



The  
John Rae  
Society

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*The drawing on the front cover is by the late Iris Heddle. Another of her pencil drawings is featured in the tribute to her on page 24.*

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## **Project Manager's Update – the Hall of Clestrain Vision**

My goodness, how time has flown since my last update. I hope this finds everyone safe, well, and able to have put this enforced period of isolation to productive use, just as the JRS Board has.

The Society contracted me to produce and implement a development plan for the sustainable restoration of the Hall of Clestrain and to help you understand what has been achieved during this period, I want to give you a little more detail about the results from the work completed.

Project reports produced will inform the development of the project and support funding applications:

- **Conservation Maintenance Plan**

This plan assesses what is important about the historic asset (the Hall) in cultural heritage terms as well as the significance of the individual elements and the asset as a whole, informing policies which will enable the various elements to be conserved in a manner appropriate to their significance. Conservation guidelines have been developed, enabling the significance of the building and environs to be protected, preserved and enhanced or at least impaired as little as possible in the future. This plan will be used by the JRS, stakeholders/funders, consultants and by future users of the Hall to aid appropriate management and maintenance of the buildings.

- **Outline Business Plan:**

This sets out:

- A clear and dynamic set of vision aims and objectives.
- An assessment of the JRS's capacity and capability to deliver the project.
- An identification of the strategic context for the project
- An audit of the relevant facilities in the area to assess current provision and gaps.
- Engagement with key stakeholders to determine their priorities.
- A detailed market appraisal identifying target markets and potential visitor numbers.
- An assessment of project potential including project composition in terms of functions and requirements.
- A rigorous options appraisal to develop three options and test these against the benefits that they deliver, the risks involved and cost implications to identify the best way forward.
- Development and presentation of the project proposal along with costs and phasing
- The consideration of operational variables and options with recommendations
- An assessment and presentation of project benefits
- The identification and explanation of assumptions underpinning the business plan.
- Presentation of income and expenditure tables
- Outline funding plan and risk strategy
- An action plan to take the project forward.

- **Brief for Design**

Briefs have been produced to help appoint an architect-led multi-disciplinary design team to review and redevelop the initial Hall of Clestrain project proposals as set out in the Feasibility Stage to a revised Royal Institute of British Architects (RIBA) Stage 2 and on to the completion of an RIBA Stage 3 report. This will enable the JRS to submit a Stage 2 application to the National Lottery Heritage Fund (NLHF). Then, subject to securing funding, the Design Team will be required to take the design from RIBA Stage 4 to Stage 6 hand over and close out. The Appointment will therefore include a break clause after completion of the RIBA Stage 3 report to enable the JRS to cancel the appointment, if necessary, at this stage. JRS will appoint a multi-disciplinary, architect-led design team. The architect will act as lead consultant and will be responsible for assembling a full multi-disciplinary team to include:

- Architect with Accreditation in Building Conservation at Advanced Level
- Quantity Surveyor
- Structural Engineer
- Mechanical and Electrical Services Engineer
- Landscape Architect
- CDM Co-ordinator / Principal Designer

and any other specialists (e.g., access consultant / kitchen designer) deemed necessary by the lead consultant for the full delivery of all design team services at pre- and post-tender stages.

- **Brief for Interpretation**

To help appoint an Interpretive Design Team to develop the initial interpretive vision into a detailed Interpretation Plan for the Hall of Clestrain. This interpretive brief relates to the interpretation in phase one. This is expected to include a travelling exhibition in the development phase and then the following provided during the delivery phase:

- branding
- marketing material
- a website
- signage style guide
- a basement exhibition
- AR/VR experience
- external graphic panels
- educational outreach material.

- **Outline Activities Plan**

Identifies a wide range of activities/projects for the delivery phase as well as testing and pilots in the development phase. Provision of an interpretation centre and café is not enough: real thought and planning has to go into a programme of public engagement including activities and events enabling the facility to benefit the local community and help build sustainability in the long term.

## **Online Community Consultation Survey with 213 respondents**

At the beginning of 2020, the JRS developed an online survey to gain community feedback which informed the direction of the project. Although the survey addressed

the wider project and community needs, there were elements that were particularly appropriate to activity. Results showed:

- **People were reasonably evenly split between liking to see the Hall developed as a visitor / interpretation centre telling the stories of:**
  - John Rae's life story, expeditions & Arctic achievements (92%)
  - The Hudson's Bay Company and links with Orkney (78%)
  - The history of the Hall (77%)
- **The majority of people (76%) wanted an Arctic centre based at the Hall, with most people favouring an Arctic centre focusing activities on:**
  - Educating the public in the history of Arctic countries and regions, and the challenges faced by the Arctic today (57%)
  - Increasing awareness and understanding of the Arctic e.g., indigenous cultures, socio-cultural issue, isolated communities, climate change etc (57%)
  - Working with academic partners to facilitate summer schools, seminars, exhibitions and festivals (51%)
  - The community facilities that people most needed were a café (69%), followed by volunteer opportunities and training (59%), youth development activities for Schools, Duke of Edinburgh, young enterprise etc. (58%) and activities that enable inclusion for all persons (54%)
  - People were most likely to visit the Hall to see it renovated and learn about its history (83%), to learn about John Rae (73%) and to learn about the Hudson's Bay Company (69%)
  - In terms of project benefits, those that were most cited were:
    - Develop Arctic education and knowledge (74%)
    - Promote tourism out with Orkney (67%)
    - Provide a positive economic impact (66%)
    - Promote ancestral/heritage tourism (63%)
    - Provide education and research opportunities (62%)
    - Provide employment opportunities (59%)
    - Provide volunteering opportunities (56%)
    - Help disperse tourism throughout the summer (55%)
    - Bring a new and diverse range of visitors to Orkney (54%)

Additional and more targeted community consultation has been provided through public open days and project presentations to local societies and community councils.

I believe this work has been pivotal to the momentum and progress of this project to date. However, many people still ask the same question:

**“Why can't you just get funding to renovate and save the Hall itself?”**

To save the Hall, full restoration is the only real long-term solution but in order to attract the necessary large-scale funding that will allow this to happen, the Society has to **find a sustainable use for the buildings**. Long gone are the days that funding is given to renovate listed buildings alone no matter how critical a condition they are in, this would be considered a waste of public money.

So, over the last 2 years (delayed by 6 months due to Covid) considerable effort and time has gone into developing an initial project idea in association with the JRS members' aims and the community's and funder's requirements. This involves developing a funding plan for the project by sourcing and identifying suitable large-scale funders, whose application criteria and outcomes expected match with those of the HoC project.

A full Funding Plan, which is necessary and pivotal to the progression of the project, has been identified for both the development phase and the delivery phase of the project. With the final production of a robust and viable business plan, fundamental to most funding applications, this funding process began in earnest, with an application to **Historic Environment Scotland's (HES) Repair Grant for £500K in December 2020**, a key funder for the historic renovation aspects of the Hall itself. We should have heard by the 31<sup>st</sup> of March whether the application was accepted for progression or not, but instead we received an email saying that this decision would be delayed until around the end of May due to the quantity of applications received. Due to the number of applications, they have received, this was disappointing but not unexpected and at the time of writing we have still had no decision to announce.

Unsurprisingly, and as a direct consequence of COVID and the economic environment we now find ourselves, the **NLHF**, the project's identified key funder - potential £2.5m application, has adopted new criteria and outcomes since reopening in February after focusing on Covid emergency funding. An NLHF Expression of Interest has been recently submitted and we received extremely helpful feedback as to how the Society should progress the project in order to achieve success with the NLHF.

NLHF suggest:

- Moving away from saving an old building
- Showing how people will be at the heart of the HoC project
- Showing how JRS will engage those least likely to interact with heritage

NLHF want to see developed:

- early explorative partnerships with relevant organisations
- potential activities that will engage the excluded groups appropriately

The trustees have to decide whether NLHF should remain the main target funder or whether the Board progress without them. This is an extremely difficult decision to make, as there are consequences of taking either route.

Having researched funding and seen the changes implemented, without the NLHF support, it will be challenging to source other funding on the scale required at least for the project in its current form. Many funders' priorities have shifted dramatically to welfare, inclusion and sustainability. This is likely to be the case for a number of years. Other funders may not pursue these outcomes so vehemently but this is likely to be reflected in the reduced size of the grants offered. Without NLHF funding, the project will likely need to be reduced in scale and this will still only be feasible with HES on board as well. Outcomes in terms of project viability, sustainability and community/economic benefit requirements will not change either way.

If the Board chooses to continue down the NLHF path, the future timeline is difficult to gauge. The NLHF board is the one who will determine whether the Society and the project is ready but we would hope that they will invite the Society to apply for funding for the Development (Phase 1) of the project, hopefully mid to late 2021. The suggested timescale for the development period is 12 – 18 months. During this period, a project action plan will cover architectural, interpretation and digital outputs plans, planning, detailed timetable and costs, full business, conservation, environmental, activities and evaluation plans, and a full project fundraising strategy and plan will be put in place. Only once the NLHF panel believe that the Society is ready, will they be invited to apply for the final Delivery phase grant.

I have to say that the NLHF funding approach is realistically the only way for the Society to achieve its overall project vision. However, you never know, the Society may be bequeathed a substantial figure tomorrow and prove me wrong!

Without the NLHF financial support, the proposed government structure funds in particular the Levelling Up Fund and the UK Shared Prosperity Fund, which take over from European Union funding, will become key to the success of the project. The Orkney Islands Council administrate this process and ultimately decide which projects are allocated and progressed. Serious formal lobbying by the Board and by their partners/supporters will be essential to ensure success with these new funds later this year and/or next year.

Irrespective of which option is chosen, the workload involved in delivering a project of this magnitude is considerable. The skills required to undertake such a project will be wide and varied and the effort required will need to be greater than that deployed to date. The recruitment of further Trustees and project partners will be necessary to deliver this project so that remains a key priority.

The Society does have confirmed in principle offers of financial support from the Orkney Islands Council and Highland & Islands Enterprises. This, and letters of support from local key stakeholders, provides welcome endorsement of the project, an important factor when building confidence with external funders. Donations have already made a huge impact to the development of the project and will remain a vital and extremely welcome consideration. The trustees have set a £350K target to raise themselves, which will act as required match funding for the proposed phase 1 of the project.

The OIC Planning department have been approached with the proposed full concept design, to seek pre planning advice, and they advised that the principle and overall approach to the development is acceptable. Because the building is 'A' listed, Historic Environment Scotland are statutory consultees and this consultation process has started in earnest. The plans, shown above, will start this consultation process and formal response from both the OIC planning and Historic Scotland will inform the final design package brief tendered.



And we are now in receipt of a professional VAT position report which will ensure the Society adopts an efficient VAT position during all the project phases. It has been recommended that a trading subsidiary, separate to the JRS, is set up to manage the commercial operations of the centre, with directors who have the suitable skill set to take this forward.

The trustees now need to take a much more proactive approach to engaging and contacting the community and stakeholders, both here and in Canada, to galvanise and record community support for the project and to liaise with project partners to develop initiatives/activities that will be of mutual benefit.

Having a consistent point of contact locally whilst introducing relevant consultants to guide the process has worked well particularly during these challenging times and maintained project direction, focus and momentum, placing the Society in a favourable position. The project is poised to move to the next stage with the Board now having all the information to hand, ready to be actioned.

The decision from HES, whether they wish to support the project or not, is likely to determine the final direction taken. We await with bated breath...

Sandra Deans  
JRS Project Manager

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## The 'Road to Hall'

The Society has been extremely grateful to the Craigie family for the continued access to the Hall through the farmyard and past their kitchen window. However, we have always recognised that our own access from the main road would be needed one day. To that end, land was included in the purchase of the Hall to enable access.

In the last year or so we have been preparing to build that access and we are pretty close to completing the preparatory works. The last challenge will be coming up with some of the money to do it!

The corridor of land runs from the A964 near the 'inuksuk' and runs parallel to the stone dyke. In order to give us flexibility, the land is wide enough to put a dual track road down along with a separate foot and cycle path.



Unfortunately, we probably won't be able to afford to build the road to the full width initially and we will have to put up with passing places and the footpath will have to wait too.

The dyke and the main road are not at right-angles to one another, so we cannot run our access straight up to the road as this would leave an oblique intersection. Given the speeds on the road it is important that pulling out traffic can easily see both ways and so our access needs to peel away from the dyke and curve gently to the north to arrive perpendicular to the main road.

The ground falls away quite fast to the west of our access. For coaches and lorries it is important that they can turn off the main road and onto our access without tipping over. We

therefore need to build up the ground just off the road to allow that turn to be flat before they then start to descend the slope down to the Hall.

Luckily, the public water main is on the eastern side of the road as are the fibre and communications infrastructure, but the water supply to Clestrain Farm does run down the line of the access. We are going to re-lay that by a different route for the farm as part of the land.

So, the first job was to get a good survey of the site and we are extremely grateful to Karl Cooper of Survey and CAD Services who kindly did this. It was a pleasure to watch this happen and I could not help reflecting on how much John Rae himself would have loved to see how surveying has moved on. Instead of magnetic compasses, sextants and pages of mathematical tables to pore over Karl was able to set up a total station theodolite and link to the constellation of satellites to give his position to within 10mm within a few minutes and the results were plotted by computer on a georeferenced plan. Truly remarkable.

Karl then went on to produce a suitable alignment that would be acceptable by Highways and on 25/11/20 planning permission was given.

The next step will be the fencing of the site which will need around 200 fencing stabs, 4 gates and 500m of shire and 100m of barbed wire, so as soon as we have the wherewithal... Watch this space.

**Neil Kermode**

## **A transnational perspective on John Rae and the lost Franklin expedition**

In 1845, the ships HMS *Erebus* and HMS *Terror* left England in search of the fabled North-West Passage with a large crew under the command of the veteran Arctic explorer John Franklin.<sup>1</sup> By the autumn of 1847, there were serious concerns that something terrible had happened to the expedition, and the British government took steps towards sending out the first of many searching missions. In spite of extensive national and international search efforts, information about the fate of the lost expedition remained elusive for years. That remained the case until 1854, when a group of Inuit from the Pelly Bay region told the Orcadian surgeon and Arctic explorer John Rae what had happened to Franklin's crew. Rae quickly recorded this new information in a letter to the British Admiralty and the Hudson's Bay Company (HBC). Apparently without his knowledge, both the British Admiralty and the HBC proceeded to send his letters to the press, and they were published in multiple newspapers soon after.<sup>2</sup> This included the observation that, 'From the mutilated state of many of the corpses and the contents of the kettles, it is evident that our wretched countrymen had been driven to the last source – cannibalism – as a means of prolonging existence.'

To say that John Franklin's wife Jane Franklin was unhappy with the content of Rae's letter is an understatement. It was not simply because it seemed to confirm that all the crew, including her husband, had passed away. In her private correspondence Jane Franklin seemed to acknowledge that Rae's information was actually trustworthy. The sticking point was the manner in which the crew had died, and how they had conducted themselves before they passed.

As she wrote in a private correspondence, the 'hails of horror' in Rae's letter 'ought never to have been published or even worded.'<sup>4</sup> Rae was condemned by many prominent British figures, including Charles Dickens, and his claim to the £10,000 reward for rescuing or determining the fate of the lost expedition was deliberated for several years. This was the case in Britain, but how was the issue discussed elsewhere?

The response to Rae's report to the Admiralty is a particularly revealing case-study for investigating the national and regional differences in the perception of Arctic exploration. In my own research, I focus on Arctic exploration in the British, North American and Danish contexts, and I am often surprised at the regional differences and temporal instabilities of the tropes of Arctic travel. When

people in Britain think about nineteenth century Arctic exploration, what comes to mind is often an image of a heroic explorer who selflessly confronts danger for the advancement of geographical discovery and scientific advancement. John Franklin has come to be almost emblematic of this vision of the British Arctic explorer. As Murchison stated at a meeting of the Royal Geographical Society of London in 1859, 'whilst Sir Robert McClure had been worthily rewarded for his intrepid conduct in making a north-west passage, Franklin was the man who, by the self-sacrifice of himself and his brave companions, had previously, by common consent, made *the* north-west passage.'<sup>5</sup> Although pervasive, the heroic Arctic explorer trope is a highly constructed and curated identity, and one which has overwhelmingly centred on upper-class men who were associated with the British Admiralty.

A comparison to the Danish context is particularly illuminating for showing this regional construction of exploration tropes. Geopolitically, Denmark played an important role in Arctic exploration during the nineteenth century, and Danish missionaries, settlers, and traders in Greenland assisted Arctic exploration ventures organized from other countries, including Britain, throughout the nineteenth century. When Jane Franklin organized a new privately funded expedition following Rae's report, one of the crewmembers for the venture in the *Fox* under command of Captain Francis Leopold McClintock was the Danish translator and Arctic explorer, Carl Petersen.<sup>6</sup>

Petersen had been hand-picked for the venture by the influential British geologist and President of the Royal Geographical Society Roderick Murchison. A long-time friend of Jane Franklin, Murchison was important in supporting the efforts to organize search missions to find her husband. Murchison's request to appoint Petersen was conveyed through the Chamberlain and Navy Officer Carl Ludvig Christian Irminger, Royal Adjutant to King Frederik VII.<sup>7</sup> This international element was not unusual. Though nineteenth century British Arctic expeditions were branded as British projects, often with a focus on England, the reality of these ventures were more complex. Expeditions typically consisted of English, Scottish, Welsh, and Irish crews, as well as men hired from abroad such as Carl Petersen. Expeditions also typically employed Indigenous crew members (men and women) in Greenland and North America. The explorers also engaged with a broad international body of literature on the Arctic, and their achievements were

discussed internationally. What we know as British expeditions, were in reality highly international and often very diverse projects.

Following the return of the *Fox* expedition, Petersen and McClintock both published narratives detailing their experiences. Petersen's was written in Danish, as *Den Sidste Franklin Expedition med Fox* (1860).<sup>8</sup> In comparison with McClintock's narrative, Petersen's text reveals a very different attitude to the issue of cannibalism. McClintock's *The Voyage of the 'Fox' in the Arctic Seas* (1859) acknowledged the existence of Rae's letter, but did not go into detail about its content.<sup>9</sup> By contrast, Petersen appears to have used it to add drama to his account, and the same was the case with the reviews of Petersen's narrative and the accounts of Rae's report. In his narrative, Petersen described Rae's discovery of the fate of the Franklin expedition in dramatic terms, noting that 'the Eskimoes assumed, that they had starved to death after they in vain had tried to save their life on each other's flesh.'<sup>10</sup> Many of the reviews and commentaries on Petersen's narrative in the Danish periodical press took a similar approach. Petersen further historicised the issue of cannibalism, and recounted how Franklin's earlier expedition between 1819 and 1822 had suffered greatly, to the point that 'his men's hunger had been pushed so far, that they thought they had to use this last, gruesome rescue tool – to feast on the meat of a friend; only by using force had Franklin ensured that there was only one victim.'<sup>11</sup> Cannibalism, Petersen implied, was not foreign to Arctic expeditions.

Within the British context there was a conflict in the responses to Rae, which affected how activities during the search missions were represented. This was influenced by an extreme racism towards Arctic Indigenous peoples, including Inuit, amongst many European and Euro-Americans at the time. The author Charles Dickens' attack on Rae, for example, was full of incredibly offensive descriptions and stereotypes of Inuit.<sup>12</sup> In the hands of Dickens, as well as so many other commentators at the time, these racist biases were used to discredit Rae for having trusted the testimonies of Inuit. However, at the same time, Jane Franklin drew on Rae's information when determining the route for the *Fox* expedition. There was, accordingly, a tension in the reception of Rae's letter which impacted not only Rae but also the later searching expeditions, and this tension was shaped by the prejudices of the time. On the one hand, the part of Rae's report that described what had happened to the expedition was brushed to the side, because it was based on second-hand information derived from Inuit. On the

other hand, the fact that Rae had determined geographically, again with the help of Inuit, where remains from the Franklin expeditions could be found, was used as a justification to send out more expeditions.

When considered within the broader context of the politics of Arctic exploration, it is easier to understand the negative impact of Rae's letter to the Admiralty on his later career trajectory. While Rae was able to retire on the reward money, he was unlike the majority of the other British leaders of Arctic expeditions never knighted – though in his later career, he played a key role in the organization of the Canadian-British contribution to the International Polar Year. When Rae reported that the Franklin expedition had resorted to cannibalism, he was effectively, but unintentionally, dismantling the image of the British heroic explorer. Outside of Britain the reaction to Rae's report was very different.

The content of Rae's report had been widely circulated in the Danish press (before the departure of the *Fox* expedition) and appeared in full, or extracts, and along with detailed commentary. An article in the paper *Berlingske Tidende* focused on the dramatic elements of the report, noting that "several of the bodies were horribly mutilated". Similarly, the paper *Dannevirke* wrote that "some of the dead bodies were mutilated and robbed by the survivors". An article in *Sjællands-Posten* went further and speculated on whether Franklin himself had committed cannibalism. Rae's information had indicated that those who died first had been buried in the snow, while the bodies of the others had been found lying on the ice. Because, the article accounted, Rae had returned with one of Franklin's medals, and there was an officer amongst the bodies found on the ice, "it is likely, that it is himself, who was one of the last victims."<sup>13</sup> What we see from these reports is a different attitude to the issue of cannibalism, and the trustworthiness of Rae's testimony, which was based on Inuit knowledge. As the responses to Rae's report in Britain and Denmark reveal, even such well-known episodes such as the lost Franklin expedition, can surprise us, and change our understanding of the history of Arctic exploration when these ventures are considered within their international context.

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## Notes

<sup>1</sup> The research described in this piece appears in full in: Nanna Katrine Lüders Kaalund, *Explorations in the Icy North: How Travel Narratives Shaped Arctic Science in the Nineteenth Century*, Science and Culture in the Nineteenth Century (University of Pittsburgh Press, 2021) and in Nanna Katrine Lüders Kaalund 'What Happened to John Franklin? Danish and British Perspectives from Francis McClintock's Arctic Expedition, 1857–59', *Journal of Victorian Culture* 25, no. 2 (28 May 2020): 300–314

<sup>2</sup> See for example: Anon, 'The Fate of Sir John Franklin', *Illustrated London News* (London, England, 28 October 1854), p. 421; Anon, 'The Fate of Franklin', *The Morning Post* (London, England, 23 October 1854), p. 4; Anon, 'Probable Fate of Sir John Franklin's Party', *The Morning Chronicle* (London, England, 23 October 1854); Anon, 'The Fate of Sir John Franklin', *Daily News* (London, England, 23 October 1854); Anon, 'The Arctic Expedition', *The Times* (London, England, 23 October 1854), p. 7; Anon, 'Multiple News Items', *The Standard* (London, England, 23 October 1854).

<sup>3</sup> As quoted in: Anon, 'The Arctic Expedition', *The Times* (London, England, 23 October 1854), p. 7

<sup>4</sup> Jane Franklin, 'MS 248/178;D Letter to Turner', Thomas H. Manning Polar Archive, Scott Polar Research Institute.

<sup>5</sup> Francis Leopold McClintock and Royal Geographical Society of Great Britain, 'Discoveries by the Late Expedition in Search of Sir John Franklin and His Party', *Proceedings of the Royal Geographical Society of London*, 30 (1860), 2–14 (p. 13).

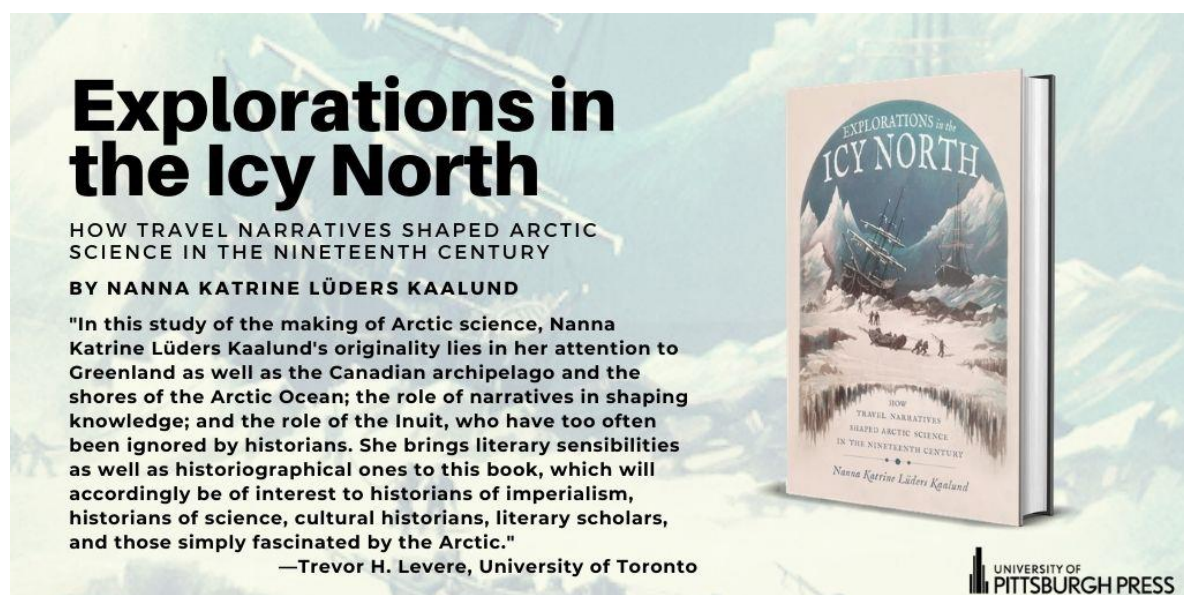
<sup>6</sup> His full name was Johan Carl Christian Petersen, but he went by Carl Petersen. The best account of Petersen's life is the excellent biography by Nils Aage Jensen, *Carl – polarfarer* (Lindhardt og Ringhof, 2014).

<sup>7</sup> Nils Aage Jensen, *Carl – polarfarer* (Lindhardt og Ringhof, 2014), pp. 341–42. <sup>1</sup> Carl Petersen, *Den Sidste Franklin-Expedition Med 'Fox', Capt. M'Clintock, Ved Carl Petersen* (København: Fr. Woldikes Forlagsboghandel, 1860).

<sup>8</sup> Carl Petersen, *Den Sidste Franklin-Expedition Med 'Fox', Capt. M'Clintock, Ved Carl Petersen* (København: Fr. Woldikes Forlagsboghandel, 1860).

<sup>9</sup> Francis Leopold M'Clintock, *The Voyage of the 'Fox' in the Arctic Seas: A Narrative of the Discovery of the Fate of Sir John Franklin and His Companions* (John Murray, 1859).

<sup>10</sup> My translation: Petersen, p. 22.



Available from Blackwell's, WHSmith and Amazon from 28<sup>th</sup> July 2021

## Interview with Marion Sibbald Rae Hamilton, January 1887

Jane Hamilton, great-great granddaughter of Marion Hamilton and author of *Finding John Rae*, was recently given a copy of a newspaper article from the *Hamilton Herald*, dated 14<sup>th</sup> January 1887, in which the reporter wrote of an interview he had had with Marion Hamilton, then an elderly lady. He was primarily interested in her meeting with Sir Walter Scott, since Scott drew on Marion and her older sister, Jessie for the characters Brenda and Minna in his novel *The Pirate*, but also asked about her childhood home in Orkney and her brother, Dr John Rae. The following is an abbreviated version and notes some

inaccuracies in the old lady's recollections.



He writes: I had the pleasure of being presented to the dignified and most graceful lady from whose expressive countenance Time has not succeeded in erasing the charms in which her youth must have made her bewitchingly beautiful.

Mrs. Hamilton is a sister of the celebrated Dr. Rae, the Arctic explorer, and her husband, Dr. John Hamilton, now dead, was a cousin of Lord Macaulay. A native of the Orkney islands, it was there, at her father's house, that Sir Walter Scott met her sister and herself when, in 1814, he made a cruise on board a yacht with some friends, running along the east coast of Scotland and visiting Zetland and Orkney.

On being introduced to Mrs. Hamilton I questioned her at once with regard to the novel.

'You will remember', she said, 'that the scene described in *The Pirate* is laid in the mainland of Zetland [a slip of the tongue or the journalist's error. Ed.] and Sir Walter frequently visited our home there — Claistrain [sic] Hall — while he was gathering material for his work. The first day he dined there he exclaimed, as he stood on the port, 'What a fairyland'! I was only fourteen at the time. He complimented my sister, Jessie, afterwards Mrs Munro, and me by describing us in the narrative as Minna and Brenda'.

Here, a lady who was present, took from the table a copy of *The Pirate* and read from it the following descriptions of the two lovely daughters of 'Magnus Troll'.

*The difference of their tempers and of their complexion was singularly striking, although combined, as usual, with a certain degree of family resemblance. From*



*her mother, Minna [Jessie] inherited the stately form, the dark eyes, the raven locks and finely pencilled brows, which showed that she was on one side, at least, a stranger to the blood of Thule.*

*The scarcely less beautiful, equally lovely and equally innocent Brenda [Marion] was of a complexion as different from her sister as they differed in character, taste and expression. Her profuse locks were paley brown, her eye, her mouth, her beautiful row of teeth, the rich, yet not too bright color of a healthy complexion tinging a skin like the drifted snow, spoke her genuine Scandinavian descent.*

*In the kindly affections neither could be said to excel the other, so much were they attached to their father and to each other. But the cheerfulness of Brenda mixed itself with the everyday business of life and seemed inexhaustible in its profusion. The less buoyant spirit of her sister appeared to bring to society a contented wish to be interested and pleased with what was going forward, but was rather placidly carried along with the stream of mirth and pleasure than disposed to aid its progress by any efforts of her own.*

*The two lovely sisters were not only the delight of their friends, but the pride of those islands, where the inhabitants of a certain rank were blended by the remoteness of their situation and the general hospitality of their habits into one friendly community. A wandering poet celebrated the daughters of Magnus in a poem. Which he entitled 'Night and Day'.*

Were there any coincidences, I asked, in your life and in that of your sister and the story of Minna and Brenda?

'None', was the reply.

Could you give me a description of your home?

'Clastrain Hall' replied Mrs. Hamilton, 'was a massive stone building, with high turrets and two large wings. [There must be some confusion with another building. Clestrain had two wings but no turrets and is tall rather than massive. Ed.] At the back rose Clastrain Hills, before it was the Atlantic. A high stone wall surrounded extensive hills. Against this wall were trained apple trees, strangers to the Orkneys. Since I left I have visited many beautiful spots but nothing in my eyes can compare with the picturesque scenery of that home of my childhood, with all its romantic surroundings apart from the world.'

[An old servant who had been in the family service since boyhood then entered. Ed.]

Jimmie, said I, Mrs. Hamilton says that Sir Walter Scott flattered her sister and her by describing them as Minna and Brenda. What is your opinion?

He proceeded to give me some of his recollections. Miss Marion (Brenda) he told me was the most beautiful being he had ever beheld. She was very small and slight but with no sharp turns to her. She had wide, gray eyes, straight slender nose and abundant curly hair. She was married one morning on the lawn of Clastrain Hall and she looked more like an angel than human being. Miss Jessie (Minna) was majestic and fit to be a queen. Mr Rae was a noble looking man —

handsome, stately, courteous and hospitable. There were seven children — five sons and two daughters.

When I questioned him with regard to the mode of life at the time of Sir Walter Scott's visit, he assured me that no nobleman's house could have been better appointed. There was a suite of servants and every refinement and luxury.

[To Mrs. Hamilton] Were you and your sister generally recognised as Minna and Brenda?

'Yes' was her reply. 'I remember especially one occasion when we were dining at Sir William Newbiggan's in Edinburgh. The host said, as he introduced us to his guests, 'We have with us a Minna and a Brenda'.

'Some years after that Lady Franklin visited me. Throwing her arms about my neck, she said with much emotion, 'Oh, dearest Brenda!'

Then you knew Sir John Franklin? I said.

Yes, very well. Probably you know it was my brother, Dr. Rae, who brought home the first authentic information of the fate of the Franklin expedition. I do not know if he ever met Sir John Franklin. We had a Newfoundland dog who always rejoiced going with Dr Hamilton in his shipping expeditions. Sir John asked him to lend him the dog, and he consented. [The dog] was put on the ship howling piteously. The Esquimaux afterward showed by signs to Dr Rae that the poor, famished fellows of Franklin's party had eaten the dog before proceeding to the last terrible alternative.

'My brother and his wife are living in London now and go out a great deal, yet amid all his occupation he finds time to continually write or send some token of remembrance to my children and grandchildren. Only yesterday some beautiful books came for the little ones here.'

Could you tell me something of Dr. Rae's early life?

'Brought up as we were surrounded by the ocean we all loved it, but I think Dr. Rae especially delighted in the sea. My father gave the boys a fine boat with a small tender for fishing and they used to go out in the stormiest of weather. They took great pride in their seamanship.

'My brother passed as surgeon before he was twenty years old, and in the same year — 1833 I think — he went on one of the Hudson's Bay Company's ships in that capacity. On the return journey a barrier of ice in Hudson Strait stopped them. They were obliged to turn back and wintered on an island in James Bay. Many were attacked with scurvy, as they had no fruit or vegetables, but when the snow melted quantities of cranberries were found and the sick men recovered.

'My brother, instead of being discouraged by this experience, seemed to be inspired by a spirit of adventure, and he accepted the appointment of surgeon at Moose Factory and held it for ten years. There he practised snowshoeing, hunting and fishing, so that he was well trained for his service in later years. I could give

you in a general way an account of his adventures, but it is hardly worth while to occupy your time.'

I took leave of Mrs. Hamilton deeply impressed by the charm of her manner and by her accurate memory. Not the least agreeable element of the interview was the pride which this lady evidently felt in the association of her name with the writing of the great poet and novelist.

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### **Online Talks**

Between March and May we arranged a series of online talks. These were very well received and we are attaching an outline of each talk below. Anyone who missed them can ask for details of how to download them. If you do this, we invite you to make a donation of £5.00 to the John Rae Society. Details from: [membership@johnraesociety.com](mailto:membership@johnraesociety.com)

#### **Ken Stewart: *Forgotten Hero – Now remembered***

Inspired by hearing about John Rae while working in Orkney in the 1960s, and then, years later, by the discovery of *Erebus*, Ken spent many hours researching the archives at the Scott Polar Institute in Cambridge and acquiring extensive knowledge of the explorer.

In his talk he mentions Rae's work as a doctor, including his medical treatment of the Cree Indians, and how Rae learned hunting and survival skills from both the Cree and the Inuit. He details Rae's four expeditions as an Arctic explorer between 1846 and 1854 and how on the last two Rae discovered both the final link in the North West Passage and evidence of the fate of the Franklin expedition.

Throughout his talk Ken emphasises the achievements of Rae, such as mapping 13,000 miles of coastline (half of this on foot), living unsupported for 18 months at a time, designing both an inflatable boat and two Orkney-style rigged coast boats, and at the same time adding to his knowledge of survival techniques from the indigenous people. Ken also points out the high regard in which Rae was held by the Hudson Bay Company, the Arctic Council, who organised the earlier searches for the Franklin ships, and indeed initially by the Admiralty and Lady Franklin. The Royal Geographic Society awarded Rae a gold medal for his survey of Boothia, he was recommended for a knighthood by the head of the HBC and made an honorary member of the Royal Society. Amundsen, who was the first to sail through the North-West Passage, wrote that Rae deserved the highest recognition for Arctic travel. Despite which, as many know, he went unrecognised in his own time.

Although in this century some recognition has been made of John Rae's achievements, Ken's talk brings out the disparity between the amazing accomplishments of the explorer and the honour paid to him.

FG

### **Bob Shepton: *Greenland and Baffin with the Wild Bunch***

There are not many people that can say they've sailed through the polar regions multiple times, dodging lumps of ice on a 33ft fiberglass yacht. Bob Shepton has!

As the title suggests, Bob gave an inspiring and amusing account of an adventure to Greenland and Baffin Island on his yacht, Dodo's Delight. If this part of the title alone wasn't enough to capture your interest, the latter half certainly would. I was incredibly curious to find out who the 'Wild Bunch' are and why they got their name. It quickly became apparent. The Wild Bunch comprises of Sean Villanueva O' Driscoll, Oli Favresse, Nico Favresse and Ben Ditto. It turns out that there's not much they won't climb and Bob, who keeps his feet firmly on the deck, has the job of navigating through the treacherous Arctic waters to find new and not-for-the-faint-hearted-places for the Wild Bunch to scale.

The group of climbers are also fantastic musicians and armed with their instruments onboard, there's never a dull moment to be had.

The talk was jam-packed with stunning photographs and video footage thanks to Ben Ditto, one of the climbers. Ben's photographs captured the rugged beauty of the Arctic, life onboard the yacht, as well as the sheer scale of the mountains that men were climbing.

Bob's delivery of the talk, combined with the breath-taking visuals, brought the whole experience to life and really made you feel like you were cruising through the Arctic waters alongside the Bob and the crew. Unfortunately, it also meant that you felt as though you were clinging to the side of a 300-foot cliff!

JG

### **Tom Addyman: *The Investigation and Salvation of a Most Precious Survival***

Tom is an archaeologist with a passion for restoring historic buildings. He visited Clestrain last year and examined the Hall and other buildings over 2-3 days.

His talk begins with a discussion of the position of the Hall, on a long ridge, allowing panoramic views across to Graemsay, over what were once busy shipping lanes. Clestrain is named on a 17<sup>th</sup> century map, at which time the building now known as *The Storehouse* was probably the laird's house, then a two-storey building secured by draw bars, with windows and a fireplace.

At the Hall, the west wing has been reworked and remodelled but was once more than a farm shed, having internal partitions.

The Hall itself looks a little odd and probably once had a pediment. It was designed to appear more stately, with margins on the front face. Here Tom makes comparison with other 18<sup>th</sup> century buildings in West Lothian and Edinburgh.

On the first floor enough details survive to enable reconstruction. Partitions can be discerned, pieces of moulding and skirting survive and there are traces of paint — ultramarine blue, arsenic green and a bright yellow — which would allow the

décor to be replicated, perhaps in brighter shades than is currently fashionable. Here Tom shows examples of period decoration in other 18<sup>th</sup> century houses.

The roof structure of the Hall he finds very exciting! The joinery details are earlier than mid-18<sup>th</sup> century and suggest older techniques were used, possibly dating from mediaeval times. Assembly marks can be seen on the timbers, indicating that the carpentry took place off-site, but these are not in the order one might expect. Different framing points to a tympany roof at the back of a pediment.

Further investigation, as reconstruction begins, will reveal more and will give rise to debate, e.g should the front stone steps have stone sides or iron handrails!

FG

### **Graham Rorie: *The Orcadians of Hudson Bay***

In our final talk of the series, we were joined by musician and composer, Graham Rorie. Graham grew up in Orkney before moving to Glasgow to study music. During his time in Glasgow, he has become a well-known face in the Scottish folk scene recently reached the semi-finals of the BBC Radio 2 Young Folk Awards.

His latest project: 'The Orcadians of Hudson Bay' is a suite of music inspired by certain people that went from Orkney to Canada in the 1800's to work in the fur trade for the Hudson's Bay Company.

Having grown up in Orkney, Graham has been steeped in the nautical history that surrounds the islands, so when he was tasked with a university project that called for a piece of music about something that influences him and requires research into the subject, Graham felt drawn to delve deeper into the history of Hudson's Bay Company and see if there was an opportunity to compose a piece of music there.

As he began to research the HBC and the people that left Orkney to go and work in Canada, there were certain characters that stuck out and inspired Graham to begin composing some music. One of these characters that jumped out right away was John Rae. After some research, Graham composed the first piece of music in the suite and called it 'Fort Hope', after the stone house that Rae built on his first expedition into the Arctic. Graham explained how the opening track acts as a starting point for the suite, just as Fort Hope was a starting point for John Rae in his journey and he wanted it to 'sound as though you were setting off from something'.

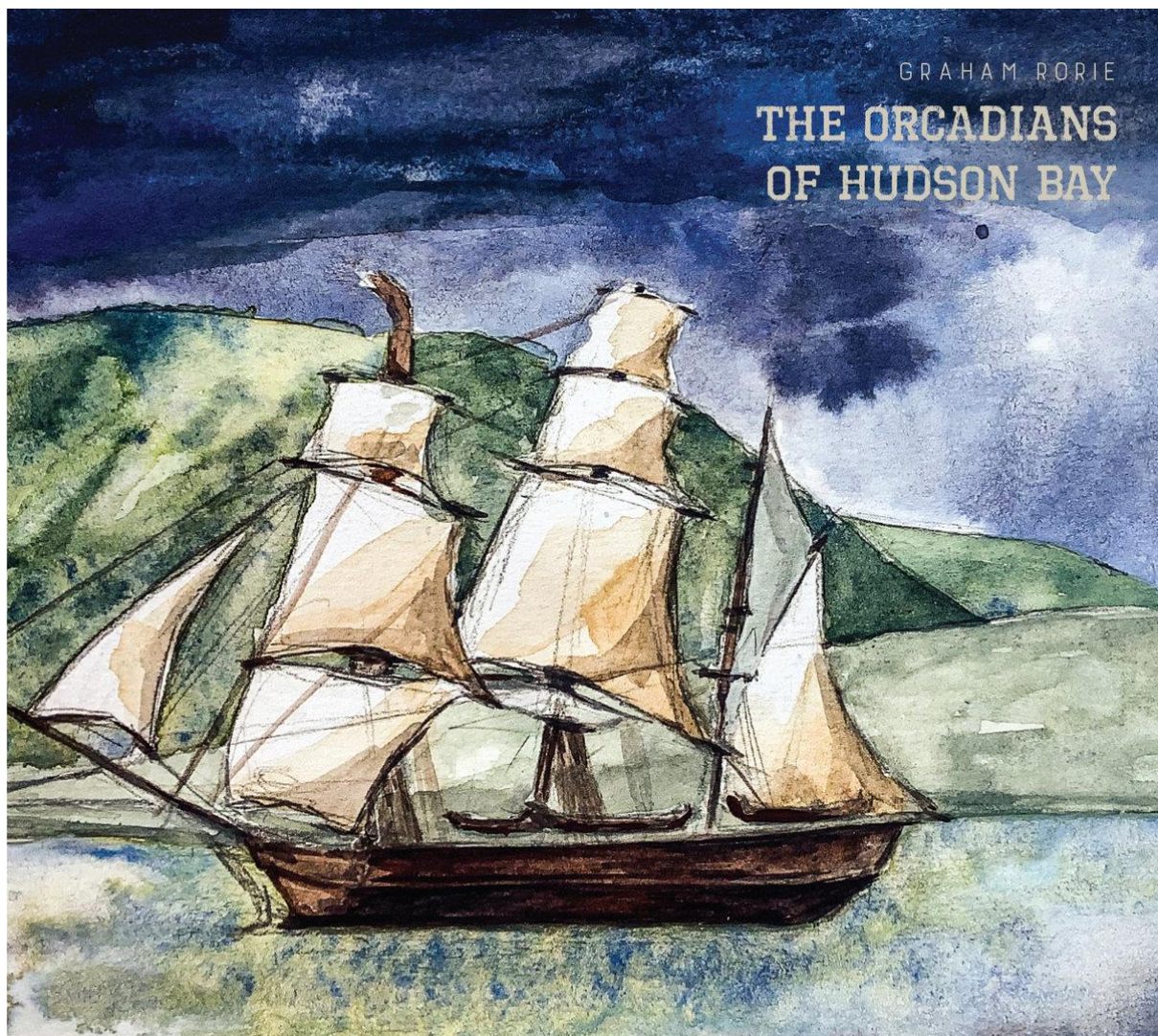
The suite, which has been turned into an album, features eleven tracks, each with their own story to tell. One particularly poignant piece called 'Isobel', is inspired by the story of Isobel Gunn from Orphir. In 1806, the Hudson's Bay did not allow the employment of European women, so Isobel Gunn, who wanted to work for the HBC, signed up under the name of John Fubbister and went off to Canada to work for £8 a year. While in Canada, Isobel fell pregnant and could no longer hide behind her disguise once her baby was born. The HBC ordered that she return to Orkney with her child and, against her wishes, was sent back home. Isobel lived



out the rest of her days in poverty as a stocking maker. Graham has done an excellent job of bringing Isobel Gunn's tragic story to life and has written a beautiful melody for Isobel, which he played on his fiddle for us. It was a touching moment and shows the great impact that music can have and how it can bring people, places and their stories to life, even though they themselves have long passed.

I highly recommend listening to the album, but make sure you read the inside sleeve of the case to find out about the inspiration for each track first!

JG



Available from <https://grahamrorie.bandcamp>. Digital £7, Compact Disc

Graham has very generously offered to donate £1.00 from the sale of the first 200 CDs to the John Rae Society.

## **Ivan James Craigie 1944-2021**

Ivan Craigie from the Hall of Clestrain Farm in Orphir passed away on January 29<sup>th</sup>, 2021, aged 76.

Born on 12<sup>th</sup> August 1944 in the cottage on the farm, Ivan was the second child of Margaret and Jim Craigie. His older and younger sisters, Kathleen and Diana, completed the family.

In August 1969, at the Stromness Kirk, he married Jean Muir from Cumminess Farm along the road in Stenness, with the reception in the Orphir Hall. They went on to have four children; Lorne (1973), Karen (1974), Angela (1977) and Tanya (1989) and he later became a devoted grandad to eight grandchildren. This devotion was illustrated by him overcoming his distaste for flying five times to visit some of them in Australia.

Two years into their marriage, Ivan and Jean moved to Canada, where Jean took up a job in Edmonton and where Lorne was born two years later. During this time, Ivan broadened his farming experience but also worked as a cabinet maker and a digger driver. The lure of Clestrain proved too strong and the growing family returned to Orkney in 1973. Ivan took over the farm from his parents and expanded stock numbers, arable land and buildings. As the family grew further with the arrival of Karen and Angela, they moved to the main farmhouse when Margaret and Jim built a new bungalow a few hundred yards away.

Tanya's birth in 1989 came as a pleasant surprise to one and all, and she cemented her place with her farmer father by, at the age of 13, winning prizes at the Orphir ploughing match against all the boys. Ivan could not have been prouder. Although the rearing of high quality cattle and sheep were his main interests, Ivan readily turned his hand to any practical tasks required to keep the farm running smoothly and was creative and adept at making and inventing tools and implements and even built and sold a house whilst contemplating 'retirement' from farming.

Ivan was a quiet man who did not waste his words but when he spoke, you listened. Although the term 'philosopher' is commonly associated with academia, it would fit Ivan well, for, even though he eschewed the academic path he was doubtless capable of, the following definition is apt: *a person who regulates his or her life, actions, judgments, utterances, etc., by the light of philosophy or reason and who is rationally or sensibly calm, especially under trying circumstances*. A hard worker himself, with a strong motivation to 'get things done', he encouraged and respected the same qualities in others. On occasions, the most effective path to an objective would involve personal peril but numerous cuts, bruises and even broken limbs were filed away as 'occupational hazards'.

The farm of Hall of Clestrain was acquired by the Craigie Family in 1925 and in January 1952, when the boy Ivan and his family were sleeping in the Hall of Clestrain, one of Orkney's fabled gales started to blow the roof off. The house had to be abandoned that night and the family relocated to the cottage until emergency repairs were carried out. Building on the current farmhouse began around this time and once it was finished, the Hall was vacated once more and has only ever been occupied by pigs and pigeons since. Ivan's principal passion was for farming, but apart from an interest in history, he nurtured the idea of restoring the Hall of Clestrain to its former glory. This pursuit saw him sharing

cups of tea at the kitchen table with the likes of Griff Rhys Jones and Ken McGoogan, who wrote the critically acclaimed best seller *Fatal Passage*. Prince Charles also made a visit, but unfortunately Jean and Ivan were on holiday, so missed him. Given the magnitude of the restoration task, it was unthinkable to draw on the farm's resources to attempt anything, so in the early 1990s, Ivan, along with other organisations such as the Orkney Heritage Society, began discussion with funding bodies to explore ways of saving the Hall from collapse and secure its future.

A number of avenues opened and closed but with the establishment of the John Rae Society in 2013, Ivan and Jean embarked on a series of discussions which would see them agree to sell the Hall and a strip of land for an access road to the Society in September 2018. In doing so, they entrusted the Society with something precious in anticipation of it being saved from inevitable extinction.

Ivan was generous without hesitation and highly regarded in the community. His legacy will shine through his work and his family but will also deserve a place alongside John Rae in a restored Hall of Clestrain.

## **Jim Chalmers**

### **Iris Heddle 1935-2020**



Iris Heddle from Cletyan in Stenness passed away on December 23rd 2020. Iris moved to Orkney in 1996 following her marriage to Ian Heddle, the late champion of Orkney's heritage, and both of them became staunch supporters of the John Rae Society.

She was born Iris Ellen Morris on 11<sup>th</sup> May, 1935 in St Thomas' Hospital in London and raised in Kent. After her mother died when Iris was eight, she was raised by her father but spent much time with her mother's sister whose two daughters became like sisters to her.

Her forebears were leather craftspeople from Bermondsey in London with the women specialising in "fine work" such as making quality gloves and lace edging. Iris enrolled at college in Brighton to study needle craft

and went on to spend a lifetime teaching.

On a visit to Orkney with a colleague, Mary Heddle, she met her cousin, Ian and his first wife, Margo who were in the throes of renovating the Mill of Eyreland in Stenness. Iris became firm friends with them all and returned south with many fond memories. As fate would have it, Margo sadly passed away some years later



and the friendship between Iris and Ian was to develop and blossom into their marriage in 1996.

Iris moved to Orkney to join her husband who by this time, had sold the Mill and bought the recently built cottage at Cletyan, overlooking Hoy and Graemsey. Although firm in her principles, she had an unassuming nature which suited her to the community she was stepping into and her considerable craft skills and happy, positive nature were soon recognised and appreciated.

Iris became a popular speaker at the SWRI and a judge at agricultural shows. She took classes and taught many folk to sew and knit. As an active member of the Friends of the Boat Museum (precursor of the John Rae Society) and with a view to fund raising, she drew on her artistic skills to create some lovely drawings of birds against a backdrop of the Hall of Clestrain.

One of her most striking works is her drawing of Rae himself based on a photograph (see front cover). She was also an excellent water colourist, writing and illustrating children's books about her black Labrador.

When Ian died in January 2010, Iris faced the future with her characteristic dignity and integrity. She was a pleasure to visit and enriched guests with her cheerful disposition and positive, modern outlook. After a period of illness, Iris spent a few weeks in the Balfour and finally a couple of months in Hamnavoe House in Stromness where she spoke of her appreciation of the wonderful views of Hoy. Like so many people, these last few weeks were spent in Covid-induced isolation but she was comforted by visits from her Stenness neighbour, Barbara Merriman.

At the end, Iris, a lady of lifelong faith, had made peace with the world and was ready to be reunited with Ian whom she had missed so much during her final decade.

## **James Chalmers**

### **Ian Waddell 1942-2021**

*'Everything he did, he approached with passion and a desire to make progress for people'.  
Premier John Horgan*

Ian was a truly remarkable person — a man of extraordinary energy and considerable talent, passionate about the causes he espoused and persistent in seeing what he undertook completed.

Born in Glasgow but raised in Canada from the age of five, he loved both his native and adoptive countries, celebrating for instance Burns Night with great vigour, and finding in Canada the 'kindlier gentler society' once sought by George Bush. His last tweet, shortly before he died, with a photo of cherry blossom from his balcony in Vancouver, ended with the comment 'Paradise'.

With degrees in Law, including a Master's in International Law from the London School of Economics, he became a storefront lawyer in Vancouver; then, in the 1970s he served as counsel to Thomas Berger during the Mackenzie Valley Pipeline inquiry, which prevented the pipeline being built through the Northwest Territories. This work on the inquiry helped to form his views on the importance of Indigenous Right and on the environment.

Turning to politics, Ian served for 14 years as MP for the New Democratic party. An achievement of which he was proud was his key role in the drafting of Section 35 of the 1982 constitution which recognised Aboriginal and treaty rights. Ending his career as an MP in 1993, he joined the Legislative Assembly of British Columbia three years later and became minister of Tourism, Arts and Culture, securing the Winter Olympics bid for 2010 for Vancouver against Calgary and Quebec, and introducing a film tax credit which led to a billion-dollar film industry in British Columbia.

After leaving politics in his early sixties, Ian worked as a consultant in environmental, government and aboriginal affairs. For his exceptional contribution to Law he was made honorary Queens Counsel (2013) and for his film *The Drop: Why Young People Don't Vote* received the Best Producer Award in the Beverly Hills Film Festival (2016).

He cared deeply about the Arctic, its people and the land. An admirer of John Rae, he joined the Society on a visit to Scotland in 2016 and was an active supporter. Asked by us at the start of this year if he would give an online talk, he agreed readily, offering us as a subject first the misfortunes of the migratory caribou, then the establishment of the rights of First Nations people, and finally a mixture of the two. He died a month before he was due to deliver this talk and we very much regret not having been able to hear it.

All accounts of him reveal him as someone who loved life and was active and full of plans right up to the time of his death. He is a great loss to Canada, and here in Orkney we miss him too.

**Fiona Gould**

### **David Aggett 1929-2021**

David was born in Deal, Kent in 1929 to a Royal Marine family. He was evacuated to Wales during WWII and on return home decided to join the Merchant Navy because he was too young for the Marines. After 9 years and with a wife and young son ashore, he decided in 1956 to join the Metropolitan police.

David's police career was spent in West London and at New Scotland Yard. He received 5 commendations and was, at one time, an authorised marksman. When he retired after 30 years' service he had the rank of Acting Detective Chief Superintendent of the Fraud Squad.

In 1971 David became a Freeman of the City of London and spent the next 50 years indulging in his love of history.

In January 1984 it was diagnosed that the main muscle of David's heart was not working due to a virus and the only option was to perform a heart transplant which was performed in April 1984, the 97th carried out by Professor Sir Magdi Yacoub.

He returned to complete his 30 years' service with the Metropolitan police just 3 months after his operation. For some years after retirement, he was a tour guide calling himself 'Heart of London Tours'.

A skilled model maker, mainly of the ships in which he had served, David was asked by the then Priest at St. Magnus the Martyr church in London to make a model of the Chapel on Old London Bridge for City Churches Week in 1987. He made the chapel but decided to put it on the Bridge and this became the famous 14 foot long model complete with the houses and people as it would have been in 1400. The model is a popular stop with tour guides and has appeared on TV on many occasions.

In 1995 he began writing the history of St. Magnus the Martyr Church, Lower Thames Street a copy of which is held in the Guildhall Library. This led him to make the first of 19 visits to Orkney to investigate the history of St. Magnus and where he became interested in the life of John Rae.

David was a Liveryman of 3 City of London Livery Companies and a member of some 12 other clubs and societies and when he had the time he read historical books rather than watch TV.

David's generosity, love of people and enthusiasm for history was always evident when you met him and he encouraged others to pursue the same enjoyment he gained from the many organisations to which he belonged. He died on 18th January 2021 aged 91 in the Royal Alfred Seafarers Society nursing home, Banstead. He was predeceased by his wife and son.

**Joan Beavington**

## Membership of the Society July 2021

Membership has increased by very little since the Autumn and several members have passed away. Overall the increase is only 10. But our existing members have continued to be very supportive and encouraging.

Membership Type	No.		Members by Area	No.	
Annual	88	23%	Orkney	111	28%
Coporate	7	2%	Scotland	104	29%
Honorary	11	3%	UK Other	102	27%
Life	153	41%	Overseas	60	16%
Patron	6	2%			
Standing Order	112	30%			
<b>Total</b>	<b>377</b>	<b>100%</b>	<b>Total</b>	<b>377</b>	<b>100%</b>

## Stickers

Sebastian Keller from Germany, of whom you may have seen a picture on the website transporting chocolate by bicycle for the John Rae Challenge, sent us some designs for stickers or patches of the Hall of Clestrain. We have chosen two designs and will be selling them at £1.00 (postage extra). There are two types, one for glass and one for solid surfaces. Enquiries to [membership@johnraesociety.com](mailto:membership@johnraesociety.com)

