

## The Drawings and Watercolours

By REAR-ADMIRAL FREDERICK WILLIAM  
BEECHEY, F.R.S., P.R.G.S. (1796-1856)

In The Collection of  
The Arctic Institute of North America,  
University of Calgary

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### INTRODUCTION

Born in London on 17 February 1796, Frederick William Beechey was the son of Sir William Beechey, the father of 18 children, and of his second wife Phyllis Ann Jessup (Register Book of Marriages, 1886) and the godson of William, The Duke of Clarence, the future William IV (Gentleman's Magazine, 1857). Both Sir William and Lady Beechey were well-acknowledged artists, the former a notable portraitist who owed much of his success to the patronage of the Royal Family, the latter a highly respected miniaturist. Hence, the feeling and the skill for art appears to have been successfully passed on to the children, the grandchildren and even to the great-grandchildren (Johnson, 1971; Hopkins, 1976).

Together with three of his brothers, Henry William, George Duncan and Richard Brydges, his *Midshipman* on board the *Blossom* (Beechey, 1831), Frederick William shared a pronounced interest in the exploration of foreign lands which included the study of their arts, customs and inhabitants.

At the age of ten Frederick William entered the Navy as a charge of Sir John Jervis, the Earl of St. Vincent, on board the *Hibernia*. The Earl with great skill had reorganized the Georgian Navy and was well noted for his strict discipline (Fry, 1953); Lord Nelson, one of his former officers wrote in October 1796: "I never saw one in point of officers & men equal to Sir John Jervis" (Marcus, 1975: 78). Like many young men growing up in the shadow of the Napoleonic Wars Beechey undoubtedly admired heroic action and military virtue. His eventual choice of the Navy as a career was an amalgam of romantic and practical considerations.

On 8 August 1806 the Earl wrote a short letter to Lady Beechey describing Frederick William's baptism into the Navy and assuring her that her young son was under proper care (Roberts, 1907).

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After serving with Jervis, Frederick William spent the following years on the *Minotaur* and later on the *Foudroyant* in his voyage to Rio de Janeiro under the command of *Admiral Sir William Sidney Smith*. In 1811 as *Midshipman* under *Captain Charles Marsh Schomberg* he assisted in the capture of three French frigates. Assigned to service in the Channel for a short duration, Beechey gained additional experience in the preparation of charts and maps. Later appointed to the *Vengeur*, he participated in the expedition to New Orleans. It should be noted that during the first decade of the 1800's, a period of burgeoning scientific inquiry and achievement, the principal concern of the Admiralty and the Explorers was, not surprisingly, the concept of "Trade follows Flag", subordinate to which was an interest in geographical discoveries. Already by 1808 the need to prepare accurate charts for His Majesty's Ships which were operating in the Channel and in the various Stations had been recognized. *Captain Thomas Hurd, Hydrographer of the Navy*, upon instruction from the Admiralty, had "by the following year made available 113 boxes containing bound sets of charts some of which had been purchased from other countries at a total cost of 4,574 pounds" (Day, 1967: 23, 52), which underscores the strong commitment being made.

In addition to the recommendation to various *Commanders* from the *Hydrographer* that naval charts from other countries be purchased it was also suggested that "nautical surveys should be undertaken by suitable British vessels equipped with chronometers and spy glasses . . ." (Day, 1967: 24).

In 1813 a Superintendent of Surveys and Works on the Coasts and Harbours of Great Britain was appointed (Admiralty Digests, 1809-1837). Even abroad Admirals and Senior Officers initiated surveys of the various Stations and duly recorded in their Journals their observations and the instruments used. In the following year, 1814, the Hydrographic Office issued the first comprehensive report on the state of Hydrography in which "the deficiency of nautical knowledge is recognized and analyzed, by Station, with the recommendation that the charting of those areas be pursued" (Hurd, 1814). Thus, the Royal Navy's Surveying Service was clearly established to advise the Board of the Admiralty on surveys and foster the Navy's cooperation and collaboration with the Royal Society and members of the geophysical sciences (Parry, H.O. Board Minutes, 1819, 1825, 1827).

Shortly thereafter, in 1817, the *Lords Commissioners* ordered that the charts and drawings prepared by *Captain William Smyth* "be engraved and published . . . as an incitement to other officers to give their attention to similar pursuits" (Richards, 1868). Hence, as a result of expeditions in search of a Northwest Passage and later for the missing Sir John Franklin, an important reservoir of knowledge was established which would play a major role in the future of earth sciences.

Two years earlier on 10 March 1815 Frederick William received his first commission in the North American Station under the orders of *Admiral The Hon. Sir Alexander Cochrane*. Then, in January 1818, the year in which the link between geographical discovery and geophysical sciences was being forged, a decisive moment in Beechey's career occurred when he was

assigned to the *Trent* under the command of *Lieutenant and Commander* John Franklin in *Captain* David Buchan's expedition.

During the First Franklin Overland Expedition (1819-22) the collecting of minerals and rock specimens by Sir John Richardson and Prof. Jameson is recorded (Franklin, 1823).

On 5 November 1821 Beechey was appointed to the *Adventure* under the command of *Captain* William Henry Smyth who was to survey the Italian, Sicilian, Greek and African Coasts, and many of the charts prepared during this expedition are still in use. Henry William, who accompanied Frederick William, made handsome drawings of the antiquities of the Cyrenaica, which later were engraved to illustrate Frederick William's narrative (Beechey, 1828). Smyth, a skilled hydrographer, certainly contributed to Beechey's knowledge of the description and study of the seas. A year later Beechey was raised to *Commander*. In 1825 *Commander* Beechey was assigned to the *Blossom*. Orders issued by the *Lords Commissioners* of the Admiralty stated that he was to navigate the Pacific to Bering's Strait and then to the recommended rendezvous, Kotzebue's Sound, in order to meet the Franklin and Parry expeditions which were to arrive from the East. The *Blossom* sailed 73,000 miles and the voyage lasted about three and one-half years (Beechey, 1831). The fossils collected by Beechey during this trip were described and discussed by the Rev. Dr. William Buckland, F.R.S., Professor of Geology and Mineralogy at Oxford University (Beechey, 1831).

Having completed his assignment Beechey returned to England and in December 1828 married Charlotte Stapleton. She bore him five daughters, two of whom, the first Katharine Hannah and the third Frances Anne, also became talented artists.

For the next seven years Frederick William remained ashore; in September 1835 he was assigned to the *Sulphur* with instructions to continue the survey of the Pacific. Unfortunately, after having reached South America he was forced to return home in 1836 because of ill health (London Illus. News, 1856). Upon recovery Beechey was assigned to survey the Bristol and English Channels and the Irish Sea, after which he was made *Superintendent* of the Marine Department of the Board of Trade, a position created a short time earlier upon the recommendation of Sir Francis Beaufort of the Admiralty who suggested that merchant vessels, particularly those on Government Charter and conveying immigrants, should carry proper charts (Friendly, 1977). Beechey, nominated by the *Hydrographer of the Navy*, was the first holder of the position (Dawson, 1885). In 1854 he was promoted to *Rear-Admiral* and a year later was elected *President* of the Royal Geographical Society, a post he held, along with that of *Superintendent*, until his death on 29 November 1856 at his home, Westbourne Crescent, Hyde Park, London (Royal Geographical Society, Proceedings, 1856).

It is evident that Beechey (whose life and contributions are the subject of a book in progress by this author) and other Naval Officers and Explorers pioneered the field of scientific observations of the northern coast of America and the Arctic. Various experiments by Beechey, Sabine, Parry, Ross, *et al.*

played an important role in the development and understanding of terrestrial magnetism, which in pragmatic terms resulted in safer navigational practice. In fact, Beechey himself was one of the British representatives to the First International Meteorological Conference held in Brussels in 1853. The names of Isbister, Greely, Haughton, McClintock, Inglefield and Kane, among others, became associated with geological observations. Ironically, however, it was not until the First International Polar Year (1882-83) that a concerted effort to establish scientific discoveries as the major purpose of the Expeditions occurred (Caswell, 1951). Even then it was only with the Peary auxiliary expedition of 1894 (Bryant, 1895) and onward that geological work began to be carried out under proper conditions; a number of prominent geologists were invited to spend several months in the Arctic, among whom was Thomas Chowder Chamberlin, Editor of the *Journal of Geology* and Professor of Geology at the University of Chicago (Bryant, 1895). At a later date groups of scientists from M.I.T., Cornell, the U.S. National Museum and the U.S. Geological Survey were actively collecting fossils in the North (Caswell, 1951). And yet even by 1914 as Schuchert pointed out, "It is becoming more and more apparent that the lack of knowledge concerning the stratigraphy of Arctic lands is a great hindrance to a fuller realization of the geologic succession in the United States" (Schuchert, 1914: 467).

## CATALOGUE

## PREFACE

The trials and tribulations of those heroic British Naval Officers and Crews who during the 19th century searched for a Northwest Passage are meticulously described in the original narratives which today unfortunately are rare imprints almost inaccessible to readers. It is for this reason, as well as to preserve the freshness and originality of the explorer's first observations, that I have chosen to quote directly from the narratives whenever the text matches perfectly the drawings and watercolours in the Arctic Institute's collection.

The statement by Parry in his introductory remarks bears witness to the accuracy: "... The Drawings made by *Lieutenants* Beechey and Hoppner were put into the hands of skilful engravers, soon after the arrival of the ships . . . . On the merit of the drawings made by *Lieutenants* Beechey and Hoppner, I am not a competent judge, further than as regards the accuracy and faithfulness of the delineation . . . ." (Parry, 1821: ix). The drawings and watercolours in the Arctic Institute's collection are from Beechey's voyages of 1818 with *Captain* David Buchan and of 1819-20 with *Lieutenant* William Edward Parry.

## NOTATIONS USED

Titles which appear in quotation marks are those given by the artist himself; otherwise the identification of the specific drawing and watercolour is derived through the author's search.

In describing the format the height precedes the width. In reference to the Headlands, the registers are numbered from top to bottom and from left to right. In regard to the illustrations, original works are labelled *Plates* and engravings *Figures*. Information within parentheses indicates data not available from the quoted citation, added by the author.

*HEADLANDS*  
*26cm x 36cm*  
*Pencil on paper*  
*Inventory no. 170219*  
*Plate 1*

- 1:1           “August 29, 1820. Cape Hotham, LLEstN. Wellington Channel.”
- “Sun. 22, August 1819. . . Beyond Beechey Island, leaving a large open space between the coast and the distant land to the westward, which now appeared like an island, of which the extremes to the north and south were distinctly visible. The latter was a remarkable headland having at its extremity two small table hills, somewhat resembling boats turned upwards, and was named CAPE HOTHAM, after *Rear-Admiral the Honourable Sir Henry Hotham*, one of the *Lords Commissioners of the Admiralty* . . .” (Parry, 1821: 51, 58:1).
- 1:2           “August 29, 1820, SE. Wellington Channel.”
- “Tues. 29, August 1820. . . The land, discovered the preceding evening, proved to be an island, about a mile and a half in length: and being rather high, and remarkably bluff in every view, appeared to have deep water all round it. We were abreast of it at half-past five, and named it BROWNE ISLAND, out of respect to my much-esteemed friend, Mr. Henry Browne, of Portland Place . . .” (Parry, 1821: 264).
- 1:3           Barrow’s Strait.
- “Sun. 22, August 1819. . . And every one felt that we were now finally disentangled from the land which forms the western side of Baffin’s Bay, and that, in fact we had actually entered the Polar sea. Fully impressed with this idea, I ventured to distinguish the magnificent opening through which our passage had been effected from Baffin’s Bay to Wellington Channel by the name of BARROW’S STRAIT, after my friend Mr. Barrow, *Secretary of the Admiralty*; both as a private testimony of my esteem for that gentleman, and as a public acknowledgement due to him for his zeal and exertions in the promotion of Northern Discovery.” (Parry, 1821: 52, 34: 1 and 2).

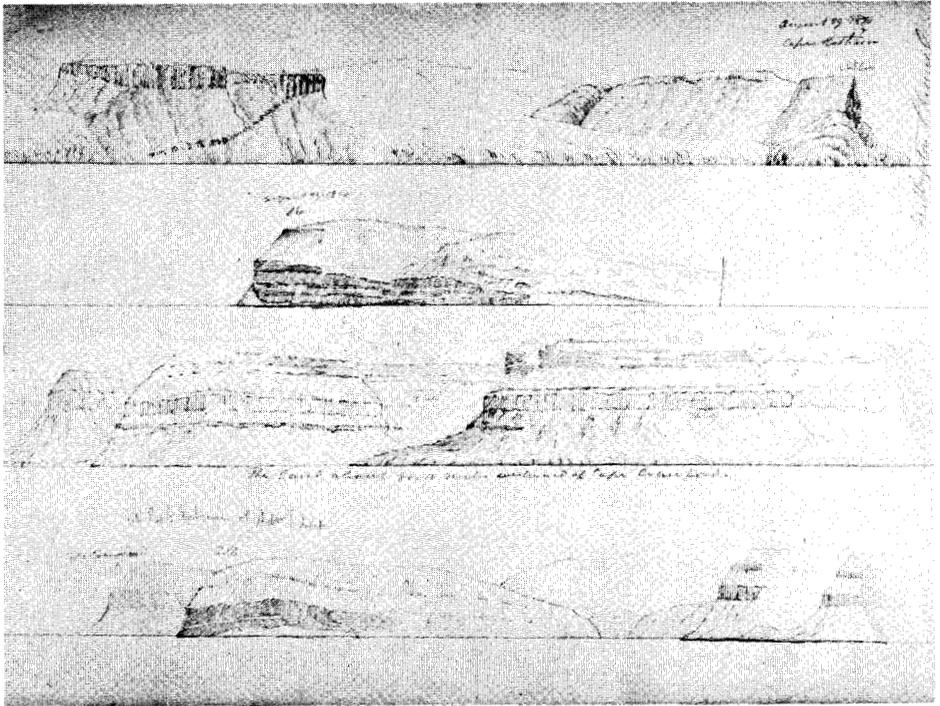


Plate I. Headlands

“Sir John Barrow (1766-1844) was the second *Secretary of the Admiralty*, 1807-45 . . . and the chief founder of the Royal Geographical Society . . .” (White, 1910: 330)

1:4

“Cape Crauford at the east entrance at Admiralty Inlet, ESE”; “The land about 8 or 10 miles westward of Cape Crauford.”

“(Wed. 30. August, 1820). . . At eleven P.M. we were abreast of a bluff and remarkable headland, which I named after my much esteemed friend, MR. WILLIAM CRAUFURD [sic] and to the eastward of which the land appeared to recede, forming a large bay . . .”

“Thurs. 31. August, 1820. . . It was not light enough till half-past three on the morning of the 31st, to enable us to perceive that the land immediately to the eastward of Cape Craufurd was not continuous. . . As the wind drew almost directly out of this opening, to which I gave the name of ADMIRALTY INLET, and as it was entirely occupied by ice. . .” (Parry, 1821: 267).

HEADLANDS  
26cm x 36cm  
Pencil on paper  
Inventory no 170220  
Plate 2

2:1 "7:00 A.M. Sept. 3rd" (1820); "Cape Hay ESE 50'  
East of Possession Bay."

Cape Hay in Bylot Island, District of Franklin, was named by *Captain John Ross*, in 1818, after *Captain Lord John Hay Lord of the Admiralty* (1846-53) (White, 1910: 378).

"Thur. 16. Sept. 1819. . . At a quarter before noon, we were abreast of Cape Providence, beyond which in the distance of three or four leagues, another headland, still more high and bold in its appearance, was discovered, and named after Mr. Hay, *Private Secretary to the First Lord of the Admiralty*. . ." (Parry, 1821: 85).

". . . bearing of Capes Providence and Hay, as obtained this evening when the two headlands were opening (being  $\frac{N}{S}/82^{\circ} 38'/\frac{E}{W}$ ). . ." (Parry, 1821: 233, 31:2).

"As we stood up the bay two capes on the south side were discovered, one of which I named after the *Earl of Liverpool*: the land which formed the boundary on one side of Catherine's Bay, was named CAPE HAY" (Ross, 1819, Vol. 1: 244).

2:2 "Cape Graham Moore about 40' . . . Possession Bay."

". . . (Thur. 26) August 1819. . . The land to the westward of Cape Cockburn sweeps round into a large bay, which I named after *Vice-Admiral Sir GRAHAM MOORE*. . ." (1764-1843), appointed *Lord High Admiral* in 1821 (Parry, 1821:59, 31:2; White, 1910:407).

The Cape had been previously named by *Captain John Ross*, on Sept. 3rd., 1818: "At four we hauled in to take a better view of the coast, and came within a few miles of a high cape which was named after *Sir Graham Moore*. . ." (Ross, 1819, Vol. 2: 2).

Possession Bay was named on 1 September, 1818 by *Captain John Ross* to commemorate his act of taking

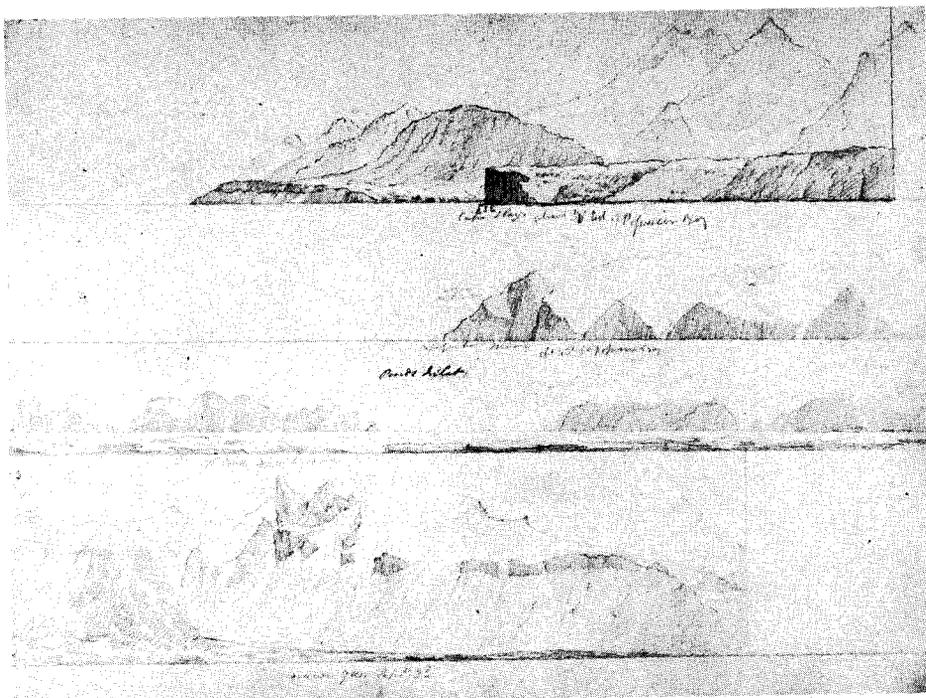


Plate 2. Headlands

possession of the land for Great Britain: “. . . and the Point near Cape Byam Martin, which were taken yesterday, taken to day from the opposite bearing; by which it was determined, that the variation where the ship was at noon, on the 31st, was about  $114^{\circ}$  west. The boats being hoisted up, and the breeze freshening, we made sail, and stood to the N.E., having given the names of POSSESSION BAY and POSSESSION MOUNT to the above-mentioned places” (Ross, 1819, Vol. 1: 254).

2:3

“Ponds Inlet”

POND INLET in Baffin Island (Franklin District) “was named by *Captain John Ross* in 1818, after *John Ponds* (1767-1836), *Astronomer Royal*” (White, 1910: 420).

“Sept. 5. . . (1818). . . To the southward of this we opened a wide inlet, which had, at first, the appearance of a strait, but it was soon discovered to be occupied by a large glacier, which extended for a considerable distance into the sea, and at the bottom of the inlet, the land was seen to be continuous. To

this I gave the name of POND'S BAY, in compliment to the *Astronomer Royal*" (Ross, 1819, Vol 2: 2).

"Sept. 1820. . . The wind continuing fresh from the northward, on the morning of the 1st of September, we bore up and ran along the land, taking our departure from the flag-staff in Possession Bay . . . When abreast of the inlet which had been called POND'S BAY on the former expedition, the opening of the two shores, as far as the eye could reach, appeared so large as to excite considerable interest. . ." (Parry, 1821: 271).

2:4

"The Peak N 11 W (?) Headbluff. Drawn Sept. 3rd (1820)".

"Sun. 3. Sept. 1820. . . At half-past seven A.M. being off a point of land, which is comparatively low near the sea, with hills, rising at the back to the height of more than a thousand feet above the sea, we observed to the southward a remarkable dark perpendicular cliff, forming the most singular and conspicuous object we had seen upon this coast. This cliff, which, in coming from the northward has the appearance of being detached, and is not unlike the Bass Rock in the Frith of Forth" (Parry, 1821: 272).

In the "Plan of the Inlet called River Clyde, West Coast of Baffin's Bay," this cliff is indentified as "A remarkable black bluff with a low point off it" (Parry, 1821: 288).

*HEADLANDS*

*26cm x 36 cm*

*Pencil on paper*

*Inventory no 170221 (recto)*

*Plate 3*

3:1

"Off Port Bowen."

"Fri. 13. August, 1819. . . The weather was beautifully calm and clear on the 13th, when, being near an opening in the eastern shore, I took the opportunity of examining it in a boat. It proved to be a bay, a mile wide at its entrance and three miles deep in an E.b.S. direction, having a small but snug cove on the north side, formed by an island, between which and the main land is a bar of rocks, which

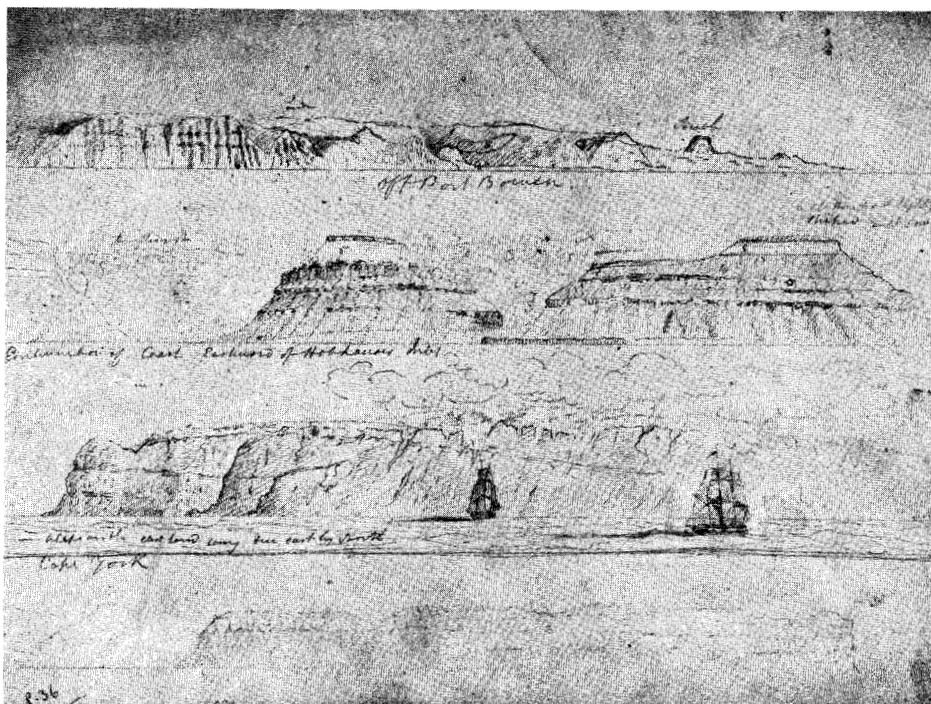


Plate 3. Headlands

completely shelters the cove from sea or drift ice. We found the water so deep, that in rowing close along the shore we could seldom get bottom with seven fathoms of line; and, as time could not be spared to obtain the exact depth, the soundings in the annexed Plan are necessarily very imperfect. The cliffs on the south side of this bay, to which I gave the name of PORT BOWEN, after *Captain James Bowen*, one of the *Commissioners* of His Majesty's Navy, resemble in many places, ruined towers and battlements. . .”(Parry, 1821: 44, 288).

3.2 “Continuation of Coast Eastward of Hobhouse Inlet”.

“Thur. 19. August 1819. . . and in the course of the afternoon, found ourselves opposite to an inlet, which I named after my relation, *Sir BENJAMIN HOBHOUSE* . . .” (Parry, 1821:48, 35:1 and 2).

3:3 “A Cape visible east land east by North.”

“Tues. 17. August. 1819. . . On the 17th, we had a fresh breeze, from the S.S.W., with so thick a fog, that in spite of the most unremitting attention to the

sails and the steerage, the ships were constantly receiving heavy shocks from the loose masses. . . on the weather clearing up in the afternoon, we saw, for the first time, a remarkable bluff headland, which forms the north-eastern point of the entrance into PRINCE REGENT'S INLET, and to which I gave the name of CAPE YORK, after *His Royal Highness the Duke of York*. . ." (Parry, 1821: 47, 36).

3:4

#### Prince Leopold Islands.

Possibly related to the engraving "The Northernmost of Prince Leopold's Islands, bearing N. 72° W'." "Wed. 4. August 1819. . . A second island was discovered to the southward of the former, to both of which I gave the name of PRINCE LEOPOLD'S ISLES in Honour of *His Royal Highness Prince Leopold of Saxe Coburg*. . ." (Parry, 1821: 35, 36:2).

"The Northernmost island when seen from the E.N.E., appears like a level piece of table-land, being quite perpendicular at each extreme. . . The *Hecla's* boats were at the time employed in bringing on board ice, to be used as water; a measure to which it is occasionally necessary to resort in these regions, when no pools or ponds are to be found upon the floes. . ." and. . . "One of our boats was upset by the fall of a mass of ice which the men were breaking, but fortunately no injury was sustained. . ." (Parry, 1821: 36, 36: 2).

#### HEADLANDS

26cm x 36cm

Pencil on paper

Inventory no 170221 (verso)

Plate 4

4:1

#### Cape Cockburn

Possibly related to:

"Thur. 26. August, 1819. . . The ice here consisted almost entirely of fields, the limits of which were not visible from the mast-head. . . The westernmost land now in sight was a cape, which I named after *Vice-Admiral Sir GEORGE COCKBURN*, one of the *Lords Commissioners of the Admiralty*. . ." (Parry, 1821: 58, 58:4).

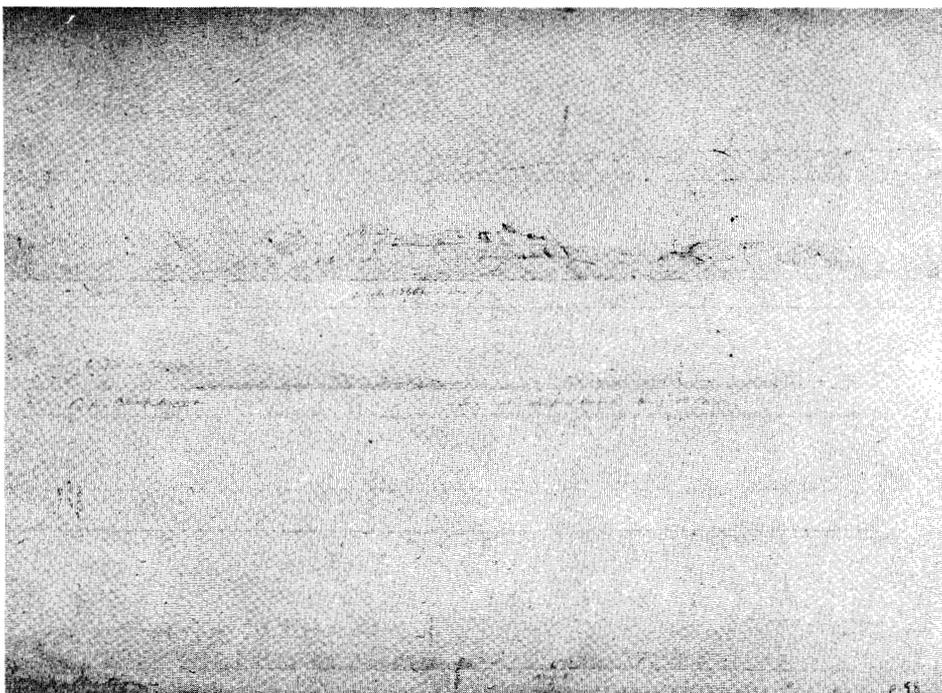


Plate 4. Headlands

- 4:2            “26 Aug. . .  
 “Wed. 25. August 1819. . . The land to the northward of Garrett Island was found to be another island of considerable extent, having, towards its eastern end, a remarkable peaked hillock, very conspicuous when seen from the southward. I named this BATHURST ISLAND, in honour of the *Earl of Bathurst*, one of His Majesty’s principal *Secretaries of State*. . . ” (Parry, 1821: 57, 58:3).
- 4:3            “Cape Cockburn, very low spit of land.”  
 “Thur. 26, August 1819. . . The westernmost land now in sight was a cape, which I named after *Vice-Admiral Sir GEORGE COCKBURN*, one of the *Lords Commissioners of the Admiralty*. This cape appeared, during the day, to be situated on a small island detached from Bathurst Island; but, on approaching it towards evening, we found them to be connected by a low sandy beach isthmus, over which

some high and distant hills were seen to the north-westward . . .” (Parry, 1821: 58, 58:4).

4:4 “From recollection, Aug. 28” (1819).

The entry for 28 August reads: “As we approached the south point of the island, to which I gave the name of CAPE GILLMAN, out of respect to the memory of the late *Sir* John Gillman. . .” (Parry, 1821: 60).

HEADLANDS

26cm x 26cm

Pencil on paper

Inventory no 170222 (recto)

Plate 5

5:1 “August”. Continuation of the Coast of Barrow’s Strait to the Eastward of Cape Fellfoot.

“Wed. 4. August, 1819. . . After lying to for an hour we again bore up to the westward, and soon after discovered a cape, afterwards named by *Captain* Sabine, CAPE FELLFOOT, which appeared to form the termination of this coast; and as the haze, which still prevailed to the south, prevented our seeing any land in that quarter. . .” (Parry, 1821: 50, 34: 3 and 4).

5:2 “N36 16E”. “Caswall’s Tower, Bearing N. 36° 16E seen through Gascoyne’s Inlet . . . Cape Ricketts.”

“Sun. 22. August 1819. . . The fog clearing up on the following day we found ourselves abreast a bay, to which the name RADSTOCK BAY was subsequently given by *Lieut.* Liddon’s desire in compliment to the *Earl of Radstock*. This bay is formed by a point of land, on the eastern side, which I named CAPE EARDLEY WILMOT; and on the western, by a bluff headland, which was called after *Captain* TRISTAM ROBERT RICKETTS, of the Royal Navy. In the centre of Radstock Bay, lies an insular-looking piece of land, which received the name of CASWALL’S TOWER. . . As we advanced slowly to the westward, the land on which CAPE RICKETTS stands, appeared to be nearly insular; and, immediately to the westward of it, we discovered a considerable opening, which we called GASCOYNE’S INLET after *General* GASCOYNE” (Parry, 1821: 74, 58:2).

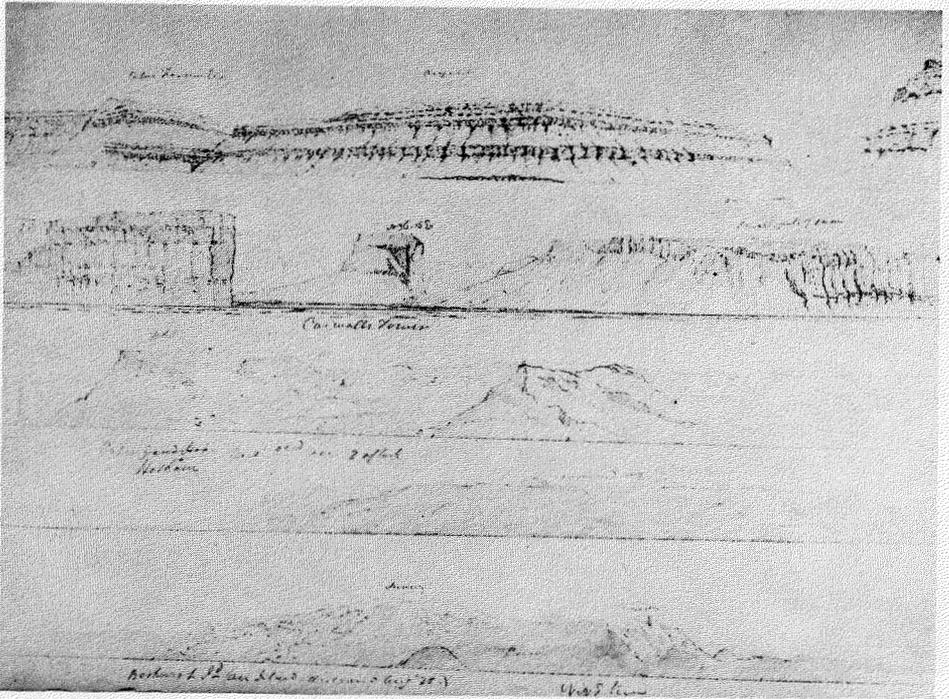


Plate 5. Headlands

- 5:3            Cape Hotham  
 See description under *HEADLANDS*, *Plate 1:1*, *Inventory no 170219*.
- 5:4            “Cape Good Hope [~~crossed out~~] Hotham, August 23rd., A.M. 2 at dusk . . . discovered 24th 7 A.M.”  
 See description under *HEADLANDS*, *Plate 1:1*, *Inventory no 170219*.
- 5:5            “Bathurst I<sup>d</sup> An Island discovered August NNE. . .”  
 See description under *HEADLANDS*, *Plate 4:2*, *Inventory no 170221 (verso)*

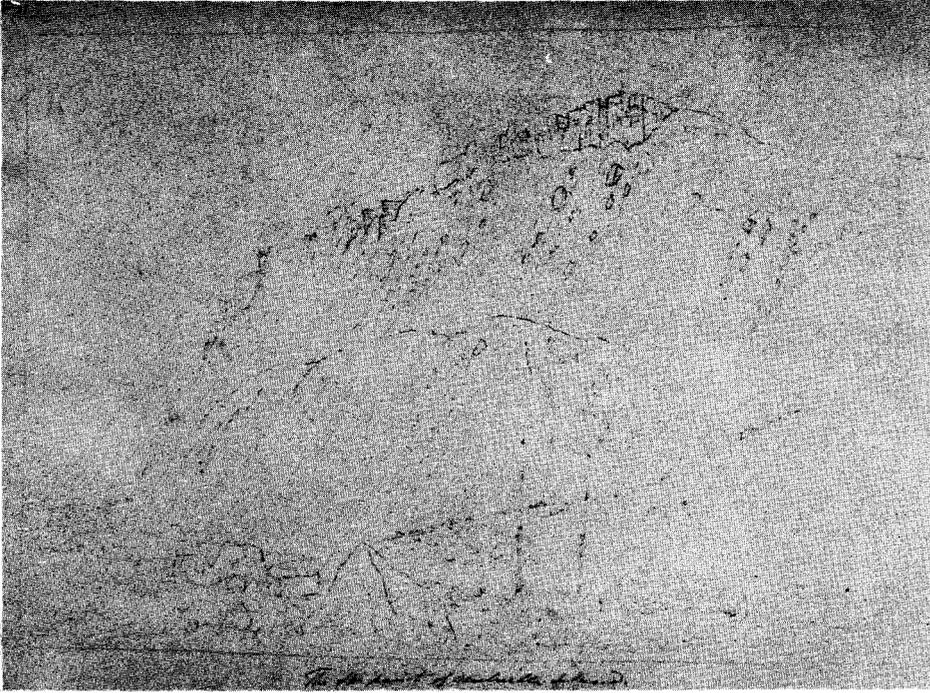


Plate 6. "The SW Point of Melville Island"

*"The SW Point of Melville Island"*

26cm x 36cm

Pencil on paper

Inventory no 170223 (recto)

Plate 6

6:1

"The SW Point of Melville Island."

"Sun 5. Sept, 1819. . . This island, on which our boats had now landed for the second time and which is much the largest of the group we had lately discovered, I honoured with the name of MELVILLE ISLAND, after *Viscount Melville*, the *First Lord of the Admiralty* . . ." (Parry, 1821: 74).

The drawing probably depicts point between Cape Hay and Cape Providence.

*Lieut. Henry Parkyns Hoppner* (on board the *Griper*) also made a drawing on the spot of the same scene, later engraved by W. Westall (Parry, 1821: 74, 122, 254).

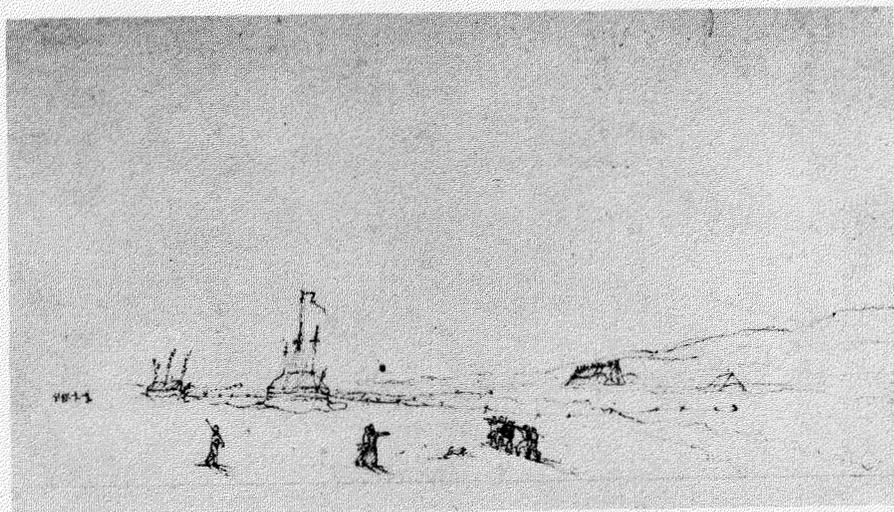


Plate 7. "H.M.S. *Hecla* and *Griper* in Winter Harbour"

***H.M.S. HECLA AND GRIPER IN WINTER HARBOUR***

*15cm x 26cm; 13cm x 21cm; 13cm x 21cm*

*Pencil on paper*

*Inventory no 170223 (verso)*

*Plates 7, 8, 9.*

7:1

The ships in Winter Harbour. Officers and crew.

"Sun. 26. Sept., 1819. . . At half past one P.M. we began to track the ships along the same manner as before, and at a quarter past three we reached our winter quarters and hailed the event with three loud and hearty cheers from both ships' companies. The ships were in five fathoms' water, a cable's length from the beach on the north-western side of the harbour, to which I gave the name of WINTER HARBOUR. . . (Parry, 1821: 98, 122).

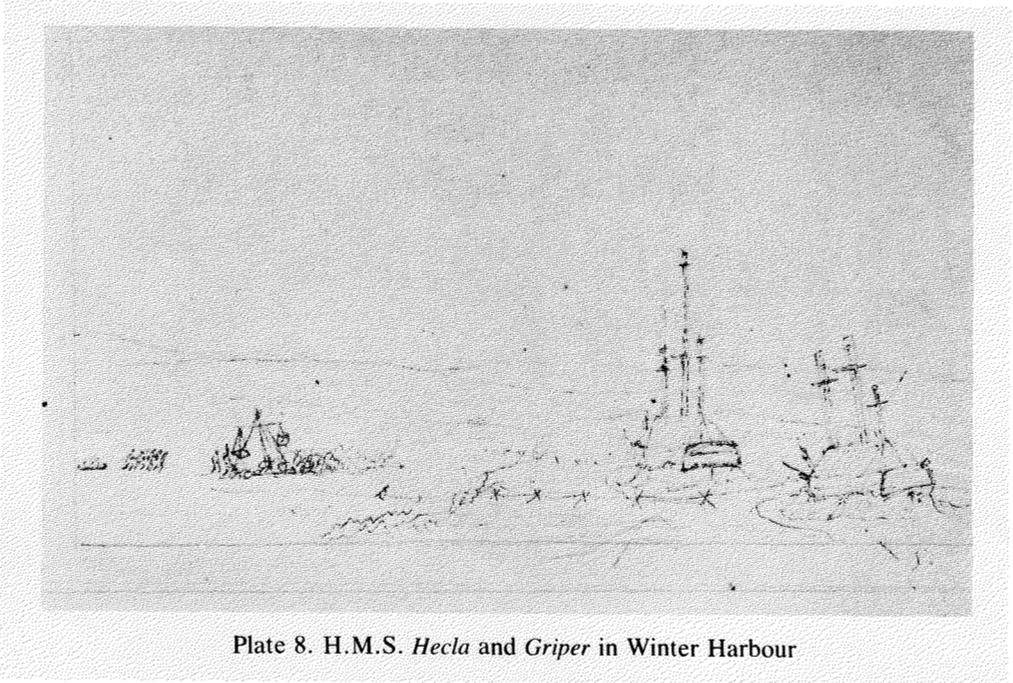


Plate 8. H.M.S. *Hecla* and *Griper* in Winter Harbour

8:1

As above.

“Having now reached the station, where, in all probability, we were destined to remain for at least eight or nine months. . . not a moment was lost, therefore, in the commencement of our operations. The whole of the masts were dismantled except the lower ones, and the *Hecla's* main-top-mast, the latter being kept fidded for the purpose of occasionally hoisting up the electrometer-chain, to try the effect of atmospherical electricity. The lower yards were lashed fore and aft amidships, at a sufficient height to support the planks of the housing intended to be erected over the ships, the lower ends of which rested on the gunwhale; and the whole of this frame-work was afterwards roofed over with a cloth, composed of a wadding-tilt, with which waggons are usually covered; and thus was formed a comfortable shelter from the snow and wind” (Parry, 1821: 101-102, 122; Fig. 1).



Plate 9. (Detail of 8) Sledge being pulled by crew

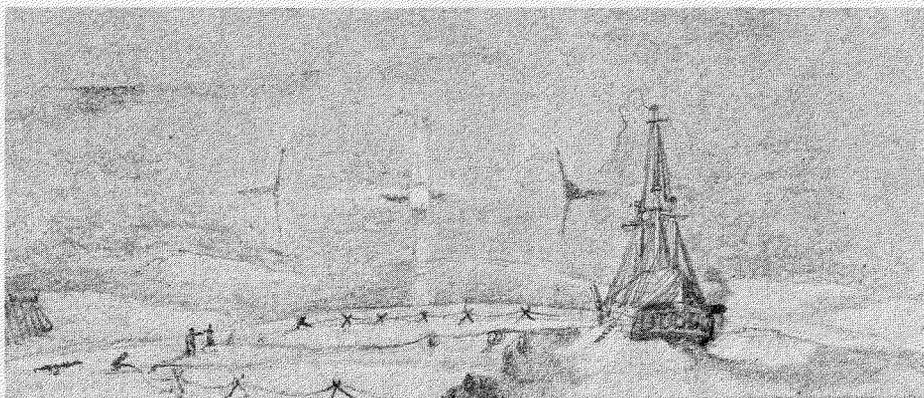


Plate 10. H.M.S. *Hecla* in Winter Harbour

*11cm x 24.5cm*

*Pencil and crayon on grey paper*

*Inventory no. 170237*



Plate 11. (Different views of 7 and 8)

*11cm x 24.5cm*

*Pencil and crayon on grey paper*

*Inventory no. 170238*

A finished version of the 5 sketches is in the Rex and Nan Kivell Collection, National Library of Australia; the watercolour painting measures 4- $\frac{3}{8}$  in. by 7- $\frac{3}{4}$  in. (Parry, 1821: 101-102, 122; Fig. 1).

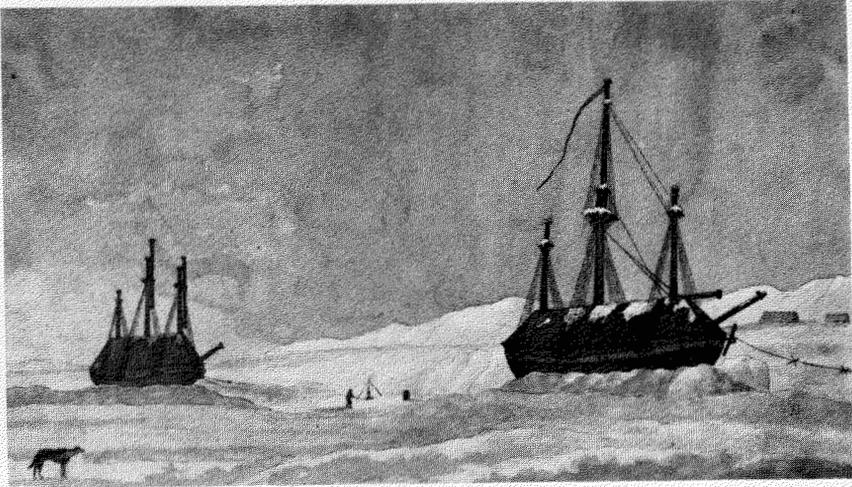


FIG. 1. "His Majesty's Ships *Hecla* and *Griper* blocked up with the ice in Winter Harbour" (By courtesy of the Rex and Nan Kivell Collection, National Library of Australia)

“SITUATION OF H.M.S. HECLA AND GRIPER SEPT. 20th, 1819.”

15cm x 26cm

Pencil on paper

Inventory no 170224 (recto)

Plate 12

12:1

“Sat. 18. Sept. 1819. . . Immediately to the westward of the spot where the *Hecla's* anchor had been dropped, some very heavy ice, which for distinction's sake, we called a berg, projected from the beach to the distance of a hundred and fifty yards. The ships had fortunately been forced by the ice, one on each side of this projecting point; for at eight P.M. the field came in contact with it with a tremendous crash, piling up the enormous fragments of ice in the most awful and terrific manner. . . As the pressure of the bay-ice around the ship continued to increase, she was carried gradually in towards the shore. . . The quantity of bay-ice which was squeezed up between the ship and the shore had by this time become so great, that it would easily bear the boats and the men. . . It seemed also to serve the useful purpose of a fender to keep the ship off the ground, which she did not appear to touch in any part.

In the mean time the *Griper* had been carried into a situation nearly similar to ours, on the opposite side of the berg, by which she was partly hidden from our view. . . At nine P.M. the ice moved a few hundred yards off the land, and the opportunity was taken to heave the *Hecla* into a little nook, formed by the grounded ice, where we lay without disturbance during the night. . .” (Parry, 1821: 91-92).

The geographical location is to the westward of CAPE HAY.

“Early in the morning of the 20th, the breeze freshened from N.N.E., and soon after 4 A.M. the ice began to open up from the shore. . . for there was still a current which carried the floes to the westward; and some of the projectory points came very near the land. Some of these missed the *Hecla* by about a hundred yards; but at half-past eight one of them was observed to be moving directly into the bight where the *Griper* was lying. In a few minutes after this, we perceived her to heel so much, that no doubt could be entertained of her having been forced on shore by the ice. . . I was informed that

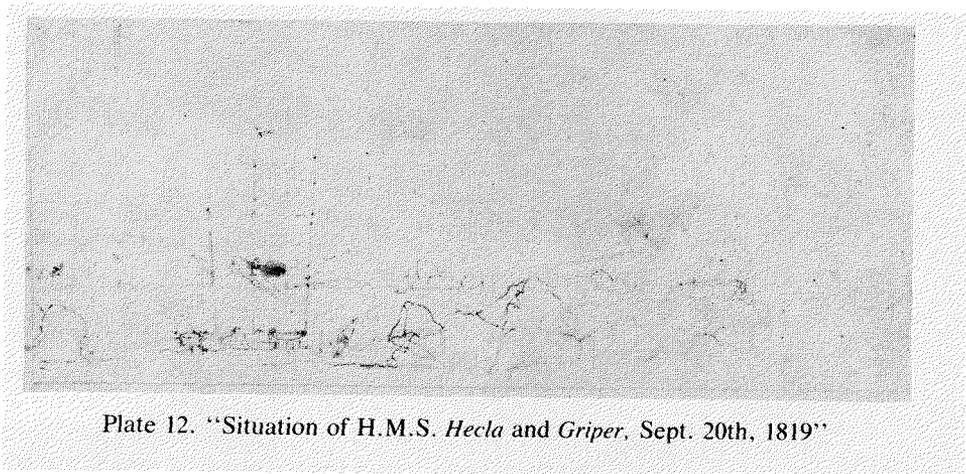


Plate 12. "Situation of H.M.S. *Hecla* and *Griper*, Sept. 20th, 1819"

she was aground on the beach, having only seven feet water on the inside, and the ice still continuing to press upon her from without. I therefore consulted my officers as to measures it would, under these circumstances, be most prudent to adopt, and despatched *Lieut Beechey* round to the *Griper*" (Parry, 1821: 92).

13:1

Same as 12:1. In pencil, pen and watercolour on paper [Plate 13].

See description for 12:1.

A watercolour painting, measuring  $4\frac{3}{8}$  in. by  $7\frac{3}{4}$  in., the finished version of the above sketches, is in the Rex and Nan Kivell Collection, National Library of Australia (Parry, 1821: 92 and Fig. 2).

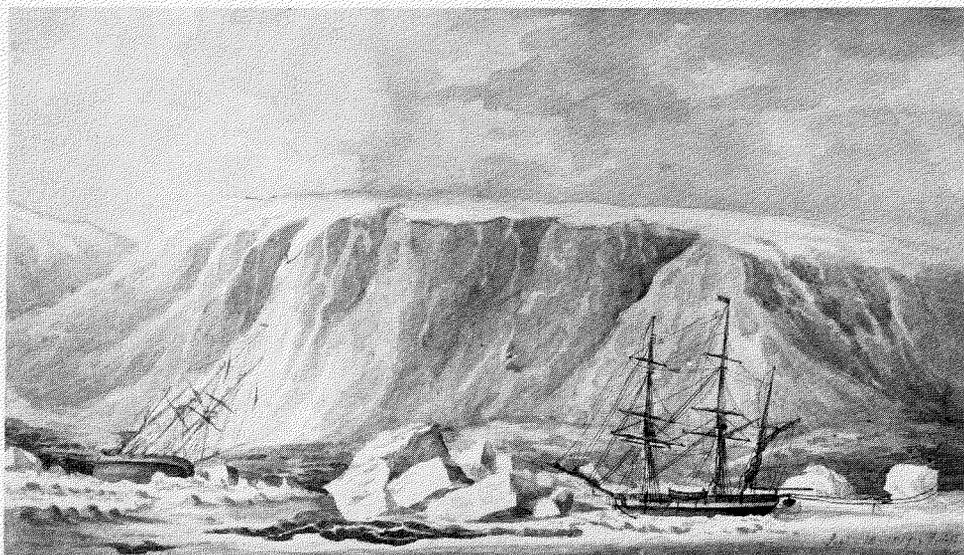


Plate 13. "Situation of H.M.S. *Hecla* and *Griper*, Sept. 20th, 1819"

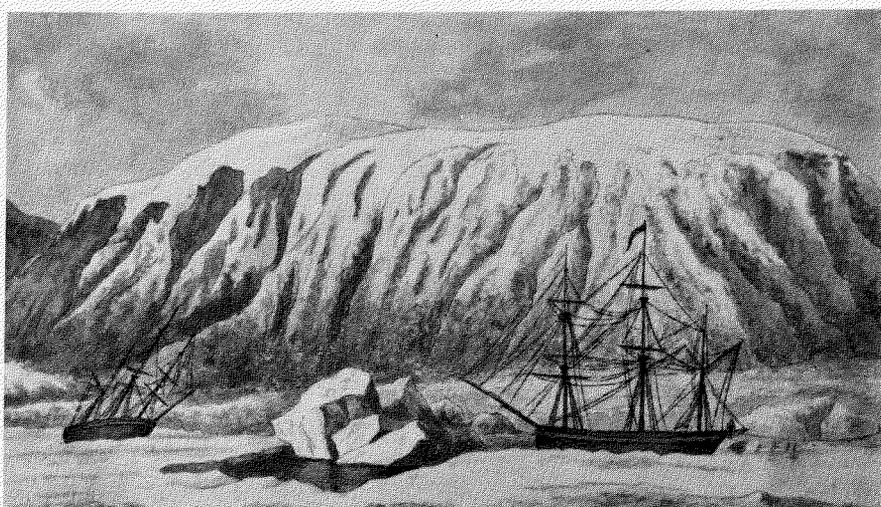


FIG. 2. "Situation of His Majesty's Ships *Hecla* and *Griper*, the 26th September 1819"  
(By courtesy of Rex and Nan Kivell Collection, National Library of Australia)

“ . . . A HARE KILLED SEPT. 9th, 1819

16.5cm x 26cm

Pencil on paper

Inventory no 170224 (verso)

Plate 14

14:1

Polar Hare (*Lepus Glacialis*) running

“Thur. 9. Sept., 1819. . . (At Melville Island, Cape Hearne). . . As there was no chance, therefore, of our being enabled to move, I sent a party on shore at day-light to collect what coal they could find, and in the course of the day nearly two-thirds of a bushel, being about equal to the *Hecla's* daily expenditure, was brought on board. Our Sportsmen, who were out for several hours, could only procure us a hare, and a few ducks. . . (Sabine, 1821: cLxxxvii-cLxxxviii).

“*Lepus Glacialis*, Polar Hare. . . Inhabits Greenland, the southern coast of Barrow's Strait, and the North Georgian Islands where they are very abundant. . . This species is larger than the *L. Variabilis*; the average weight being about 8 lbs.: the ears are longer in proportion to the head than those of the common hare. (*L. Timidus*) and much larger than those of the *L. Variabilis*; . . . The fur is exceedingly thick and wooly, of the purest white in spring and autumn, excepting a tuft of long black hair at the tips of the ears, which is reddish brown at the base; the whiskers are also black at the base for half their length. . .” (Sabine, 1821: cLxxxvii-cLxxxviii).

“ . . . A party of the officers that went on shore to-day killed several grouse [sic], and a white hare (*Lepus Variabilis*, Lin.): a fox, some field mice, several snow-buntings, were seen, and a large white bird, supposed to be an owl . . .” (Fisher, 1821: 118).

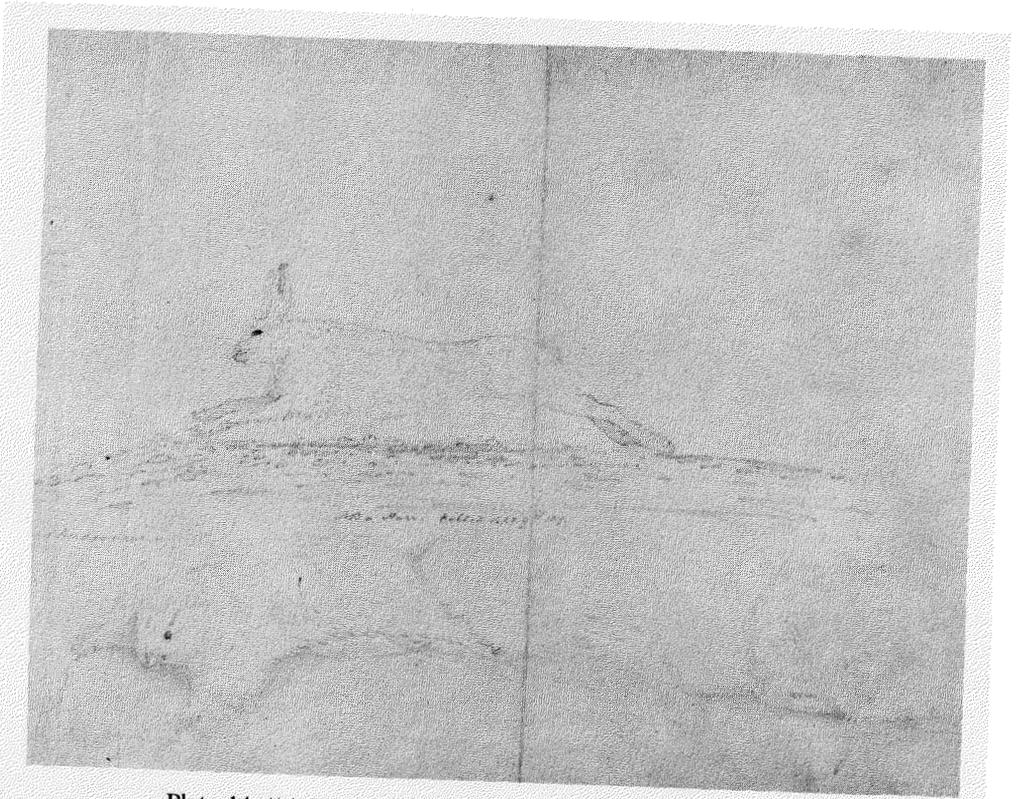


Plate 14. "A Hare killed Sept. 9th, 1819. *Mus Hudsonius*"

***LEMMUS HUDSONIUS. HUDSON'S BAY LEMMING.***

*6.5 cm x 13 cm and 6.5 cm x 10.5 cm*

*Pencil on paper*

*Inventory no 170224 (verso)*

*Plate 14*

14:2 and 14:3

"*Mus [sic] Hudsonius*"

"... are abundant in the country on the west side of Davis' Strait, and in the islands of the Polar Sea, but are probably unknown in Greenland, as they are not mentioned by Fabricius. . . The length of a full grown male specimen is less than six inches, the females not so large. The fur is soft and long, deep gray at the base, and white at the points in winter; the white being mottled in summer with black and reddish brown on the back, and with reddish brown on the under parts . . ." (Sabine, 1821: cLxxxviii-cLxxxix)

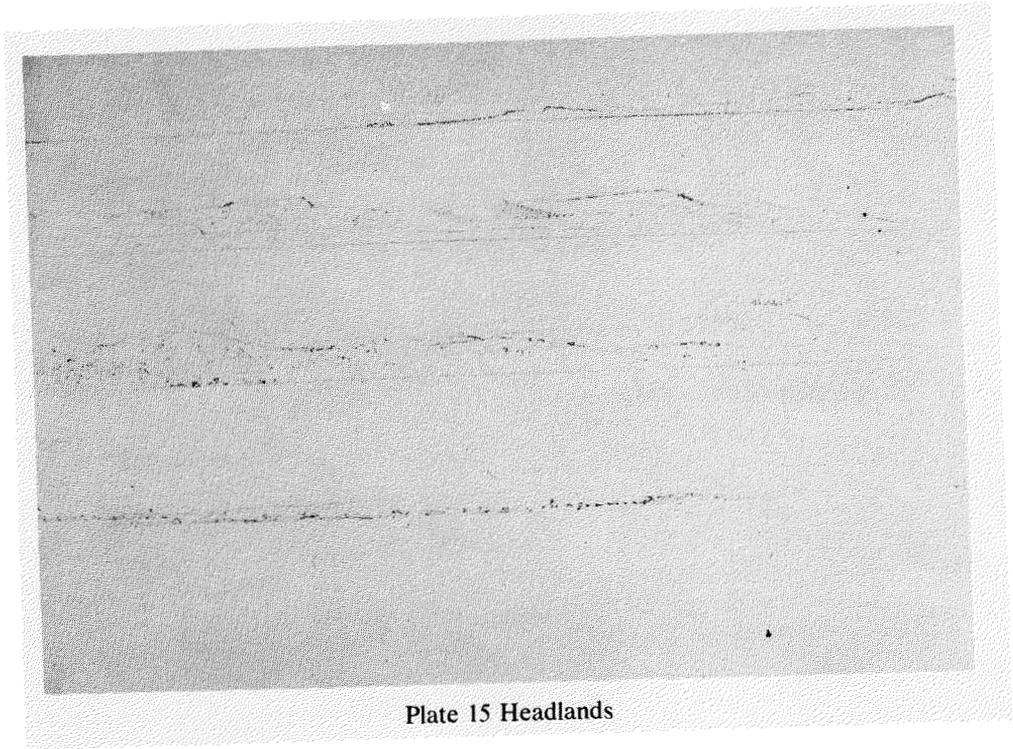


Plate 15 Headlands

*HEADLANDS*

*26cm x 36cm*

*Pencil on paper*

*Inventory no 170225 (recto)*

*Plate 15*

15:1; 15:2;  
15:3 and 15:4

Possibly Melville Island.

“Wednesday, September 1st. (1819) — When the weather cleared up this morning, we found ourselves within three to four miles of what appeared to be another flat island, apparently of greater extent than any of those we have passed to the eastward . . . We have been running along this land (for it is presuming too much to call it an island), the whole day, and we find that it presents, as far as we have yet seen, the same appearance as that part of it that we first saw this morning; that is, low near the coast, and rising gradually towards the interior, but the height of any part of it we have yet seen is very inconsiderable. Its surface is generally speaking, even, and is I may almost say, entirely clear of snow, for I saw only one or two small patches of it the whole day . . .” (Fisher, 1821: 107).

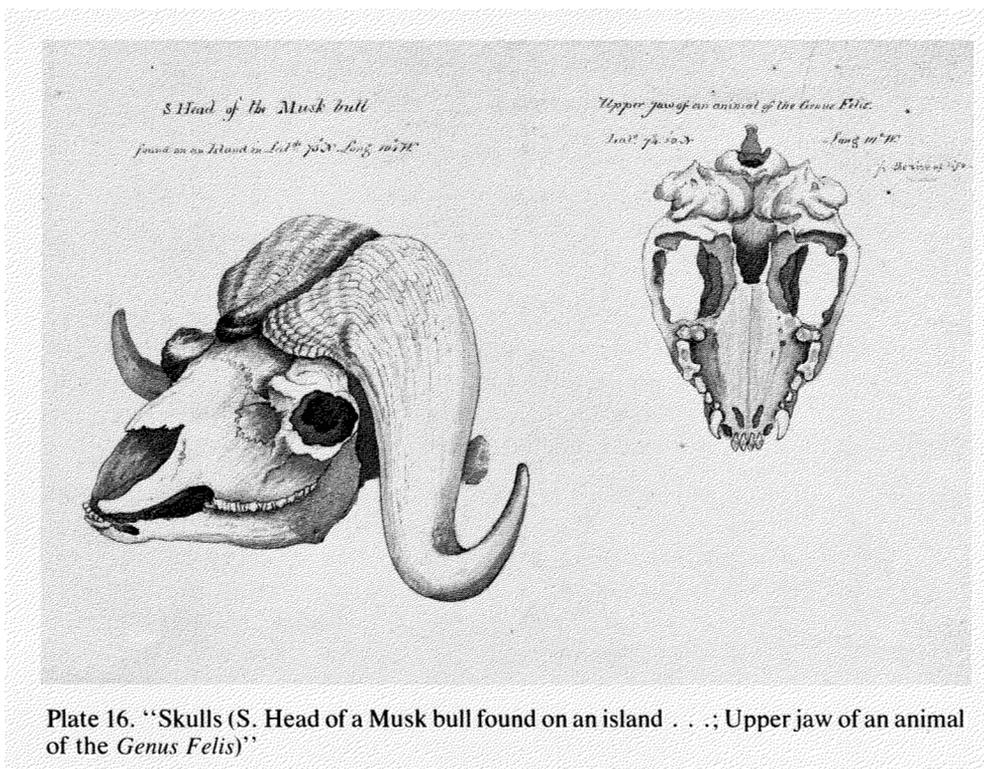


Plate 16. "Skulls (S. Head of a Musk bull found on an island . . . ; Upper jaw of an animal of the *Genus Felis*)"

### SKULLS

26cm x 36cm

Pencil, Ink and Wash on paper

Inventory no 170225 (verso)

Plate 16

16:1

"S. Head of a Musk Bull found on an island in Lat<sup>de</sup> 75° N Long 100° W" *Bos Moscatus*."

It probably depicts the find reported on ". . . Wed. 8. Sept., 1819 . . . Our parties from the shore returned with a white hare . . . some skulls of the Musk-ox. . ." (Parry, 1821: 79).

16:2

"Upper jaw of an animal of the *Genus Felis*, Lat. 74°50' N Long 111° W, ½ the size of life"

No mention is made by either Parry or Fisher of this find.

SLAUGHTERED POLAR BEAR

26cm x 36cm

Pencil, Ink and Watercolour on paper

Inventory no 170226 (recto and verso)

Plates 17 and 18

17:1 and 18:1

Polar Bear. *Ursus Maritimus*.

The drawings, one on each side of the paper, are unfinished studies of a slaughtered polar bear. On the right upper corner of 18:1 a partial study of a posterior leg of a mammal, possibly of a dog or a wolf, is faintly visible.

“Wed. 7 to Mon. 12., July 1819 . . . A large bear (*Ursus Maritimus*) being seen on a piece of ice, near which we were passing this morning, a boat was despatched in pursuit, and our people succeeded in killing it and towing it on board. As these animals sink immediately on being mortally wounded, some dexterity is requisite to secure them, by first throwing a rope over the neck, at which many of the Greenland seamen are remarkably expert . . . ” (Parry, 1821: 13).

“Sunday, 11th (July, 1819) . . . One shot brake [sic] his right hind leg, and the rest (viz. three) struck him in different parts of the body. On being wounded he made a hideous roar, and grasped with his teeth at the places where he was struck. He then plunged into the water and tried to escape in that way; but, he was by this time so much exhausted by loss of blood that before he could get out of the water we secured him by throwing the bight of a rope around his neck . . . It will be seen that his weight is not at all in proportion to his dimensions . . . he was upwards of two hundred pounds lighter.

On opening him we discovered the cause of this disparity; for the whole of the alimentary canal was in high state of gangrene, the liver and lungs were very much inflamed, and the spleen apparently shrunk considerably below its natural size, the stomach was empty and collapsed: in fact, the whole of the abdominal viscera bore evident marks of disease . . . ” (Fisher, 1821: 44-7).

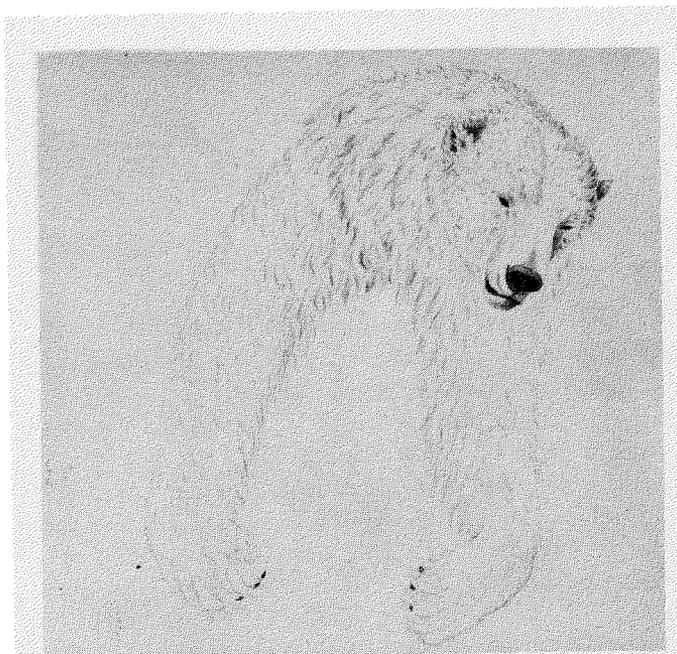


Plate 17.  
Slaughtered Polar Bear

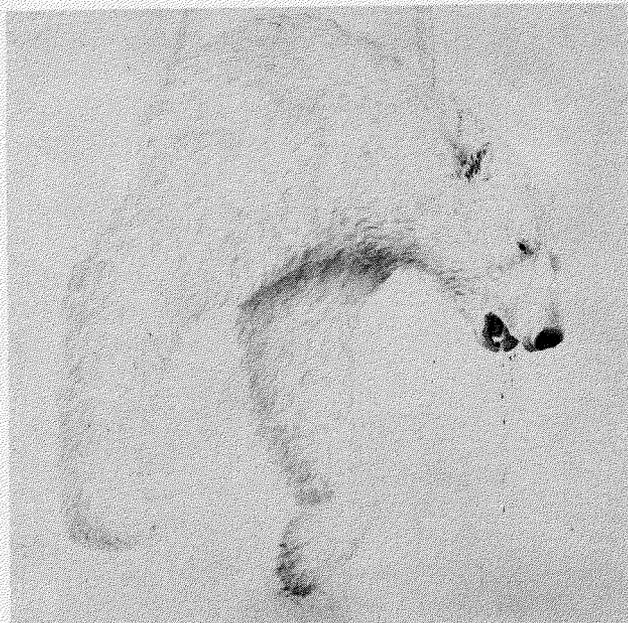


Plate 18.  
Slaughtered Polar Bear

“... On the return of the ships through Barrow’s Strait, a bear was met with swimming in the water about mid-way between the shores which were about forty miles apart ... ” and “... one killed in the former Expedition weighed above 1,100 pounds; whereas another which was somewhat larger in all its measurements, weighed not quite 900 pounds ... ” (Sabine, 1821: cLxxiii-cLxxxiv).

“THE EXPEDITION DRIVEN INTO THE ICE, JULY 30th, 1818”

23.5 cm x 32 cm

Pencil on paper

Inventory no 170227

Plate 19

19:1

“The Expedition driven into the ice, July 30th, 1818”. (H.M.S. *Dorothea* and *Trent*)

“... early in the morning of the 30th July, ... an hour had scarcely elapsed. . . when the main body of ice, which had been lost sight of for a short time, was seen close upon the lee-beam, with the sea beating furiously upon it. The imminent danger to which the vessels were now exposed induced us to press them with all the sail they would bear, by setting the close-reefed main top-sail and foresail, but they availed us nothing; we settled down gradually upon the danger, and were soon amongst the large pieces of ice, which in windy weather skirt the edge of the pack. These pieces consist of the heaviest ice, or that which has the greatest hold in the water, and remain at the edge in consequence of their being less operated by the wind. As we could not afford to lose an inch of ground by bearing up to avoid these

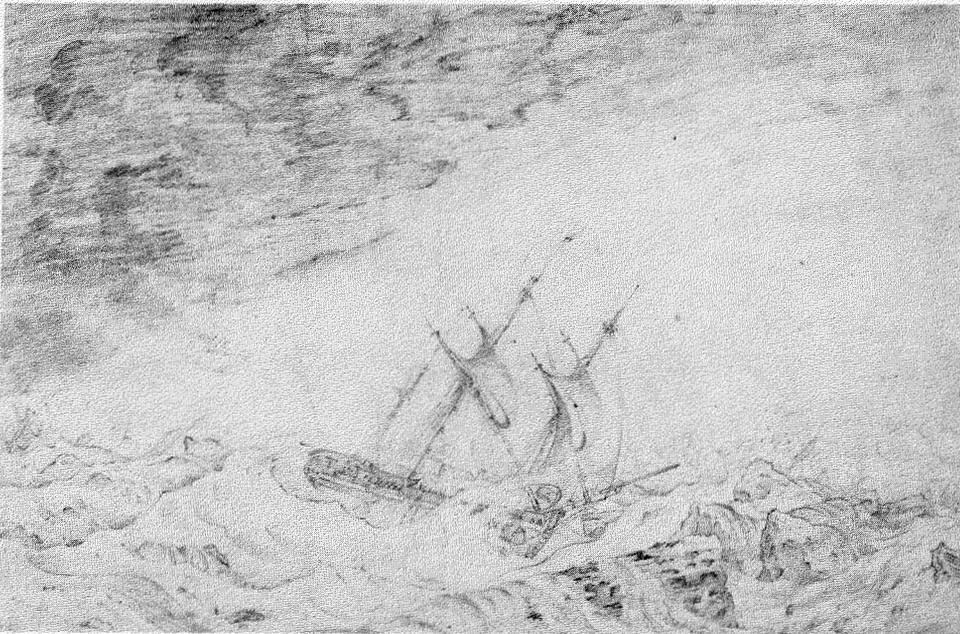


Plate 19. “The Expedition driven into the ice, July 30th, 1818”

masses, we received many very heavy concussions in turning them out of our course. . . ” (Beechey, 1843: 155, 124).

Another version of this drawing, showing the ship in a different position, is in the Collection of the National Maritime Museum, Greenwich.

**“WRECK OF THE TRENT’S BOAT FROM A PIECE OF ICE BREAKING OFF THE GLACIER”**

*26cm x 36cm*

*Pencil, Ink and Pastel on paper*

*Inventory no 170228*

*Plate 20*

20:1

“Wreck of the *Trent*’s boat from a piece of ice breaking off the Glacier.” Signed on the right lower corner.

“. . . In consequence of the immense pieces of ice which occasionally break off these glaciers, it is very



Plate 20. “Wreck of the *Trent*’s boat from a piece of ice breaking off the glacier”

dangerous for a boat to approach them. On two occasions we witnessed avalanches on the most magnificent scale. The first was occasioned by the discharge of a musket at about half a mile distance from the glacier. Immediately after the report of the gun a noise resembling thunder was heard in the direction of the iceberg, and in a few seconds more an immense piece broke away and fell headlong into the sea. The crew of the launch, supposing themselves beyond the reach of its influence, quietly looked upon the scene, when, presently, a sea rose and rolled towards the shore with such rapidity that the crew had not the time to take any precautions, and the boat was in consequence washed upon the beach, and completely filled by the succeeding wave. As soon as their astonishment had subsided they examined the boat, and found her so badly stove that it became necessary to repair her in order to return to ship. They also had the curiosity to measure the distance the boat had been carried by the wave and found it ninety-six feet." (Beechey, 1843: 155-156).

*COAST OF JACKSON INLET, BAFFIN'S ISLAND*

*(FRANKLIN DISTRICT)*

*26cm x 36cm*

*Pencil on paper*

*Inventory no 170229 (recto)*

*Plate 21*

21:1

"Coast of Jackson Inlet . . . Ravine"

". . . Sun. 15. August 1819 . . . We landed in one of the numerous valleys, or ravines, which occur on this part of the coast, and which, at a few miles' distance, very much resemble bays, being bounded by high hills, which have the appearance of bluff headlands . . . we then ascended, with some difficulty, the hill on the south side of the ravine, which is very steep, and covered with innumerable detached blocks of limestone, some of which are constantly rolling down from above, and which afford a very insecure footing. From the top of this hill, which is about six or seven hundred feet above the level of the sea, and which commands an extensive view to the westward . . ."

(Parry, 1821: 45-6).

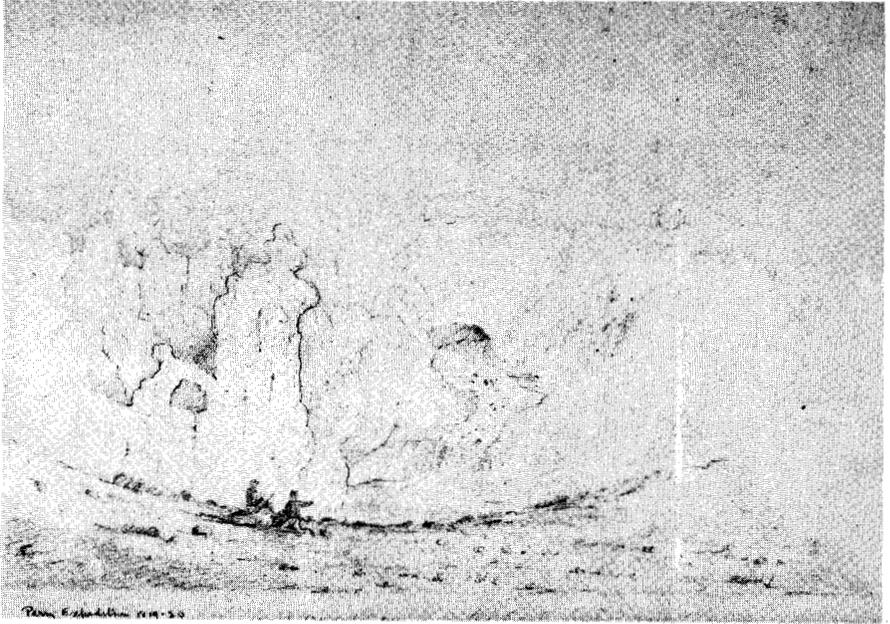


Plate 21. "Coast of Jackson Inlet, Baffin's Island (Franklin District)"

The drawing bears the notation: "Parry Expedition, 1819-20," by another hand. The title written by Beechey, in pencil, is barely visible and not legible in its entirety.

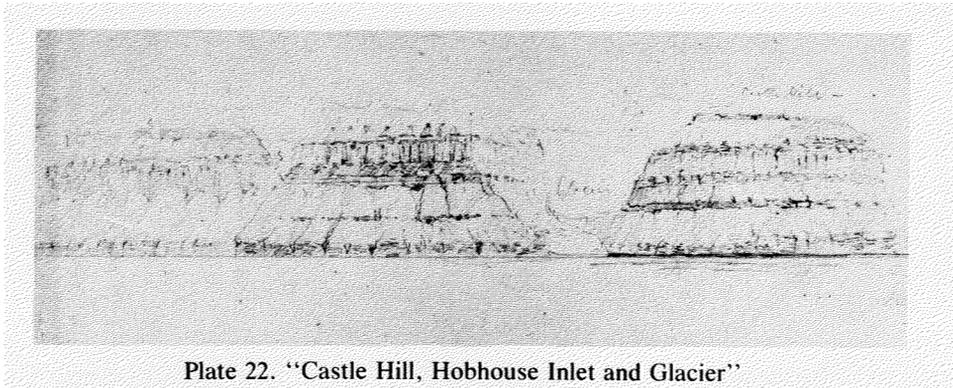


Plate 22. "Castle Hill, Hobhouse Inlet and Glacier"

*HEADLANDS*

26cm x 36cm

Pencil on paper

Inventory no. 170229 (verso)

Plate 22

22:1

"Castle Hill, Hobhouse Inlet and Glacier"

See description under *HEADLANDS*, Plate 3:2, Inventory no. 170221 (recto). (Parry, 1821: 35:1 and 2).

*HEADLANDS*

26cm x 36cm

Pencil on paper

Inventory no. 170230 Page 1 (recto) Plate 23

Inventory no. 170230 Page 1 (verso) Plate 24

Inventory no. 170230 Page 2 (recto) Plate 25

Inventory no. 170230 Page 2 (verso) Plate 26

Page 1 (recto)

23:1

"Cape Castlereagh." Bylot Island (Franklin District)

This Cape discovered by John Ross, in 1818, and named after Robert (Stewart) 2nd Marquess of Londonderry (1796-1822), styled Viscount Castlereagh, 1796-1821, President of the India Board, 1802-06, Secretary of War, 1805-06 and 1807-09, Foreign Secretary, 1812-22 (White, 1910: 343).

"Aug. 31. (1818). At 6 P.M. Lat. 74°03' Long. 81°28' Var. 114° W . . . At this moment I also saw a continuity of ice, at a distance of seven miles, extending from one side of the bay to the other, between the nearest cape to the north, which I named after Sir George Warrender and that to the south which was named after Viscount CASTLEREAGH . . ." (Ross, 1819: 246; Parry, 1821: 32:1 and 2).

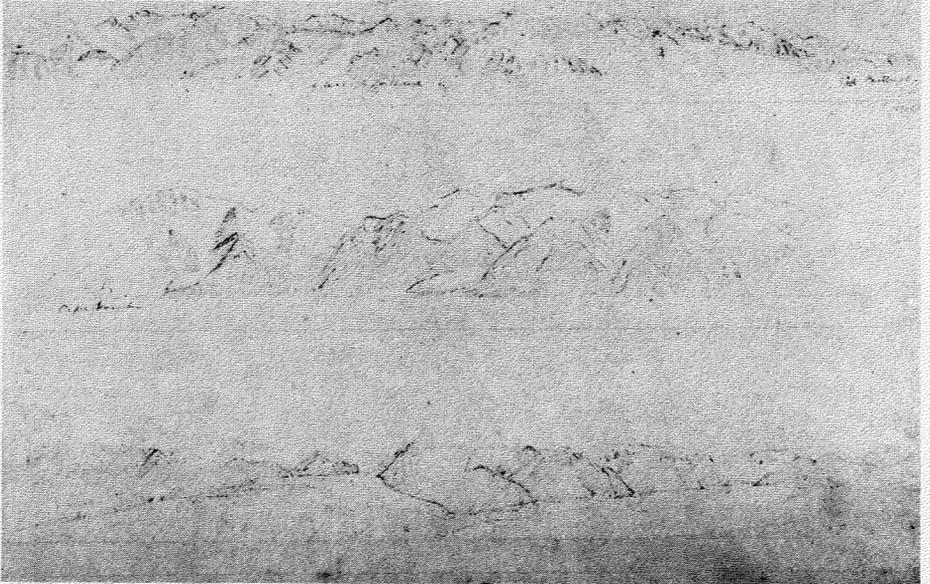


Plate 23. Headlands

Page 1 (recto)  
23:2

“Tues. 3, August 1819 . . . Being now abreast of Cape Castlereagh, more distant land was seen to open out to the westward of it . . .” (Parry, 1821: 32:1).

“Cape Warrender.” Devon Island (Franklin District)

Named by *Captain John Ross*, in 1818, after *Sir George WARRENDER* (1782-1849), 4th *Baronet* and *Lord High Admiral* (1821) (White, 1910: 449).

See description under 23:1 (Parry, 1821: 32: 1 and 2).

23:3

Continuation of the North Shore of *Sir James Lancaster's* Sound to the Eastward of C. Warrender.

*James Lancaster's* Sound (Baffin and Devon Islands, Franklin District) was named by *Bylot* and *Baffin* in 1616 . . . “We called it *Sir James Lancaster* (d. 1618) English Navigator who commanded the First Fleet of the East India Company, 1600-03. *Sir James* was an active promoter of expeditions in search of a North-West Passage” (White, 1910: 393).

“Sun. 1. August, 1819 . . . We are now to enter and explore that great sound or inlet which has obtained a degree of celebrity beyond what it might otherwise have been considered to possess, from the very opposite opinions which have been held with regard to it . . .” (Parry, 1821: 29, 32:2).

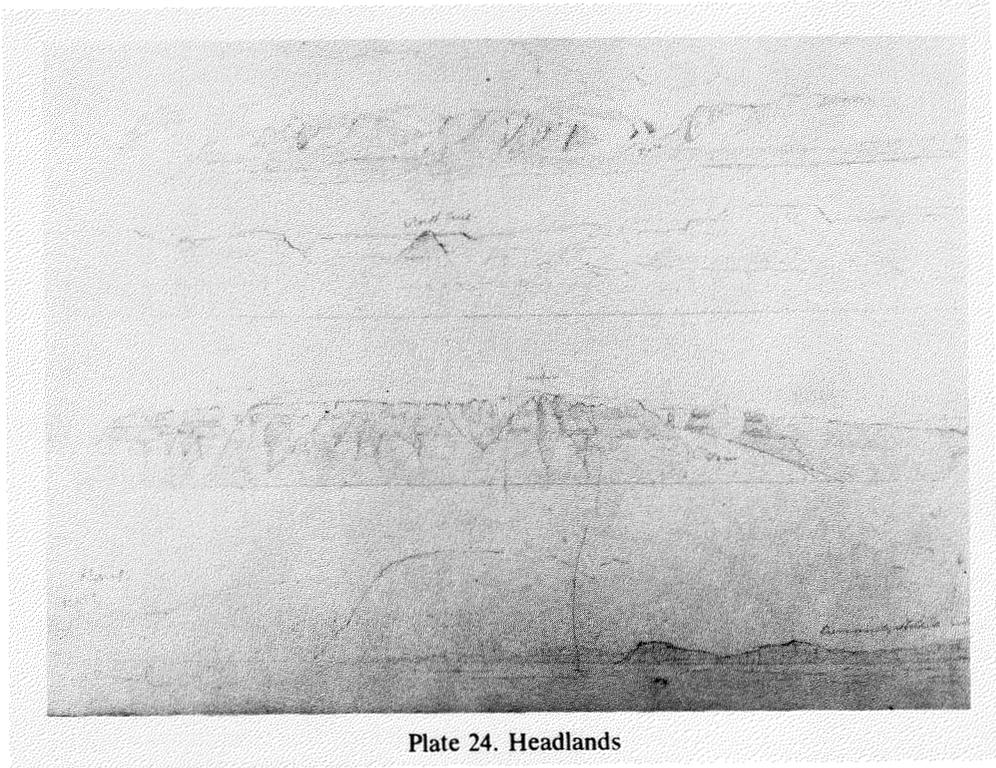


Plate 24. Headlands

Page 1 (verso)  
and Page 2 (recto)

- 24:1 and 25:1 Unidentifiable. The only notation, in pencil, by the artist is the instruction to the engraver: "pale." Possibly part of the North shore of Barrow's Strait.
- 24:2 and 25:2 North Shore of Barrow's Strait, bearing North. The indication to the engravers, in pencil, "North True," appears at the center of 24:2.  
See description under *Inventory no. 170219*, 1:3. (Parry, 1821: 34:2, 32:3).
- 24:3 and 25:3 North Shore of Barrow's Strait . . . Cape Fellfoot. "Aug. 4th. (1819)."  
"Wed. 4th. August, 1819 . . . The cliffs on this part of the coast present a singular appearance, being stratified horizontally, and having a number of regular projecting masses of rock, broad at the bottom, and coming to a point at the top, resembling so many buttresses, raised by art at equal intervals. This very

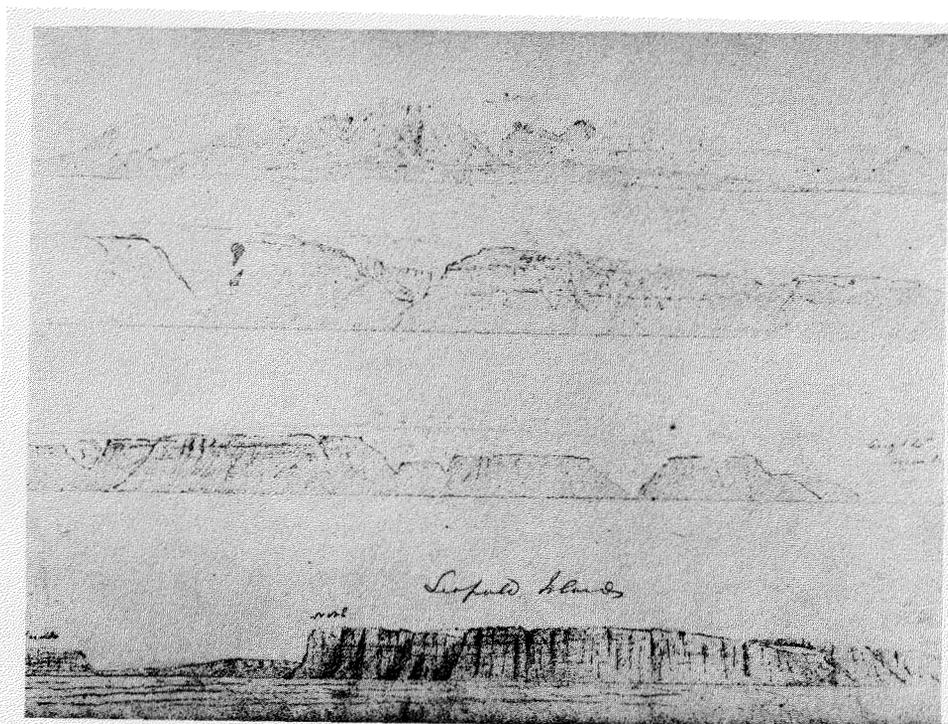


Plate 25. Headlands

remarkable constructure, which continues with little variation along the whole of the north shore, will be best understood by the accompanying views by *Lieut. Beechey*, which, from the accuracy with which the coast is delineated will, I doubt not, be considered equally valuable by the geologist and the seamen." (Parry, 1821: 34, 32:3 and 4; 34:1 and 4).

Page 1 (verso)  
and Page 2 (recto)

24:4 and 25:4

"Leopold Islands".

The sketch 24:4 and the first third of 25:4 depict "The Southernmost of Prince Leopold's Islands" (Parry, 1821: 226, chart; 36:1) and the other two thirds of 25:4 depict "The Northernmost of Prince Leopold's Islands, bearing N 72° W." (Parry, 1821: 36:2).

See description under *Inventory no. 170221 (recto) 4:4*.  
See also Plate 3



Plate 26. "Green Ravine. Winter Harbour"

Page 2 (recto)

26:1

"Green Ravine. Winter Harbour".

The Chart "Survey of Winter Harbour, Melville Island, June 1820" indicates three "Ravines", and the corresponding text mentions several. It possibly is the ravine described on "Mon. 12. June, 1820 . . . The head of Bushnan Cove is one of the pleasantest spots we had yet seen in the Arctic Regions, the vegetation being more abundant and forward than in any other place . . ." (Parry, 1821: 199).

*MUSK OX (BOS MOSCATUS)*

26cm x 36cm

*Pencil, Ink and Watercolour on paper*

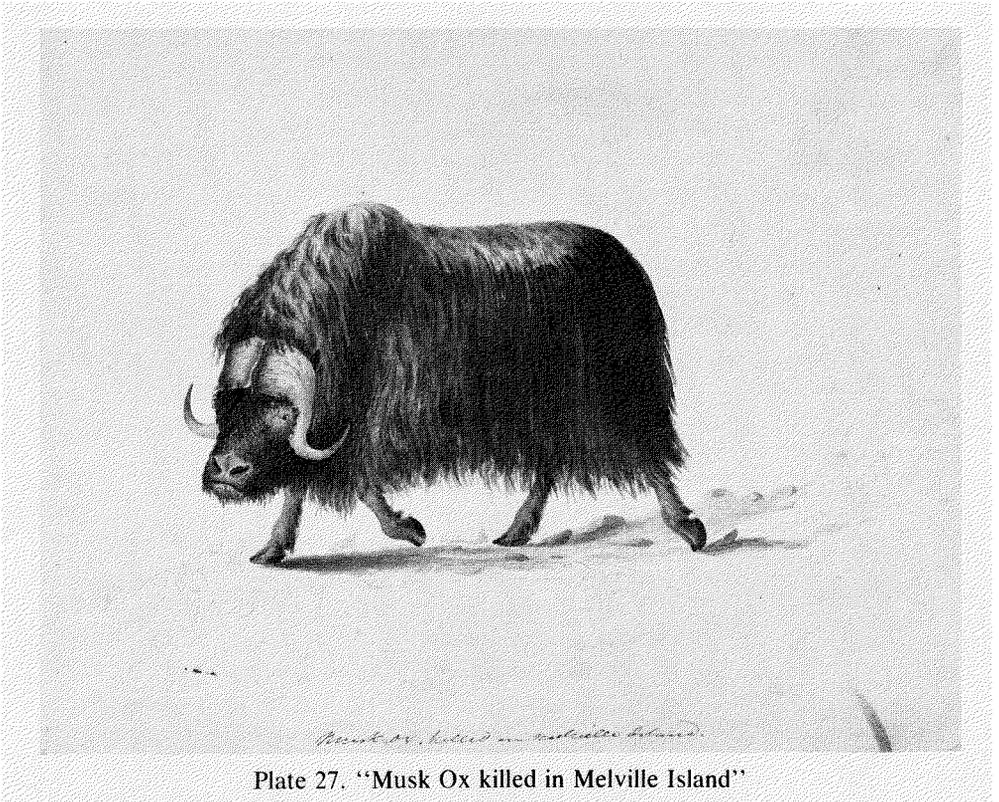
*Inventory no 170231*

*Plate 27*

27:1

"Musk Ox killed on Melville Island."

"Thur. 24. August, 1820 . . . A herd of musk-oxen being seen at a little distance from the ships, a party was despatched in pursuit; and Messrs. Fisher and Bushnan. were fortunate in killing a fine bull, which separated from the rest of the herd, been too



unwieldy to make such good way as the others. He was, however, by no means caught by our people in fair chase, for though those animals run with a hobbling sort of canter that makes them appear as if every now and then about to fall, yet the slowest of them can far outstrip a man . . . In the evening, Serjeant Martin succeeded in killing another bull . . ." (Parry, 1821: 257).

"A very correct representation of the bull is given in a plate, from a drawing of *Lieutenant Beechey's* . . ." (Sabine, 1821: cLxxxix-cxc).

"Wednesday. 9th. August, 1820 . . . but our success to-day, in the sporting way, deserves most notice, for we shot a musk-ox. When first seen, he was going along the beach to the eastward; and, from the nature of the ground, was obliged to pass so close to us, that he was fired at from the ship" (Fisher, 1821: 249-253).

It is clear from the dates of the references that Parry and Fisher are not referring to the same animal.

**WALRUSES (*TRICHECUS ROSMARUS*)***18cm x 26cm**Pencil, Ink and Watercolour on paper**Inventory no 170232**Plate 28*

28:1

(Walruses) "Saddleback."

*Lieut.* Beechey had several opportunities for observing the walrus on both of his voyages of expedition, with *Captain* David Buchan, in 1818, and with *Lieut.* and *Commander* William Edward Parry in 1819-20. The sketches in the AINA's Collection are related to the engravings which illustrate Beechey's own narrative of his voyage on board the *Trent*.

"When we first rowed into this bay it was in quiet possession of herds of walruses, who were so unaccustomed to the sight of a boat that they assembled about her apparently highly incensed at the intrusion, and swam towards her as though they would have torn the planks asunder with their tusks. The wounds that were inflicted only served to increase their rage, and, I frankly admit, that, when I considered how many miles we were from our vessel, and what might be the result of this onset, I wished we had the support of a second boat . . . We found some of these monsters fourteen feet in length and nine feet girth and of such prodigious weight that we could scarcely turn them over . . ." (Beechey, 1843: 55-6, 44, 55).

"They rose in great numbers about the boats, snorting with rage, and rushing at the boats, and it was with the utmost difficulty they were prevented upsetting or staving them by placing their tusks upon the gunwales, or by striking at them with their heads . . ." (Beechey, 1843: 93, 94).

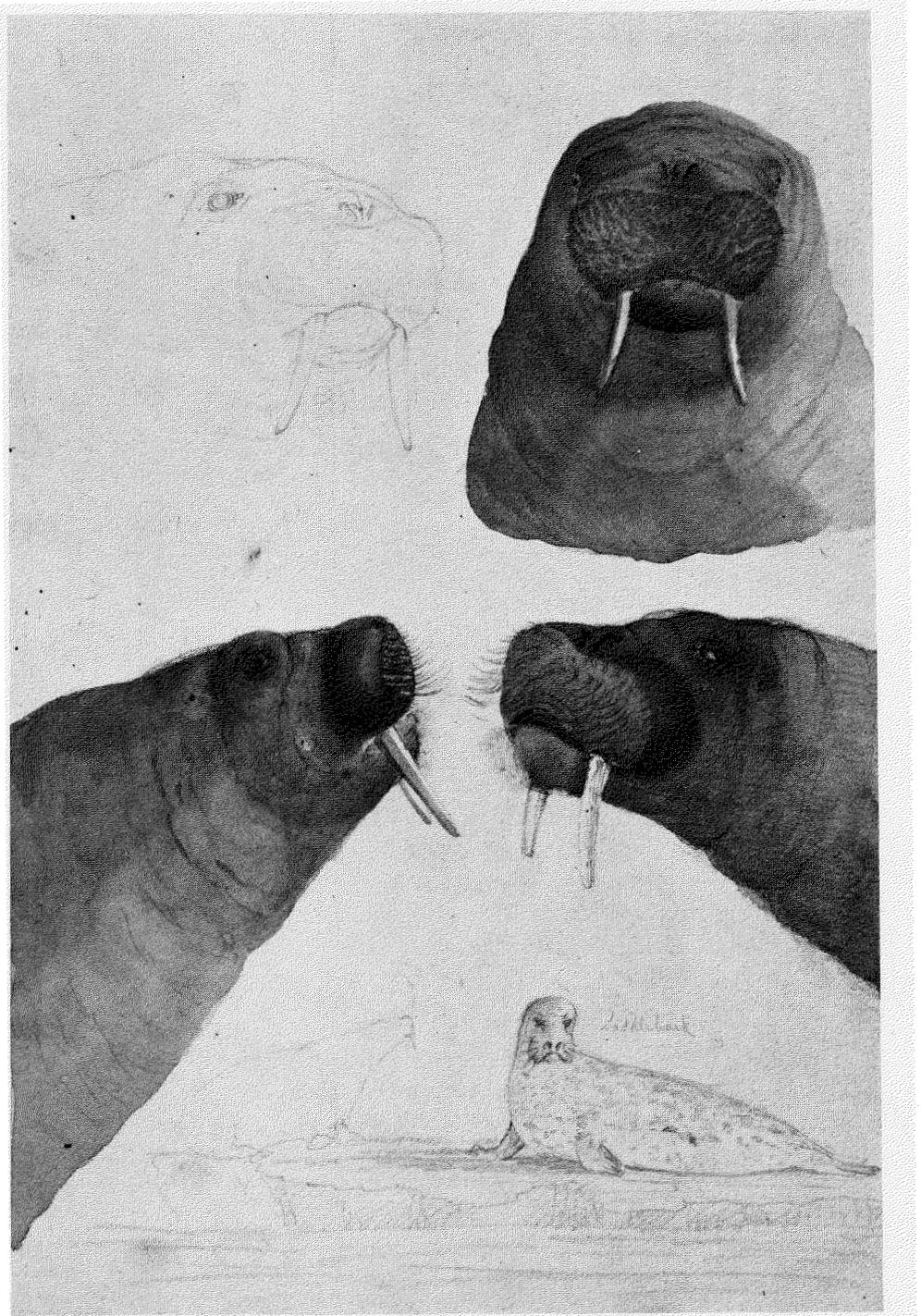


Plate 28. "Walruses. Saddleback"



Plate 29. "The Young Tern"

**ARCTIC TERN (*STERNA ARCTICA*)**

19cm x 26cm

Pencil and Watercolour on paper

Inventory no. 170233

Plate 29

29:1

"The Young Tern."

"... Two immature specimens of *S. Arctica* were killed on the 8th of July from amongst a large flock of full-plumaged birds, and may supply a description of a bird of the first year: bill black, the lower mandible having a red tinge, especially near the edges, and at the base; forehead, throat, neck, and inferior plumage, white, very slightly tinged on the breast and belly with a faint ash-colour. The cap mottled black and white, the upper plumage ash-colour, the wings coverts indistinctly mottled with brown ... "

(Sabine, 1821: ccii-cciii).

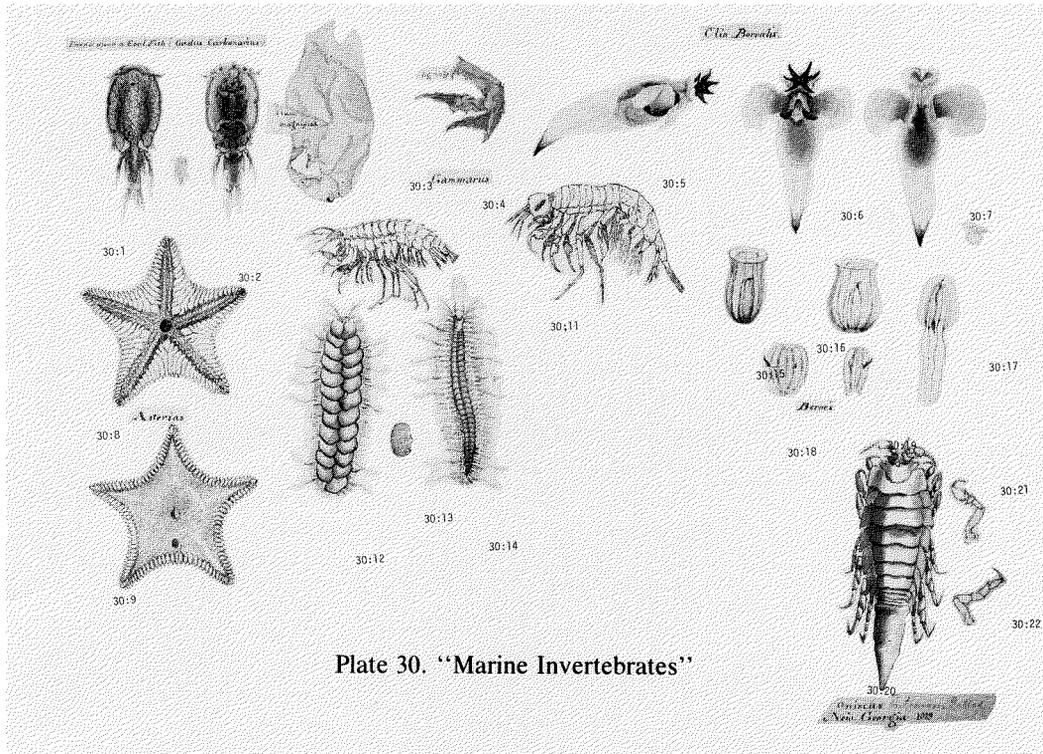


Plate 30. "Marine Invertebrates"

**MARINE INVERTEBRATES**

26cm x 36cm

Pencil, Ink and Watercolour on Paper

Inventory no. 170234

Plate 30

30:1; 30:2

"*GADUS CARBONARIUS*." (*Branchiura*). "Found upon a Coal Fish." Dorsal and frontal views, "magnified." In between views, a "life size" dorsal view.

30:3

"Claw, magnified." Unidentifiable.

30:4

"Leg, magnified." Unidentifiable.

30:5; 30:6; 30:7

"*CLIO BOREALIS*." Side, ventral and dorsal views, respectively.

"This well known species was found in great abundance in all parts of Baffin's Bay and Davis' Strait, in the neighbourhood of ice." (Sabine, 1821: ccxxxix).

30:8, 30:9

"ASTERIAS." (*Asteria Polaris*)

"... A single specimen was taken by a drag-net on the coast of Melville Island; body plane, pentagonal, the sides lunate; margin obtuse, articulated, and furnished with a double row of small spines; the articulations in number 150 are continued on the inferior surface to the grooves of the feet, the grooves being broad, with fleshly pectinate feet; mouth central, simple; back tessellated with hexagonal superficial granulations, having in the centre a fleshy papilla, capable of being protruded more than three tenths of an inch, but when retracted, appearing only as a central spot; when viewed by a microscope, the papilla is seen to be furnished with minute and delicate vesicles" [Sabine, 1821, ccxxiii, ccxx (Plate I, Fig. 2 and 3)].

30:10; 30:11

"GAMMARUS"

30:10

"*Gammarus Loricatus*".

"This species was found associated with the preceding (*Gammarus Boreus*), and of the same size, but less abundant; body laterally compressed, especially the posterior segments; shell smooth, and much harder than its congeners resembling a coat of mail, whence the specific name; back carinate, the segments increasing in length from the first to the tenth, from whence they decrease; and beginning with the third or fourth, are produced in sharp and strong points directed . . ." [Sabine, 1821: ccxxxi-cxxxii; ccxx (Plate I, Fig. 7)].

30:11

"*Gammarus*". Unidentifiable. Possibly a damaged specimen.

30:12; 30:13; 30:14

Identified as *Polynridae* (30:12) and *Nereidae* (30:13); 30:14 possibly related to 30:12.

30:15; 30:16; 30:18  
and 30:19

"BEROES".

"This species is allied to the *Dianaea digitala* (*Medusa Digitale* . . .) and still nearer to the *D. Papillata* (*Medusa Papillata* . . .) but the margin is without the ciliae of the former, or the globes of the

latter. It falls under the genus *Geryonia* of Perón . . .  
" [Sabine, 1821: ccxxi (Plate I, Fig. 1)].

30:17

"*Beroe Pileus* . . . *Dianaea Glacialis*."

"In Baffin's Bay and adjacent seas, but rare; body hyaline, campanulate, the margin ciliate; length usually under half an inch; peduncle tubular, flesh-coloured, capable of extension to more than twice the length of the body, enlarged and quadrangular near the mouth, which distends to receive its prey; from the base of the peduncle proceed four delicate blood-red costae, terminating at the margin in soft granular cirri, which can be extended at pleasure to more than an inch in length, or contracted to less than a quarter" [Sabine, 1821: ccxxi (Plate I, Fig. 1)].

30:20; 30:21; 30:22

"*ONISCUS. ENTOMON PALLAS*. New Georgia, 1819. Done from life."

"*IDOTEA ENTOMON*".

"A fine specimen above three inches in length was found at ebb tide on the beach of Melville Island, being the same animal which is represented by Klein, under the name of *Entomon Pyramidale*, and referred to by Linnaeus in the 10th edition of the *Syst. Nat.* . . . , as his *Oniscus Entomon*; as such it was again figured and described by Pallas . . ." (Sabine, 1821: ccxxvii).

Observation: Lower central part missing. Some drawings of species have been cut off.

*SITUATION OF H.M.S. HECLA AND GRIPER, JULY 4th, 1819.*

*13.5cm x 36cm*

*Pencil on paper*

*Inventory no 170235 (recto)*

*Plate 31*

31:1

Situation of H.M.S. *Hecla* and *Griper*, July 4th, 1819.

"Sun. 4. July, 1819 . . . At four A.M., on the 4th, we came to a quantity of loose ice, which lay straggling among the bergs; and, I was anxious to avoid, if possible, the necessity of going to eastward, I pushed the

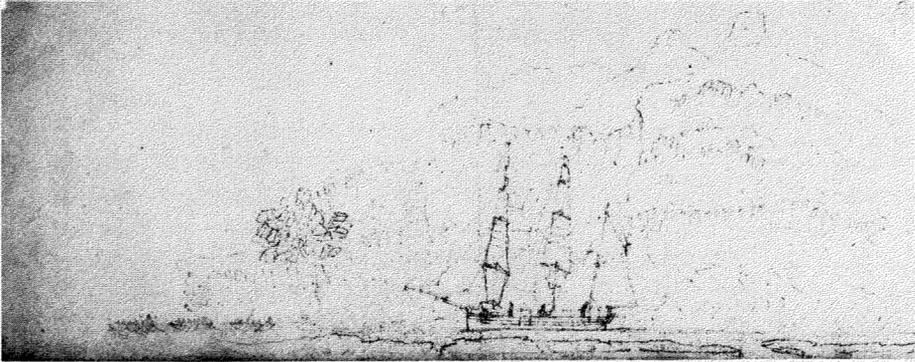


Plate 31. "Davis Strait, July, 1819"

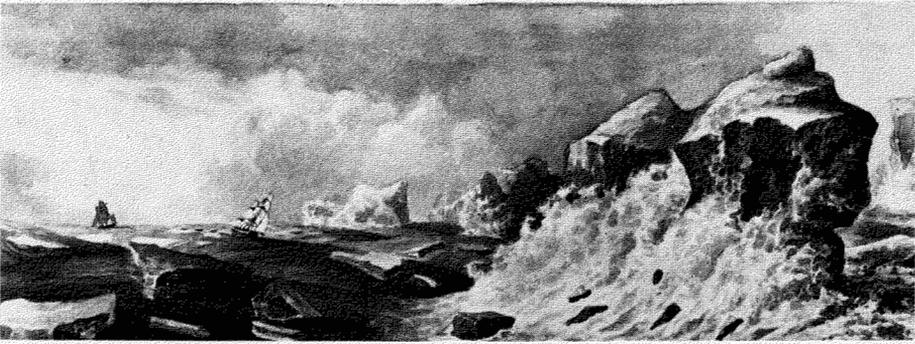


FIG. 3. "Davis Strait, July 1819"

(By courtesy of Rex and Nan Kivell Collection, National Library of Australia).

*Hecla* into the ice, in the hope of being able to make our way through it. We had scarcely done so, however, before it fell calm; when the ship became perfectly unmanageable, and was for some time at the mercy of the swell, which drifted us fast towards the bergs. All the boats were immediately sent a-head to tow; and the *Gripper's* signal was made, not to enter the ice. After two hours' hard pulling, we succeeded in getting the *Hecla* back again into clear water, and to a sufficient distance from the icebergs, which it is very dangerous to approach when there is any swell. At noon we were in Lat. 66° 50' 47", Long. 56° 47' 56", being near the middle of the narrowest part of Davis' Strait, which is here not more than fifty leagues across . . . (Parry, 1821: 11, 10, 17).

A wash drawing "Davis Strait, July 1819," by Beechey, measuring 10¼ in. x 17⅞ in. (Parry, 1821: 11; Fig. 3) in the Rex and Nan Kivell Collection, National Library of Australia, is based on this sketch.

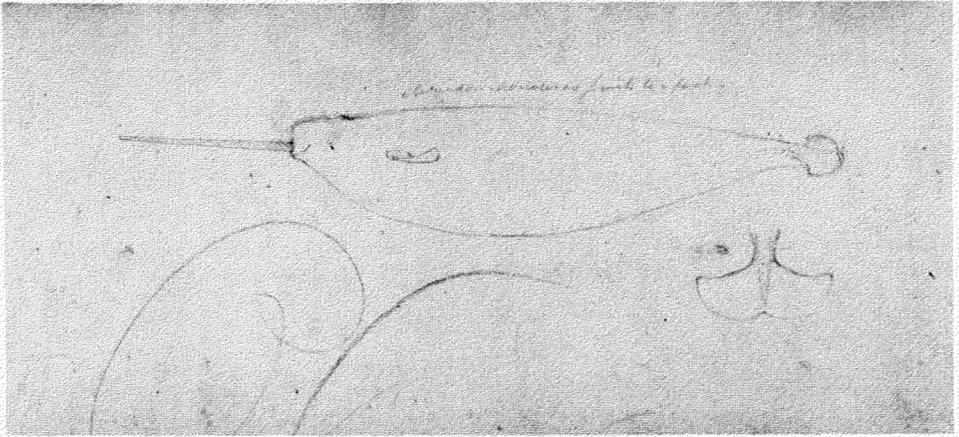


Plate 32. "*Monodon Monoceros* ¼ inch to a foot"

**NARWHAL (*MONODON MONOCEROS*)**

13.5cm x 36cm

Pencil on paper

Inventory no 170235 (verso)

Plate 32

32:1

"*Monodon Monoceros* ¼ inch to a foot".

32:2

Detail of the tail.

"Thur. 5. August, 1819 . . . We saw also, for the first time one or two shoals of narwhals (*Monodon Monoceros*) called by the sailors sea-unicorns . . ." (Parry, 1821: 36).

"Wednesday, 11th . . . In the course of the afternoon several Narwhals were seen about the ship ; and, as we had nothing particular to do at the time, a boat was lowered and sent after them, to try kill one if possible; in this they succeeded without much difficulty, for one was secured by the first harpoon, and I have no doubt, had fishing been our object, but many more might have been got . . ."

". . . The tail of the narwhal is like the rest of the cetaceous order, horizontal, and consists, like that of the common whale, of gristly fat, covered with skin, like the rest of the body . . ." (Fisher, 1821: 83-7).

". . . *MONODON MONOCEROS*. Narwhal. An individual of this species was killed in Prince Regent's Island . . ." (Sabine, 1821: cxcii).

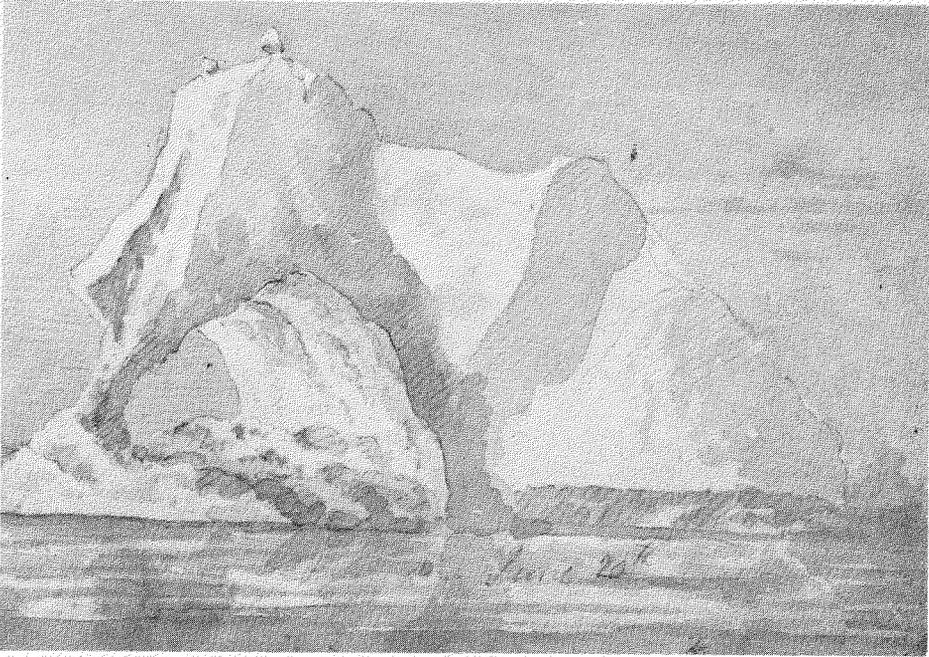


Plate 33. "Iceberg"

*ICEBERG*

*12.5cm x 17cm*

*Pencil and Watercolour on paper*

*Inventory no. 170236*

*Plate 33*

33:1

**Iceberg.**

The drawing bears the notation, in pencil, "June 20th."

"Sunday, 20th. (June, 1819) . . . We passed in the course of the afternoon through a considerable quantity of heavy ice, being evidently fragments of icebergs, or the outskirts of the glaciers that form the shore. The parts that were above the surface of the water, presented in some of them the most grotesque shapes, such as arches, caves, arcades and dilapidated columns, with immense capitals; which a fanciful imagination might be able to find to have some resemblance to the different architectural orders." (Fisher, 1821: 28).

The expedition was then near the coast of Greenland approaching Cape Desolation.

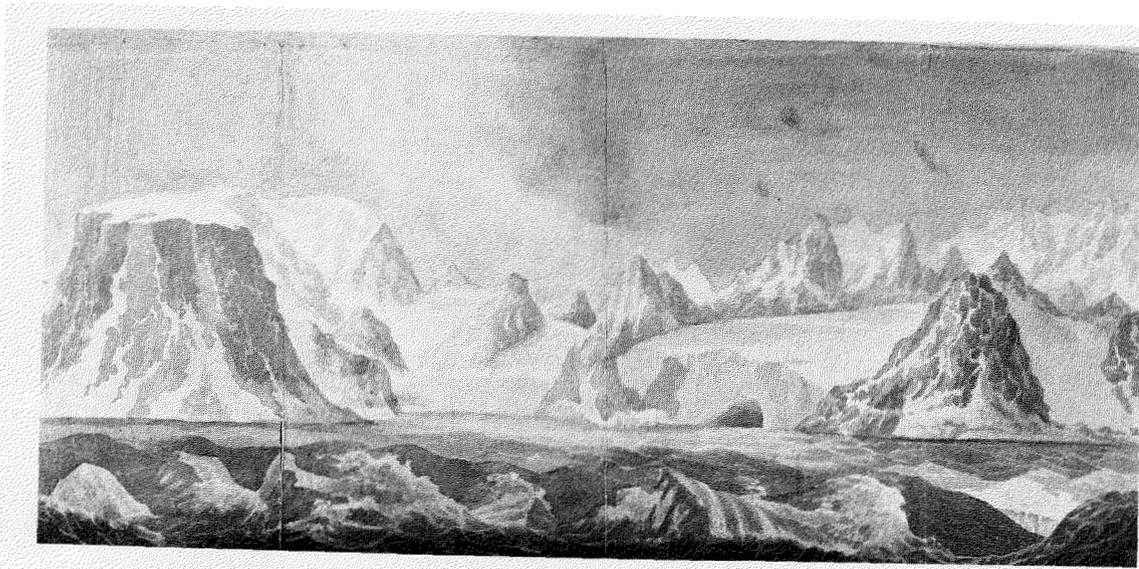


Plate 34. "North Coast of Spitzbergen, Red-Cliff Sound "

*NORTH COAST OF SPITZBERGEN, RED-CLIFF SOUND*

*44cm x 75cm*

*Pencil and watercolour on paper*

*Inventory no 179239*

*Plate 34*

34:1

**Red-Cliff Sound.**

" . . . As we proceed to the eastward, at Red Bay for instance, which is characterized by its table land, we find secondary formations, then tertiary, and so on until we have as Professor Jameson remarked, no less than five of the great classes comprised within the limits occupied by Spitzbergen and its islands. The order in which these formations occur upon the surface is, however, not free from interruption as the primitive frequently recurs, and indeed forms one of the most north-easterly islands of the group; but there the rocks of this nature are by no means so elevated as those of similar formation to the westward. Such appears to be the general conformation of the northern face of the island . . . " (Beechey, 1843: 134).

A small publication put out by Mr. Henry Aston Barker, in 1819, as a complement to his "Panorama" exhibit in his Rotunda, Leicester Square, describes the

area of Spitzbergen and the various figures displayed. The title page, which indicates that the "Panorama" was based on sketches painted by Beechey on the spot, is preceded by an engraved frontispiece. The two views, engraved by R. & E. Williamson, depict:

"FIG. 1. The landscape between Red Hill and VogelSang, as viewed from the ships, with indications to Red Beach, Red Hill, Red Bay, The Norway Islands (Outer Norway and Inner Norway), Cloven Cliff and finally VogelSang. The sketch in our collection depicts only the area of Red-Cliff Sound (Also known as Red Bay) and we can assume that the other sketches by Beechey covered the total area as it appears in the engraving (Barker, 1819; Albert I, *Prince of Monaco*, Fasc. XL, lère, partie, p. 84; map at end of V. 1).

FIG. 2. A scene as viewed from inland. *Captain* Buchan, *Lieut.* Franklin (a lifetime friend of Beechey), Mr. Fisher, the *Astronomer* of the expedition and an unidentified officer are depicted in various activities." (Barker, 1819).

Two washdrawings by Beechey, one of VogelSang 8½" x 17½", and one of Cloven Cliff with the same measurements, are in the Rex and Nan Kivell Collection in the National Library of Australia.

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