fathoms but only got a bit of stuff, but it turned out very valuable. Some rare fish were found, it was our last effort. Thank goodness, it was tiring day.

The diary finishes at this point. The ship came alongside in Adelaide at 5.45 pm, Thursday, 26 February. Davis brought the ship to Hobart, where it arrived on 9 March, and the crew was paid off, in Goddard's case, 19 March.

Further Antarctic interests

Goddard clearly wanted further Antarctic experiences and was interested in joining Shackleton's 1914–16 expedition. He therefore contacted Mawson, who wrote him a letter from Launceston on 29 September 1914 giving him contact details for Shackleton. Whether or not this was pursued is not known. On the same letterhead, Mawson also wrote a brief testimonial: 'This is to certify that H. Goddard gave every satisfaction as a member of the ship's party on the Australasian Antarctic Expedition. D. Mawson.'

The papers include a Certificate of Discharge dated 19 March 1914 in which his 'Character for Conduct' and 'Character for Ability' are both rated VG (Very Good).

Goddard's later career

In 1915, Goddard enlisted in the 1st Australian Infantry Forces (AIF) and was posted first to Egypt and later

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to France, where he was wounded in September 1917. Following hospitalisation in southern England he was repatriated to Tasmania and discharged in November 1918.

After World War I, he worked with Hobart Tramways and Autocar Pty Ltd before establishing in 1928 his own motor body building and repair company — City Bodyworks Pty Ltd. After World War II, this became the largest of its type in Tasmania. The factory produced motor and trolley buses for the Hobart Tramways (forerunner of the current Metropolitan Transport Trust), and he served as manager and director.

Goddard was active in Hobart business associations and was at various times on the executive of the Chamber of Manufacturers, Returned Soldiers, Sailors and Airmen Imperial League of Australia (RSSAILA), Legacy, and Hobart Rotary. He was a warden of the New Town Congregational Church. He married twice and had two children — Margaret (Pollard) and Peter — one by each marriage. He died in Hobart in April 1960.

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Notes

The diary also includes texts of two sea shanties (or chanties) sung to keep rhythm while hauling the anchor.

1. Bonser (usually bonzer): Australian colloquialism meaning good.
2. Joseph Hatch, originally from Britain, made his home in New Zealand and operated a major seal oil industry on Macquarie Island for many years (Cumpston1968).
3. *Rachel Cohen* was one of Joseph Hatch's ships.
4. Rangalaship: meaning unclear, possibly Rhodes Scholarship or Wrangler, but this appears to be the spelling.
5. Aninshatele: meaning unclear, but this appears to be the spelling.
6. Dr A.L. McLean was the doctor with the Commonwealth Bay Party.
7. 5000 fathoms: Mawson recorded 2600 fathoms which is more consistent with known bathymetry.
8. Wednesday: seems out of place and may be a recollection.
9. Cobbers: Australian colloquialism for close friends.
10. Friday January 9; Saturday January 10: there appears to be something out of order by a few days here.
11. Frank Wild was in charge of the Western Party's base. He had sailed with Scott and been to within 97 miles of the South Pole with Shackleton. He went on to be second-in-command in Shackleton's *Endurance* adventure, including acting as head of the Elephant Island group. When Shackleton died in 1921, Wild took over the role as chief of the Shackleton-Rowett Expedition.
12. A martingale was found on the bow of sailing vessels. It was a prop or chain passing down from the jib-boom end to the dolphin striker and staying the jib-boom against the upward pull of the jib and jib-stay.
13. [not]: some commentators suggest that 'not' has been omitted when meant.
14. Correll was using the Paget colour process and was the first to be successful using it in the Antarctic (Ayres 1999).
15. Fiddler: fiddles are strips of wood or small cords passed through a wooden frame that is attached to tabletops in a ship's mess-room in order to prevent dishes, mugs, etc, from sliding about in bad weather.
16. *Archibald Russell* was a well-known four-masted barque. P. Gray, second officer on *Aurora* during five voyages in 1911–14, had served as an apprentice on *Archibald Russell*.

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