

# INTRODUCTION



Born on 15 February 1874, Shackleton was the second of ten children. From a young age, Shackleton complained about teachers, but he had a keen interest in books, especially poetry – years later, on expeditions, he would read to his crew to lift their spirits. Always restless, the young Ernest left school at 16 to go to sea. After working his way up the ranks, he told his friends, “I think I can do something better, I want to make a name for myself.”



Shackleton was a member of Captain Scott’s famous Discovery expedition (1901-1904), and told reporters that he had always been “strangely drawn to the mysterious south” and that unexplored parts of the world “held a strong fascination for me from my earliest memories”.

Once Amundsen reached the **South Pole** ahead of Scott, Shackleton realised that there was only one great challenge left. He wrote: “The first crossing of the Antarctic continent, from sea to sea, via the Pole, apart from its historic value, will be a journey of great scientific importance.”

On 8 August 1914, Ernest Shackleton and his brave crew set out to cross the vast south polar continent, **Antarctica**. Shackleton’s epic journey would be the last expedition of the Heroic Age of Antarctic Exploration (1888-1914). His story is one fraught with unimaginable peril, adventure and, above all, endurance.



# THE CREW



FRANK WORSLEY  
Ship's captain.



ERNEST SHACKLETON  
Expedition leader.



FRANK WILD  
Second-in-command.



JAMES WORDIE  
Expedition geologist.



TIMOTHY McCARTHY  
Able seaman.



ALFRED CHEETHAM  
Third officer.



LEONARD HUSSEY  
Expedition meteorologist.



GEORGE MARSTON  
Expedition artist.



WALTER HOW  
Able seaman.



LIONEL GREENSTREET  
First officer.



ERNEST HOLNESS  
Able seaman and stoker.



HUBERHT HUDSON  
Navigating officer.



REGINALD JAMES  
Expedition physicist.



THOMAS ORDE-LEES  
Motor expert and storekeeper.



JOHN VINCENT  
Boatswain and able seaman.



CHARLES GREEN  
Ship's cook.



ALEXANDER KERR  
Second engineer.



LOUIS RICKINSON  
Chief engineer.



TOM CREAN  
Second officer.



WILLIAM STEPHENSON  
Fireman and stoker.



ROBERT CLARK  
Expedition biologist.



THOMAS McLEOD  
Able seaman.



HENRY McNEISH  
Ship's carpenter.



WILLIAM BAKEWELL  
PERCY BLACKBORROW  
Able seaman. Stowaway.

# THE DOGS



In 1914, a cargo of 99 dogs was sent from Canada to London. Of these, 69 were chosen for the expedition. Shackleton and the crew gave them all names, and you may notice that some are named after famous people and crew members.



The dogs came from a mongrel mixture of breeds, including Newfoundlands, St. Bernards, Eskimo dogs, Wolfhounds and wolves. Cross-breeding the dogs meant that they were very strong and had qualities such as a thick coat or a good temperament. The average weight of each dog was 100 lbs!



They included:

Alti, Amundsen, Blackie, Bob, Bo'sun, Bristol, Brownie, Buller, Bummer, Caruso, Chips, Dismal, Elliott, Fluff, Gruss, Hackenschmidt, Hercules, Jamie, Jasper, Jerry, Judge, Luke, Lupoid, Mack, Martin, Mercury, Noel, Paddy, Peter, Rodger, Roy, Rufus, Rugby, Sadie, Sailor, Saint, Sally, Sammy, Samson, Sandy, Satan, Shakespeare, Side Lights, Simian, Slippery Neck, Slobbers, Snowball, Soldier, Songster, Sooty, Spider, Split Up, Spotty, Steamer, Steward, Stumps, Sub, Sue, Surly, Swanker, Sweep, Tim, Upton, Wallaby, Wolf.



The lively dogs were to play a vital role in Shackleton's expedition. Their ability to pull more than their weight, brave the cold and work in packs meant that they were at home in Antarctic conditions. They were expected to cover up to 20 miles a day with a loaded **sledge**.



Each crew member was assigned at least one dog to care for, and many developed strong bonds with them, especially second-in-command Frank Wild, Tom Crean and the photographer Frank Hurley.



# ENDURANCE



Originally intended for tourist cruises and polar hunting, the Endurance (or Polaris as she was initially named) was perhaps the strongest wooden vessel in the world with the exception of the Fram. She was named Endurance after Shackleton's family motto: *By Endurance We Conquer*.



Endurance was designed by Ole Aanderud Larsen, and constructed under the watch of master shipbuilder Christian Jacobsen in Framnaes shipyard in Sandefjord, Norway.

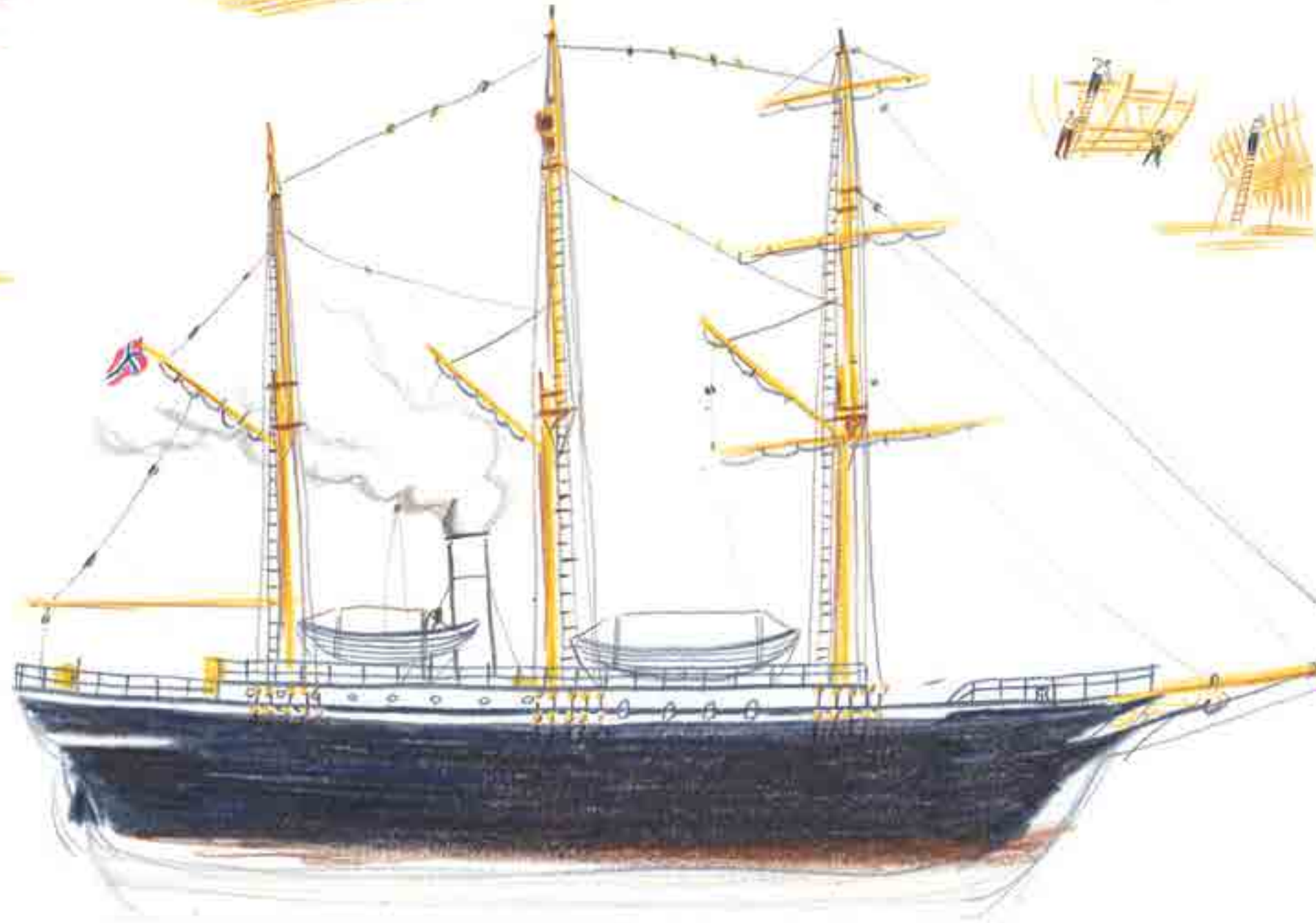
Jacobsen, being a meticulous craftsman, made sure that all the men who worked on the ship's construction were experienced seafarers as well as skilled shipwrights.



One of the main differences between the Endurance and the Fram was that the Fram was bowl-bottomed, allowing her to rise out of the ice if she became stuck.



Luckily for Shackleton, the original owners Adrien de Gerlache and Lars Chistensen were in financial straits and desperate to sell the ship. Being supportive of Shackleton's intentions, they were happy to sell the ship for £11,600 (approx £45,000 in today's currency), a fraction of the original cost.



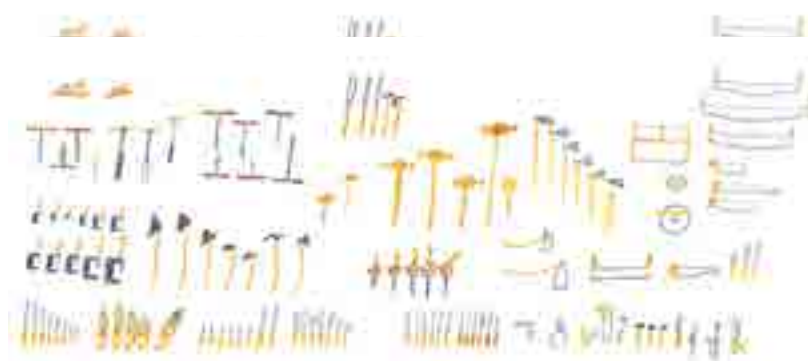
A very robust and sturdy little ship, Endurance was designed specifically to withstand harsh polar conditions. This meant that wherever possible joints and fittings were **cross-braced** and strengthened, making her extremely strong.



Later on, a platform was rigged under the **jib boom** so that Hurley was able to film the ship breaking through **pack ice**.



The bow (the front) would be used like a battering ram to break up thick ice, so it had to be especially strong. In total, it was 1.3 metres thick!



Being such a unique ship, Endurance had to be worked on with a whole host of conventional and unconventional carpentry tools.



Endurance was built from Norwegian fir, oak and greenheart.



Her keel was made up of 4 sandwiched pieces of solid oak, totalling to a thickness of nearly 2.2 metres, while both her sides were 0.7 metres thick.



Each piece of timber had been selected carefully from a single oak tree, so that it would fit the design and curvature of the ship.



## SETTING SAIL



Endurance set sail for Buenos Aires on Saturday, 8 August 1914, after receiving a telegram from the Admiralty which simply read, "Proceed".