A timeline of antarctic exploration

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History of Polar Exploration. Whatever the shortcomings, the best of them added to the sum of knowledge about the Earth in which we live. It
does exactly what it says on the tin and reveals a brief history of polar exploration from pre to now both Arctic and Antarctic.

Plus, it has an added bonus of a bibliographical dictionary of the explorers he mentions and a very useful bibliography if you wanted to further your
research. From Dickens to Poe to Beryl Bainbridge and still now these regions make popular A Short History of Polar Exploration and science
fiction stories stories of the unknown. These mysterious A Short History of Polar Exploration that have claimed so many lives Also how the heroic
age itself was eventually put on the big screen; Scott of the Antarctic, Shackleton and even the film footage and photos of the real expeditions
were eventually made available; Home of the Blizzard, The Great White Silence etc.

All in all, a useful information book. May 04, Hilton Meyer rated it liked it Shelves: exploration. As the title suggests, it’s a short history so don’t
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the major players in their history.

A great who’s who and bibliography also. Apr 18, Piila rated it really liked it. An interesting glance at the history of people not afraid of cold or
harsh weather in benefit of scientific discovery and personal fame, or notoriety in some cases. There are no discussion topics on this book yet.
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A Brief History of Arctic Exploration. A brief history of Arctic explorers and expeditions Russell A. Potter, Ph. Fascinated by exploration of the
far north? This article, originally written as a Google "Knol," will tell you something of its history, especially in the so-called "heroic age" from the ’s
through the early ’s. Consider it A Short History of Polar Exploration guidebook for the armchair traveller headed north.

In the south they inscribed the words "hic sunt leones" -- literally "here are lions", a sure warning to venture no further. But it was the North, the
direction whose arrow-shaped sign seemed to point to oblivion, which was the seat of the darkest and strangest A Short History of Polar
Exploration of all.

Herodotus placed the "Anthropophagai" or man-eaters not in the tropics but to his North somewhere around what is now Serbia. The Greek
mathematician Pytheas sailed north with a hundred oarsmen in B. The meaning of the far North, to the rest of the western world, was that of an
insoluble riddle, a final extremity, a reference-point that marked the end of reference.

Why would anyone want to go there? What motivated the earliest explorers, in any case, was less often a quest for the unknown, but the smell of
commerce, whether it was the quest for a quicker route to the riches A Short History of Polar Exploration Cathay or the belief that there was gold
beneath the icy stones. The story of Arctic exploration involves many nations and peoples -- and of course, like other lands in what Europeans
called the "New" world, large areas of the Arctic were already inhabited by peoples such as the Sami of Lapland, and the Yupik, Inupiat, and Inuit
of North America.

From the era of the Vikings through that of Elizabethan navigators, explorers sought not so much new territory, as ways through to further shores.
In the nineteenth century, the quest for a "Northwest Passage" became a national obsession for Britain, as did the Pole itself for the United States
later in the century.

Still, despite enormous effort and sacrifice on the part of these two nations, many of the most successful expeditions were led by Danes and
Norwegians, whose experience and willingness to learn from native methods distinguished their efforts. The Norsemennor Viking explorers were cut
from a different cloth than those who came after them.

They wanted new land, and meant to settle on it, and were used to the cold climate. In the ninth century, they reached and colonized Iceland,
erecting the first building of what would later be Reykjavik in Restless still, they reached Greenland inbut their settlements there proved less
enduring. They distrusted the local Inuit, whom they called Skraelings, and resolutely refused to depend on fish and sea mammals, preferring to
farm.

By the fifteenth century, the last of their settlements there vanished; excavations of bones from the sites showed signs of malnutrition, as well as
suggestions of armed conflict, either with each other or the Inuit. In the meantime, Leif Ericson had sailed even beyond Greenland, discovering
regions he named Markland and Helluland.

The exact identity of these regions is disputed, but clear signs of Viking habitations have been found at L’Anse-aux-Meadows in Newfoundland.
Henry Hudsonlike Frobisher, was an adventurer in search of wealth and reputation. It was the second of these that proved his downfall; as he
ordered his ship to trace the coast of the Bay in search of further outlets, dissent and eventually mutiny broke out among his men.
Hudson, together with his young son and a few other sailors loyal to him, was A Short History of Polar Exploration on a small boat and cut adrift. Bylot and the other mutineers managed to navigate their way home, and talk their way A Short History of Polar Exploration of what could have been very serious charges. The A Short History of Polar Exploration that Hudson, an Englishman, had explored the Hudson River under the Dutch flag, may have made the English less inclined to punish his former crew.

Centuries later, Hudson's ultimate fate remains unknown, but his name survives via both the river and bay, as well as the Hudson's Bay Company, incorporated in and now one of the world's oldest corporations. Sir William Edward Parry was John Ross's second in his voyage of the most vocal critic of the decision to turn back in Lancaster Sound. As his reward, the Admiralty ordered him back, now in command of two ships, the Hecla and Fury. Returning to the place of his disappointment, he found clear sailing to the west through a channel he named Barrow Straits after John Barrow, the Admiralty secretary who had supported his return.

He managed to sail further west than any other nineteenth-century explorer, reaching and naming Melville Island before he turned back by heavy ice floes.

He wintered over in the Arctic -- a first -- and managed to bring most of his men home safe and sound. He commanded three further expeditions, but none had the success of his first. His first expedition in under the command of David Buchan, attempted to sail north of the Spitsbergen islands, but was forced back by heavy ice.

His second, an overland expedition meant to explore the lands around the mouth of the Coppermine River, ended in near-disaster, as short supplies and extreme cold hindered his return march. Nearly all of the French-Canadian voyageurs who had paddled and steered his canoes on the northward voyage died; the canoes were lost, and the few stragglers who made it back to the base camp came within days of starving to death.

There was also A Short History of Polar Exploration least one probable case of cannibalism among his men. Thanks to the timely arrival of help from the Dene first nations people, summoned by Franklin's subordinate George Back, Franklin and the last few survivors were nursed back to health. On his return to England, he found that his brush with starvation had earned him the sobriquet, "the man who ate his boots," which had the strange effect of making him more famous than infamous. Franklin returned the next year and completed a more successful survey of the Arctic coastline to the west, discovering, among other sites, Prudhoe Bay, which would much later be known for its vast oil deposits.

The mystery gripped the public both in Britain and the United States, both of whom A Short History of Polar Exploration launched multiple expeditions in search of Franklin and his men. Although none were rescued, these expeditions mapped a vast area of the eastern Arctic, and eventually proved the existence of a Northwest Passage, although no single vessel managed to navigate it. After two years and no word from the expedition, Lady Jane Franklin began to lobby the Admiralty to A Short History of Polar Exploration a search party.

Not only was this a huge sum for the time, but Franklin's disappearance had captured the popular imagination. At one point, there were no fewer than ten British and two American ships headed for the Arctic. In several expeditions converged on B eeche Island Wellington Channel, where the first relics of the Franklin expedition were found: a winter encampment with the remains of an observatory, a smithy, an attempt at a garden, and -- most A Short History of Polar Exploration -- the graves of three of Franklin's sailors who had died from natural causes in the winter of Despite extensive searching, no messages were found to have been left there by the Franklin party to provide any indication of his progress or intentions.

The bodies of the sailors had been preserved in the frozen ground, and autopsies conducted when the bodies were exhumed in the mid's found that tuberculosis was the most immediate cause of death, though there was also toxicological evidence of lead poisoning. Photo: Russell Potter. In the midst of his survey of the Boothia A Short History of Polar Exploration, Rae met an Inuk hunter, "In-nook-poo-zhee-jook," who told him of a party of 35 to 40 white men who had died of starvation near the mouth of a river.

On Rae's return, his report was published in the Times; Lady Franklin denied that such accounts could be trusted, and enlisted the able pen of Charles Dickens to publicly cast doubt on Rae's claims. In the summer of the McClintock party found a document in a cairn on King William Island left by Franklin's second-in-command, giving the date of Franklin's death. The message, dated April 25, also reported that the ships had been trapped in the ice, that many others had died, and that the survivors had abandoned the ships and headed south towards the Back River.

McClintock also found several bodies and an astonishing amount of abandoned equipment, and heard more details from the Inuit about the expedition's disastrous end. In A Short History of Polar Exploration cairn near the site he found one final note, which related how the ships had become trapped in the ice in Sir John Franklin himself had died A Short History of Polar Exploration June of that year, and when the ice did not release the ships in the spring of his second-in-command Francis Crozier ordered them abandoned.

Over a hundred officers and crew man-hauled sledges filled with supplies over land, eventually succumbing to a combination of exhaustion, exposure, scurvy, and though they didn't know it possible lead poisoning from their tinned provisions. Elisha Kent Kane participated in two American-sponsored searches for Franklin; he served as a naval surgeon with A Short History of Polar Exploration De Haven expedition inadu led his own relief expedition from to The De Haven expedition reached Beechey Island shortly after the British vessels had discovered Franklin's campsite, and Kane wrote a series of dispatches describing the scene which were widely reprinted.

On his return, he expanded these into a book, seeking to raise A Short History of Polar Exploration funds for a second search expedition. With assistance of shipping magnate Henry Grinnell, Kane managed to secure a ship and crew for his second attempt. Believing that there was an "Open Polar Sea" beyond the ice-barrier, Kane ordered his vessel to head straight north from Smith Sound A Short History of Polar Exploration what is now known as Kane Basin; he thought it possible that Franklin's ships might have also reached open water near the pole.

In any case, his ship became trapped in its winter quarters too far south to make much further progress, although on one expedition Kane's steward William Morton claimed to have sighted the distant shores of the Open Sea he probably saw an Arctic A Short History of Polar
Exploration, or else a smaller patch or lead of open water.

Kane was immediately lionized on his return, accounts of which occupied the entire front page of the New York Times. Unfortunately, he could add little information to the Franklin search, and after completing his second book succumbed to a fever which aggravated his chronic heart condition, and died in Havana early in Even McClintock's news, brought home indeed did not dissuade him.

Remarkably, he too found a friend in Henry Grinnell, and through him secured passage on a northbound whaling ship in The ship did not, as it happened, manage to get Hall near the site where Franklin's ships had been abandoned, but it wintered over near a band of Inuit on Baffin Island who told Hall about a much earlier lost expedition, and the men it left behind.

Hall was astonished to realize that this must have been Sir Martin Frobisher's expedition more than three hundred years previous, and embarked on a mission to rediscover the site. He was fortunate to secure the aid of two Inuit guides, Tookoolito "Hannah" and Eberibing "Joe" who assisted him in finding the site, and taught him the basics of sledge travel.

On his return in fall brought his Inuit friends with him, and caused a sensation when they were exhibited at P. Barnum's American Museum in New York. They returned with him for his second expedition in which Hall finally made it to King William Island, where he found only more bones, and Inuit tales of men who fell down as they walked. Hall did not, however, lose his Arctic passion. He lobbied heavily for the U. Congress to support a mission to discover the North Pole, and appoint him its commander.

He eventually succeeded, and was given command of the Polaris Expedition which sailed in Unfortunately, he did not have control over who was appointed to accompany him, and found that he did not get along with the German-speaking scientific officers, particularly Dr. Emil Bessels, appointed for him.

On the arrival of the ship in northwest Greenland after setting a new record for furthest north, Hall set out on sledge expeditions to plan his route for the following season.

On his return, he fell suddenly ill, and when treated by Dr. Bessels, only got worse. Joe and Hannah remained loyal to him throughout his ordeal, and believed him when he insisted that he had been poisoned. After seeming to recover, Hall relapsed and died on November 8, He was buried on shore at the spot he had named "Thank God Harbor." Adolphus Washington Greely who had served with distinction in the US Civil War A Short History of Polar Exploration a young age, was appointed to command the expedition which would be the United States' contribution to the first International Polar A Short History of Polar Exploration The idea was for a series of research stations, established at intervals by many nations, to monitor polar conditions.

Greely was sent by ship to a far northern point on Ellesmere Island, where an enormous cargo of supplies and construction materials was offloaded. Greely and his men built Fort Conger at the site, a large frame building which was at the time the most northerly in the Western Hemisphere. They took meteorological and magnetic observations, and embarked on several sledge surveys, all according to the original plan. Greely's party was meant to be re-supplied by ship, just as it had originally been deposited, but his orders were clear: if no ship appeared, he was to assume A Short History of Polar Exploration the ice had rendered resupply impossible, and A Short History of Polar Exploration march south to Cape Sabine, where caches of additional supplies, and eventual relief, would be delivered.

Greely dutifully abandoned Fort Conger and set about a treacherous retreat, eventually arriving at the rendezvous point. What he did not know was that not only had the original supply ship failed to reach Fort Conger, but that the ship designated to leave supplies at Cape Sabine had departed hastily, leaving only a tiny fraction of the promised provisions. Greely and his men settled in to wait, making what forays they could to gather additional food.

All but six of Greely's men died of starvation excepting one who was shot on Greely's orders for hoarding food and by the time a ship finally came to relieve them, everyone was within days of certain death.

A Short History of Polar Exploration by Nick Rennison

There have been many notable Arctic explorers who left their marks in the annals of polar exploration history. However, we are most concerned with the history of Atlantic Arctic exploration here, particularly that which concerns the Svalbard Archipelago. One of the earliest and most important explorers of the region was Henry Hudson, a very capable navigator who made many important discoveries between and He is generally thought of as the greatest English maritime explorer before James Cook.

Hudson was a mild and amiable man, but apparently had trouble maintaining discipline aboard his vessel. He believed he could reach the Far East by sailing directly north across the top of the world A Short History of Polar Exploration was a common belief that the Arctic ice was but a barrier protecting a calm and placid northern sea. At this time, no one knew whether a polar land existed, or if there was only an ocean. He crossed the 80th parallel north of Svalbard, before being stopped by ice, and set a northern record which was to stand for years.

During this voyage he explored the eastern coastline of Greenland and went on to discover Jan Mayen Land named for a later Dutch explorer. He returned with enthusiastic reports about potential whaling and fishing industries.

In the same ship, in search of a Northeast Passage, but was unsuccessful, and was forced to return earlier than planned by a mutiny.

After two failures, the Muscovy Company did not immediately renew his contract. Well into the Barents Sea, the crew became mutinous and demanded to turn back, but he convinced them to first attempt a search for a Northwest Passage before returning home.
He and his crew were forcibly restrained from returning to Holland after entering a British port, and he was again hired by the British to search for a Northwest Passage. He sailed again inboard the DISCOVERY and discovered the huge bay later named for him, but the ship was caught by ice in the A Short History of Polar Exploration corner and they were forced to spend the Winter there. When the ship floated free in June another mutiny occurred and Hudson, his young son, and five shipmates were abandoned in a small, open boat, without paddles, in the middle of the bay.

They were never heard from again. The 13 mutineers headed back to England, but suffered great hardships along the way. The sentence was not carried out, and because of lack of A Short History of Polar Exploration the men were A Short History of Polar Exploration one of those pardoned was Robert Bylot who gained more respectable fame later as an Arctic explorer.

Fridtjof Nansen, a Norwegian, set off in the Summer of to deliberately freeze his ship, the FRAM which means forward in the pack ice and drift to a high latitude, maybe even to the pole.

He benefited greatly from the knowledge acquired through the International Polar Year 10 years earlier and by now, everyone knew there was no polar continent. He based his ice drift idea on the fact that Siberian driftwood often washes up on the coast of Greenland.

The ship was designed to ride up on the ice if pressures became too great, which is just what happened. By March of it was obvious they would not drift over the pole, so Nansen and a companion, Hjalmar Johansen, left the ship with dogs, two sledges, two kayaks, and food for days in an effort to reach the pole. It was the farthest penetration of the 19th Century. They eventually reached Franz Josef Land and decided to spend the Winter there. They lived in a stone hut for eight months, eating polar bear and walrus meat.

The FRAM broke out of the ice north of Svalbard the same day Nansen returned to Norway, and it returned to Tromso, Norway, after a voyage of 35 months with no loss of life. As Nansen predicted, no new land A Short History of Polar Exploration been found in the far north. Nansen returned to the Arctic again in and became the first person to cross the great ice sheet of Greenland.

The trip was begun on the remote A Short History of Polar Exploration coast, so there would be no turning back, and took 43 days. He and his two companions took off from their base in Svalbard, but the balloon was damaged during takeoff and he lost much of the ability to steer the craft.

He took homing pigeons with him with which to send back news of his progress, and one bird was retrieved with the message "All's well, at latitude 82°", but no further messages were forthcoming. In fact, nothing was known of his fate for 33 years, until a Norwegian scientific expedition found their remains at White Island between Franz Josef Land and Svalbard. From his diary they learned the ORNEN was forced to land in dense fog just three days into the voyage, and the men tried to walk to Franz Josef Land where a supply depot had been left for just such an emergency.

Unfortunately, the Arctic ice drift made them miss their planned destination and they ended up at White Island, instead. Apparently, they died from carbon monoxide poisoning from a leaking cooker inside their shelter, because they still had plenty of food with them and Andree's diary contained seemingly unconcerned and humorous entries up to the time of his death.

Roald Amundsen, a Norwegian, has been described as "dedicated and even ruthless, immensely capable, tough, shrewd, patient, and determined". A doctor by training, he gave up his fledging medical career to become a polar explorer. Inwhen he was 30 years old, Amundsen set off on his first polar exploration, aboard the ton GJOA A Short History of Polar Exploration an attempt to sail the A Short History of Polar Exploration Passage.

Although the ice conditions were favorable that year, he and his crew had considerable troubles making it to a safe anchorage at Gjoa Haven, south of the Boothia Peninsula.

He spent two Winters here, during which time one of his crew members, Wiik, conducted an A Short History of Polar Exploration study of terrestrial magnetism, and Amundsen himself learned much about Inuit methods of survival this proved immensely valuable during his later exploits in Antarctica. The GJOA sailed again in and cleared the archipelago, and with success almost within sight, he got caught in the ice near the Mackenzie River finally, he completed his transit. Although Amundsen was the first to sail through the Northwest Passage, Robert McClure had made a transit through the passage 54 years earlier by way of three different ships and a sledge journey. Just before his departure, he learned that Peary had already reached it.

He immediately decided to sail for the Antarctic instead, and try to be the first to the South Pole. His plans were made swiftly and secretly, and after A Short History of Polar Exploration was well under way he sent a short, terse message to Captain Robert F.

Scott, who was in New Zealand preparing for a trek A Short History of Polar Exploration the South Pole Amundsen succeeded in getting to the South Pole first. Lincoln Ellsworth was a young American millionaire and sportsman, who attempted to reach the North Pole with A Short History of Polar Exploration sea planes in He set up a base of operations in Svalbard.

The two planes flew off together, but had to set down in open water within miles of the pole. One of the planes was wrecked in the A Short History of Polar Exploration

It took four long weeks to successfully get the second plane back in the air with all the crew, and return to Svalbard. InEllsworth became the first to fly across the Antarctic continent, but he was beaten in his flight to the South Pole by the same man who beat him to the North Pole Admiral Byrd.

Amazed Inuit likened it to a huge flying whale. The expedition was meant to bring great glory to Italy, but instead it turned into the worst disaster since that of Franklin. After departing Svalbard they initially did some aerial survey work along the Russian coast and then went on to reach the North Pole ahead of schedule because of favorable winds. Nobile circled around the pole in order to drop a wooden cross given to him by the
Pope just for that purpose.

On his return to Svalbard, the winds were contrary and the airship began to ice up. Nobile and nine others were thrown from the wrecked cabin, while six others were blown away aboard the ITALIA, never to be seen again.

Fortunately, many of their supplies were dumped during the crash, including the infamous "Red Tent" which was not really red. Three men two Italians and a Swede set out on foot in an attempt to reach land and arrange rescue, while the rest settled in on the drifting pack ice.

The Arctic drift carried them at a rapid pace, and it was several days before radio calls giving their position were heard by the outside world. Russia, Sweden, France, and Finland all responded in the rescue search. Roald Amundsen joined in the search aboard a French sea plane, but the plane, Amundsen, and the French crew members were lost in the Barents Sea. He landed and picked up the injured Nobile and his dogpromising to return as soon as possible.

On his return, the pilot wrecked his plane upon landing, and no other planes were able to rescue the others during the next several weeks. Their rescue finally came by way of a Russian ice breaker, led by Professor Rudolph Samoylovich. The ship had earlier picked up the two Italians from the group which had gone for help. The Swede had died somewhere along the way. Nobile was unfairly charged with cowardice for abandoning his men when they were first found. They had no reason to suspect the rest of his party would have to wait another month for rescue.

He was made the scapegoat for the debacle, and was demoted and exiled to Russia. After Mussolini's fall, however, he returned to Rome where his rank, if not reputation, was restored. Take an Arctic Exploration on the Atlantic There have been many notable Arctic explorers who left their marks in the annals of polar exploration history. Privacy Policy. You exceed allowed number of e-mails sent from a single IP.

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