

Bids for Shackleton's barometer

A barometer used by Sir Ernest Shackleton on his final Antarctic expedition 102 years ago is being auctioned off.

At the time of going to press, a live auction was scheduled for 27 April by Henry Aldridge & Son auctioneers, based in Devizes, Wiltshire. However online bidding had already started at £5,000 and was at £8,000 when PBO went to print.

The scientific instrument was fixed to the wall of Sir Ernest's private cabin on RYS *Quest*, the ship on which he died of suspected heart failure



Note underneath the barometer explaining its Shackleton origins

in South Georgia Harbour.

Dr Leonard Hussey, the medic who tried to save Sir Ernest, later took the barometer as a keepsake. Dr Hussey gave the device to a friend, a Major Woods, in the 1930s and a descendant of his has now offered it for sale. The Short & Mason device is accompanied by a signed letter which states: "This aneroid barometer was taken to the Antarctic on the Shackleton-Rowett Antarctic Expedition 1921-22 and was screwed up in Sir Ernest Shackleton's cabin on RYS *Quest*, given to me by Dr LDA Hussey."

Auctioneer Andrew Aldridge said: "This unique piece of memorabilia provides a



The Short and Mason aneroid barometer is accompanied by a signed letter

tangible link to not only Sir Ernest's final expedition but the last moments of this greatest of men."

The current owner is now in his 60s. The barometer has "been in a drawer for the last 20 years"

■ www.pbo.co.uk/barometer

Henry Aldridge & Son

63-hour attack on GPS signals

Attacks on Global Positioning System (GPS) signals in the Baltic region, suspected by Russia, escalated when 1,614 passenger planes and other GPS users experienced 63 hours of 'spoofing' or 'jammings'.

"Seafarers should continue to be aware of the potential for electronic interference and notify their flag state of any suspicious activity," a spokesman for the Department for Transport (DfT) told PBO's sister title *Yachting Monthly*. "The DfT provides security advice



Instead of GPS, Russia has its own GLONASS satellite navigation system

to British-flagged shipping, including areas of potential increased risk from electronic interference."

The Easter Sunday, 31 March, incident occurred amid rising tensions between Russia and the NATO military alliance more than two years since the start of Russia's invasion of Ukraine in 2022.

The missing or fake GPS signals were focused on northern Poland, although planes flying in German, Danish, Swedish, Latvian and Lithuanian airspace were reported to have had interference problems.

Estonian researchers suggest the electronic warfare system came from the Tobol complex at the Russian province of Kaliningrad.

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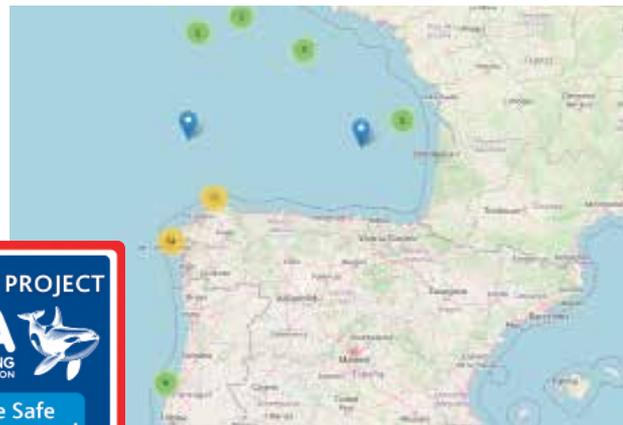
Mitigate the risk of orca encounters

Sailors bound for the Atlantic coasts of France, Portugal, Spain and through the Strait of Gibraltar, are being urged to prepare for orca encounters.

The Cruising Association's (CA) dedicated orca information and reporting portal, in collaboration with Grupo Trabajo Orca Atlantica, provides maps, data and deterrence advice, in English, Portuguese, French and Spanish.

Around 15 of a population of less than 50 orcas have caused damage to numerous small vessels, at least four of which have sunk. The damage typically affects the rudders and crews can usually make their way to a safe port. To date no-one has reported being seriously injured.

Since June 2022, the CA has been collecting data on orca interactions along this coastline. In early 2023 there



ABOVE 2023's 'danger zone' ranged from Brest, France, Bay of Biscay, Iberian Peninsula, Strait of Gibraltar, Moroccan and Mediterranean coasts, to Marbella, Spain



was an escalation, and there is no reason to indicate the situation will ease in 2024.

John Burbeck, CA orca project team lead, said: "By being prepared and prioritising safety and awareness, skippers can reduce the risk of meeting orca while navigating the affected waters."

Past behaviour indicates orca

typically remain around the Strait of Gibraltar from April to early July as the bluefin tuna exit the Mediterranean, before locating west and north.

For links to resources, including interaction data, traffic light maps, risk reduction, deterrent measures and safety protocol visit the CA reporting portal:

■ www.pbo.co.uk/orca-advice

www.theca.org.uk/orcas/reports