

WIRELESS REPORT (RETURN VOYAGE), 10TH JANUARY TO 9TH FEBRUARY, 1917.

No signals whatever were heard on the return trip until the night of 26th January, when a station making Vs was heard at 9.25 p.m. All efforts to obtain a reply from this station failed.

On 29th, 30th, and 31st Bluff was heard, signal's strength 3; but it was not until the night of 4th February that it was possible to exchange signals with this station. From that time onward traffic was exchanged O.K. until our arrival in Wellington on the night of 9th February, 1917. The remarks of the Audion amplifier in my first report on the trip down are also applicable to the return voyage.

In conclusion, I wish to state that the times arranged for listening-in and sending have always been strictly observed, even though at times it was obviously impossible to exchange signals.

T. M. RYAN,

Wireless Operator, "Aurora."

To Captain Davis, Commander "Aurora" Relief Expedition.

FINAL REPORT.

SIR,—

Wellington, 21st February, 1917.

In continuation of my report despatched on 10th February: The discharge of Government stores was commenced on 10th February, the butter being sent into cool storage, and the remaining stores and equipment being placed in a store allotted by the Minister of Marine. By Wednesday, 14th February, this was completed.

The crew were paid off on the morning of 15th February, ceasing on 14th February, except in the case of three officers who were considered necessary to place the ship in a condition ready to be handed over and to complete lists of stores, &c.

On arrival in Wellington all negatives were taken charge of and handed to the Secretary of Marine, in accordance with the instructions issued by the Minister of Marine before sailing.

The chief engineer reported on the coal-supply and state of batteries, &c., in the following reports:—

"1. Coal Account.

	Tons owt.
" On board on joining vessel	30 0
" Received 6th December, Port Chalmers	30 0
" Received 14th-19th December, Port Chalmers	467 0
" Total	527 0
" Port consumption, Port Chalmers	7 0
	520 0
" Steaming	279 13
" Remaining at end of voyage	240 7
" Owing to ship	70 0
	170 7
" Remaining, Government account	170 7

"2. Engine-room Department, s.y. 'Aurora.'

"The following work has been done on board the above vessel: Main engines cleaned down, boiler opened up and cleaned, bottom doors put on, and boiler left empty; air-pump opened up and examined, lifts of feed-pump valves adjusted.

"The batteries are fully charged, and require further charges at least once a week at 70 volts 15 to 20 amps.

"The engines and boiler are ready for use as required, and are in first-class condition.

"F. J. GILLIES,

"Chief Engineer."

On 15th February Messrs. Moyes, Gillies, Le Gros, Ryan, the cook Voegeli, and one A.B. sailed for Australia in the "Moeraki." Passages were arranged for each to his home port, and pay allowance calculated to the date of arrival there. Dr. Middleton was assumed to have sailed on this date also, as being the first available steamer, but will actually return on 22nd February, with the rest of the party, in the "Riverina." Other members of the crew were given passes to the port of signing articles, Dunedin or Port Chalmers.

On Saturday, 18th February, the vessel was handed over to Sir Ernest Shackleton, who acknowledged receipt in the following terms:—

"Wellington, 16th February, 1917.

"I hereby acknowledge that the s.s. "Aurora" has this day been handed over to me by the Marine Department in good order and condition, and that 170 $\frac{7}{10}$ tons of coal remaining on board belong to the Government, and is to be held in the ship so that her purchasers may take it over at its value. Failing their doing so, or failing a sale of the ship within a reasonable time, I undertake to allow the Government of New Zealand to take the 170 $\frac{7}{10}$ tons out of the ship at a future date.

"E. H. SHACKLETON.

"Witness—George Allport."