

UNDERSEA FEATURE NAME PROPOSAL

(Sea NOTE overleaf)

Note: The boxes will expand as you fill the form.

Name Proposed:	Kraul Canyon	Ocean or Sea:	Southern Ocean
-----------------------	--------------	----------------------	----------------

Geometry that best defines the feature (Yes/No) :						
Point	Line	Polygon	Multiple points	Multiple lines*	Multiple polygons*	Combination of geometries*
Yes						

* Geometry should be clearly distinguished when providing the coordinates below.

Coordinates:	Lat. (e.g. 63°32.6'N)	Long. (e.g. 046°21.3'W)
	69°43.0' S	2°30.0' E
	69°57.0' S	2°28.5' E
	69°31.0' S	2°19.5' E
	69°27.3' S	2°08.7' E
	69°21.8' S	2°09.3' E
	69°12.8' S	2°06.8' E
	69°04.0' S	1°58.6' E

Feature Description:	Maximum Depth:	3700 m	Steepness :	steep sides, >20°
	Minimum Depth :	2200 m	Shape :	continuous trough
	Total Relief :	> 1000 m	Dimension/Size :	length ~ 80 km

Associated Features:	Baeyer Canyon; Fimbul Canyon, Herrmann Canyon
-----------------------------	---

Chart/Map References:	Shown Named on Map/Chart:	Nautical Chart INT 905
	Shown Unnamed on Map/Chart:	Canyon System Bathymetry off Fimbulisen; 1:250 000
		Lazarev Sea, Antarctica
	Within Area of Map/Chart:	GEBCO 5.18; 5.16, IBCSO

Reason for Choice of Name (if a person, state how associated with the feature to be named):	<p>Captain Otto Kraul was the ice pilot on the MV Schwabenland during the 3rd German Antarctic Expedition (December 1938-April 1939). He was a seasoned polar whaler – 47-years old - who had sailed most of the seven seas. The season before (1937/38) he had been Fangleiter (whaling manager) on the German whaling ship <i>Jan Wellem</i> in the Antarctic. Kraul started his career in whaling as a worker at the whaling station of the Compania Argentina de Pesca in Grytviken during World War I. Then he became seaman on a whale catcher, was promoted pilot, and later in the 1920s sometimes held the well-paid position of whale shooter. In 1928 he earned his captain's ticket. Theoretical learning was not his strong point, and in his final examination he failed in physics, meteorology and oceanography, passing the other subjects with the lowest possible grades. Kraul's strengths were practical, and he could tell the most exciting stories about his experiences. His life story up to and including his experiences on the Schwabenland was published as:-</p> <p>Kraul, O., 1939, Käpt'n Kraul Erzählt. F.A.Herbig, Berlin, 240 pp.</p> <p>Kraul's experience of sailing steel hulled ships unprotected against ice in icy seas was invaluable to Ritscher, the leader of the expedition, and got the ship out of some difficult situations when the ship was manoeuvring among sea ice close to the coast. Avoiding ice was imperative as the main task of the expedition was to</p>
--	--

launch aerial survey aircraft (seaplanes) to map Dronning Maud Land for the first time (the major achievement of the expedition). The Schwabenland was a catapult ship borrowed from Lufthansa who used it for the South America mail run. But the returning seaplanes had to land on water – hence the need to avoid sea ice at all costs. On one occasion Schwabenland was nearly crushed by sea ice, until Kraul found the leads that would enable her to escape. Schwabenland made major bathymetric discoveries including undertaking the first N-S echo-sounding transect down the mid-Atlantic Ridge in the S Atlantic, and one of the first echo-sounding crossings of the ridge, complementing the set made by Meteor in the 1920s. It also unwittingly discovered the Enderby and Weddell Abyssal Plains. The echo-sounding profiles were published in 1958 as a contribution to the IGY. Kraul's key role as one of the senior members of the expedition deserves recognition (a Canyon has already been named after the expedition leader, and one after the ship).

Discovery Facts:

Discovery Date: **1991, 1992, 2002**
 Discoverer (Individual, Ship): **Polarstern: ANT IX/3, X/2, XIX/2**

Supporting Survey Data, including Track Controls:

Date of Survey: **div.**
 Survey Ship: **Polarstern**
 Sounding Equipment: **Multibeam Hydrosweep DS-2**
 Type of Navigation: **GPS**
 Estimated Horizontal Accuracy (nm): **0.2**
 Survey Track Spacing: **variable**
 Supporting material can be submitted as Annex in analog or digital form.
 Bathymetric Chart: Canyon System Bathymetry off Fimbulisen 1:250 000
AWI

Proposer(s):

Name(s): **Dr. Colin Summerhayes**
 Date: **June 1, 2010**
 E-mail: **cps32@cam.ac.uk**
 Organization and Address: **Emeritus Associate,
 Scott Polar Research Institute
 Cambridge University
 Lensfield Road
 Cambridge CB2 1ER, UK**
 Concurrer (name, e-mail, organization and address): **none**

Remarks:

NOTE : This form should be forwarded, when completed :

- a) **If the undersea feature is located inside the external limit of the territorial sea** :-
 to your "National Authority for Approval of Undersea Feature Names" (see page 2-9) or, if this does not exist or is not known, either to the IHB or to the IOC (see addresses below);
- b) **If at least 50 % of the undersea feature is located outside the external limits of the territorial sea** :-
 to the IHB or to the IOC, at the following addresses :

International Hydrographic Bureau (IHB)

Intergovernmental Oceanographic Commission (IOC)

4, Quai Antoine 1er
B.P. 445
MC 98011 MONACO CEDEX
Principality of MONACO
Fax: +377 93 10 81 40
E-mail: info@ihb.mc

UNESCO
Place de Fontenoy
75700 PARIS
France
Fax: +33 1 45 68 58 12
E-mail: info@unesco.org