

Bergy Bits

The Newsletter of the Friends of Antarctica

You could put together an Antarctic hamper for Christmas...

- BSAE 2012 - **The Spirit of Scott - Tullibardine 16 Year Old Single Malt Whisky**, limited edition specially labelled to help raise funds for the British Services Antarctic Expedition 2012 (www.bsae2012.co.uk). Sold exclusively at Discovery Point, Dundee 01382 309060 and Tullibardine Distillery.
- Dartmoor **Spirit of Scott 1912-2012 strong ale** specially brewed by Dartmoor Brewery to help raise funds for the International Scott Centenary Expedition to the Antarctic in 2012. (www.isce2012.co.uk), www.moorandmorebeer.co.uk
- Brown Cow **Captain Oates Dark Mild**, www.browncowbrewery.co.uk. Awarded Silver in the Champion Bottled beers of Great Britain held at Earls Court on the 2 August 2011
- **Captain Scott's strong blend tea** is still for sale in the larger Tesco's.....
- **Shackleton's Whisky** - Mackinlay's Rare Old Highland Malt, A faithful replica of Ernest Shackleton's whisky, which was discovered under the hut at Cape Royds has been painstakingly recreated by Whyte & Mackay's Master Blender Richard Paterson at the original strength of 47.3%. Helping raise funds for the Antarctic Heritage Trust (NZ). www.thewhiskyexchange.com and other retailers.
- And you can drink it all in a centenary mug on sale at the Polar Museum shop... along with other Scott 100 merchandise. www.spri.cam.ac.uk
- Huntley and Palmers Scott's Expedition biscuits, www.huntleyandpalmers.com
- Quba's gorgeous cool and irresistible clothing and paraphernalia with a special Captain Scott Range. Helping raise funds for the UK Antarctic Heritage Trust, www.quba.com

As well as the BSAE2012 and the ISCE2012 check out scottamundsenrace.org

And while thinking of Christmas you could support the UKAHT with some presents from our range of mugs, hedys, christmas cards, calendar etc.

Peninsula

The AHT is all set for another busy season on the Peninsula. The two carpenters on base Michael Powell and John Critchley will be at Port Lockroy for the beginning of the season will tackle the long overdue rotten floor joists in Bransfield House and restore the workshop. From there Michael will move on to Wordie House and then Detaille. John will stay on at Port Lockroy with Ylva Grams, Claire Brown, Kath Leavy, and Cat Totty. Follow their blog on www.ukaht.org.

Two monuments honouring Britons who died in the Antarctic since Operation Tabarin in World War II were unveiled in May.

A culmination of years of planning by the British Antarctic Monument Trust came to fruition in May 2011. In St Paul's Cathedral a memorial was dedicated in the crypt following Evensong in which relatives of those who died in the Antarctic contributed to the service. The Trust is pleased to have been able to support this memorial.



On May 12 an Antarctic Monument designed by Oliver Barratt was unveiled in the grounds of the Scott Polar Research Institute. The simple striking oak sculpture is set to complement a sister sculpture in Stanley. They consist of two distinct but linked public sculptures separated by 8000 miles but united in purpose. Further information and biographies of those who died in the Antarctic may be found at www.antarctic-monument.org. The Trust is seeking further funds for the sister monument in Stanley.

Plymouth celebrates the Centenary

The city of Plymouth's ten month programme to mark the expedition centenary of its own Captain Scott kicked off in a big way with a weekend over Scott's birthday in June. Based in the University of Plymouth some dedicated individuals put together a fascinating weekend of scientific and historical lectures, exhibitions and plays. There are many more exciting events and exhibitions planned. (See back page for events and exhibitions).

Ross Sea update...

The four resident conservators have cheerfully survived the long Antarctic winter, working in the laboratories at New Zealand's Scott Base to conserve the usual wide range of artefacts from Capes Evans and Royds. This time the items conserved included many storage boxes and their contents, clothing, including a jacket belonging to one of the Ross Sea Party of Shackleton's Trans-Antarctic (Endurance) Expedition, as well as a host of miscellaneous items such as a tow-net for catching plankton, a sea anchor, photographic film processing equipment, and even a can of anti-freeze (exact chemical formulation unknown, but still effective after 100 years!). All these and more have been reported in the conservators' blog, carried on the Natural History Museum's website, together with reports on what it is like to live and work in Antarctica through the winter darkness.

Several of the schools we wrote to, which had supported Scott's 1912 expedition, have made donations to help preserve his hut 100 years on. They include Kelvinside Academy, Marlborough College, Colchester Royal Grammar School, Cophthorne School, The Leys School, Sexey's School, South Hampstead High School, Taunton School, Victoria College Jersey, Worksop College, and Felsted School, using a wide variety of fund-raising techniques, from a sponsored swim, to cake-baking, to a no-uniform day. Many thanks to all of them! Thanks also to Tesco, which continues to stock and sell their Scott's Tea. Every packet sold brings 5p to the project from the producers, Typhoo. This may not sound much, but the total raised is now over £25,000.

Polar Exploration Ships - Can we call them 'Heroes' too?

by Michael C Tarver

The explorers' names of polar expeditions during the 'heroic age' are well known and so too are many of the men who went with them. But less attention is given to the ships that took them to the polar regions. Are not these ships, each with their own history just as much part of the polar story? Surely, we can call these ships 'heroes' too?

Most expedition members were seaman, either naval in the service of their country or they were merchant seamen, but not all. Many were scientists who had to learn sea-going skills and who suffered much with sea-sickness. Heroes all in a past age, which arguably, is not so long ago, but only seemingly so, because of the rapid advance of science and technology over the past 100 years?

Each expedition ship had a history of its own. The men who built them, those shipwrights of yesteryear, skilled men in their time, their arts and skills now mostly lost, had built a 'living thing' which provided transport, the means if a home, a base and a life-line indispensable to an expedition's survival and success.

BELGICA * CECILIA * POURQUOI PAS * FRANCAIS * DEUTSCHLAND * WILLIAMS * BEAUFOY * JANE * ACTIVE * BALEANA * DIANA * GAUSS * JASON * KAINAN MARU * ANTARCTIC * KARLUK * ASTROLABE * ZÉLÉE * AMERICA * TEGETTHOFF * ALERT * WINDWARD * HANSA * FALCON * JEANNETTE * KITE * MONTICELLO * STELLA-POLARE * VEGA - and many many more... these are just some of the ships' names, each conjuring up a story of adventure, achievement, success or even disaster.

When Scott's British Antarctic Expedition left Cardiff in 1910, little more than 100 years ago, many people then and more so today, might wonder why such an out of date wooden ship was being used to enter dangerous regions, when alongside the departure fleet were steel ships, larger, more comfortable, faster and more powerful and which might appear much more suitable to the task. Or were these older wooden ships used just to be part of the romantic polar adventure?

Steel ships built for sail, assisted or wholly driven by steam power had been advancing since the mid-19th century. But the construction of hulls, using steel plates fixed by rivets were of little use against the ravages of ice and it wasn't until later in the 20th century that welded hulls were of sufficient strength and durability to gain a better advantage in ice conditions, though competing against nature, never absolute. In those days of yesteryear, it was only wooden ships constructed by master craftsmen of the day, that stood a better and reasonable chance, their hulls at least able to flex under the pressures of rafting ice.

It was the whaling and sealing men in pursuit of their quarry who initially pushed the boundaries further as power driven vessels were developed, these same vessels, their design and development proven in ice, were seconded for polar exploration. The combined use of sail and power enabled expedition ships to cover the distances needed. Effective wireless communication was yet to be developed, independence for survival was necessary as the chances of rescue were remote.

Nevertheless, incredibly, with only sail power available *HMS Erebus* and *HMS Terror*, commanded by Captain James Clark Ross RN and Commander Francis Crozier RN were able to sailing their vessels south through the pack ice into the sea around the Antarctic continent in 1841.

Though the expedition would have waited for their opportunity to make progress as pack-ice parted, perhaps even towing their ships through fissures in the ice by long boats when the wind dropped, with the distance and ice conditions involved and prevailing wind directions being from the south, though it is recorded that they had northerly winds to assist them, even so their task looks unattainable. But somehow it was achieved. Seventy years later, Amundsen wrote: *'few people of the present day are capable of rightly appreciating this heroic deed, this brilliant proof of human courage and energy. With two ponderous craft - regular 'tubs' according to our ideas - these men sailed right into the heart of the pack, which all previous explorers had regarded as certain death. It is not merely difficult to grasp this; it is simply impossible - to us, who with the motion of the hand can set the screw going, and wriggle out of the first difficulty we encounter. These men were heroes - heroes in the highest sense of the word.'*

Having been tested to the limits in the Antarctic, *Erebus* and *Terror* were refitted, each fitted with a steam engine of early design used in locomotives. They were put under the command of Admiral Sir John Franklin and Captain Francis Crozier for the 1845 British Arctic Expedition to seek the north-west passage. The whole expedition and both ships were lost.



Erebus 372 tons 105' x 28'6"
Built 1826 for the Admiralty at
Pembroke Dock, Wales. *Terror* 325
tons 102' x 27' Built 1813 for the
Admiralty at Topsham, Devon.

The development of the basic early steam engine advanced to a

Compound Steam Engine. Low power exhaust steam was harnessed to a second cylinder producing higher pressure, thus giving more power and thrust. Further advancement was gained by the addition of a third high pressure cylinder, thus a Triple Expansion Steam Engine provided even more efficiency. The more economical use of coal to be carried, freed up areas for more cargo and enabled ships to travel further afield.

Explorers from many nations were exploring the polar regions both to the north and south and they had ships built in their own countries. Notably, the Norwegians built fine ships, among them the most famous being the *Fram*. The Norwegian Arctic explorer, Fridtjof Nansen went to Colin Archer, a Norwegian ship builder of Scottish descent who had a yard at Larvik in southern Norway. *Fram*, with a rounded hull was built to rise up out of the ice, thus resisting sideways pressure. Initially fitted with a steam engine, it was loaned to Amundsen who fitted a diesel engine for his successful but 'unexpected' flip to the south.

FRAM 402 tons 127' x 34' Built 1892 in the yard of Colin Archer, Larvik, Norway Seen here at the Bay of Whales, Antarctica, on the famous occasion when the *Terra Nova* and the *Fram* 'met'.

Fram, now at Fram Museum in Oslo is one of three ships to have survived the 'heroic age'. The *'Discovery'* built at Dundee on the proven lines of a whaler/sealer for the British National Antarctic Expedition 1901/1904 can still be seen at Dundee and the former Argentinian corvette, *Uruguay*, used to relieve Nordenskjold on the Antarctic Peninsula in 1903, can be seen in the city docks at Buenos Aires.



The record of the ships which participated in expeditions to discover the extremities of the globe, goes right to the heart of the 'heroic age' of polar exploration. Our admiration for the leaders and their men, together with the thoroughbred of their expedition ships, all combine to give us unrivalled armchair adventure which tells of unsurpassed human endurance in search of geographical knowledge and science.

Mike is author of *'The SS Terra Nova (1884-1943) Whaler, Sealer and Polar Exploration Ship'* Pendragon Maritime Publications 2006 ISBN 078 09552208 0 7

Editor's note - *Fram* is the only ship listed not for a British expedition. For consistency it should be left out or many others included. So apologies in advance to the aggrieved but seemed a shame to take it out.

Credits: All stamps by CASCO design with ship illustrations by Mike Skidmore. These stamps were issued in 2008 and First Day Covers are still available www.cascophilatelic.com. Other photos courtesy the author and Scott Polar Research Institute.



Resolution 462 tons 110'8" x 30'6" Built 1770 as a collier by Fishburn of Whitby. As the early whalers and sealers from different countries pushed their way further south, it was Captain James Cook in the Resolution accompanied by Adventure under the command of Captain Tobias Furneaux, which were the first ships to cross the Antarctic Circle on 17th January, 1773. On the following day, heavy ice conditions caused them to turn north again. The Resolution was lost to the French in 1782 and subsequently disappeared with her fate uncertain.

Southern Cross 325 tons, 146'6" x 30'8" Whaler/sealer built 1886 in Arendal, Norway as 'Pollux'. The Southern Cross was used by Carsten Borchgrevink for the British Antarctic Expedition, 1898/1900 saw her days out operating from St. John's, Newfoundland, but became subject of Newfoundland's biggest sealing disaster in 1914, when returning to St. John's fully loaded, she went down with her captain and all her 177 crew.



Scotia 357 tons 139' x 29' Whaler and sealer built 1872 in Norway, formerly 'Hekla'. The Scotia was used by Dr. William Speirs Bruce, leading the Scottish National Antarctic Expedition to the Weddell Sea, in 1902/1904. Subsequently she was engaged in survey work in the North Atlantic following the Titanic disaster, but ended up as a collier operating out of Cardiff. On such a passage, she caught fire in the Bristol Channel en route to France with a cargo of coal in 1916. She was beached at Sully Island, Nr. Penarth, without loss of life, but declared a total loss.

Endurance 350 tons 144' x 25' Built 1913 at the Framnaes Yard, Sandefjord, Norway, formerly 'Polaris'. Both the Endurance and the Quest used by Sir Ernest Shackleton were Norwegian ships. So too was the whaler, Morning (formerly Morgen) acquired along with Terra Nova as relief ship for Scott's first Antarctic expedition, 1901/04. She was lost in 1915 in the North Atlantic while carrying munitions to Russia during the First World War.



Nimrod 334 tons 136' x 26'9" Built 1866 by Alexander Stephen and Sons Dundee. Of the many ships built in the British Isles and acquired for polar exploration, the company of Alexander Stephen & Sons of Dundee was the most prolific of all builders of wooden and composite vessels. Well known among them was the Nimrod bought by Sir Ernest Shackleton for his 1907-1909 British Antarctic Expedition. She was later used for an Arctic expedition, but in 1919 in commercial service, she was wrecked off the Norfolk coast. Only two of her crew survived.

Aurora 367 tons 165ft x 30ft 6" Built 1876 by Alexander Stephen & Sons Dundee. The Aurora, was acquired by Sir Douglas Mawson for his 1911/1914 Australian Antarctic expedition and afterwards bought by Sir Ernest Shackleton for the Ross Sea Party of his Imperial Trans-Antarctic Expedition, 1914. She was lost without trace on a commercial voyage from Australia to Chile in 1917.



Terra Nova, 744 tons 187' x 31' Built 1884 by Alexander Stephen and Sons Dundee. Perhaps the most famous of all the whalers and sealers built by Alexander Stephen and Sons is the Terra Nova built in 1884. She was first acquired by the Admiralty to relieve Scott's 1901/1904 Antarctic expedition in company with Morning, then bought in 1905 by the US millionaire, William Ziegler, to relieve the Fiala-Ziegler Arctic expedition after their ship America had been crushed by ice in Franz Joseph Land. [NB The Terra Nova had no connection whatsoever with the Jackson-Harmsworth Arctic Expedition, as recorded in many publications.] In 1909 Terra Nova was bought from C.T. Bowring & Co. by the British Antarctic Expedition, 1910 led by Captain R.F.Scott, which was to be her most famous role. She spent a total of 4 years with the expedition until returning to sealing at St. John's, after which she continued at sea for a further 30 years.

During the Second World War, Terra Nova was seconded to US contractors supplying US Air Force bases in Greenland. It was during these duties that she sustained ice damage to her hull on the north east coast of Greenland, near the Arctic Circle. After temporary repairs in Julianehaab, she began her hopeful return from Greenland to Newfoundland, but put out an SOS message that she was sinking. All her crew were taken off by US Coastguard cutter and she sank on 14th September 1943 off the tip of South West Greenland.



Discovery, 737 tons 172' x 33' Built 1900 by the Dundee Shipbuilders Company in the yard owned until 1894 by Alexander Stephen & Sons. She was never a whaler/sealer, but built on the well tested lines of such a vessel. She was the last traditional wooden three-masted ship to be built in Britain.

There is so much on it is hard to keep up. This list is as comprehensive as I can make it but I am sure there are other things going on. So keep a lookout and keep watching www.scott100.org

- 1 Sept 2011 - 31 Aug 2012 A Scott Centenary photography competition run by the Wildfowl and Wetlands Trust. Win a trip to Antarctica! www.wwt.org.uk
- 15 Oct, 8pm The Quest for Frank Wild by Angie Butler, SPRI Lecture Theatre, **Cambridge**.
- 20 Oct 7:30pm Talk on "The Watkins Boys" by Simon Courtauld, Devon and Cornwall Polar Society, Royal **Plymouth** Corinthian Yacht Club but meet earlier for a drink and a meal.
- 24 Oct 6.30-8pm Sound installation by Joe Snape in the Polar Museum as part of 'Access all Archives: Sights and Sounds' in the **Cambridge** Festival of Ideas.
- 26 Oct 10:15-15:45 'Gone to the dogs' - a family activity day at the Polar Museum, **Cambridge**.
- 28-31 Oct 2011, 'Race to the Pole' is the subject of the 11th Ernest Shackleton Autumn School, Athy, Co. **Kildare**, Ireland. www.shackletonmuseum.com
- 29 Oct 10:15-15:45 Amundsen and Scott: Lives Explored, SPRI Lecture Theatre, **Cambridge**. A group of international experts share the latest research and evolving ideas. The day includes a tour, talks and discussions. Lunch, tea and coffee provided. Booking essential, 01223 336540 Cost £15.
- 17 - 18 Nov UK Polar Network Workshop 'High latitude biology, ecosystems and the future: A multidisciplinary approach' **BAS Cambridge**.
- 26 Nov, Ice Ball, Apex Hotel, **Dundee**, www.rrsdiscovery.com, 01382 309060
- 12 - 15 Dec 10.45pm, The Essay - Antarcitians, **BBC Radio 3**, Five professionals speak about their personal, working and scientific relationships with the Last Continent, whilst glancing over their shoulders to the whitewashed presence of their pioneering predecessors: Meredith Hooper - Adelies and Obsession, John Sweeney - The Last Huskies, Jane Francis - How Not to Make Ice Cream in Antarctica, David Drewry - Unveiling Antarctica, David Walton - Science Diplomacy for Cold Conservation, Produced by Chris Eldon Lee
- 14 Dec Amundsen, Pole Day, celebrations at the Fram Museum, Oslo
- 17 Jan 2012 Scott, Pole Day. A celebration symposium and black tie dinner at the Scott Polar Research Institute, **Cambridge**.
- 25 Jan 2012 (tbc) Reception for the UKAHT at the Natural History Museum, **London**, to mark the opening of the exhibition on Scott's Last Expedition (see below).
- 8 Feb 2012 1.05-1.45 'Captain Scott: South for Science'. Lunchtime talk by Tom Sharpe, Department of Geology, National Museum of Wales, **Cardiff**.
- 17 Feb 2012 A Civic Service in commemoration of the centenary of the death of Petty Officer Edgar Evans RN, St Mary's Church, **Swansea**.
- 29 Feb 2012 1.05-1.45pm 'The human side of Antarctica'. Lunchtime talk by Rachel Morgan, UKAHT, National Museum of Wales, **Cardiff**.

- Feb and Mar 2012, City of London Sinfonia International Concert Series, Scott of The Antarctic Centenary Concert. Conductor Stephen Layton, Narrator Ben Fogle, The Holst Singers. Vaughan Williams: Excerpts from Scott of the Antarctic film score (with readings from diaries and letters), Cecilia McDowall: Cantata for orchestra and voices: Seventy Degrees Below Zero (world première) Vaughan Williams: Symphony No 7 (Antarctica) projecting original photographs taken during the Expedition in association with SPRI and sponsored by the Vaughan Williams Charitable Trust. www.spri.cam.ac.uk/museum/exhibitions. 3 Feb, Symphony Hall, **Birmingham**, 4 Feb, Corn Exchange, Cambridge, 7 Feb, St David's Hall, Cardiff, 8 Feb, Town Hall, **Cheltenham** 3 Mar, Cadogan Hall, **London**.
- 9-11 Mar 2012, **Hobart**, Australia. Open conference organized by the International Polar Heritage Committee timed to coincide with a series of commemorative events to mark the centenary of Amundsen's return to Hobart after the attainment of the South Pole. www.polarheritage.com
- 10 Mar 2012 Friends of the SPRI Centenary Dinner at Trinity House, **London**.
- 10 Mar 2012, 100 Years On - The Legacy of Captain Scott, public Lecture by Dr David Wilson, University of **Dundee**.
- 17 Mar 2012 York Minster. A Service in commemoration of the centenary of the death of Captain L.E.G. Oates, followed by a parade through the streets of **York** by the Royal Dragoon Guards.
- 18 Mar 2012. A Service in **Cheltenham** College Chapel in commemoration of the death of Dr. Edward Wilson, followed by a rededication of his statue on the promenade
- 17-18 Mar 2012, A Polar Film Festival in association with DCA cinema in **Dundee**.
- 23 Mar 2012, Rededication of the National Scott Memorial, Mount Wise, Devonport, **Plymouth**. This major Civic and Royal Navy event will complement the service in St Paul's.
- 28 Mar 2012 1.05-1.45 'The Heart of the Great Alone: Scott, Shackleton and Antarctic Photography'. Lunchtime talk by Sophie Gordon, The Royal Collection, National Museum of Wales, **Cardiff**.
- 29 Mar 2012 Day of National Commemoration. A national service of commemoration will be held in St. Paul's Cathedral, **London** (ticket holders only) at 11 am, followed by receptions for invited guests in the Guildhall. The Band of Her Majesty's Royal Marines will beat the retreat by Captain Scott's Statue in Waterloo Place in the evening.
- Tue 24 - Sat 28 Apr 2012 7.45 pm + Sat Matinee 2.30 pm, the play, Terra Nova, at the ADC Theatre, **Cambridge**.
- 15-17 June 2012, A SouthPole-sium in Jaffrey, **New Hampshire**, for those who collect, write, publish, buy, sell and love books relating to Antarctica. www.antarctic-circle.org/gathering.htm
- July 2012 **Cheltenham** Music Festival has commissioned Craig Vear to produce a piece with the festival having a polar theme.

- Until 9 Oct, 10-5pm On Thin Ice: Pioneers of Polar Exploration at the National Maritime Museum, **Cornwall** 01326 313388 or www.nmmc.co.uk.
- Until 23 Oct Scott's Last Expedition, Australian National Maritime Museum, **Sydney**, www.anmm.gov.au. Moves to London in January
- Until 31 Oct (but may be extended) (2-4.30, not Saturdays) Dr. Murray Levick, local hero, at the Fairlynch Museum, Budleigh Salterton, **Devon**. 01395 442666
- 2 Sep - 19 Nov 'Roald Amundsen', Polar Museum, **Cambridge** - an exhibition on the life of the great Polar explorer, in collaboration with the Fram Museum, Oslo
- 3-15 Oct Artists for Albatrosses, The Air Gallery, Dover Street, **London**. Two of our finest wildlife artists, John Gale and Chris Rose exhibit their work allowing 25% of all sales to the Save the Albatross campaign as the exhibition is being generously sponsored by Hurtigruten
- 21 Oct 2011 - 15 Apr 2012, 10-5.30 daily The Heart of the Great Alone, Queen's Gallery, Buckingham Palace, **London**. Photographs presented to King George V and taken in the Antarctic by Ponting and Hurlley. In addition to the photographs are some remarkable ephemera from the Royal Collections, including Captain Scott's South Pole flag. www.royalcollection.org.uk or phone 020 7766 7321, £9 entry
- 7 Dec 2011- 14 Apr 2012 'These rough notes' - an exhibition of manuscripts from the British Antarctic Expedition 1910-13, The Polar Museum, **Cambridge**.

- 7 Jan - 12 Apr 2012 The Centenary Exhibition, Race To the Pole at Discovery Point, **Dundee**, Admission free
- 14 Jan -13 May 2012 Captain Scott: South for Science. Exhibition exploring the expedition's links with Wales and the scientific work of Scott's expedition. National Museum of Wales, **Cardiff**.
- 14 Jan to 14 Apr 2012. From Plymouth to Pole: Scott, Science and the Men who Sailed South, **Plymouth** City Museum and Art Gallery plus heaps of lectures too numerous to mention. See www.plymouth.gov.uk/scott100
- 18 Jan -18 Feb 2012 The Centenary Exhibition of Antarctic Mapping, The Map House, 54 Beauchamp Place, **London**, SW3. Exhibition on an expedition by expedition basis, with 100s of original maps. Also on display will be fine art prints of The Lost Photographs of Captain Scott and original carbon photographs of Herbert Ponting.
- 20 Jan - Sept 2012, Natural History Museum, London, Scott's Last Expedition. Major collaborative exhibition between the Antarctic Heritage Trust (NZ), Natural History Museum London and Canterbury Museum (NZ).
- 11 February to 31 March 2012: 'Landscapes of Exploration' at Peninsula Arts, **Plymouth** University, www.plymouth.gov.uk/scott100
- 10 March 2012 at 11am The Oates Museum will open its newly refurbished Oates Galleries with a centenary exhibition, Selborne, Hampshire.