Lt. 'Teddy' Evans and Hilda Russell
1902-1913
Biographical Research

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ABSTRACT

The research for this project was conducted Online and at the Canterbury Museum in Christchurch. Online resources included extensive searches of newspaper in paperspast including The Lyttleton Times, The Christchurch Times, and The Star. References to Hilda's father Mr. T. G. Russell, his family, and children provided fascinating background and established a vivid context. These articles also revealed information about her school and wedding. The school archives were subsequently consulted and provided more useful information.

Baden Norris furnished me with a copy of various essential documents including the Marriage Certificate and Board of Trade documents for the crews of Morning and Terra Nova.

The Macdonald Dictionary of Canterbury Biographies, the electoral roll, and the Cemetery Database provided details of the Russell family. Pounds biography of Admiral Lord Mountevans and Evans own autobiography completed the picture.

As a 21 year old Lt Evans joined the relief ship Morning as second officer. The ship took essential supplies to the British National Antarctic Expedition, joining Discovery in Antarctica.

While in New Zealand Evans married Hilda Russell of Christchurch. Her father T. G. Russell had emigrated to Tasmania with his family when he was a child. He and his brother moved to Christchurch in the 1870s. T. G. Russell enjoyed a career as a highly successful barrister and business man. His brother became a journalist and politician, serving in the cabinet in the First World War.

Evans joined Scott's Terra Nova Expedition in 1910 and travelled back to New Zealand where he was joined by his wife. She stayed in New Zealand while he was in Antarctica and following the tragic outcome of the expedition they set sail for England on the Passenger Liner Otranto on which she was taken ill with peritonitis and died at Toulon.
**Introduction: With Scott to the Pole**

At the turn of the last century European nations were determined to establish themselves as high in the hierarchy as they were able; exploration and discovery was a means to this end and the poles were two of the greatest prizes to be taken. At the the height of its power, Britain was as keen as any to claim its share of the glory. The British National Antarctic Expedition led by Robert Falcon Scott was forging the way.

As a young and ambitious naval officer, Lt Edward Evans persuaded Sir Clements Markham, the driving force behind the expedition to let him join the relief ship Morning as second officer. Although relatively inexperienced, Evans's enthusiasm and persuasive manner soon won him friends and the chance to shine.

While in New Zealand he fell in love with a Christchurch girl called Hilda Russell. When, In 1910 Captain Scott set sail for Antarctica hoping to claim the South Pole for king and country and the British Empire, Evans joined the expedition as his second-in-command. The famous story of his tragic journey was made more poignant for Evans whose wife died on the voyage back to England. Evans who lectured on Scott's behalf with magic lantern slides taken by the expedition photographer, Herbert Ponting, given to him after their return home in 1913. He wrote his own account in 1921 entitled 'South with Scott'.

**An Eminent Family**

Whirlwind was a sailing ship of just less than 1000 tons built in Dundee in 1854 as an 'immigrant ship' carrying passengers between England and Australia. It was owned by the Somes Brothers, under the command of its master Edward Dover Edgell, and on its passenger list for the arrival at Launceston, Tasmania, on the 31st of March, 1855 are listed 'RUSSELL, Gregory and Miriam with 3 children'. (Tasmanian Immigrants Ships List)
Two of the children were the 5 year old Thomas Gregory, Hilda’s father, and his baby brother George Warren. His parents took the family to live at Quamby Brook, about 60 kilometres west of Launceston. George attended the grammar school in Launceston while Thomas was educated at Horton College, Ross, about 70 kilometres to the south. (MacDonald Dictionary)

'Brought up to business as an accountant' Thomas settled in Canterbury in 1871. 'Mr Russell studied for his profession, and was admitted as a barrister and solicitor of the supreme court in 1884 the year after Hilda's birth. His practice was in 55, Cathedral Square. (NZETC) George had moved in 1865 making a career for himself in journalism and politics, he is remembered as one of New Zealand's most effective wartime cabinet ministers. (Dictionary of New Zealand Biography)
A man of Property

Although her father was frequently in the newspapers, the birth of Thomas Gregory Russell's fourth daughter Hilda Beatrice Ruffell was born on the 1st of November 1883. Her birth certificate gives her parents' names as Thomas Gregory Ruffell Russell aged 33 of London, and Helen Russell (née Stringer) of Christchurch; and her place of birth as Chester Street. Although the duplicate certificate makes no mention of the town or city, it can be assumed that this was indeed in Christchurch, as the Electoral Roll for 1893, Christchurch City lists T. G. Russell's property in Christchurch as 'Part Town Section 539 and Rural Section 163 Riccarton.

The house on Chester Street East, still standing, is a large two story town house with a garden at the front, but is nothing compared with 'Quamby' (3) the house Russell built on five acres of land in Fendalton which he acquired when he came to Christchurch in the 1870's. It was named after the brook which ran beside his childhood home in Tasmania, and it was here that Hilda's younger brother Cecil was born when she was 10.

(Looser, cited in Christchurch Street Names)

'Quamby' was sold to the McLean Institute in 1909 for £4,600 and renamed Holly-Lea when Hilda was in England with her husband who was planning his Expedition to the South Pole. An article about the sale on the 3rd March 1909 in 'Star' says 'The house itself is built of black pine, totara, and kauri … It is lavishly fitted inside, the papering and general decoration being of a most artistic nature. The rooms are spacious and airy and are all fitted with gas. The bedrooms open onto a wide sunny balcony … The drawing room is probably one of the largest of its kind in Christchurch and will seat 40 persons with ease.'
St. Hilda’s

Hilda was educated for a while at St. Hilda’s in Dunedin. The school register gives the admission date as 7th June 1900, indicating she attended as a sixteen year old, level at leaving ‘Lower V’. The archivist, Paul Aubin, informs me that Hilda’s younger sister Rita also attended the school, ‘level at leaving Lower IV, accompanied by a note “not very satisfactory”’! Hilda is mentioned several times in the school magazine, first in September 1903 ‘We are very pleased to announce the engagement of another of our old girls – that of Hilda Russell to Lieutenant Garth Evans R.N., of the relief ship Morning. Hilda has our most loving wishes for her future happiness. (St. Hilda’s School Magazine)

The Relief Ship Morning

The Board of Trade Agreement and Account of Crew for the Yacht ‘Morning’ on the 9th July
1902, lists Edward R.G. Evans as the 2nd officer, at £200 per annum, aged 21. (Board of Trade Agreement) ‘My age was against me – I was far too young – but I pressed my claim with such enthusiasm, and enquiries satisfied Sir Clements that I was extraordinarily fit and hard, and so finally I was accepted after a series of interviews with Captain Colbeck, … ’ (p42 Evans, 1947) It took the morning 128 days to reach New Zealand, arriving at Lyttleton on the 16th of November. Shortly after Evans wrote in his diary “Saturday 6th December 1902. The most miserable day of my life. Never have I loved a place so much as this part of New Zealand.” (p50, Evans, 1947)

Teddy and Hilda

In his biography of Evans, Reginald Pound writes 'He had fallen in love with a New Zealand girl, Hilda Russell, the twenty-years-old daughter of a well known Christchurch Barrister, T. G. Russell, whose family had emigrated form East Anglia. There was notable hospitality at the Russell house. Evans was given a standing invitation to lunch. Soon he was calling it his second home. Hilda Russell, he told his parents, was 'a beautiful and upright girl'. His friend Doorly wrote of her as 'one of Christchurch's fairest'. Her engagement to Evans was announced a few days before the Morning sailed south again, on instructions from the Royal Geographical Society. (p47 Pound, 1963)

When the day came, their marriage was covered in many of the newspapers. Between the Wednesday 13th and the Friday 15th April, the Ashburton Guardian, Poverty Bay Herald, West Coast Times, Grey River Argus, Wangunui Herald, Taranaki Herald, Nelson Evening Mail, Bush Advocate, Fielding Star, and Wanganui Chronicle all carried a similar version of the Press Association's telegram which read 'Miss Hilda Russell, daughter of Mr T. G. Russell, the well known solicitor, was married yesterday to Lieutenant Evans of the relief ship 'Morning'. The wedding was a full naval one, the guard of honour being supplied by H.M.S. Tauranga. All the officers of the Tauranga and the Antarctic ships were present in full naval uniforms.' [HMS Tauranga was a Pearl-class cruiser of the Royal Navy, in the New Zealand division of the Australia Station].
The following week on Wednesday the 20th April the Otago Witness ran a much longer feature in its social column Table Talk: ‘The lions of the day are, of course, the officers of the Discovery, and, in a lesser degree, but not far behind them, come those of the Morning, as candidates for public favour and private hospitality. One of the interesting episode of the past week has been the marriage of Miss Hilda Russell to Lieutenant Evans, of the Morning. This was the consummation of an engagement made while the ship was in port last winter, and so, naturally, created much kindly attention and interest. The wedding took place on Wednesday last at St. Barnabas’s Church, Fendalton. Only the immediate friends of the bride and bridegroom were supposed to be invited, but the church was very full all the same. Of course, officers from all three Antarctic ships — the Discovery, Morning, and Terra Nova — were present. The church was prettily decorated with Union Jacks and other flags. The bridegroom wore uniform, as did also his groomsmen. Mr Doorly (of the Morning) and Lieutenant Barne, R.N. (of the Discovery). At the reception afterwards, the bride-cake was cut with a sword, in accordance with the usual custom. The bridesmaids were the Misses Ardagh Holmes and Rita Russell (the bride’s sister). Amongst the guests were Dr Wilson (of the, Discovery) and Mrs Wilson, Mrs Lester Matson, Dr and Mrs Jennings, Mrs Kinsey, Mrs T. Gibbs, Mrs Stringer, Mrs Quane, Mrs O’Callaghan, Mrs Chilton, Mr and Mrs C C. Bowen and the Misses Bowen, Miss Wilding, and Miss B. Waymouth. From the Discovery and Morning the guests present included Captains Scott and Colbeck, Dr Davidson, Lieutenant Armitage, R.N., Mr Bernacchi, Mr Hodgson, Mr England, Mr Muloch, and others.’

Pound adds a little detail ‘After the cake was cut the sword was found to be still coated with vasaline.’ (p51 Pound, 1963)

In her book Scott of the Antarctic, Elspeth Huxley quotes a letter from Scott to his mother ‘We have had a very good time here, but it is high time we were off, as all our young men are getting engaged. Skelton is actually caught. I believe the young Lady is very nice.’ She continues: ‘Others were caught as well: Lieutenant Teddy Evans of the Morning and Ferrar among the officers, Blisset and Weller among the men.'
Evans was married in Christchurch to Hilda Russel, and Michael Barne, his best man, enjoyed some tender exchanges with the bride's younger sister Rita, who worked a table cloth and cushion with his crest on it for his cabin, ...

(p136 Huxley, 1979)

A different story was told me by Baden Norris who said that Barne had been in love with Hilda and taken her to England to meet his parents. They had threatened to cut him off if he married her. (Norris Pers. Com) Whichever daughter it was, Barne didn't marry but returned to England to his family. Their reaction may be understood in view of the fact that his mother was the daughter of Frances Seymour, 5th Marquess of Hertford. (Wikipedia)

In his autobiography, Adventurous Life, Evans says 'We spent our honeymoon walking across South Island, over mountainous country, by sunlit lakes, through ravines and gullies until we reached Milford Sound, when we turned and walked back again by a slightly different route.

I may add that it was late in the season when we started out, rains swelled the little mountain streams into roaring torrents which were crossed more by good luck than by skill, and here towards the end of April in any year one can find framed in silver fern and rugged crags adventure of a pleasant kind that will quicken the pulse and kindle the affection for New Zealand, just as association with New Zealanders will fire one with affection and lasting admiration.' (Evans, 1947)

The wedding was also mentioned in St. Hilda's school magazine: 'Weddings have been very prevalent of late. … Hilda Russell to Lieut. Garth Evans R.N., on April 13 (in Christchurch). Lieutenant and Mrs Evans visited the school and the Lieutenant expressed his delight at all he saw, and very proud was he to see his wife's name adorning the Honour Board. (St. Hilda's School Magazine)

**The Return of the Terra Nova**

The Colonist, Ashburton Guardian, Poverty Bay Herald, and Grey River Argus all carried
CHRISTCHURCH, Feb. 18. Members of the British Antarctic expedition are at present busily engaged in making preparations for an early departure for England. Mr. Francis Drake, secretary of the expedition, will leave on Thursday by the Moeraki for Sydney, where he will join the Otranto for Toulon and London. He will probably be accompanied by Lieut. V. Campbell, R.N. Commander E.R.G.R. Evans, R.N., will leave for Wellington next Tuesday to meet Mrs Scott, who will arrive in Wellington from San Francisco by the Aorangri on Thursday, 27th inst. Lieut. W. M. Bruce, R.N., a brother of Mrs. Scott, will also go north next Tuesday night to meet his sister at Wellington. Mrs. Scott and Lieut. Bruce will go to Sydney to join the P. and O. steamer Medina for England. Commander Evans and Mrs. Evans will leave next week for Sydney to join the Otranto for London. Dr. Atkinson, Lieut. Grant and Messrs. Wright, Priestly, Debenham Cherry and Garrard will also travel to England by the mail steamer. Commander E. R. G. R. Evans, R.N., informed a reporter to-day that arrangements [sic] for the homeward passage of the Tera Nova had practically been completed. The vessel will be dry docked shortly for refit and cleaning and painting, and after taking in coal supplies she will sail from Lyttelton for England on March 15th. She will leave with about 500 tons of coal on board, and will proceed on a great circle track from Lyttelton to Magellan Strait, and will make a call at Punta Arenas in the Strait. Thence she will go to Rio de Janiero for bunker coals and on to Cardiff. According to the programme mapped but the Terra Nova will leave Punta Arenas on April 26th. Rio de Janeiro on May 25th, and she is expected to arrive at Cadiff on July 12th. The above dates are approximate only and if she is ready in time the Terra Nova will sail from Lyttelton on an earlier date than March 15th. She will proceed under steam and sail, and it is possible that she will improve on the dates mentioned on her homeward passage if weather conditions are favourable. The programme has been arranged on speed allowance of 120 miles per day. The distances are approximately:— Lyttelton to Straits of Magellan 4,686 miles, Punta Arenas to Rio de Janeiro to Cardiff 5,680 miles, total 12,510 miles and the time allowed for the passage is 80 days. The object is to get the Terra Nova to England as quickly as possible; but if opportunity offers soundings will be made, and dredging for
plankton and other forms of sea life will be taken on the passage. Lieut. H. L. L. Pennell, R.N., will be in command of the Terra Nova for the passage to England, with Lieut. H. E. de P. Renwick, R.N., second in command. Mr A Cheetham. will act as second mate, and Messrs G. Nelson and D. G. Lillie, biologists to the expedition, will travel home in the Terra Nova. Mr. W. Williams, R.N., will continue as chief engineer, and Mr. W. Gorton, R.N., as second engineer. All the Royal navy men in the crew, and most of the merchant service seamen at present on board will go to England in the Terra Nova.'

Unlike the other papers, the Grey River Argus also ran: 'THE KAISER'S SYMPATHY LONDON, Feb. 17. The Kaiser sent a message to King George expressing profound sympathy and sincere admiration of the Antarctic heroes. Prince Tichnowsky conveyed to Sir Edward Grey the Government's condolences.'

In accordance with the practice of the time the Otranto's arrival had been announced along with all the other shipping movements; Colonist, and Marlborough Express: 19 February 1913, 'Fremantle, Feb. 18. Arrived — Otranto, from London'.

Two days later the Evening Post announced 'Amongst the passengers from Lyttelton by the Moeraki to-day were four members of the Scott Antarctic exploring party — viz., Lieutenant V. Campbell, R.N., Mr. Francis Drake (secretary of the expedition), Mr. R. M. Debenham, and Mr. G. Nelson (one of the "biologists). Mr. Nelson will go Home by the Terra Nova, and the others mentioned above will remain on the Moeraki until she reaches Sydney, their intention being to catch the Otranto at the latter port, when she leaves for London.

In the Grey River Argus advertisements announced Otranto's departure, 24 February 1913: 'ORIENT LINE OF ROYAL MAIL STEAMERS. For London via Suez Canal. Otranto, from 12th March'.

Four days after that in the Marlborough Express, 28 February 1913: 'HOMEWARD BOUND. CHRISTCHURCH, Feb. 26. Commander Evans and Mrs Evans will leave
Sydney on March 12th. by the Otranto for Toulon, whence they will travel to England.

Commander Evans said he particularly did not want to be interviewed, but felt very much leaving New Zealand, and he wished to express his gratitude and that of every member of the expedition for the kindness and unbounded hospitality shown to the officers and crew of the Terra Nova by the citizens of Christchurch and Lyttelton and the people of New Zealand generally. "During our sojourn here," said Commander Evans, "we have made friends with men in every walk of life, and we shall all carry away with us feelings of intense gratitude and affection towards New Zealand and its good people. "We have felt very much the loss of our brave leader and our gallant shipmates. Captain Scott was a great leader, and if he could not have brought back the southern party safely no other man could have done so. No one who has not made an extensive sledge journey in low temperatures on the Great Barrier can know what Captain Scott and his brave fellows had to contend with. Dr Wilson was a friend and adviser to every member of the expedition. His good advice and splendid judgement helped us to smooth over many a little difficulty. Oates was a magnificent man, and Bowers was the pet of the expedition. He was very clever and as hardy a man as one could wish to find. Poor Evans was a fine specimen of a British seaman. He was a man of great strength and endurance, and as sledgemaster to the expedition his services were indispensable. You must not forget Brisenden, the stoker petty officer who lost his life at French Pass while the crew of the Terra Nova were carrying out survey work there. We all feel the loss of these six men more than any words of mine can tell, and our one wish is to terminate the expedition in such a way that the reproduction of scientific results, charts, and photographs will be in itself a lasting tribute to our noble leader and his fearless companions, whose memory can only make us all better men."

Whilst disinclined to say anything lest it be thought presumption on his part to express any opinion which might perhaps be taken a criticism of the really great and good work, Commander Evans said that his ideas in regard to a memorial fund were that it should be sent to the hon. treasurer of the expedition in London, Sir Edgar Epeyer, Bart., and in the event of funds, subscribed being sufficient to really handsomely provide for those dependent on Captain Scott and his lost comrades the treasurer should hand back the
New Zealand fund to the New Zealand treasurer to provide for the erection of a suitable memorial. It might possibly be that the £30,000 mentioned in the London press cable messages as having been subscribed included expeditionary funds, out of which, wages had to be paid, coal bought, and many other liabilities met. If this was so the funds available for the dependants of the lost men would be very considerably less than £30,000. "Mind you," said Commander Evans, "I do not wish to express my opinion, but you pressed me for it, and my idea is that every penny should be available first for dependants, and once their welfare bad been satisfactorily established then other money could be expended on the erection of a fitting memorial. But the finest memorial will be the preservation of Captain Scott's wishes and plans in their entirety." Seen shortly before the steamer sailed, Commander Evans said that if a memorial were erected locally, he thought that it should take the form of a large cairn, possibly surmounted by a cross erected on, the summit of the Port Hills at a spot where it would be plainly visible, not only from Christchurch and surrounding district, but also in full view of Lyttelton and of all shipping entering the port.'

So much of the characteristic attitude that was to become part of Evans' narrative seems present in the article. The loyalty and respect that he always showed for his companions, the compassion for those who were experiencing difficulties, and the strong sense of pleasure that he derived from acquaintances he made and the friendships he forged.

So the plans were laid. The Board of Trade Agreement for Terra Nova signed on 30th May 1910 states: 'In the event of the disablement death or absence of of the Commander from the said ship his authority in all matters shall thereupon devolve upon Lieut. E.R.G.R. Evans …' As the expedition leader it fell to Evans to take back the despatches from Amundsen and Scott to their respect Majesties Queen Maude and King George by the swiftest means and so while Lt. Pennell took the Terra Nova back, Teddy and Hilda with various other members of the expedition and were bound for England on the Otranto.

The Otranto
The *Otranto* was one of the famous P&O (Peninsular & Oriental) steamers. The Orient Steam Navigation Co. placed orders for five 12,000 ton twin-screw vessels in 1909. The first, the *Orsova*, commenced her maiden voyage from Tilbury in June, and the *Otranto* was completed soon afterwards. These steamers were slightly faster than those of the P&O "M" class. They departed every fortnight to Australia and were popular with first-class travellers and emigrants who mainly travelled third-class. In 1914 the *Otranto* was commissioned as an armed merchant cruiser. Several of the other vessels were also requisitioned during the war, and the *Orsova* was torpedoes in 1917. By 1917, the Orient Steam Navigation Co. did not have any ships available to service the route to Australia. The *Otway*, *Orama* and *Omrah* were torpedoes and sunk. In 1918 the *Otranto*, which was travelling in a convoy from New York to Liverpool, collided with the P&O steamer Kashmir in the Irish Sea, with the loss of 431 lives including many American servicemen.

**Figure 6. The Orient Line Passenger Steamer ‘Otranto’, Part of the P&O Fleet**

*The Tragic Death*
Pound summarises what followed so unexpectedly on the journey home. 'Eager to return to England, Evans and his wife, who had been waiting for him in New Zealand, joined the P. & O. liner _Otranto_ in Australia and were soon on their homeward way. Their joyful reunion after the anxious years was sadly brief. Between Port Said and Naples, Hilda Evans became critically ill with peritonitis. An operation was performed by a Melbourne surgeon travelling to Europe in the ship. Evans recalled the intensity of his prayers out on the ice when it seemed that the Last Returning Party might not overcome the terrible difficulties of the march. Now he besought the Creator to spare poor Hilda's life'. All seemingly went well. Thirty six hours later she died of an embolism. Evans followed her to a grave in the cemetery in Toulon.

He was 'heavy at heart, having now no one to work for'. He also wrote that he felt himself to be 'very much at the crossroads'. Apart from his illness it had been an emotionally exhausting year. The photographs which the newspapers published on his return to London showed him as a man acquainted with grief. It was observed in the Expedition offices at Victoria Street that he wore an 'unusually deep' mourning band on his arm. (p125 Pound, 1963)

The New Zealand Press reported the death on 21st April 1913. The Wanganui Chronicle, Colonist, Thames Star, and Evening Post, all carried the Press Association Telegraph from Toulon or London: 'The wife of Commander Evans, of the Antarctic ship Terra Nova died of peritonitis aboard the Otranto, The Evening Post stating the she '...was recently operated on at Naples'.

The Ashburton Guardian ran a slightly longer obituary: 'MRS EVANS. TOULON, April 20. Mrs Evans, wife of Commander Evans, died of peritonitis on board the Otranto. [Mrs Evans, wife of Commander E. R. G. R. Evans, news of whose death at Toulon, France, was received by; private cable yesterday, was the second daughter of Mr T. G. Russell, of Christchurch, and was married to Lieutenant Evans in the Fendalton Church in 1903. Mrs Evans left the Dominion about two months ago with Commander Evans for England. Mr and Mrs T. G. Russell, who left in October last for a tour of the world, were travelling in the
East when last heard from and at present they are supposed to be on their way to Japan],
while the Poverty Bay Herald said: 'Peculiar sadness attaches to the death of Mrs Evans,
wife of Commander Evans, of the ill-fated Scott expedition, which was mentioned in the
cables. Mrs Evans, whose death from peritonitis took place on board the Otranto, was the
eldest daughter of Mr T. G. Russell, solicitor, of Christchurch. Mr and Mrs Russell at the
time of their daughter's death would be crossing Siberia en route for England, where they
hoped to join in welcoming her.'

Whether in Japan or Siberia the news would doubtless have been devastating, bearing in
its way a dreadful similarity to the manner in which the Terra Nova returning to the ice in
1912 had learned of the polar party's terrible demise.

The accurate record of the circumstances and subsequent events following Hilda's death
will be further researched on return the the UK. 'Deaths involving P&O passengers as well
as crew members are recorded in the Nautical Reports (essentially Log Book summaries)
that cover the years 1847 until the First World War and again from 1939 until 1957. They
can be found at the National Maritime Museum, Greenwich filed under series P&O/40.'
(www.poheritage.com)

**A memorial Window**
In the Michaelmas 1913 edition of the school magazine carried an article 'In Memoriam'.
Explaining the circumstances of her death and described her as 'Always cheerful, always
brave, in the face of wearing anxiety, she was a wonderful woman and she was regarded
with respectful admiration by every member of the expedition.' The article concludes
'Captain Evans very much wishes to give a memorial of his dear wife to the school: we
have suggested a stained glass window of S. Hilda (her namesake and our patroness) for
the chapel she so dearly loved and hope this will meet with his approval. We need hardly
say how much we will value it to perpetuate the memory of such a true and loyal pupil of
the school. Requiescat in pace.
Note.- Captain Evans having consented to the window, it is now being made by messrs Smith and Smith of Dunedin. [Still extant of course]

The window was completed in 1914 by Easter. The school magazine that term published a photograph and noted the inscription on the brass plate beneath 'In loving memory of HLDA BEATRICE RUSSELL EVANS The beloved wife of Commander Edward R. G. R. Evans, R.N. Of the British Antarctic Expedition. Entered into rest April 18\textsuperscript{th} 1913. This window was erected by her widower. The magazine also printed a transcript of Archdeacon Gould's Address.
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The Board of Trade Agreement and Account of Crew for the Yacht 'Morning', 1902, Canterbury Museum


National Maritime Museum Archive

ANNEX A

Orient Line to Australia - OTRANTO

Description: OTRANTO (1909) is depicted transitting the Suez Canal.
Artist / Maker: Charles Edward DIXON R.I.
Date: c.1912
Ship Name: OTRANTO (1909)
Shipping Line: ORIENT LINE
Medium: Lithograph printed in 10 colours on paper laid on board and varnished
ANNEX B
Details of Archive Catalogue for Nautical Records, including Deaths:
Peninsular & Oriental Steam Navigation Company... – P&O/40/32

Name: Peninsular & Oriental Steam Navigation Company
Finding reference: P&O/40/32
Level: ITEM
Creator(s): Peninsular & Oriental Steam Navigation Company
Dates: 01-Jan-1911 - 31-Dec-1914
Extent:
Access conditions: Please allow 4 working days to process your order for viewing (see website for full details).
Description: P&O Company Records: P&O Ships' Movements: Nautical Reports, Jan 1911-Jun 1914
Section of the catalogue: Business and non-governmental organisations
Credit: On loan to the National Maritime Museum, Greenwich, London, from a private lender