ENDURANCE

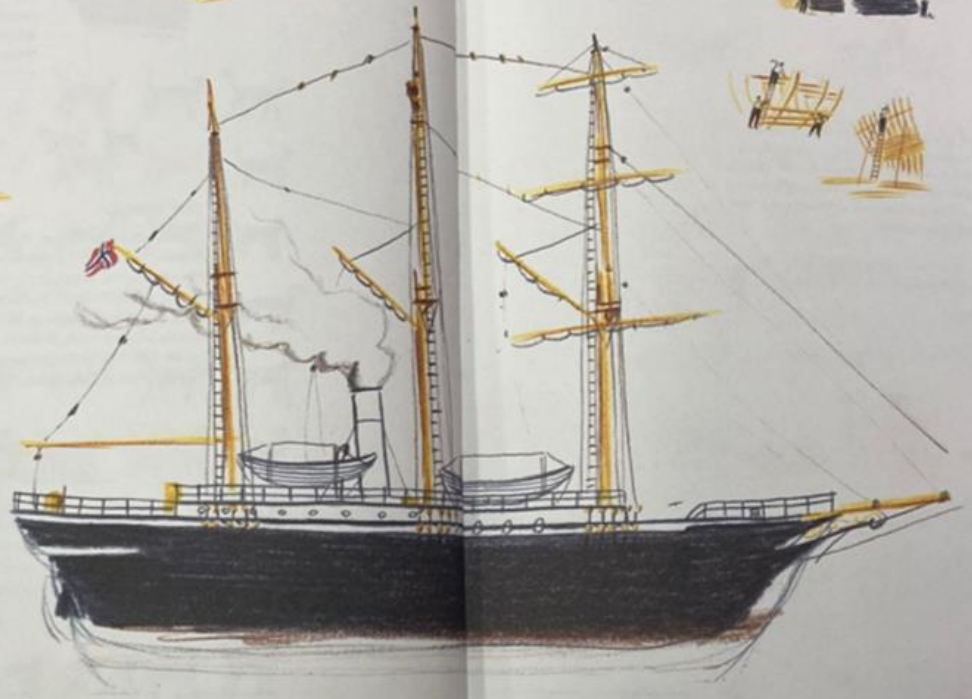
Originally intended for tourist cruises and polar hunting, the *Endurance* (or *Polaris* as she was initially named) was perhaps the strongest wooden vessel in the world, with the exception of the *Fram*. She was named after Shackleton's family motto: *By Endurance, We Conquer*.

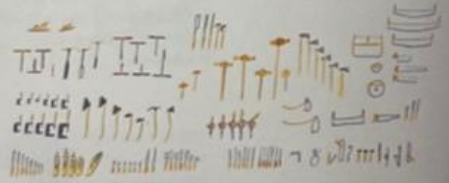
Endurance was designed by Ole Aanderud Larsen, and constructed under the watch of master shipbuilder Christian Jacobsen, at Framnaes shipyard in Sandefjord, Norway.

Jacobsen, being a meticulous craftsman, made sure that all the men who worked on the ship's construction were experienced seafarers as well as skilled shipwrights.

One of the main differences between the *Endurance* and the *Fram* was that the *Fram* was bowl-bottomed, allowing her to rise out of the ice if she became stuck.

Luckily for Shackleton, the original owners Adrien de Gerlache and Lars Chistensen were in financial straits and desperate to sell the ship. Being supportive of Shackleton's intentions, they were happy to sell *Endurance* for £11,600 (approx £45,000 in today's currency), a fraction of the original cost.





Being such a unique ship, *Endurance* had to be worked on with a whole host of conventional and unconventional carpentry tools.

Endurance was built from Norwegian fir, oak and greenheart.

Her keel was made up of 4 sandwiched pieces of solid oak, totalling to a thickness of nearly 2.2 metres, while both her sides were 0.7 metres thick.

A very robust and sturdy little ship, *Endurance* was designed specifically to withstand harsh polar conditions. This meant that wherever possible joints and fittings were **cross-braced** and strengthened, making her extremely strong.

Later on, a platform was rigged under the **jib boom** so that Hurley was able to film the ship breaking through **pack ice**.

The bow (the front) would be used like a battering ram to break up thick ice, so it had to be especially strong. In total, it was 1.3 metres thick!

Each piece of timber had been selected carefully from a single oak tree, so that it would fit the design and curvature of the ship.