

EXPLORER'S GAZETTE

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Uniting All OAEs in Perpetuating the Memory of United States Involvement in Antarctica

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Photo courtesy of Sydney Cullis

The HMS Terra Nova departing Simon's Bay for Antarctica in 1910.

Painting commissioned by Sydney Cullis

The Antarctic-African Connection

By Ed Hamblin

When one thinks of Africa, probably jungles, rugged landscapes, and wild animals are what come to mind. But Antarctica?

Last fall, my wife and I decided to take a trip to South Africa, as part of an organized tour in order to get an opportunity to see routine African “stuff”. We booked a two-week trip for April of 2018 with some “travel buddies” we had met previously in the Galapagos Islands. Shortly after that, I decided to see if I could connect with one of our international OAEA members, Dr. Sydney Cullis who lives in a suburb of Cape Town where we were scheduled to start

off our tour with four nights there. I thought we might be able to get together for a drink or something and socialize a bit. After a series of back and forth e-mails, we had a date during some of our tour “dead time” to meet up. Also through those e-mails, Dr. Cullis started apprising me of the Cape Town area Antarctic points of interest, and forwarded me a few pictures. Thanks to the pictures, I found out Cape Town has been a stopping off point for Antarctic expeditions dating to the 18th century. Many of the early explorers we are all familiar with spent time in Cape Town and Simon's Town.

Continued on page 4

PRESIDENT'S CORNER

Ed Hamblin—OAEA President

TO ALL OAEs—I hope the arrival of fall finds everyone doing well. Wanted to let you know three of our active OAEA members live in the New Bern NC area; that area was particularly hard hit during the recent hurricane Florence. Major flooding occurred throughout North Carolina, and New Bern was one of the coastal areas that suffered. Keep them in your thoughts.



Life member Dr. Dewey Painter has the 2020 Jacksonville FL reunion on track. OAEA Reunion number 10 is scheduled for the period 11–13 November 2020 at the Lexington Hotel & Conference Center on the Jacksonville Riverwalk. Special event rates will be honored for the week starting 9 November. He has put together an impressive package. This is one you won't want to miss.



This year's scholarship committee finished their deliberations for this year's awards during the summer. Chaired by Life member Linda Hamblin, the committee consisted of voting Life members Billy-Ace Baker, Brad Miller, and Lisle Rose; more about this year's awards will be in the next issue. My hat is off to the scholarship committee; they have a tough job to determine awards especially when there are so many deserving candidates to choose from. Awards are funded solely by mutual fund earnings from donations received, so keep those donations coming! The more we take in, the more we can potentially award annually. At the beginning of the year, the Scholarship Committee Chairperson levied a successful challenge where she would match to a certain amount donated. Well done!

We have kicked off the *Explorer's Gazette* subscription service with the April-June issue of the *Gazette*. It was offered to our members without Internet access for \$22.00 a year. So far, 25 have subscribed.

On our local Tidewater Virginia front, Life member Wayne Rogers has reached out to Old Dominion University to see if our local OAE group can be of some service to their polar research academics. Don't know where it may go, but it may be an interesting partnership if anything comes of it. (Continued on page 3)




GROWLERS & BERGY BYTES

Feature Stories, Odds & Ends, Collected, Compiled, Edited, & Written by Billy-Ace Penguin Baker

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PRESIDENT'S CORNER

(Continued from page 2)

Interested in a “job” with the OAEA, and a chance to learn some new skills? Our site web master Life member Bob Gaboury aka “Gabby” is looking for a relief. Training is available. Bob has done a lot of the “heavy lifting” over the last two years in setting up a new site using up to date technology, and generally “figuring things out”. He would now like to pass the torch. If interested, contact me ehamblin74@verizon.net or Gabby directly at oaeawebmaster@gmail.com.

By now, you have probably been contacted to let you know we are going with a new OAEA e-mail notification service. That was necessitated by a cost increase by our previous service. Please subscribe to the new email service; this service is how we shotgun OAEA business matters out to the membership to keep the information flow going. **IT IS NOT SPAM!**

Let us know when you move or change e-mail addresses so we can keep our records updated. Most of our business gets transacted via e-mail, but we use snail mail for mailing of the reunion Gazette and materials.

Finally, the holiday season will be on us before the next issue of the *Gazette* hits the streets. Stay safe, stay warm, and happy holidays!

Ed Hamblin



Looking Back At San Antonio

By Billy-Ace

I only received a hand-full of the comment cards. About the only complaint I heard was that the names on the name tags were too small

I put out an appeal for donations for memory book extra pages and I received enough to fund the extra pages with some money left over. That money was donated to the OAEA Scholarship Fund. Documentation of said donation will appear in the Penguin Club report in the Jan-Mar 2019 issue of the *Gazette*.

Pete Kearney made a late donation for memory book extra pages. Pete did not attend the reunion. Dick Cameron also made a late donation. Their donations also went into the Scholarship Fund

Africa Trip

From Page 1

Before we met with Dr. Cullis, as part of the tour, we had a daylong tour of the Cape Town region that covered some 140 miles. Part of our tour took us through Simon's Town, at which Simon's Bay Scott's ship *Terra Nova* anchored from mid-August to early September in 1910 on Scott's ill-fated final trip south. An accompanying picture with the article was taken by Dr. Cullis at the Simon's Town Museum and it shows a copy of a painting (he also commissioned the painting) of Scott's ship *Terra Nova* leaving Simon's Bay for the Antarctic in 1910. Right next door to Simon's Town is

have helped the Boulder's Beach colony grow to where it is today. We were able to spend about an hour walking the stretch of beach observing the penguins.



Photo courtesy of Sydney Cullis
Display in Simons Town Historical Museum

iconic Boulder's Beach, home of a very viable colony of African Penguins numbering around 3000 birds. Also known as Jackass Penguins for the braying sound they make, these birds are found in South Africa and Namibia on the southwest coast of Africa. This particular colony started in 1982 with two breeding pairs that came to Boulder's Beach from Dyer Island approximately 60 miles away. Conservation efforts



African penguin coming out of the wasser



African penguin in nest



African Penguin waddling down the beach



African penguins in the sand



African penguins on the rocks

When the doctor and his wife picked us up from the hotel, we went immediately to the Scott memorial statue in downtown Cape Town. Originally erected on the waterfront, although still in the same location, it now lies approximately 600 yards from the water's edge due to reclaimed land from the sea. Following our visit to the statue, we were taken to the nearby Victoria & Alfred Waterfront "where the city meets the sea". It is a fully developed area with a pedestrian shopping mall hosting numerous small shops, restaurants, and bars. It also happens to be where the South Africa Antarctic Programme has their headquarters and homeports their support ship, the *S. A. Agulhas II*. South Africa maintains three year-round stations, at Marion Island, Gough Island, and their SANAE IV station on the continent some miles inland from the coast at Vesleskarvet; a rocky outcrop poking out of the snow. I discovered Dr. Cullis is a literal walking encyclopedia of Cape Town Antarctic and maritime matters and trivia. During our visit, he even carried a notebook filled with notes, facts, and historical pictures for comparison of "then and now".



Plaque and banner



Ed & Sydney at the Cape Town Scott Memorial



Dr Sydney Cullis and Cape Town Maritime Museum director George Hendrik



S. A. Agulhas II

Dr. Cullis is also a member of the Cape Town Maritime Society, and the Society maintains a heritage museum near the waterfront filled with old books, pictures, models, and other memorabilia of Cape Town maritime history. We were able to spend a couple of hours there on a private tour of the museum, hosted by the director, George Hendrik. Besides the

displays, artwork, and books, they had a cozy private bar, which we were able to enjoy! Following our visit to the museum, we enjoyed a seafood “centric” dinner at a one of the V & A restaurants, where I was given a copy of *The White Horizon*, the Antarctic diary of Andre le Roux van der Merwe, Medical Doctor of South Africa’s first Antarctic Wintering Over Team (SANAE I) on the continent from 1959–1961. Originally written in Afrikaans (national language of South Africa), it has recently been translated into English. I will be doing a review of the book, hopefully to be published in this issue of the *Gazette*.



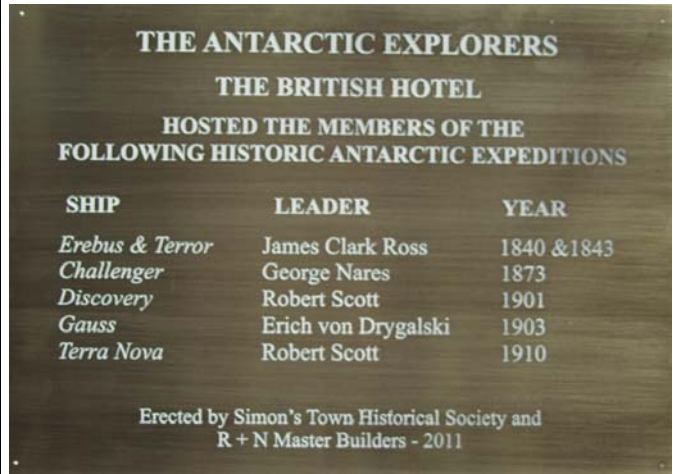
Banner from Royal Research Ship Bransfield



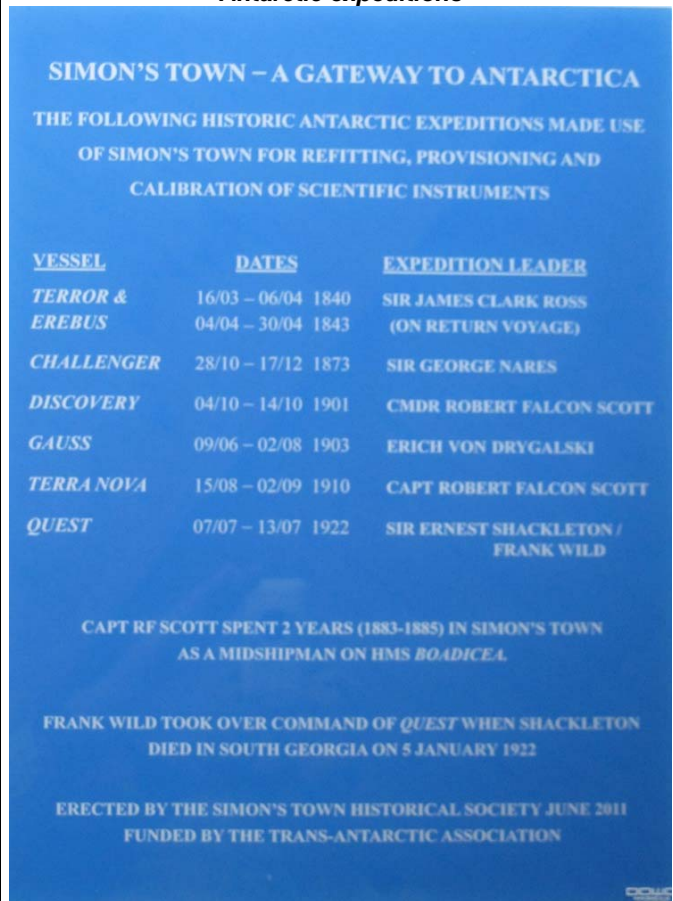
Plaque from RRS Ernest Shackleton

Although our trip to South Africa was intended to be very special, and one of a kind for us, this made a very nice changeup from what our expectations of Africa were. We were fortunate to get an insight into something the normal

South African tourist wouldn’t get; and so have something different to remember our visit to Cape Town by. We still had nine more days of tour after we left Cape Town; we didn’t see any more penguins....but we did see baboons, monkeys, lions, elephants, giraffes, wart hogs, hyenas, impalas, nyalas, kudus, rhinoceros, crocodiles, hippopotamus, and numerous types of birds. But that is all another story.



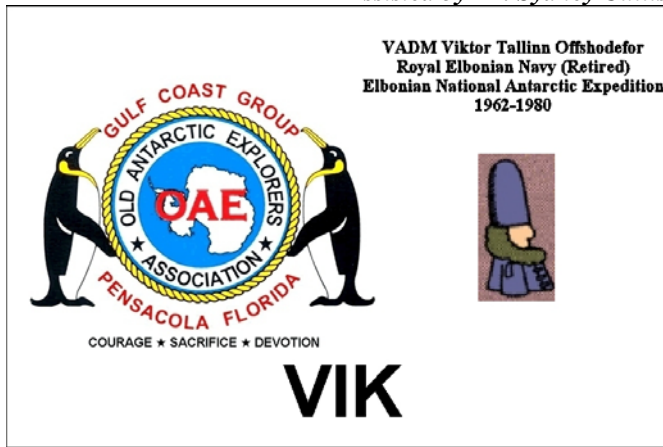
Simon's Town plaque commemorating Antarctic expeditions



Another Simon's Town plaque honoring Antarctic expeditions

SOUTH AFRICA NATIONAL ANTARCTIC EXPEDITION

Compiled By Viktor Offshodfor
Assisted by Dr. Sydney Cullis



ANTARCTICA THE LAST TRUE WILDERNESS

Antarctica, the continent that surrounds the South Pole, remains the most mysterious continent on earth. No one lives there permanently.

Antarctica is the coldest, windiest, and driest place on earth. It is almost entirely covered in ice. The lowest temperature measured was minus 88 degrees Celsius. In the interior, wind speeds reach up to 350 km/h. The annual rainfall is about 50mm inland and 35mm along the coast (South Africa's average annual rainfall is 464 mm, and the world average is 857 mm). During summer, Antarctica has 24-hour daylight, no nights. During winter, Antarctica has 24-hour nights when it is continually dark for about one month.

Antarctica is so cold because it is:

- Surrounded by an ocean with cold currents;
- The windiest place on Earth;
- Completely covered with snow. Since snow is white, it reflects rather than absorbs the sun's rays; and
- Situated at an extremely high altitude (average 2 500 m).

Although the region is harsh and very few people live there, it is very vulnerable.



SANAE IV

South Africa in Antarctica

South Africa's involvement in Antarctica and the Southern Ocean Islands dates back to the earliest voyages of discovery, due to the then Cape of Good Hope's position as a stop-over for explorers, whalers and sealers (people hunting whales and seals).

In 1959, the first South African expedition to Antarctica was undertaken. The expedition established a permanent presence for South Africa in Antarctica that is still there to date. South African took over an abandoned Norwegian base on the edge of the ice shelf, some 4 000 km south of Cape Town. This base was replaced several times, because a base built on the ice shelf drifts out to sea with the ice with time and is eventually covered with snow.

The most recent South African base, SANAE-IV, is located 170 km inland, built on a rocky outcrop peeping out of the white snow. The new base was completed in 1997. The frame of the base is made of steel and the outer layer is rigid, pre-constructed foam and fibreglass panels. The base is built on stilts to allow for wind and snow to flow underneath the base and to thus prevent the accumulation of snow on top of the base. The roof and bottom panels are painted bright orange that makes it easier to see the base from the air. The living quarters are heated by the heat exchangers of the electric power generators. Fresh water is obtained by melting snow.

How to get there—Antarctica is about 4000km away from South Africa. It takes 10–15 days to travel there by ship, the time depending on how much ice there is along the way. It can only be reached between November/December and April/May. The SA *Agulhas* (and now the new SA *Agulhas II* is the Department of Environmental Affairs' research and supply ship. The vessel transports people and cargo to its three bases in Antarctica and on Marion and Gough Islands. The ship is therefore also a scientific platform allowing for research to be conducted, weather observations to be made and weather balloons to be released as it sails.

Much of the South African researchers' work in the Antarctic and Southern Ocean Islands region is aimed at protecting the fragile environment. The mission of the Department of Environment's is to increase our understanding of the natural environment and life in the area through appropriate research, science, and technology.

Who owns Antarctica—The Antarctic continent does not belong to any state or government. South Africa and 48 other member nations belong to the Antarctic Treaty. Through the Antarctic Treaties Act, Act No. 60 of 1996 and National Environmental Management Act (NEMA), Act No. 107 of 1998, it is determined how the area is managed. Countries that sign this treaty undertake to ensure that the Antarctic



region will only be used for peaceful and scientific purposes and to protect and preserve the environment.

Indigenous plants and animals—Antarctica is a hostile environment and most of the plants and creatures in South Africa will not survive there. Lichen—a plant composed of fungus and algae—is found on the rocky outcrops. Invertebrates (animals without backbones) such as ticks and mites are also found there. Larger land animals include penguins and seals. The surrounding ocean is the home of whales, which feed on krill and sometimes seals and penguins. A few bird species are also found in Antarctica.



*Image by Kurtis Burmeister NSF
Rocky shore covered in lichen*

Science in Antarctica—Studies done in Antarctica are critical to enhancing the understanding of the entire Earth system. Signals that researchers pick up in Antarctica tell us more about global climate changes in the past, as well as possible future changes. The following are some interesting research projects that are being undertaken in by South Africans in Antarctica.



King Penguins

Physical science—This is focused on geomagnetic and space weather related observations. It includes physics and chemistry. Physical science research is conducted all year round in Antarctica. Experiments include a network of high-frequency radars used to study the Earth's ionosphere; observing geospace (the area of space that surrounds Earth) from Earth; research on cosmic rays (very high energy charged particles from the cosmos); and observations of the magnetosphere.

This physical science observations done in Antarctica is important because space weather, resulting from outbursts on the sun, always has a much greater impact near the poles, than anywhere else on Earth.

Studying the oceans (Oceanography)—Studying the oceans south of Africa contributes to our understanding of the weather and climate of Southern Africa. Biodiversity in Antarctica and the islands and the Southern Ocean provide exciting research opportunities.

Oceanographers from DEA and partner institutions study the importance of the main current that flows around

Antarctica—called the Antarctic circumpolar current—and how it changes in temperature, salinity, and density. They also study the effect of this current's movement and velocity on the Prince Edward Island ecosystem.

Engineering science—Engineers do research into how South Africa can ensure a sustainable presence in Antarctica. They study energy generation and waste management, solar and wind energy, reducing air pollution, heating, and ventilation of the bases, and improving the living conditions at the bases. They also study energy and waste management of the base, renewable energy systems, and the impact and cost of diesel engines that are used to generate electricity and power vehicles in Antarctica. This team is also developing better support systems for SANAE IV, which is vulnerable because of the snow that accumulates around the base.

Biological science—There may not seem to be much biological activity in Antarctica, until one takes a closer look. Studies are about the effects of humans on the micro arthropods (animals that have segmented bodies and jointed, hollow legs such as spiders, insects and crustaceans) of Antarctica.

Weather—The South African Weather Service (SAWS) collects data on weather and the climate in Antarctica and on the Southern Ocean Islands, and have weather offices at SANAE IV, Marion, and Gough Islands. They also gather data on ozone levels at SANAE, which can be used to study trends in ozone depletion.

Expedition Personnel:

- 1 Doctor
- 2 Diesel mechanics
- 1 Electrical engineer/technician
- 1 Mechanical engineer/technician
- 1 Electronic engineer/technician
- 1 Senior meteorologist
- 2 Physicists (electronic/electrical engineers)

The over-wintering team spends approximately 15 months on the continent; of which 10 months is in total isolation until the next relief team arrives.

MARION ISLAND

Marion Island lies in the Southern Indian Ocean. Marion Island is 19 km long by 12 km wide, and the two islands (Marion and Prince Edward) have a combined area of 316 square km and politically form part of South Africa's Western Cape Province. The islands are volcanic in origin, with Marion having many hillocks (secondary craters) and small lakes. Prince Edward Island has spectacular cliffs up to 490m high on its southwestern side.

There is little vegetation, except for lichen, in the island's centre. Elsewhere the vegetation is mainly mosses and ferns, and the terrain is very boggy. This is due to the abundant snow and rain. There are no trees, due to the persistent, strong westerly winds commonly termed the 'Roaring Forties'.



Marion Island Station

Marion Island was annexed in 1948 and therefore became a South African territory. Since then biological/environmental research is a major function of the Marion Island base (weather data collection being the other). Close to 1000 scientific papers and dozens of post-graduate thesis have been produced from research on Marion, and the long-term biological monitoring programmes provide exceptional research potential into the rate and impacts of climate change as a result of global warming.

This site, covering 37,500 hectares was designated by the Government of the Republic of South Africa for inclusion in the List of Wetlands established under the 'Convention on Wetlands of International Importance', an intergovernmental treaty signed in Ramsar, Iran in 1971 to promote the conservation and sustainable use of wetland areas worldwide. The Prince Edward Islands were included within the Convention on 22 May 2007 as Ramsar Site No. 1688. The protection and management of this site falls within the responsibility of the Branch: Oceans & Coasts. The Prince Edward Islands are the first to be declared Ramsar Wetland sites and therefore added to the South African Ramsar list.

In 1995 the Prince Edward Islands was declared the Special Nature Reserve under the Environment Conservation Act, Act No. 73 of 1989. With the aim to protect this Special Nature Reserve and in an effort keep these islands' environment as pristine as possible; the Director-General has appointed the Prince Edward Islands Management Committee to manage these two islands with the support of the Prince Edward Islands Management Plan. The Management Plan attempts to ensure that the necessary protection is afforded to the island's fragile ecosystems, within the context of both national and international legal obligations, while facilitating the scientific research necessary to underpin its effective implementation.

The research on Marion Island focuses mainly on the following themes:

- Weather and Climate studies
- Interactions between marine and terrestrial systems
- Life histories of seals, seabirds, and killer whales
- Life histories of birds found on Marion
- Structure and functioning of terrestrial ecosystems
- Structure and functioning of near shore ecosystems

The following personnel usually man the station on Marion Island:

- 1 Senior Meteorologist
- 2 Assistant Meteorologists
- 1 Medical Orderly
- 1 Radio Technician
- 1 Diesel Mechanic
- 1 Base Engineer
- 1 Environmental Conservation Officer
- Various Field Assistants/Biologists

The over wintering team stays there for 15 months until the new relief team arrives.

The year 2011 marked the commissioning of the new Marion Island research base. The base was commissioned on 18 March 2011 when the Deputy Minister, Mrs. Hendrietta Bogopane-Zuluof the National Department of Public Works officially handed the base over to the National Department of Environmental Affairs. Receiving the keys on behalf of the Department was Dr Monde Mayekiso, Deputy Director-General: Oceans and Coasts. The new base houses approximately 80 participants, including the expedition teams, as opposed to the old base, which could only accommodate 64 relief people.

GOUGH ISLAND

South Africa has been operating a weather station on Gough Island since 1956. This weather office operates the same as stations in South Africa with hourly climate observations and twice daily upper-air ascents.



Gough Island Station resupply

Gough Island (also known historically as Diego Alvarez) is a volcanic island rising from the South Atlantic Ocean to heights of over 900 metres (2950 ft) above sea level with an area of 35 square miles (91 km²). It is a dependency of Tristan da Cunha, which in turn is a dependency of the British overseas territory of St Helena. The land the station is built on is leased by South Africa under contract and is magistrate as a district of Cape Town.

It is uninhabited except for the 6 to 8 expedition members of the weather station and is thus one of the most remote places with a constant human presence. It is a lonely place, about 400 km (220 mi) southeast of the other islands in the Tristan da Cunha group, 2700 km (1700 mi) from Cape

Town, and over 3200 km (2000 mi) from the nearest point of South America.

Gough and Inaccessible Islands form a protected wildlife reserve, which has been designated a World Heritage Site by the United Nations Education, Scientific, and Cultural Organization (UNESCO). It has been described as one of the least disrupted ecosystems of its kind and one of the best shelters for nesting seabirds in the Atlantic. In particular, it is host to almost the entire world population of the Tristan Albatross and the Atlantic Petrel.

However, this status is now in doubt as in April 2007 researchers published evidence that predation by introduced house mice on seabird chicks is occurring at levels that might drive the Tristan Albatross and the Atlantic Petrel to extinction. The island is also home to the almost flightless Gough Island Moorhen.

The following personnel man the station on Gough Island:

- 1 Senior Meteorologist
- 2 Assistant Meteorologists
- 1 Medical Orderly
- 1 Radio Technician
- 1 Diesel Mechanic
- Various Field assistants/Biologists

SA AGULHAS II

The new South African polar research and supply vessel was officially launched and named (*SA Agulhas II*) on Thursday, 21 July 2011, in Rauma, Finland. The *SA Agulhas II* is dedicated to the memory of Miriam Makeba.

The new vessel will take over from the *SA Agulhas* as South Africa's new Antarctic research and supply vessel. For South Africa this represents a major investment and signals the Department of Environmental Affairs' commitment and intent in contributing to the understanding of the Earth as a functioning, integrated unit.



SA Agulhas II

The Department recognises that with the oceans covering more than 70% of the planet's surface, understanding the oceans is key to understanding the Earth. For similar reasons South Africa remains committed to its research and management of the South African Sub-Antarctic Island

Territories of Prince Edward and Marion Island; and to ongoing work on the South African Base on Antarctica. Understanding the functioning of the Earth System cannot exclude the oceans, and the southern oceans and Antarctica provide an ideal environment to focus on the natural dynamics of earth, ocean, atmosphere, and space. For South Africa, the agenda for investing and understanding the southern Oceans, Antarctica and the Earth system begins with contributing to the wellbeing, livelihoods and security of South Africans and our neighbours in the region.



Moving offloaded resupply

South Africa lies between the Indian and Atlantic Oceans and is under the influence from the southern oceans around Antarctica. Its trade links, historically and presently, are overwhelmingly accessed through the oceans. Our agricultural wealth is maintained through our weather and climate, which are influenced very significantly by ocean processes on either side and below the country. For South Africa environmental management and forecasting cannot occur within our terrestrial and oceanic borders only.



Offloading snow cat

This new polar ship will therefore support and undertake research to understand natural processes, measure human and pollution impact and document biodiversity. The aim of these endeavours will be to describe the present condition of the environment and contribute to forecasting possible future conditions of the environment. This information is critical to optimise the planning for the conservation and wise use of the

ocean but is also required to determine the natural threats that may arise from the ocean or weather through climate change.

With such exacting objectives the Department conceptualised a ship that must be far more than a research and supply vessel. It had to ferry a large number of passengers, food, supplies, vehicles and helicopters, and flammable fuels. Our ship also had to have significant research capacity that must be flexible enough to accommodate varying research needs in the harshest of ocean conditions.

Significantly, the ship meets the International Maritime Organisations' Safe Return to Port requirements. This requirement was introduced with the SOLAS 2009 Rules for Passenger Ships and became mandatory for all ships built after July 2010. The purpose of the legislation was to ensure maximum safety for passengers in the event of fire or flooding. One of the basic principles is that the ship is its best lifeboat and that every precaution should be taken to maintain the integrity of the structure until such time as the vessel can reach a safe port.

MAIN FUNCTIONS OF THE SHIP

The ship is designed as a multipurpose, logistic support and research vessel. Its logistic commitments include the servicing of the three bases, namely SANAE on the Antarctic mainland and the bases on Marion and Gough Islands.

The SANAE relief voyage takes place between December and March each year and, currently, this takes approximately 75 days. This involves ferrying all the over wintering supplies for the Base as well as transporting the over wintering team and Base maintenance personnel. Because of its increased power and ice navigation capabilities, the new vessel will be able to leave earlier in the season and return later, thus providing a wider window for research operations.

The Marion relief follows a similar pattern and takes place in April each year. Voyage duration is usually about six weeks, depending on whether any oceanographic research is carried out.



Marion Island Base

The Gough Island relief takes place in the Spring months and includes the ferrying of passengers to Tristan da Cunha under an agreement with the British Government. Again voyage duration is approximately six weeks.

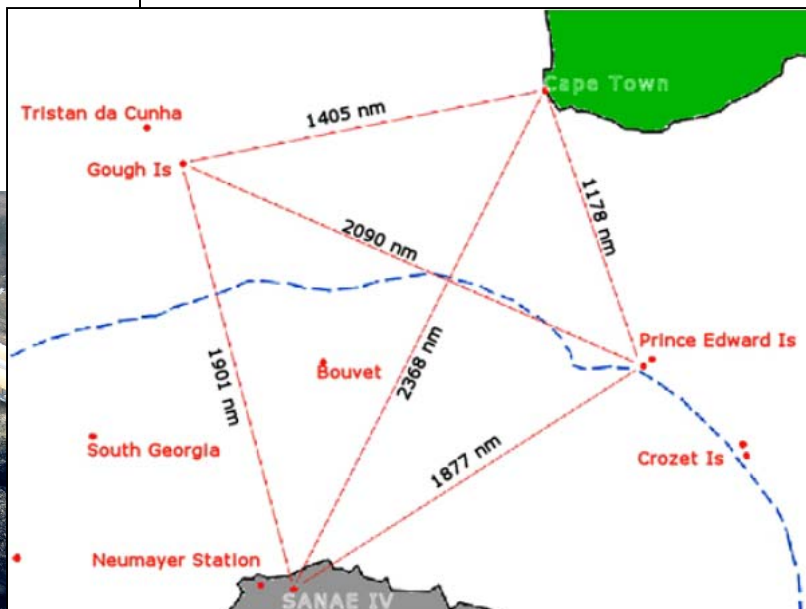


Gough Island

AREA OF OPERATION

There are eight dedicated laboratories and in addition, there are six container berths on the aft deck. The containerised laboratories will be purpose built to serve specialised research needs. Each container will be provided with all the ship's infrastructure, inter alia, water, power, data connection, fire detection and alarm systems.

The above research facilities will allow for extensive, deepwater oceanographic and geological research voyages. They will also facilitate the rebuilding of South Africa's deepwater oceanographic capabilities and will result in a high degree of international participation in research cruises. The ship has been designed to be at sea for up to 300 days per year, 180 days for logistic support and 120 days for dedicated research cruises.



SA Agulhaus II area of operations

SANAE IV is the current South African Antarctic research base located in Vesleskarvet, Queen Maud Land. The base is part of the South African National Antarctic Program (SANAP) and is operated by the South African National Antarctic Expedition.

The other two SANAP bases in Antarctica are located on the Marion and Gough islands.



Gough Island Welcome Sign

Located in the Queen Maud Land region of Eastern or Greater Antarctica, SANAE IV is on top of a distinctive flat-topped nunatak, Vesleskarvet, on the fringe of the Ahlmann Range of mountains. The base is approximately 80 kilometres (50 mi) from the edge of the continent (also known as the grounding line or hinge zone) and 160 kilometres (99 mi) from the edge of the ice shelf. Vesleskarvet is completely surrounded by the glacial ice sheet.

The first three SANAE research stations were located on the Fimbul Ice Shelf near to the coast, and were subject to the gradual snow burial and eventual crushing that occurs with all stations constructed in this fashion. With a vision of creating a more permanent station, SANAE IV was completed in 1997 using a design which was revolutionary at the time—a structure raised on stilts which allows snow to blow through underneath and thus limits deposition.

By constructing the base near the cliffs of Vesleskarvet, the concept was advanced further: snow that would collect downwind of the base and eventually advance to cover it is instead blown off the 250 m high cliffs into the wind-scoop

beyond. By virtue of this feature, the station should far exceed the short useful life of its predecessors, and the raised design has since been applied to newer stations, such as the British Antarctic Survey's new Halley Research Station and Germany's new Neumayer-Station III.

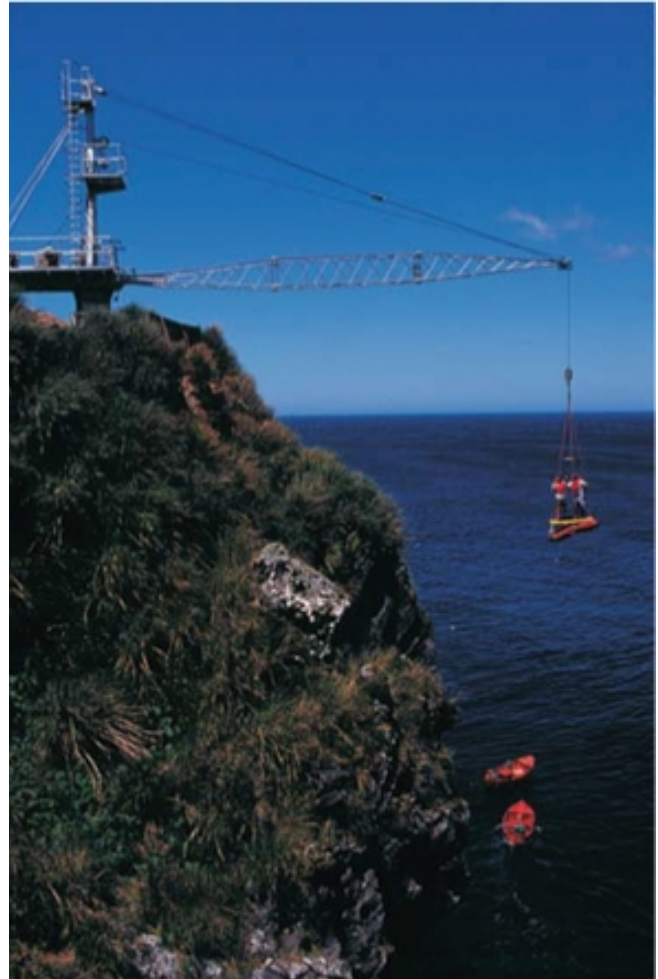


Photo by C. Hanel

Personnel carrier landing. This is the only way of landing people outside of the annual take-over period when helicopters are used between ship and shore to bridge the 30-metre-high cliff.

The station has an orange roof for better visibility from the air. The underside of the station used to be painted in a blue colour which in theory was warmed somewhat by the sun and contributed to reducing the build-up of ice underneath the station. In 1999 the South African minister of Environment and Tourism decided that this colour scheme is too reminiscent of South Africa's old flag, and ordered the orange roof to be painted bright red. Eventually, the roof remained orange but the blue underside was painted red.

SANAE IV consists of three linked modules, each double-story, 144 ft long and 46 ft wide. Two smaller nearby structures contain the satellite dish used for communications and the diesel fuel bunkers. Joined end-on-end in a north-south orientation, the base modules are complemented on the

northern end by a large raised helicopter landing area with a lifting section allowing vehicles to be brought up into the hangar for maintenance.

C-block, the northern-most module, contains the large hangar, generator room, workshop, water storage, sewage processing plant, equipment stores, offices of the mechanical and electrical engineers, flight operations office, gymnasium and sauna. The neutron monitors of the North-West University are also housed in this area.

B-block, the middle module, contains the kitchen, dining area, two TV lounges, bar, games room, smoker's room, library, a laundry and accommodation units.

A-block, the southern module, contains the radio room and communications hub, medical facility, darkroom, various research project offices, leader's office, two physics labs, wet lab, store-rooms, another laundry, and accommodation units.

Modules are linked by single-story connections that also serve as entrances with stairs down to the surface below the base. Each link contains an entrance hall with two sets of doors (creating a rudimentary 'air-lock' to prevent excessive cooling when entering and exiting the base) as well as a change-room, ablution facility and electronic distribution boards.

The base generates power using three diesel generators. Water is generated by manually shovelling snow into a snow smelter, which then melts the snow and ice and pumps water automatically into the holding tanks. Wastewater and sewerage is treated within the base, with the only by-product being clean water that is then released back into the environment. All refuse is sorted, crushed and sealed in empty fuel drums for return to South Africa.

Although the base is well insulated by its 1 ft 8 in thick walls and triple-glazed windows, the internal areas have to be actively warmed. This is accomplished by three means. Firstly, the heat generated by the diesel generators is used to heat water for the taps and showers, which is then circulated through the base. Secondly, the same generator heat is used to heat air that is distributed by the climate control system. Thirdly, small electric wall and fan heaters are available in all indoor areas. Efforts are made to maintain the interior temperature at 64 °F, although some areas (such as the hangar) do cool well below this in winter.

SANAE IV has advanced communications capabilities using both satellite and radio systems. A permanent satellite connection to the SANAP headquarters in Cape Town provides three telephone lines and one fax line, and near-broadband Internet access. Team members in Antarctica enjoy fast Internet access that allows them to correspond with colleagues and stay in contact with friends and family.

The base is staffed and maintained year-round by a team of scientists and support personnel. Each over wintering team arrives during the summer expedition and take-over period aboard the research and logistics vessel SA *Agulhas II*, stays at the base through the austral winter and returns to South Africa at the end of the next summer season—an expedition of approximately 16 months. The summer expedition and re-

supply team (excluding ship's crew) consists of 80–100 persons, and includes administrative staff, heavy vehicle operators, helicopter crew, maintenance staff, the new over wintering team and a large scientific contingent. During the brief summer (typically December/January to February/March) the base must be resupplied with food, equipment and fuel, all waste products must be removed for transport back to South Africa, the new over wintering team must receive on-site training, and scientific investigations which cannot be undertaken in the winter months (such as extended field-work) must be completed.

The over wintering team remains at the base alone and isolated between the months of March and December. To be fully self-sufficient, the team typically consists of the following personnel:

- An electronic engineer who doubles as communications technician
- A mechanical engineer responsible for the base systems
- An electrical engineer who manages power generation and distribution
- Two diesel mechanics responsible for maintenance of the diesel generators, heavy vehicles, and skidoos
- A meteorologist who performs both observations and forecasting
- A cosmic ray physicist/engineer responsible for various research projects
- A high frequency radar physicist/engineer responsible for the auroral radar projects
- A third scientist responsible for the International Polar Year projects and other installations
- A medical doctor
- An expedition leader is selected from the over wintering team prior to the departure of the expedition, The leader is responsible for administrative tasks and reports to the SANAP head-quarters in South Africa.
- A deputy elected to serve in his place should the need arise.

SANAE IVs reason for existence is to provide a permanent year-round base for scientists undertaking research projects under the auspices of SANAP. Investigations carried-out year-round are predominantly in the physical sciences, while the summer months allow research in more diverse fields such as biology, oceanography, geology, and geomorphology. Recent projects have also focused on sources of renewable energy such as solar and particularly wind power-generation. There is not currently any formal medical research being undertaken.

Ongoing physical science research programs includes the Antarctic Magnetospheric and Ionospheric Ground-based Observation (AMIGO), Southern Hemisphere Auroral Radar Experiment (SHARE) and Super Dual Auroral Radar Network (SuperDARN), Antarctic Research on Cosmic Rays (ANOKS), very low frequency (VLF) radio research and various International Polar Year projects.

Detailed information about the research projects may be found under the research section of the SANAP webpage.





SANAE IV

SA Agulhas II is a South African icebreaking polar supply and research ship owned by the Department of Environmental Affairs (DEA). She was built in 2012 by STX Finland Rauma shipyard in Rauma, Finland, to replace the ageing SA

Agulhas, which was retired from Antarctic service in April 2012. Unlike her predecessor, *SA Agulhas II* was designed from the beginning to carry out both scientific research and supply South African research stations in the Antarctic.



SA Agulhaus II—The text on the superstructure shows that SA Agulhas II is dedicated to the singer Miriam Makeba

In November 2009 the South African DEA signed a contract, worth R 1.3 billion (approx US \$170) with STX Finland for the construction of a new polar research and supply vessel that would replace the ageing SA *Agulhas*, which was scheduled to be retired by 2012. The shipyard, located in Rauma, Finland, beat competing bids from Spain, the Netherlands, and Singapore. The production began with the steel-cutting ceremony in September 2010.

The keel of the new ship, referred to by her yard number as NB 1369, was laid down on 31 January 2011. She was launched on 21 July 2011 and named SA *Agulhas II*. She conducted her open water sea trials in February 2012 and, in order to verify the results of model tests, ice trials in the Bay of Bothnia between 19 and 24 March. During the latter voyage the ship encountered level ice up to two feet thick and performed beyond expectations. In addition the hull and machinery of the vessel were instrumented to measure full-scale ice loads, and she will be used as a research platform by companies and universities from Finland and South Africa to gain more knowledge about the interaction between ice and the ship.

SA *Agulhas II* was handed over to the South African DEA on 4 April 2012 and left Finland for South Africa the following day. She arrived at her homeport, Cape Town on 3 May, during a ceremony celebrating the arrival the ship was dedicated to the memory of singer Miriam Makeba.



Harry Belafonte & South African singer Miriam Makeba

The maximum overall length of SA *Agulhas II* is 440 feet and her length between perpendiculars is 398 feet. The beam and depth of her hull are 71 feet and 34.6 feet, respectively, and the maximum breadth of the ship is 72 feet. The draught of the ship is 25 feet. Her displacement is 13,687 tons, gross tonnage is 12,897, net tonnage 3,870 and dead-weight tonnage 4,780 tons. She is served by a crew of 45.

SA *Agulhas II* is classified by Det Norske Veritas with a class notation 1A1 PC-5 Winterized Basic Passenger Ship. Her ice class, Polar Class 5, means that she is designed for year-round operation in medium first-year ice that may include old ice inclusions. Her decks are heated to prevent ice accumulation in temperatures as low as -35°C (-31°F). SA *Agulhas II* is the first ship of her kind to be built to the new SOLAS 2009 rules for passenger ships, leading to several unique aspects in her design.

Unlike her predecessor, SA *Agulhas II* was built from the beginning as both a polar supply ship as well as a research vessel. She has both onboard laboratories for scientific research as well as cargo holds and tanks for supplies for South African polar research stations. In addition she has accommodations for 100 passengers in 46 cabins and facilities such as gym, library, business center and a 100-seat auditorium.

SA *Agulhas II* has eight permanent and six containerized laboratories for different fields of marine, environmental, biological and climate research totaling 8,600 square feet. Deep-water probes can be launched either via a large door in the side of the vessel or, if the ship is operating in ice-infested waters, through a 7.9 by 7.9 foot moon pool. A drop keel containing transducers for the measurement of plankton density and ocean currents can be lowered 9.8 feet below the bottom of the ship. A hydraulic A-frame in the stern of the ship can be used to tow sampling nets and dredges.



Miriam Makeba in her dressing room

To transport supplies to polar research stations, the ship has a 140,000 cubic foot cargo hold located in the bow of the vessel. It is served by a 35-ton main crane and three 10-ton general cargo cranes, all of which can also be used to lower scientific equipment and vehicles on ice. When heavy loads are being lifted, a heeling tank is used to balance the vessel. SA *Agulhas II* is the first ship of her kind to be allowed to carry both passengers and fuel, such as polar diesel, Jet A helicopter fuel and petrol, as cargo.

SA *Agulhas II* has a hangar and helideck capable of serving two Atlas Oryx or Aérospatiale SA 330 Puma helicopters. She also has two fast rescue craft, which are on standby during helicopter operations, and two fully enclosed lifeboats for 75 personnel.

SA *Agulhas II* is powered by four six-cylinder Wärtsilä 6L32 medium-speed diesel-generating sets, each producing 4,000 horsepower. To fulfill the International Maritime Organisation's Safe Return to Port requirement, the main engines are located in two separate engine rooms and the ship is capable of returning to port with one engine room flooded. Designed according to the power plant principle in which the main generators supply electricity for all shipboard consumers, the ship has no separate auxiliary generators. In case of emergency, electricity is provided by a Volvo Penta emergency diesel generator.

The ship has a diesel-electric power train with two Convertteam 4,500 kW propulsion motors driving 15-foot controllable pitch propellers, a relatively uncommon feature in diesel-electric ships that usually utilise fixed-pitch propellers. The propulsion system gives her a maximum speed of 16 knots in open water, but her service speed is slightly lower, and at 14 knots her operating range is 15,000 nautical miles. Furthermore, the ship is designed to be able to break level ice with a thickness of 3.3 feet at five knots. For dynamic positioning and manoeuvring in ports she has two Rolls-Royce bow thrusters and one stern thruster.

Editor's Note: Most of the metric measurements in this article have been converted to decimal units.

SYDNEY CULLIS MY CULPRIT IN CRIME

Sydney Cullis was helpful in obtaining the information and photos for both the Hamblin African trip article and the SANAE article.

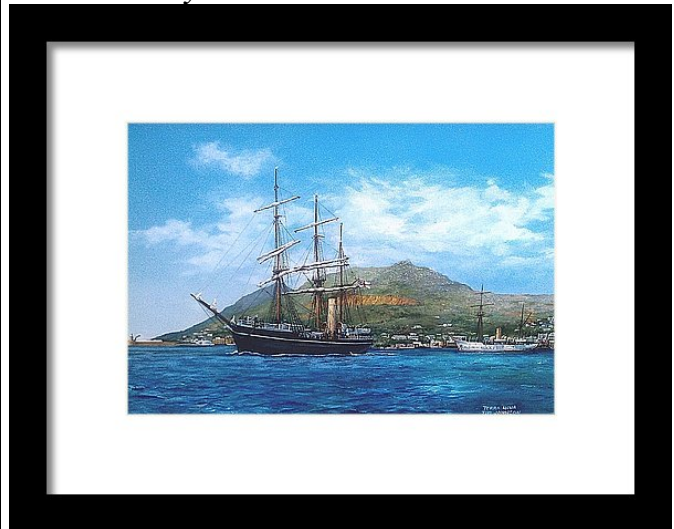
Sydney and his wife Catherine were on an Antarctic cruise aboard the *MV Lyubov Orlova* in 2008. They went ashore at Neko Harbour, Petermann, and Danco Islands.



Photo by Ed Hamblin
Dr Sydney Cullis and wife Catherine



MV Lyubov Orlova at Peterman Island



Framed painting of Terra Nova by Tim Johnson

About the painting & The Artist's Tale—Captain Robert Falcon Scott's ship, *SS Terra Nova*, sailing from Simon's Town, South Africa en route to Antarctica via New Zealand in 1910. Commissioned and owned by Dr Sydney Cullis. When commissioned to paint Captain Robert Falcon Scott's ship *Terra Nova* leaving Simon's Town in 1910 I had some interesting but enjoyable challenges to resolve. This paper documents the process I followed to produce the painting. I was commissioned by Dr Sydney Cullis to paint *Terra Nova* leaving Simon's Town on 2 September 1910 en route to Antarctica via New Zealand. I was asked to include Admiralty House and the British Hotel (where the officers and men respectively were accommodated).



Dr Cullis gave an illustrated talk to celebrate the Centenary of the arrival of Scott's ship *Terra Nova* in Simon's Bay on 15th August 1910. His talk with slides entitled *Terra Nova and other Antarctic Explorers in Simon's Town* was held at the Simon's Town Historical Society on 25 August 2010.

The old SANAE Stations—I asked Sydney if he could send me some photos of the previous SANAE Base. He referred my request to Ria Olivier, who is the Director of the South African Antarctic Legacy project who published *The White Horizon*. He asked her to send me photos of SANAE I, II, and III

In the mean time Sydney sent me some pictures of SANAE III that he got off the Internet. In the end I ended up with several shown below. Most of which I also downloaded from the Internet.



Old Norwegian station that South Africa took over before building SANAE I



SANAE I under construction



SANAE II living room



SANAE III Outside



Hallways Inside SANAE III



SANAE III Being Crushed

FEEDBACK & LETTERS TO THE EDITOR

Dear Uncle Billy:

Has anyone asked you why you had the little inset photo of Willy and Wallen on the cover of the last issue of the *Gazette*?

Kiwi Pam
kiwipam@aol.com



Hey Billy-Ace,

I just finished reading the outstanding current newsletter—what a great job you did! I particularly enjoyed the reunion article and I always enjoy the letters to the editor. You do a really great job.

Thank you for your great work!

Laura Snow

snowlg@cox.net

Editor's Note: I doubt if anyone noticed it.

Billy-Ace:

Another outstanding newsletter. 52 pages - wow! You still set the standard for Antarctic newsletters in both quantity and quality.

I have just one very minor correction. The image at the top of page 25 ("Lionel Wafer: His Life and Times") is presumably Wafer but, in fact, it is William Dampier. Dampier was a fellow pirate and friend of Wafer and was one of the first naturalists. The only reason I know this is I just finished reading Dampier's biography *A Pirate of Exquisite Mind* by Diana and Michael Preston. I have attached a copy of a page from the book that shows the identical picture. I am guessing this article was written by our mutual friend John "Black Jack" Stewart. I will have to give him a bit of ribbing the next time we speak.

All the best,

Tom Henderson
hendeidson@gmail.com

Editor's Note: I have finally been outed. Actually the photo of Dampier was a ruse by myself and Black Jack who writes the Lionel Wafer column. We wanted to see how long it would take for someone to point out the discrepancy. Finally after X number of issue you win and we will buy you a beer at the Jacksonville Reunion.

Hey Billy...

I just want to mention the last "HUGE" Newsletter. I know you must have put a tremendous amount of work into it, and Billy, it was a GREAT read. Thank you so very much, my friend!

Harold MacPherson
haroldmacphersonjr@yahoo.com



Tom Cruise & bartender Harold MacPherson in *Top Gun*

Billy:

Guess what I bought at an Estate Sale? Google Norman D. Vaughan and see who and what he did on the Ice.

Allan P. Yoas
pyoas@yahoo.com



Allen served in VXE-6 from 1971 through 74 as a LC130 crewmember. Top photo from the VXE-6 DF-72 cruise book.

Billy,

I have unsubscribed (from aWeber), I am going blind, so I wont be able to see you again.

You have done a great job

Gordon Dawson
gordonbd1929@gmail.com

Editor:

I am a new member, and in the new member section my first name is listed as Richard instead of Michael. Thought you should know.

Thanks,

Mike Kuryla III
mkuryla3@gmail.com

Editor's Note: My bad I also left out the years that you served in NSFA — 1974-76

Dear Mr. Baker

Thank you for your kind letter of condolence on my husband's death and for the offer of membership in the OAEA. I'm most grateful for the offer, However, I think I will decline in view of my age (89) and the fact that I will not be attending any reunions or meetings. Our experience in the Antarctic was not in the service but on a very interesting sailing voyage with Lindblad. It is a dangerous, if fascinating place. I would love to go back but alas that won't be happening.

Thank you again.

Sincerely,

Jerry Orem
Via snail mail

Editor's Note: Since Jerry was already a regular member, the OAEA info package was intended for their children or other NOK. Her husband, Charles' obit was in the Apr-Jun issue of the Gazette.

Gabby:

Delighted to get to know you. I just joined as a member. I didn't know about the organization until a couple of weeks ago when I was corresponding with an old shipmate of mine.

I am looking forward to the newsletters and hopefully attending the reunions

Adib H. Barsoum CAPT MC USN Ret.
Winter Over Ellsworth DF-III (1957-58)

barsoum43@gmail.com



Photos of Doctor Barsoum from DF cruise books

Billy,

Enjoyed the recent *Explorer's Gazette*. I noted the following line in Memorial Section. "The process to add photos to the fatalities presentation started following the 2010 San Antonio reunion. Since then we have added 30 photos to the ceremony. There are currently 66 names on the list, so we still have 36 photos to locate." On 8 Feb 1979, ET 3 Raymond Porter, USCG, a *Glacier* sailor, died driving a fork lift truck during ship off load. He is on the List of Antarctic Fatalities on the OAE website. I don't know if you have his picture or not, so I dug through some stuff and located the *Glacier* DF 79 Cruise Book and located the photos and information in the attachment.

Cheers, Dick Taylor
p.taylor@wavecable.com



Editor's Note: That's one of the photos we needed. Hopefully others will be forthcoming. Thanks very much.

The below 10 posts are from the OAEA Web Master/Guest Book

Brian Allen wrote:

Summer Support from 79-82 with a couple of trips to the ice, including WINFLY my first trip. WO DF-86. Was the best times of my career and wish I could go back.

Brian Allen (RMCM Ret)
ballen1051@hotmail.com



RMC Brian Allen



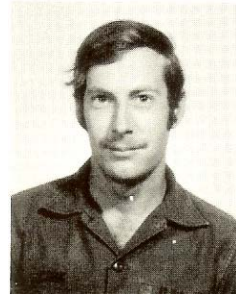
The DF-86 winter-over radio gang

L to R: RM3 Tony Middleton, RM3 Mike Pakonen, Chief Brian Allen, RM2 Cynthia Lattimore, RM1 Doug Beauchamp.

Editor's Note: Clickity clack, clickity clack. We are the guys & girl from the radio shack. Ennie, meany, miney, moe. How do you hear our radio?. Fee, fie, foe, fum. Loud and clear with a little hum.

Michael Cook Wrote:

I have been confused for years. Task Force 43 formed circa 1955. I was part of Task Force 199 from 1975 to 1977. 55 to 75 is 20 years. Task Force 43 to 199 is a difference of 156. I have never understood how they got there.



Michael Cook
mikeoae1@yahoo.com

EO2 Mike Cook

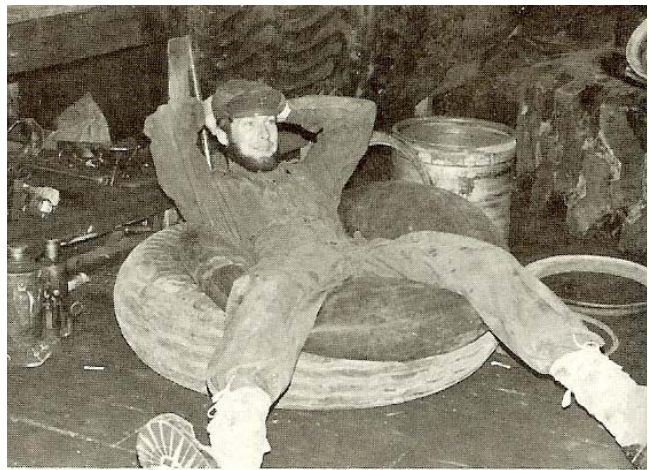
Editor's Note: I will try to make this as simple as possible. When Deep began in 1954 it was an East Coast command. So TF-43 was assigned to the command structure. When Deep Freeze was relocated to the West Coast in 1975 they came under the COMTHIRDFLT flag and TF-199 was assigned. I am not sure exactly when, but near the end of the Navy years I believe that the command came under COMASWWINGSPAC and the Task Force structure was dropped. In other words the TF number was based on location, location, location.

Michael Cook Wrote:

I knew someone would know. I thought it changed each year, but the numbers just didn't add up. Most of my pins and patches have TF-43, but all of the correspondence was TF-199. Wasn't sure where reality sat.

Thanks for clearing it up.

Michael Cook
mikeoae1@yahoo.com



EO2 Michael Cook

Editor's Note: Looks like Mike is relaxing before or after fixing a flat tire.

Gary Watkins Wrote:

In some recent issues of the newsletter my name has appeared as a new member. I was mentioned in an article along with a picture (who was that young stud) written by Ralph Reed. I joined on 3/15/2014 while attending a meeting in Pensacola. I was a member of VX-6--WO66 and worked in the avionics shop. Perhaps there is another Gary Watkins.

Gary C Watkins
garyfremont43@gmail.com

Gary Watkins Wrote:

I appeared in Volume 17, issue 4 on page 13 and 32. Also the latest issue 2, volume 18 on page 46. Hope this clears things up.

Thanks for all the great work you and all the contributors do.

Gary Watkins WO 66.

Editor's Note: As far as I can see you were NOT listed as a new member in either issue. Your name in the introduction of the NEW MEMBER column is crediting you for "recruiting" some one to join the OAEA. Specifically Ralph Reed said that you informed him about the OAEA. That is on page 13 in issue 4 Volume 17. Are you saying that is NOT your photo on page 13 of the above issue? I copied it out of the VX-6 DF-66 Cruise book. Do you have a copy of the cruise book?

Gary Watkins Wrote:

Ok so I think I have this figured out. When I saw the new member headline, I thought that the names right under it were new members, not recruited. My mistake. As to the picture, it is definitely me and when I made the comment "Who is that young stud" I meant it in jest as it was 52 years ago and trust me I don't look like that now. Sorry for the confusion. You are on spot right as usual and I need to be more thorough in my reading. Keep up the good work. Thanks for featuring my picture and the story that Ralph wrote.

Gary Watkins



Gary and Ellen Watkins at the March 2014 OAEA GCG Chapter meeting in Pensacola

Tom Rich Wrote:

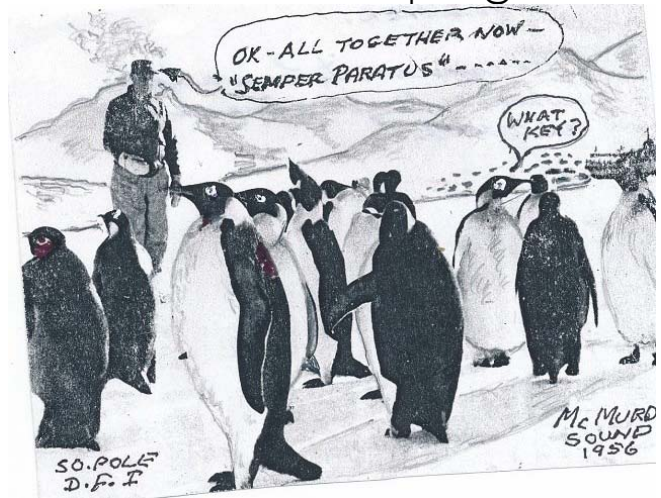
I am seeking permission of the Old Antarctic Explorers Association to use a cartoon/photo that apparently was in one of your old newsletters. I do not know when it appeared.

I'm a member of the Coast Guard Aviation Association (CGAA)—aka The Ancient Order of the Pterodactyl—with membership available to "any person who's flown in USCG aircraft under official orders". We are very respectful of copyright laws and do not wish to use anyone's intellectual property without permission. Having stated that I feel that the cartoon/photo would be of interest to our members, specifically those who have made treks to the Antarctic. Hopefully, one or more of our members will be able to identify the gentleman.

My wife, Virginia, discovered this on Facebook. Her dad, "Tony" Morency made three trips to Antarctica in '39, '46 and '56. In '39 he was part of the contingent at "East Base". Tony was 32 years in the US Army and went with Adm. Byrd on two trips owing to his experience as a tank mechanic, a skill set needed for maintenance of the Sno-Cat.

So, may the CGAA have your permission to include this cartoon/photo in one of our upcoming newsletters? Thank you,

Tom Rich
 pteros@earthlink.net



Editor's Note: I do not remember that cartoon being in the Gazette, so I would need to know the issue that it was in. FYI I maintain a folder of cartoons that I have NOT yet used in the Gazette. A few years ago I started a second folder that I put the cartoons in after I had used them. That cartoon is not in either of the folders. As to the man in the cartoon I believe that is RADM George Dufek, USN who was the Task Force Forty Three Commander during Deep Freeze-I (1955-56).

John Donnellon Wrote:

Many thanks for this great issue of the *Explorer's Gazette*. You did an outstanding job in putting this 52-page edition together.

Bravo Zulu.

John
jdonnellon11@comcast.net

David Hart Wrote:

I would like to confirm my lifetime membership in the OAEA. My e-mail has changed since I joined years ago. I was in USNMCB-One at New Byrd Station. 1961-62. I have not heard from anyone recently.

David Hart
mainer2@buckeye-express.com

Editor's Note: David is a Life Member but the email address that we had for him until he posted this on the OAEA web site was usnmcb1@icloud.com. So when you change your email be sure you don't wait several years before you let us know.

Marlene McLennan Wrote:

Hello Billy-Ace

I sent an email a few weeks back to inform you that I am retiring from USAP on 24 August, and therefore from that date forward, I will no longer have a programmatic email address. Would you please advise what I need to do in order to have all correspondence sent to my personal email address. I also wanted to let you know that I will be doing a fair amount of travelling, (caravanning the length and breadth of NZ, with some time in Australia) and that I will be renting out my house, so please do not send any snail mail to my home address.

I didn't receive a response from my first email, so I'm not sure what happened there? Anyway I look forward to keeping abreast of OAEA news and so forth via email notification, my personal email is: marlenemclennan@me.com

Many thanks for your assistance in this matter. You do a fine job indeed of keeping us informed/advised.

I will miss the program dearly and all the wonderful people I have encountered in my 24 yrs with the USAP...but after a rather serious health issue, I realised it is time to have a life for me.

Cheers

Marlene

Editor's Note: I must have let this slip through the cracks the first time. We have it fixed now and future email will be sent to you at your personal email address: marlenemclennan@me.com. If you visit any Antarctic related places in your sojourn it would be nice if you send me some photos and comments for the *Gazette*.

Hi, Billy,

I have a weird question. Maybe you can help, maybe not.

I'm typing up a story that Jim wrote about his time on Antarctica and he speaks of a weather episode. I'll quote it and if you could tell me if "hawk" is the correct word or not. Sometimes I just can't make out Jim's handwriting!

"Sometimes without any warning, you can be caught out in a hawk, which is like a whiteout, but high winds that make the temperature feel much colder."

I tried Mr. Google, but I know it's not a bird. Daaah!

Thanks, I hope,

Martha Beyersdorf
tweedrvr@aol.com

Editor's Note: When I first went to the ice in 1962 for my first winter we called the wind the HAWK. When the wind was blowing we would say: "The hawk is up". When I went back to the ice in the 70s they were calling the wind: HERBIE. I did not like the term "herbie", and suggested that the fierce winds should be known as a HARPY. But it never caught on. Below is a picture of one.



A Harpy. Not a Hawk or a Herbie!

Hi Billy-Ace!

I got the reunion memory book in the mail the other day and wanted to take a moment to thank you for including the picture of my Dad and memory of him. It truly meant a great deal to me.

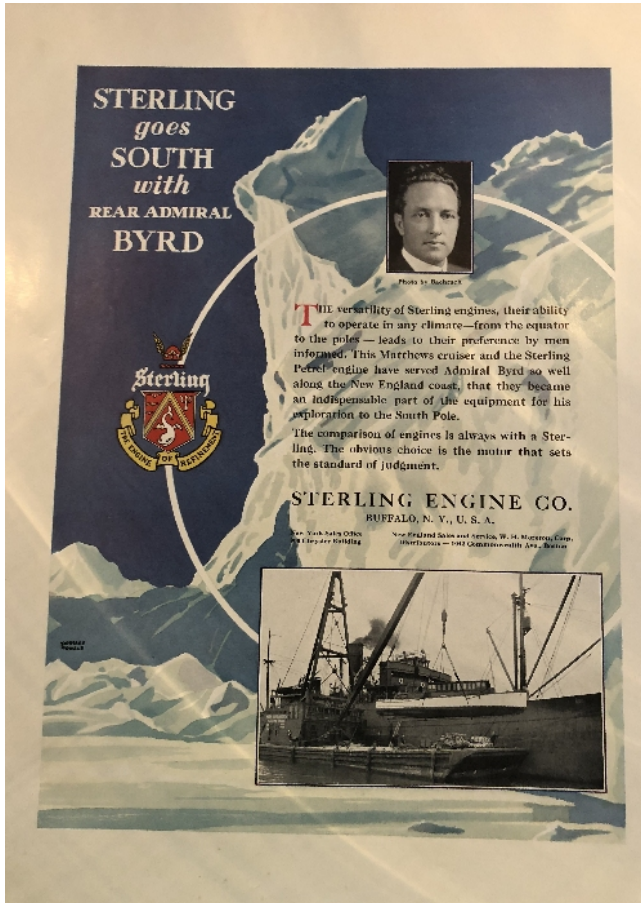
Thank you again!

Leslie Abbott
lea0304@aol.com

Billy-Ace

Another item in my collection. I can't remember the exact details of this picture, but I believe it was created by an Ad agency for a magazine layout. It's very original and I also made two color and one BW copy.

Allan Patrick Yoas
pyoas@yahoo.com



Sterling Engine Advertisement

Good Morning Mr. Billy-Ace Baker!

It was a nice surprise to hear from you!! I don't know if you remember me...but I do you. I enjoy reading all the different Facebook posts from all the Antarctic folks. I spent 2 Winter-overs and numerous summer seasons and truly enjoy hearing from everyone about their experiences on the ICE. Jim Mathews, a longtime friend who seems to have become our historian, always provides interesting information and photos from days gone by, as do many others. I will have to get more involved and share some things as well.

I look forward to hearing from you in the future. Best Wishes!

Michael Bates
batesshd@gmail.com

Billy-Ace:

Please tell me the title of the book about the first landing @ the South Pole. The book was written by a woman commercial pilot. I seem to have loaned my copy to someone and it now the book is lost. I need the title and or author so I can buy one on Amazon hopefully.

Regarding our dogs at McMurdo...that was due to Adm. Byrd's insistence. It took 5 men full & part time to care for & exercise them and the only time they were ever used was when Bowers and the advanced South Pole construction party had to hike a little ways after landing to find true South Pole location to build the first Pole base. The dogs pulled their one sled of gear.

Small planes and helicopters had outdated dogs. It was deemed a bad idea. I think the dogs were removed shortly after the summer of 1957 but I am not sure.

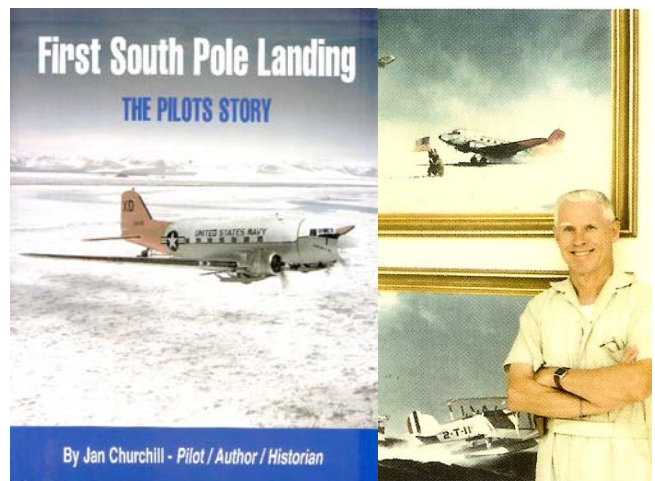
Only Capt Dave Baker and Dick Prescott remain from the dog crew. Jack Tuck, Mike Clay, and Dutch Dollenman are gone.

I have not had a reply from Baker yet, but Prescott advises two names.

That of Sitka and a lead dog Tarky. The females were supposed to be spayed but were not and one had 5 pups, 3 surviving. One pup was named Bravo and Tuck took him to winter 1957 at South Pole then he took Bravo home with him.

Dave Grisez
dgrisez@comcast.net

Editor's Note: I think the book Dave is looking for is *First South Pole Landing* by Jan Churchill. His reference to the dogs pertains to the article in the Locator Column of the Apr-Jun issue regarding the names of the South Pole dogs.



Cover of Jan's book. Gus Shinn at the National Naval Aviation Museum, with oil painting of the first South Pole landing. Photo 1983 by Jan Churchill.

Dear Billy,

Thank you very much for your kind letter, mementos, and OAEA membership application. I will complete the application and check with our three children to see if they are interested also. As you know, time on the Ice is such an incredible experience, for the ones lucky enough to set foot on the Last Frontier as well as those left behind during those times.

Rich was fortunate enough to return to the ICE with the NSF Search for Meteorites a year after his W-O stint, camping on the plateau and gathering some meteorites. He shared his passion for polar exploration with hundreds of school students yearly after his return. I'm still buried by his collection of polar books, stamps, postal cachets etc. But it is a wonderful struggle to figure out how to do it justice!

Thanks again for contacting me. I enjoy the FB posts & photos. I imagine you found me via Dr. Larry Neureither an incredible friend so sadly touched by the loss of Rich and recently by the loss of Dr. Hunt. Dr. Job. Annexstad, a TRUE OAE, is a so loved friend too.



Richard Crane

You are welcome to share any of my information through OAEA channels. Thanks again for remembering Rich!

Warmly,

Sherry Crane
sgcrane53@gmail.com

Editor's Note: Thank you for the letter. I am pleased to hear that you are joining the OAEA and I hope that your children join too. I am a member of the Antarctic Society and I read about Richard's death in their newsletter. And then I looked up his obit on the Internet. His obit is in this issue of the *Gazette*, on page 36. We only have one Internet site and that is the <https://oaea.net>. Those oae Facebook pages have nothing to do with the OAEA, but I go to them all the time too

BA,

We received the San Antonio memory book yesterday. Well done, I am amazed at how quick you turned it around.

Rs/Ed

ehamblin74@verizon.net writes:

Editor's Note: I was able to get it done so fast this time because I composed the entire issue from photos that attendees took. And not that many attendees sent me photos, so I did NOT have to sort through so many. All the publisher supplied was the mug shots they took and the Centerfold. If anyone who attended the reunion and did not order a cruise book they are still available from the photographers. They can be contacted at: Reunion Photographers, 6211 Raindrop Place, Rancho Cucamonga, CA 91739. Phone: (714) 265 0121. Or on the Internet at: www.reunionphotographers.net.

Dear Uncle Billy:

In the Apr-Jun issue of the *Gazette* there was a death notice for Dudley Wells who wintered-over at the McMurdo nuclear power plant. Can you tell me if he died from cancer?

Cheers.

Pam Landy
kiwipam@aol.com

Editor's Note: There is no cause of death in Dudley's full obituary, but according to an email from his widow he died from a heart attack following back surgery. There is no mention in her correspondence of him having cancer.

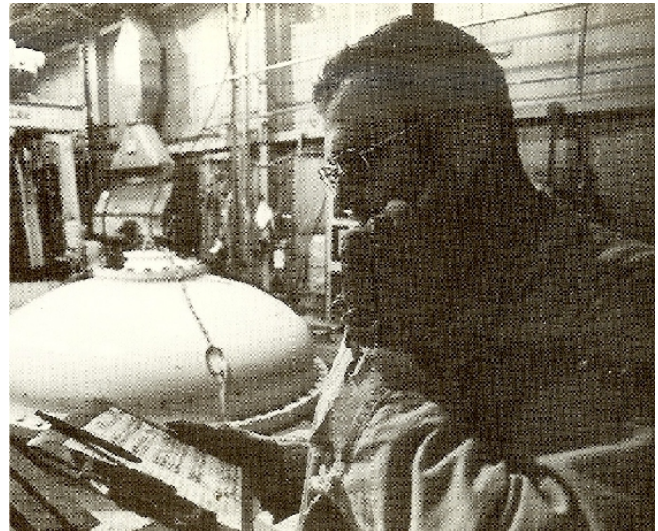


Photo from the DF-73 Cruise Book

The reactor containment vessel looms large behind Army Specialist Dudley Wells III, as he relays plant operational information from the primary building while preparing to inspect the reactor.

BURN, BANG, BOOZE OAE 4TH OF JULY GATHERING

Hi Billy-ace!

FYI I'm going to a 4th of July party in Minneapolis with a bunch of ice folk, I'll be doing your recruiting then. If you have any extra paper work you can send along, I'll be happy to sign folks up.

Thx!

Sandwich
sandwichgirl@gmail.com

Editor's Note: I sent Sandwich some OAEA information packets for her to distribute to the attendees. Since then several of them have become OAEA members.

Billy-Ace!

Our 4th of July party was excellent! Western Minnesota is FAR from the big smoke of Minneapolis, but we had a lovely road trip on the way, stopping at the world's biggest ball of twine, the world's largest crow (statue), and the world's largest raspberry (statue). GOD BLESS AMERICA!

Our ice pal Keri grew up on a farm, and we all gathered and camped there. It was so great. She shelled out for the most excellent fireworks display we all had ever seen.



Fireworks display

There were so many people and it was all so crazy, but on Sunday most of us converged for brunch at the farm. I talked about OAEA, passed out the applications, and I hope they made it back to mail them in. Everyone was kind of a mess. I have a few leftover applications; I will give them to wayward

Antarcticans who come stay with us on their way to something else.

Keri, the host of the party, was very interested in joining, so expect to hear from her. Another couple, DJ and Karen, are super interested in getting to know you guys. Tiff Clark is from Pensacola, and already on your GCG list. A lot of us were talking about going to Jax for the next reunion; there was a lot of interest in that. So, we might invade, be warned.

Here's a photo of some weirdos you can expect.

Hope all is well

Sandwich

D. J. Jennings Writes:

Hey Billy, thanks for your email. Actually I just signed up a couple of weeks ago. You already sent me the info etc. Our friend Sandwich passed the info along at the Bang Burn Booze party.

Here's a photo from the weekend. The group photo is all Ice folks that were in attendance.

Thanks for getting in touch and for doing what you do!

Cheers, Daniel Jennings
fleetvision@gmail.com

Editor's Note: Thanks for the photo and thanks for the atta boy. The photos are on the next page.

Sandwich Girl Writes:

Hi Billy-Ace!

Update: I am returning to McMurdo in October! Do you have any requests?

I will be fishing for science again! It will be a short season for me, Oct-Dec. Thinking about a trip to FL in Jan....

Please let me know if you need any McM swag, or to check out anything in the bars, etc.

Sandwich

Editor's Note: I hope to see you in January.



*Allison Barden AKA Sandwich Girl
Be afraid of the Sandwich Girl. Be real afraid!*



The Weirdo's at the Burn, Bang, Booze 4th of July Bash



Burn, Bang, Booze Weirdo's on the water

LIONEL WAFER: HIS LIFE AND TIMES

Ghost Written by Black Jack of Ballarat



Black Jack in Valparaiso interviewing two lovely ladies while doing research on Lionel Wafer

RUSSIA AND BELARUSSIAN ANTARCTIC EXPEDITION

One hears rumors that Belarus and Russia are going to join forces and send a combined team down to Antarctica for the 2018–19 season, thus cutting out our old favorites, the Bulgars. Gosh, that’s exciting. I don’t



The Belarussian’s have a brand new base. This is the hut that the Russian exchange scientist would be in if he stayed at the Russian Antarctic station. Looks like it could use a little paint.

quite know what to say, except that Alexander Jerkitov is going to lead the expedition. It gets better. He’s going to lead from the front, like a man. As opposed to the usual Belarus method, which is, of course, from behind. Every girl for himself. Stiff upper lip. In like Flynn. The Charge of the Light Brigade. Curious about Mr. Jerkitov’s credentials, this author ran a Czech on him, and found that he is really a



Alex Jerkitov

Swede named Axel Grease, and is married to a transgender Bulgar by name of Michael J. Jackson. These were all the qualifications needed for Mr. Jerkitov to assume the leadership of what might be a very important Antarctic expedition. The aims of the expedition are:

1. To open up a four-lane highway between Oklahoma City and the South Pole, so that our old friend, Billy-Ace “Penguin” Baker doesn’t have to get out of his ca.
2. To spray anti-pollutants on all Global Warming signs.
3. To defend women’s rights in Belarus, and
4. To try to find that Valparaiso house of ill fame frequented by Lionel Wafer.

Russia To Join 11th Belarussian Antarctic Expedition

Belarussian and Russian polar explorers will carry out a joint research project during the 11th Belarussian Antarctic expedition in 2018–2019, Alexander Klepikov, head of the Russian Antarctic expedition, Deputy Director of the Arctic and Antarctic Research Institute, said at a meeting with senior officials of the National Academy of Sciences of Belarus (NASB) on 8 August, it was learned from the NASB press service. “A Russian scientist will be sent to the Belarussian polar station for about two months to carry out a joint research project related to climate change,” Alexander Klepikov said. The Belarus-Russia project will focus on albedo (the measure of the diffuse reflection of solar radiation) of the underlying surface of Antarctica. Belarussian and Russian measuring devices will be used during the research. Chairman of the Presidium of the NASB Vladimir Gusakov noted that Belarus and Russia are building strategic partnership in Antarctica. A corresponding cooperation agreement was signed. “Our plans for consolidating our positions in Antarctica are based on long-term cooperation and equitable partnership with Russia. We count on

professional and friendly support on the part of Russian specialists. We should cooperate and help each other,” he added. A delegation of the Russian Antarctic expedition is on a visit to the NASB on 7–8 August. The parties are reviewing progress in implementing the Antarctica cooperation agreement between the governments of Belarus and Russia in 2017–2018. They also discuss plans for academic and logistic cooperation in 2018–2019, including within the framework of the 11th Belarusian Antarctic expedition and the 64th Russian Antarctic expedition. The Russian delegation took part in the extended-participation session of Belarus' interdepartmental commission for Antarctica and the working meeting of the bilateral working group.

Read full text at: <http://eng.belta.by/society/view/russia-to-join-11th-belarusian-antarctic-expedition-113884-2018/>



Belarusian station before construction of new modules

BELARUSIAN ANTARCTIC STATION CONSTRUCTION

Tenth Belarusian Antarctic expedition reveals station construction plans. Polar explorers will install four new sections of the Belarusian Antarctic station during the tenth expedition, it was learned from the expedition head Aleksei Gaidashov.



Aleksei Gaidashov

“The tenth Belarusian expedition will leave for Antarctica soon. We will stay there till late February—mid-March. We have plans for a broad range of scientific projects. The construction of the Belarusian Antarctic station will continue. This time we intend to install four new sections. They will include scientific labs,

residential premises, and premises for sanitary and hygienic purposes,” said Aleksei Gaidashov.

Among other things the expedition will carry out scientific projects in such areas as microbiology, ground-truth observations as part of the space program, geophysical monitoring, atmospheric composition, ultraviolet radiation, climate, ozone layer monitoring. Belarusian instruments will be used in the course of the research projects. The expedition cargo is already on its way to Antarctica on board of the *Akademik Fedorov* ship. The ship is on the way to Cape Town, South Africa. “In order to increase our window of opportunity and extend the research time, time for preparatory and engineering work by one month, we’ve



MV Akademik Fedorov an Icebreaker built in 1987 by STX Finland Rauma. Currently sailing under the flag of Russian Federation. Formerly known as Akademik Fedor. Its gross tonnage is 12660 tons.

decided to send a group of four people to Antarctica in advance. The group will reach the base by air. They will depart Belarus within the next few days. Another group of three people will leave for Cape Town on 24 November. It will join the Russian Antarctic expedition on board the *Akademik Fedorov* ship there and will travel to the expedition base together with the cargo,” remarked Aleksei Gaidashov. The tenth Belarusian Antarctic expedition includes seven people: the expedition head Aleksei Gaidashov, the engineer-radio operator Maksim Gorbatsevich, the engineer-mechanic Aleksei Zakhvatov, the engineer-geophysicist Pavel Shablyko, the machines and mechanisms operator and repairman Artur Ivashko, the buildings and structures support technician and repairman Vladimir Nesterovich, and the



Belarus Antarctic station crew waving bye-bye aboard the MV Akademik Fedorov. The expedition leader Aleksei Gaidashov, the engineer-radio operator Maksim Gorbatsevich, the engineer-mechanic Aleksei Zakhvatov, the engineer-geophysicist Pavel Shablyko, the machines and mechanisms operator and repairman Artur Ivashko, the buildings and structures support technician and repairman Vladimir Nesterovich, and the medic Dmitry Koyko

medic Dmitry Kovko. Four of them have already been to Antarctica before. The construction of the Belarusian Antarctic station began in 2015. The first facility—a three-section module—was assembled during the eighth expedition. The platform for the second module was installed during the ninth expedition in addition to some other structures.



Belarus artist painting a picture of the new living quarters

Plans to build first stage of Belarusian Antarctic station by 2019

The construction of the first stage of the Belarusian Antarctic station is supposed to be finished by 2019, BelTA learned from Aleksei Gaidashov, head of the expedition. According to the source, the National Academy of Sciences of Belarus intends to finish building the first startup complex of the Belarusian Antarctic station within the next two years in order to start all-season projects as from 2019 and allow Belarusian polar explorers to spend their first winter in Antarctica.



Scientists doing their thing



Those brave men will travel to the edge of the Earth to do scientific research and continue construction of the Belarusian Antarctic station, which began last year.

The construction of the Belarusian Antarctic station began in 2015. The first facility—a three-section module—was assembled during the eighth expedition. The platform for the second module was installed during the ninth expedition in addition to some other structures. The polar explorers will install four new sections of the Belarusian Antarctic station during the tenth expedition. The expedition will leave Belarus for Antarctica in November. Chairman of the Presidium of the National Academy of Sciences of Belarus (NASB) Vladimir Gusakov underlined the importance of the fact that Belarus explores Antarctica and carries out scientific research alongside other countries. “Many NASB institutes order specific researches to the polar explorers—researches concerning air, coastal waters, minerals, microorganisms. These researches have already produced results,” he said. A sendoff ceremony of the tenth Belarusian Antarctic expedition took place at premises of the History Institute of the National Academy of Sciences of Belarus. Participants of Belarusian Antarctic expeditions met with members of the general public. Visitors were able to say a few words in person to the Belarusian polar explorers before they left the country for Antarctica. A lecture to review ten years of Belarus' presence in Antarctica was arranged. The lecture reviewed the history of Belarusian Antarctic expeditions and the contribution of Belarusian scientists to South Polar exploration.



They don't seem to have any fear of the cold....but certainly have a sense of humor!



Participants of the Belarusian Antarctic team

International cooperation was touched upon as well as the construction of the Belarusian Antarctic station. Results achieved by Belarusian specialists were summed up and future prospects were outlined. A film describing the work of the ninth Belarusian Antarctic expedition was screened with a focus on the modern state of affairs with regard to Antarctica exploration. Unique photos of Antarctic nature and of the daily life of Belarusian polar explorers were presented. Visitors were able to get first-hand information about such matters as atmospheric physics, biology, ecology, problems of global climate changes, geophysics, geology, critical services and logistics of polar expeditions. The event was organized by the Central Scientific Library of the National Academy of Sciences of Belarus and the public organization Youth Education Center Fialta.

While we certainly prefer to support them from under a warm blanket, we can't help admiring the work they do and the place where they do it. Just have a look!



Office at the new station



Another view of the office



One of the interior spaces

Photos by: BelTA, Minsknews, the National Academy of Sciences of Belarus.

Read full text at: <http://eng.belta.by/society/view/plans-to-build-first-stage-of-belarusian-antarctic-station-by-2019-106562-2017/>, and: <http://eng.belta.by/society/view/tenth-belarusian-antarctic-expedition-reveals-station-construction-plans-106561-2017/>.



And here's what the accommodation module of the Belarusian Antarctic station looks like. On the outside

PICTURES AND STORIES FROM DAYS GONE BY

Seven Churches of Antarctica

Edited by Billy-Ace

By Messy Nessy
AKA Vanessa Grall
March 2014

Antarctica is officially considered a desert, thus making it the largest desert in the world. But even in this icy barren landscape, the explorers and scientists braving the harshest of climates have still found time for religion. With at least seven churches used for religious practice in Antarctica, these are the Southernmost places of worship in the world...

1. Chapel of the Snows

Located at McMurdo Station, an American science station on Ross Island, this is not the luckiest of churches. Despite being built in an isolated frozen landscape, the church was destroyed by fire twice. The original church was devastated in a blaze that started in the heater room while its replacement burnt down after it had been abandoned for several years and caught fire during a severe storm.

US Navy Seabees of Operation Deep Freeze built the original Chapel of the Snows during the IGY. The current church, also built by the seasonal residents of the station, features custom stained glass featuring the Antarctica continent. During winter, the station is host to around 200 people, while summer sometimes sees up to 1,000 visitors. The non-denominational church also does its best to cater to worshippers of all religions, and Father Michael Smith has even been known to conduct Buddhist and Bahai ceremonies.



Photos of the Ignation Camino

1. The current Chapel of the Snows



Photo courtesy of Lennie Bourgeois

The original Chapel of the Snows



Chapel of the Snows stained glass window

2. Trinity Chapel

This Orthodox Church was built in Russia in the 1990s with Siberian pine and then transported on a supply ship all the way to the Russian (formerly Soviet) Antarctic station, Bellingshausen on King George Island. Two monks from a Russian monastery first volunteered to man the church year-round and since then, the monastery has rotated priests annually.

Defying the destructive power of the polar winds, the wooden structure with Russian carvings stands 15 meters tall. The Orthodox Church can accommodate up to 30 visitors and caters to the spiritual needs of the personnel from the nearby Russian, Chilean, Polish, and Korean Stations. Some services are actually conducted in Spanish. The priests' duties also include praying for the souls of the 64 Russians who lost their lives in various expeditions. Although rarely filled to capacity, the church has performed a wedding ceremony between Russian and Chilean researchers, as well as the occasional baptism.



Inside the Holy Trinity

3. The Ice Cave Catholic Chapel at Belgrano II Base

This cave church with walls made of ice is the Southernmost place of worship of any religion in the world. It is the permanent Catholic Church for an all-year round Argentinean base and scientific research station founded in 1955 on Coat's Island. As a result of its latitude, both day and night here are four months long and the night sky often displays the aurora australis.



Services inside the Ice Cave



(c) Olaf Agnar Frogner

2. The Holy Trinity Chapel



(c) Amado Becquer Casaballe

3. The Belgrano Ice Cave Chapel

4. San Francisco de Asis Chapel

The Esperanza Base Station, one of Argentina's thirteen research bases in Antarctica, is considered by the Argentinians as it's the southernmost "city" (although it's probably closer to a hamlet). As well as a church, the permanent year-around research base also has a permanent school with teachers, a museum, a bar, and a hospital with permanent birth facility where several Argentinians have been born.

And while it's clearly important to the researchers that they stay close to God during their time in Antarctica, they also didn't see the harm of having their own casino too (which also serves as the community centre).



(c) Ivar Struthers

4. San Francisco de Asis Chapel

5. Saint Ivan Rilski Chapel, Livingston Island

Hugged by the surrounding wall of snow, this is the church of the Bulgarian base St. Kliment Ohridski, founded in 1988 by a four-member Bulgarian team. Despite looking pretty basic, it comes complete with a chapel bell that was donated by the ex-Vice Premier of Bulgaria who worked as a doctor at the Bulgarian base in the 1993-94 season, while the roof cross was donated by the Bulgarian artist Dicho Kapushev. The chapel features an icon of Jesus Christ the Bridegroom by the Bulgarian artist Georgi Dimov and an icon of St Ivan Rilski donated by Bulgarian President Georgi Parvanov, who visited and lit a candle in the chapel on 15 January 2005.



5. Saint Ivan Rilski Chapel on Livingston Island

6. Chilean Chapel of Santa Maria Reina de la Paz

Probably one of the few churches in the world made out of shipping containers, this is the unusual place of worship of the biggest civilian settlement in Antarctica, with a summer population of 120 and a winter population of 80. Located on the Chilean military base of King George's Island, Villa las Estrellas is home to several personnel's families with children who live there for up to two years at a time. Religious ceremonies are given by a deacon who lives on the base. The town also has a school, a hostel, a post office, and a bank



(c) Ultima Thule

6. Chilean Chapel constructed of shipping containers (CONEX boxes)

7. Catholic Chapel of Santisima Virgen de Lujan at Marambio Base

Posing in front of the steel-structured Catholic chapel on another Argentina research base, Father Nicholas Daniel Julian sure looks like he could use a better coat! He helped build the church on the permanent, all year-round base, considered Argentina's most important base in the continent. At the time of its construction it was the first airfield in Antarctica and is still one of the most frequently used ones due to its suitability for wheeled landing, for which it is called "Antarctica's Entrance Door".

One More! A Subantarctic Church of Note: The Whaler's Church

This Neo-Gothic church was built in 1913 for a whaling station, in Grytviken, a settlement in South Georgia established by a Norwegian Sea captain. Erected by the whalers themselves, hence its nickname "Whaler's church", it is the only building in Grytviken which has retained its original purpose since the now abandoned station closed in 1966. When the settlement was first established in 1904, it took 195 whales in the first season alone.

The whalers used every part of the animals – the blubber, meat, bones, and viscera were rendered to extract the oil and the bones and meat were turned into fertilizer and fodder. Elephant seals were also hunted for their blubber. Around 300 men worked at the station during its heyday, operating October to March.

The whale population in the seas around the island was substantially reduced over the following sixty years until the station closed, by which time the whale stocks were so low that their continued exploitation was unviable. Even now, the shore around Grytviken is littered with whale bones and the rusting remains of whale oil processing plants and abandoned whaling ships.

In 1998, the church was renovated by the South Georgia Museum, which is located in the manager's house of the whaling station. The church is rarely used except for the occasional marriage ceremony, typically for descendants of whalers who were buried at the settlement.

You may also recognise the church and abandoned whaling station from a cameo appearance in the 2006 Oscar-winning feature film, *Happy Feet*.



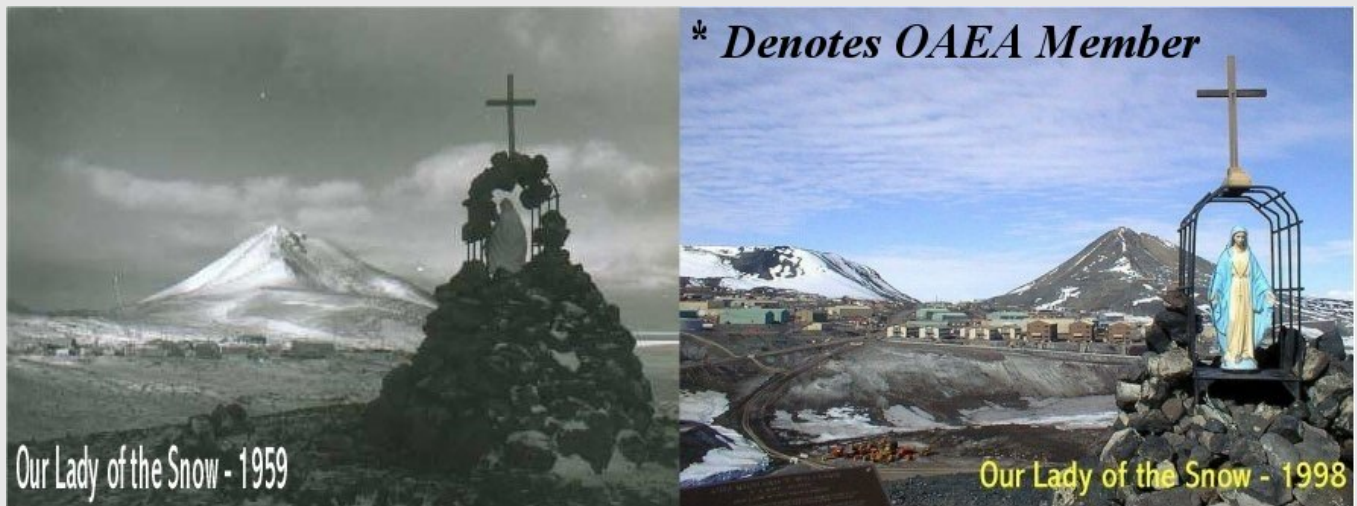
Photos via here.
7. Catholic Chapel at Marambio Base. Father Nicholas Daniel Julian stands in front of the Chapel



The Whaler's church



The settlement's abandoned cinema.



* Denotes OAEA Member

IN MEMORY

OAE Helen Jane Allen, (nee Najjar), 76, died on 3 August 2018, in San Francisco, CA. Jane visited Antarctica as a tourist.

OAE Gerald E. Aten, 66, died on 6 September 2018, in Factoryville, PA. Gerald served in the Navy and deployed to Antarctica. Unit and year(s) unknown

*OAE Ned E. Barr, 81, died on 24 September 2018, at Community North Hospital in Indianapolis, IN. Ned was a Seabee heavy equipment operator. He served in Antarctica during DF-III (1957–58) as an EON2. He was a member of the ADFA.

OAE Elizabeth "Susan" Bartlett, 91, died on 22 September 2018, in Bloomington, IN. Susan served as the National Science Foundation Audiovisual Officer. As NSF producer/director, Susan traveled with film crews to Antarctica. Year(s) unknown.

*OAE AMHC Fred L. Bauer, USN (Ret), 94, died on 19 June 2013, in Rialto, CA. Fred served in AIRDEVRON SIX during DF-I (1955–56).

OAE Homer "Sonny" Curtis Besecker Jr., 90, died on 17 August 2018, in Vestal, NY. Sonny served on the USS *Pine Island* during Operation Highjump.

*OAE James B. Beyersdorf, USN (Ret), 75, died on 6 July 2018, in Pittsfield, VT. James served in NSFA as a HM1 during DF-74. He was scheduled to winter-over, but his billet was cut. James was a member of the OAEA New England Chapter.

OAE Eric Norman Birch, 75, died on 18 July 2018, in Needham, MA. Eric visited Antarctica with his wife as tourists.

OAE Captain Francis M. "Frank" Butler, USN (Ret), 85, died on 11 September 2018, in Boston, MA. As a LT Frank made two deployments to Antarctica on the USS *Glacier* during 1961 and 62 where he served as the navigator. Butler Glacier is named in his honor.

OAE Capt. Jonathan Curedale Calvert, USMCR (Ret), 88, died on 23 August 2018, in San Antonio, TX. In 2000, at the age of 70, Jonathon was a member of an expedition that made the first successful crossing of South Georgia, following the 1916 route of the famous Antarctic explorer Sir Ernest Shackleton.

OAE Jack Lee Carter, USN (Ret), 83, died on 7 August 2018, in Virginia Beach, VA. Jack wintered-over. Unit and year unknown.

*OAE James Edward Chandler, 68, died on 1 Dec 2009, in Palm Bay, FL. James served as an Engineman Firemen on the USCGC *Eastwind* during 1960, and 61.

OAE Patricia Ann "Patti", Cooper, 87, died on, 17 July 2017, in Twin Falls, ID. Patti visited Antarctica as a tourist.

OAE Dorothy T. Corey, 74, died on 24 September 2018, in Dracut, MA. Dorothy visited Antarctica on a ship that sank. Year and name of ship unknown.

*OAE Dr. Richard Turner Crane, M.D., 63, died on 18 April 2015, in Eau Claire, WI. Richard served as the doctor of the NSFA winter-over party at McMurdo during DF-80. During the summer of DF-82 (Jan-Mar 1982) he returned to Antarctica on TAD assigned to NSF with the Antarctic search for meteorites-ANSMET grantee. Where he served with a field party to the Thiel Mountains Region for 37 days, traversing 250 miles by snowmobile and sledge.

OAE Kathleen M. (Devine) Curry-Wagner, 91, died on 14 July 2018. Kathleen visited Antarctica as a tourist.

OAE Robert "Bob" Martin Dale, 77, died on 9 September 2018, at Haven House. Bob served on the USS *Burton Island*. Year(s) unknown.

OAE Dolores Davidson, 87, died on 12 August 2018. Dolores visited Antarctica as a tourist.

OAE Leonard J. Davis, USAF (Ret), 75, of Henderson, KY, died on 14 September 2018, at Kaweah Delta Hospital in Visalia, CA. Leonard served in Antarctica. Unit and year(s) unknown.

OAE Robert "Bob" Debrodt, 92, died on 22 January 2018, in Ann Arbor, MI. Bob visited Antarctica as a tourist.

OAE Dr. Henry Fleming Decker, PhD, 88, died on 17 July 2018, in Ostrander, OH. Henry was a National Science Foundation grantee and served in Antarctica with the Byrd Climate and Polar Research Center. Year(s) unknown.

OAE Norma Lee Deringer, 83, died on 12 August 2018, in Jupiter, FL. Norma visited Antarctica as a tourist.

OAE Roslyn (Henrich) Anderson Doyle, 92, died on 18 September 2018, in North Myrtle Beach, SC. Roslyn visited Antarctica as a tourist.

OAE SWCS Edward Boniface Durand, USN (Ret), 77, died on 8 September 2018, at Mom's Place Assisted Living Home in Camarillo, CA. Edward served in Antarctica with the Seabees. Unit and year(s) unknown.

OAE Dana Barry Edwards, 82, died on 14 July 2018. Back Mountain, PA Barry served in Antarctica with the Seabees. Unit and year(s) unknown.

OAE Robert "Bob" Mayo Failing, 89, died on 1 September 2018, in Santa Barbara, CA. Bob visited Antarctica in order to climb Vinson Massif and Mount Vaughan.

OAE Stephan J. Ference, 67, died on 29 July 2018, in Amarillo, TX. Stephen visited Antarctica with a National Geographic photographers tour.

OAE John Pershing Fields, 85, died on 22 July 2018, in Nashville, TN. John visited Antarctica as a tourist.

OAE RMC Donald Angus Finlayson, USN (Ret), 92, died on 11 July 2018, in Lacey, WA. Donald wintered-over at South Pole Station during DF-IV (1958-59).

OAE Dr. Edward H. Frost, 67, died on 19 July 2018, in Spartanburg, SC. Ed wintered-over at McMurdo during DF-78 as the Det Alfa executive officer and doctor.

OAE Barbara Hargett Frost, 81, died on 5 September 2018, in Phoenix, AZ. Barbara visited Antarctica as a tourist.

*OAE Calvin E. Fuller, 80, died on 25 June 2018, in Warwick, RI. Calvin served as an AK1 in AIRDEVRON SIX during DF-III, DF-IV, DF-60, & 1965-67. He wintered-over during DF-IV. Fuller Dome is named in his honor. Calvin was a member of the OAEA New England Chapter.

Gizela Maria (Trawicka) Gawronski, 87, died on 8 August 2018, in Cape Elizabeth, NJ. Gizela was the widow of William Gawronski the stowaway on Byrd's 1929 Antarctic expedition. See book review in the Oct-Dec 2017 *Gazette*

OAE Joseph F. Gonzalez, Jr., 71, died on 21 August 2018. Joseph wintered-over during DF-68 as an AG3.

OAE George Frederick John Gosbee, 48, died on 12 November 2017, in Calgary, Alberta, Canada. George visited Antarctica on a skiing expedition.

*OAE ADC George E. Griffin, Jr., USN (Ret), 82, died on 16 August 2018, in Pensacola, FL. George served in HU-1 Det 31 during DV-IV onboard the USCGC *Northwind*. He was a member of the OAEA GCG Group Chapter.

OAE Richard "Dick" Joseph Griffin, 88, died on 28 July 2018, in Riverside, CT. Dick visited Antarctica on his private boat.

OAE Jean Marie Halbert, 93, died on 30 July 2018, in Weatherford, TX. Jean visited Antarctica as a tourist.

OAE AGC John "Jack" Edwin Halpin, USN (Ret), 69, died on 26 July 2018, at Patrick AFB in Florida. Jack served in Antarctica with NSFA Summer Support from 1979-82.

OAE Victor W. Hart, 86, died on 2 September 2018, in Topsham, ME. Victor visited Antarctica as a tourist.

OAE Phoebe Hartman, 87, died on 16 July 2018, in Wilmington, DE. Phoebe visited Antarctica as a tourist.

OAE Capt. Ted Hendershot, SC USN (Ret), 88, died on 6 September 2018, at Mirabella in Portland, OR. Ted served in Antarctica during DF-II.

OAE Mary Jane Hill, 75, died on 21 September 2108, in Boise, ID. Mary Jane visited Antarctica as a tourist.

OAE Olive Hobbs, 96, died on 20 September 2018, in Akron, OH. Olive visited Antarctica as a tourist.

OAE Kenneth "Kenny" Ray Holder, 78, died on 18 September 2018, in Shepherdsville, KY. Kenny served as a fireman on the USS *Glacier* during DF-61.

*OAE Ronald S. Hood, died on 20 March 2017 in, Bedford, MA. Ronald served in AIRDEVRON SIX from 1963 to 65. He was a member of the OAEA New England Chapter.

OAE John Hughes Corson Sr., 97, died on 28 August 2018, in Falmouth, ME. John visited Antarctica as a tourist.

OAE Robert T. Jacobsen "Dr. Bob", 80, died on 17 March 2018, in Rochester, NY. Dr. Bob visited Antarctica as a tourist.

OAE Phillip Fay Junkins, 82, died on 7 July 2018, in Connersville. Phillip served on the USS *Burton island* and made two deployments to Antarctica. Years unknown.

*OAE PO1 Jan Karl Just, USCGR (Ret), 74, died on 10 October 2017, in East Syracuse, NY. Karl served on the USCGC *Eastwind* during DF-60.

OAE Jenifer Anne Kohout, 54, died on 23 July 2018, in Anchorage, AK. Jenifer visited Antarctica as a tourist.

OAE Patricia Krock (née Lightbody), 85, on 9 August 2018, in San Francisco, CA. Pat visited Antarctica as a tourist.

OAE LTCOL Karl Phillip Kuehn, USA (Ret), 83, died on 13 August 2018, in Wichita Falls, TX. Karl visited Antarctica twice as a tourist.

OAE John H. "Doc" Lewis, 88, died on 2 August 2018, in Colorado Springs, CO. Doc served as a geologist with the USARP Fosdick Mountain Party during DF-68. Lewis Rocks are named in his honor.

OAE Edwin "Eddy" Harry Maxfield, 81, died on 26 June 2018, in Donna, TX. Eddy served in Antarctica with the US Navy. Unit and year(s) unknown.

OAE Charlene McKeithen, 85, died on 12 July 2018, in Williamsburg, VA. Charlene visited Antarctica as a tourist.

OAE Thomas H. "Tom" McKinney, III, 76, died on 31 August 2018. Tom made one deployment to Antarctica while in the US Navy. Unit and year unknown.

OAE Stephen Carl Meyers, 57, died on 15 July 2018, in Jaffrey, NH. Steve visited Antarctica as a tourist.

*OAE LT George Emory Mixson, USN (Ret), died on 14 June 2018, in Beeville, TX. George served NSFA in flight following during DF-79 and was the operations officer during DF-80.

OAE CDR Robert Lee Moss, USN (Ret.), 84, died on 16 August 2018, in Pensacola, FL. Bob served as the OIC of NSFA Det Delta in Christchurch, NZ from 1974 through 1976.

OAE MCPO Kenneth H. Neuroth, USN (Ret), 75, died on 11 April 2017, in Surprise, AZ. Kenneth served as an AC or AG on the ice between 1968 and 1972.

OAE Baden Nolan Norris, died on 8 August 2018, in Christchurch New Zealand. Baden made his first of 13 trips to Antarctica in 1964 as a member of the Discovery Hut Restoration Team. Norris Glacier is named in his honor.

OAE William Lee Olds Jr., 77, died on 27 July 2018, in San Francisco, CA. Bill visited Antarctica as a tourist.

OAE David T. Osuga, 82, died on 28 July 2018, in Sacramento, CA. David was a scientist in Antarctica. Year(s) unknown.

OAE Ana María Pagés, 86, died on 24 June 2018, in Washington, DC. Maria visited Antarctica as a tourist.

*OAE AMCS Elmer Phillips, USN (Ret), 75, died on: (date of death unknown), in Morrison, MO. Elmer served in AIRDEVRON Six as an AMH4 from 1963 through 1966.

OAE Little Dow Player, USN (Ret), (his friends called him Dow), 88, died on 26 August 2018, in Eugene, OR. Dow was a Navy pilot who flew over the North and South poles. Unit and date(s) unknown.

OAE Patrick "Pat" Quilty, PhD, died on, 26 August 2018. Pat first visited Antarctica in 1965 as a field palaeontologist with the University of Wisconsin. The United States Antarctic Research Program named Quilty Nunataks in his honor. Quilty Bay in the Larsemann Hills near Davis station was named in his honor by the Australian Antarctic Names Committee.

OAE Lawrence Steven Rose, died on 7 August 2018, in Austin, NV. Steve visited Antarctica as a tourist.

OAE Edward G. Rosenson, 77, died on 9 September 2018, in Brentwood, CA. Eddie visited Antarctica as a tourist.

OAE Ann Ruppel, 82, died on 4 August 2018, in Seattle, WA. Ann visited Antarctica as a tourist.

OAE Alan Eugene Schlosser, 88, died on 3 August 2018, in Portland, OR. Alan served in Antarctica with Operation Highjump while in the US Navy.

*OAE SCPO Lawrence Martin Schnell, USN (Ret), 88, died on 10 February 2018, in Houston, TX. Lawrence was attached to NSF Det One Christchurch New Zealand from 1963 to 65. He made trips to McMurdo and South Pole Stations.

OAE Ronald Earle Schuldt, 75, died of dementia on 10 August 2018. Ronald was deployed to Antarctica while serving on the submarine USS *James Polk*. While in Antarctica the submarine collided with a Russian submarine that sank with all hands. Editor's Note: I can't find any record of this incident or of the USS *James Polk* serving in Antarctica.

*OAE Captain Ronald Edward Sorna, USN (Ret), 81, died on 1 October 2017, in Port Orange, FL. Ronald served in AIRDEVRON Six from 1966-68 (DF-67 & 68) as a LT/LCDR C-117 and LC-130 pilot. Sorna Bluff is named in his honor.

OAE Alvie G. Spencer Jr., 85, died on 28 August 2018, in Finksburg, MD. Alvie visited Antarctica as a tourist.

OAE David Paul Spencer, 96, died on 11 September 2018, in Metairie, LA. David visited Antarctica as a tourist.

OAE James "Jim" Stewart, 89, died on 7 June 2016, in Irvine, CA. Jim was the chief diving officer emeritus at the Scripps Institution of Oceanography and the so-called "father" of the U.S. Antarctic Program's diving program. Jim made numerous deployments to McMurdo and Palmer Stations. Stewart Peak is named in his honor.

*OAE AMH1 Warner Guy Sublet, 76, USN (Ret), died on 9 September 2018, in Stockton, CA. Guy served in Antarctic Dev Ron Six during 1971-73, and 1976-78 as a flight engineer.

OAE Thomas Eugene Szalay, 70, died on 11 August 2018, in Everett, WA. Thomas visited Antarctica as a tourist where he took the polar plunge.

OAE Dr. Robert "Bob" H. Tate, 70, died on 31 July 2018, in Houston, TX. Bob visited Antarctica to run a marathon.

OAE Avis Beverly Tempas, RN, 89, died on 24 April 2018, in Scottsdale, AZ. Avis visited Antarctica as a tourist where she danced with penguins.

OAE Paul Everade Anthony Thomson, 65, died on 22 August 2018, in Hartford, CT. Paul was a member of the Naval Para-Search & rescue team assigned to the historic Air New Zealand DC-10 crash at Mt. Erebus, Antarctica in 1979. He was stationed at McMurdo Station in Antarctica, as a nuclear engineer for the Naval Support Force Antarctica exploring the ice & taking core samples for research as a member of the secret military expedition Operation Deep Freeze. Editor's Note: Most unusual, and strange. Very strange.

OAE James F. Tomlinson, 92, died on 17 July 2018, in Brunswick, ME. James served in Antarctica in as an Associated Press reporter in 1957.

OAE William A. Wesp, died on 7 September 2018, in Northport, NY. William visited Antarctica as a tourist where he photographed penguins.

*OAE Edward Authur Whitton, 72, died on 20 Dec 2015, in Sarasota, FL. Edward served in Antarctic Dev Ron Six as a Photographers Mate First Class (PH1) during during DF-78.

OAE Rose Wilson, 92, died on 19 July 2018, in Ann Arbor, MI. Rose visited Antarctica as a tourist.

OAE Cheryll Ann Zink Wyne, 69, died on 14 July 2018, in Franklin, IN. Cheryll visited Antarctica as a tourist.

OAE Charles Richard Wyttenbach, 85, died on 11 June 2018, in Lawrence, KS. Charles visited Antarctic as a wildlife photographer.

Chaplain's Corner

Johnnie Draughon—OAEA Chaplain

For You have tried us, O God; You have refined us as silver is refined. You brought us into the net; You laid an oppressive burden upon our loins. You made men ride over our heads; We went through fire and through water, Yet You brought us out into a place of abundance. (Psalm 66: 10-12)



A few days ago, I heard a report on the radio about “Lawn Mower Parents.” Those parents who move in ahead of their children and make sure all obstacles are mowed over so everything will be smooth for their child and they will never have to deal with any difficulties in life while growing up. Then my old friend Jungle Jim OLeary (who is sometimes really leery – just kidding, maybe???) posted some beautiful pictures of icebergs in Antarctica showing ribbons of green, dark green and blue ice, which had been created by many decades of cold and pressure. Scripture reminds us frequently that we will be refined by fire, pruned and shaped by the potter’s hands. And the Gospel of John reminds us that Jesus said, “... in this world we will have trouble. But take heart! I have overcome the world.” (16: 33) Perhaps our lives are better, fuller, and more beautiful because we struggle from time-to-time. Wintley Phipps, vocalist, once said that his grandmother would remind him often, “If the mountain was smooth you couldn’t climb it.” I pray that each of you will find that “place of abundance” in your own lives. Just food for thought.

May the blessings be,
—Johnnie Draughon, Chaplain

§

Wintley Phipps is an ordained pastor, world-renowned vocal artist, motivational speaker, and education activist and has been the featured speaker and performer for many notable occasions around the world.



Wintley has performed for Presidents Jimmy Carter, Ronald Reagan, George H.W. Bush, Bill Clinton, George W. Bush and Barack Obama at several National Prayer Breakfast events and other distinguished celebrations.

The Hairy Ice Worm

Ooie Gooie was an ice worm.
He lived in Winter Quarters Bay.
Ooie Gooie had hair on his tummy.
Ooie Gooie

Ooie Gooie was an ice worm
A wiggly worm was he
He had hair on his tummy
Ooie Gooie

One day Ooie Gooie came ashore.
He fell into the honey bucket at the CPO Club
And he got his tummy gummy.
Ooie Gooie!



Ooie Gooie the hairy ice worm



The CPO Club Honey-Bucket Circa 1962

TIDEWATER GROUP GET TOGETHER

by Ed Hamblin

Our Tidewater area OAE social group met for lunch on Saturday, 7 July. Not too many showed up, but we still had some fun and interesting conversation; and the food isn't bad for the price, either. Present were Tammy and Charlie Thompson, Bill Murray, Brad Miller, Wayne Rogers, Neil Sugermeier, Herb Schaefer, Linda Hamblin and Ed Hamblin.

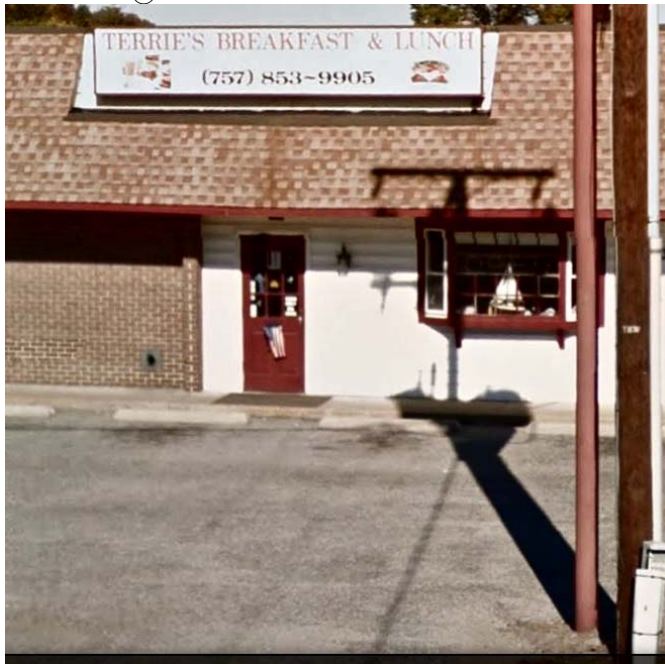


Bill Murray and Brad Miller

By the time this shows in the *Gazette*, October's lunch will be history; and our next gathering after that will be 5 January 2019 weather permitting. We have been snowed out (sounds funny for OAEs to get snowed out) the last two years for our January lunch. We meet at Terrie's Breakfast and Lunch on Military Highway in Norfolk (vicinity of the Norfolk airport) around 1130 to socialize and have lunch. If you aren't already notified via e-mail and would like to be included in the e-mail notification/reminder that goes out before each quarter's lunch, drop me a line at ehamblin74@verizon.net to be added to the list.



Charlie Thompson and Neil Sugermeier



Terrie's



Linda Hamblin



Wayne Rogers

Herb Schaefer and Tammy Thompson

Mary Poppins Director Stephen Lott Puts An Element Of Fun In Every Prop That Must Be Done



Director Stephen Lott poses with his penguin prop friends that were made for the production of "Mary Poppins" at the Pensacola Little Theatre in Pensacola, Florida on 6 July 2018.

Editor's Note: The photo by Gregg Pachkowski and a story by freelance writer Mike Suchcicki appeared in the Pensacola News Journal

MARY POPPINS COMES TO PENSACOLA

Any fan of the classic Disney film *Mary Poppins* knows that a quartet of dancing penguins sang *Jolly Holiday*. However, did you know that three of them were cheerful but the leader was a little cynical?

The Pensacola Little Theatre production of the Broadway musical version of "Mary Poppins," based on both the original P.L. Travers novels and the Disney film. The penguins are but a sample of many handcrafted props from the show created by Lott, 57, who is the play's director.



The penguin figurines are from the collection of Billy-Ace

THE WHITE HORIZON

Reviewed by Ed Hamblin

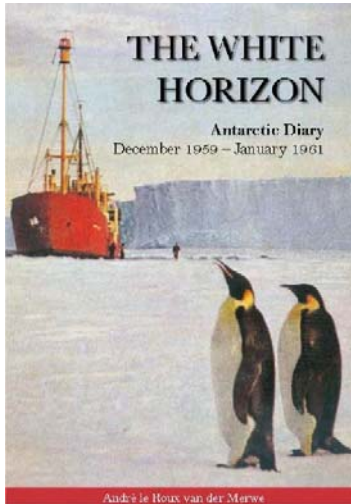
BOOK REVIEW



The White Horizon. Antarctic Diary December 1959-January 1961 by Andre' le Roux van der Merwe. Soft cover, 148pp illustrated. Published 2017 by Antarctic Legacy South Africa.

THE WHITE HORIZON

Originally published as *Die Wit Horison* by Human & Rousseau in 1968 in the Afrikaans language, the Antarctic Legacy of South Africa had the book translated into English and then published for a wider international audience. This book is about the first South African 10 man winter over party on the continent after they took over a Norwegian station in Queen Maud Land when the Norwegians decided to pull out of Antarctic operations in 1958. Taken from diary and other notes, it is written in the first person and covers the period from the departure from Cape Town in December of 1959 to the end of the first South African winter over and subsequent return to Cape Town in January of 1961. Authored by the expedition doctor, it is a compelling window into a little known slice of Antarctic history. Written without heroics or drama, it is a fine factual record of day to day living under very arduous and unforgiving conditions.



The book starts the week before the scheduled departure by ship *Polarbjorn* for the Antarctic. *Polarbjorn* was a converted Norwegian sealing ship of 486 tons that was selected for the expedition. The first chapter introduces the 10 members of the wintering over party, and details the circumstances of the first of two tragedies (ship's company deaths) that transpired within the first nine days of the expedition. The first death was the Chief Steward who went over the side approximately two hours after departure from Cape Town, and the second (outlined in Chapter 2) was the Second Officer, an apparent suicide, possibly tied to the death of the Chief Steward. Following those, the author

dwells for several chapters into the near despair of the crew when the ship gets iced in and can't break free of their own accord. Finally, the fortuitous arrival of an Argentinian ice breaker headed for the Argentinian Antarctic Belgrano station provided their salvation and allowed the South African ship to break free from the ice and continue to their final destination, arriving weeks later than planned.



We were hot on the hells of the San Martin

Once the book got into the actual setting up of the station for their operations and the day-to-day problems needing solutions, I found it hard to put down. There is a lot of detail about getting an already decrepit and inadequate small station tweaked and ready to support them during the winter over period. Throughout the book, the author also devotes some paragraphs about each of the station members during the winter over, exploring their personalities and psyches.



Three Adelie Penguins perform a circle dance in the foreground with the Polarbjorn in the distance



Stuck in the ice. With poles and ice picks, we jumped overboard to break up and push the ice away



Making music helped to pass the time

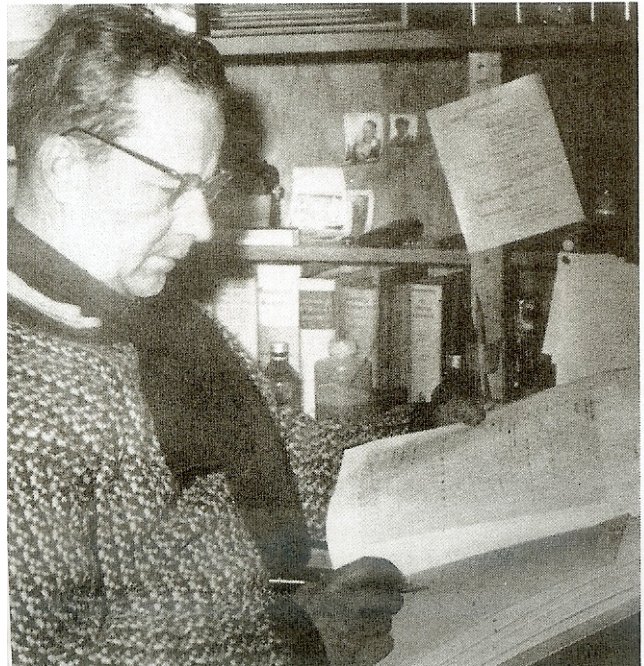
The book is written chronologically, so nearly half the book is given over to early season operations and into the start of winter. Then, I almost got the idea that the author tired of keeping detailed notes on which he later drew his book narrative from. Because the period from mid-winter to return to South Africa is covered in just the last 40 pages, I actually found it a metaphor for my own winter over experience; where the period of darkness dragged, and then once sunrise came, the time passed quickly until our departure. That is exactly the flashback I got while reading the book.

The book is a good read, and will find a permanent place in my small Antarctic book collection.

FROM THE INSIDE FRONT COVER

For almost 50 years now, the South African flag has flown on the Antarctic Continent, and every year a new team of scientists and technicians leaves Cape Town for this inhospitable ice desert to man our country's southernmost research station. Their task is to ensure that South Africa is also able to take its place in this field, and not be left behind in the global race towards understanding the South Polar Region.

In *Die Wit Horison*, one of the members of the pioneering expedition of 1959–1960 relates, in his own words, the story of South Africa's first Antarctic team that, under extremely difficult circumstances, had to lay the groundwork for this important task. Although they had a leader with prior Antarctic involvement, to a large extent the group of scientists had to build up their own experience and could seldom rely on the experience of their predecessors.



Andre in his waiting room/laboratory

Dr Andre van der Merwe, author of *Die Wit Horison*, was the group's medical officer, a post that placed him in the unique position of being able to observe the expedition from every angle. He offers a gripping account of the life and work, the adventures and recreation, the seriousness and moods, of the men's stay in Antarctica. His account is based on detailed diary notes and has the unmistakable stamp of authenticity.

The superb photographs in the book actually tell a story of their own and bring the descriptions in the text alive in the mind's eye.

Launch of The White Horizon

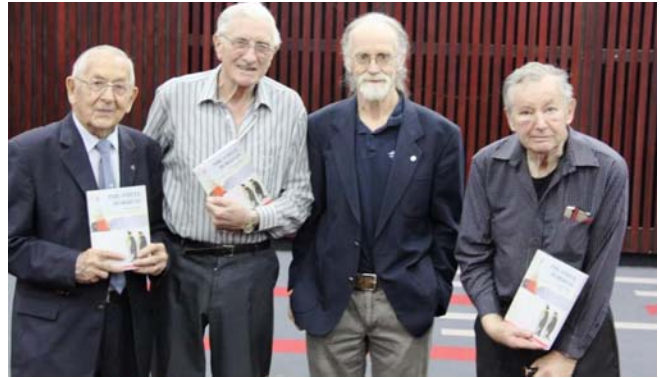
The Publication “*Die Wit Horison*” was written in Afrikaans by Dr André le Roux van der Merwe, Medical Doctor of SANAE 1—South Africa’s first Antarctic expedition of 1959–1961. Until now, this has meant that the book has only been accessible to Afrikaans readers and not to wider national and international audiences. The text has been translated with the aid of a grant received from the Trans-Antarctic Association by Hanlie Gouws, an environmental journalist who has visited Dronning Maud Land in Antarctica. Her translation was then checked against the original text by Marianne de Villiers (who also co-wrote the introduction to the translation) and André Fourie. Final editing of the translation was undertaken by John Cooper. South Africa’s National Research Foundation and the Trans-Antarctic Association grants have allowed publication of *The White Horizon*. Human & Rousseau agreed to the publication of the English text.



Anche Lown, the surviving SANAE 1 members, and ???

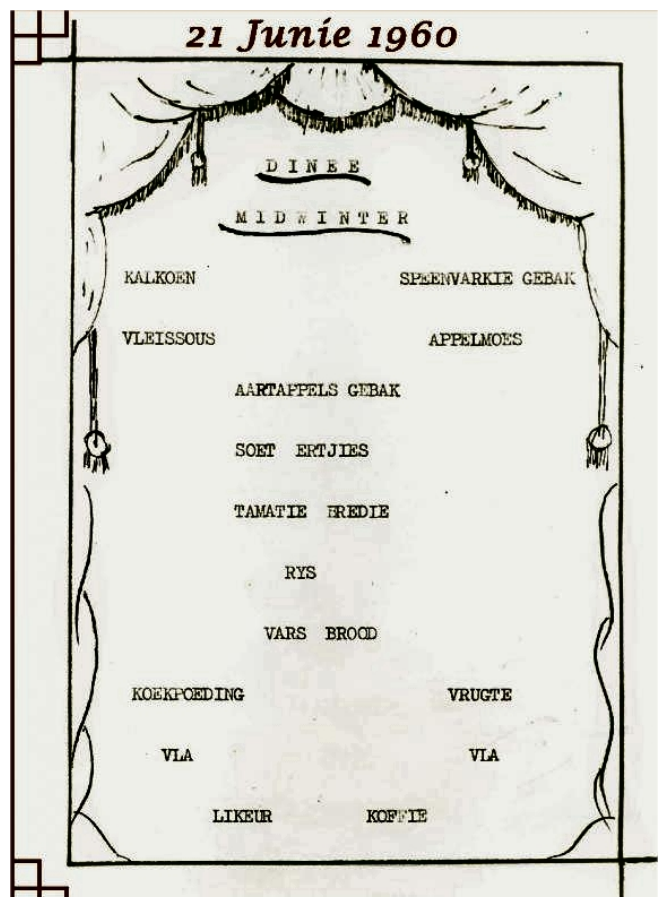
The launch of the English translation – *The White Horizon* was on 14 April 2018 in Pretoria, at the National Library of South Africa. This was a memorable event as the Antarctic Legacy of South Africa (ALSA) was able to have the three remaining members of the first South African Antarctic expedition to attend the launch – a written diary of their adventure and endurance in the most extreme continent on earth. Included in the back of the book is a CD that contains the images provided by Dr André le Roux van der Merwe as well as the Afrikaans edition (“*Die Wit Horison*”) of the publication.

Ria Olivier welcomed everyone and expressed gratitude for those involved in the publication of *The White Horizon*. Thereafter John Cooper told the story of how the translation came about and during this ceremony copies were handed to the three remaining SANAE 1 team members. Copies were also presented to Mettie la Grange (wife of the leader of SANAE 1, Hannes la Grange), also to the daughters of André le Roux van der Merwe who played an important role in the publication; Janetjie van der Merwe and Elmarie de La Ray.



John Cooper presented a copy of *The White Horizon* to the three remaining team members of SANAE 1 (L-R: Marten du Preez, Chris de Weerd and Theo van Wijk).

Afterwards a meal was served that reflected the SANAE 1 Midwinter and Christmas menus. During the meal Marten du Preez and Chris de Weerd shared some special stories of their time in Antarctica.



SANAE 1 mid-winter day menu



14 April 2018 menu at the Launch of the White Horizon ceremony.

Please visit our website www.antarcticlegacy.org and the ALSA archive for more images and documentation of SANAE 1.

This is the fourth book published by ALSA in what is expected will become a valuable series of publications about the history of South Africa's legacy 'down south'. Please contact us if you are interested in purchasing a copy of the publication.



First SANAE Crew

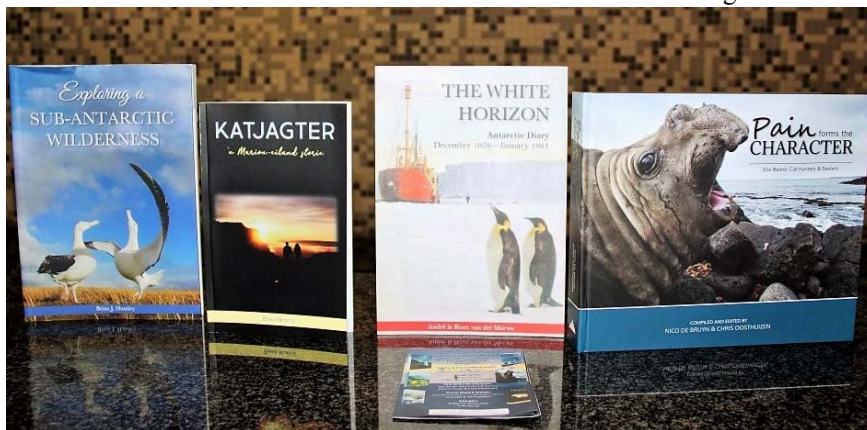


ABOUT THE AUTHOR:

Andre le Roux van der Merwe was born on 10 May 1916 at De Rust, at the entrance to Meiringspoort, where his father was a missionary. The family then moved to Barrydale and eventually to Middelburg, Cape Province, where he completed primary and high school. It was these years that ignited a passion for the wide-open spaces and the simple outdoor life.

In 1934 he enrolled at the University of Cape Town and graduated in 1940 with BSc and MB ChB degrees. This was followed by periods as a medical practitioner at Beaufort West, Nongoma and Vryheid.

In 1959 his life took an unexpected turn. The call of the unknown grew too strong and he impulsively decided to join the first South African expedition to Antarctica. After a year of unique experiences, which were the inspiration for this book, he became a member of the research team of the National Nutrition Research Institute of the Council for Scientific and Industrial Research in Pretoria. He died on 4 December 1969.

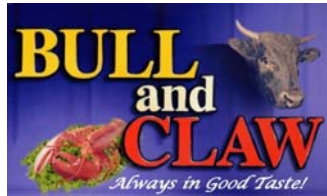


The four books published thus far by ALSA

New England Chapter Fall 2018 Meeting

By Marty Diller,
New England Chapter Secretary-Treasurer

After holding meetings three times a year since 2003, the New England Chapter has settled into a regular routine: meeting in RI each spring, in Mass every summer, and in Maine each fall. It has been my observation that members enjoy the food at the Bull N'Claw restaurant, in Wells, ME, the most. Further, at \$20 per person (incl. tax & tip), none of our other meeting sites offers a less expensive meal. For our 29 September meeting, once again, the Bull N'Claw didn't disappoint on either perk. We had 48 members and guests at this meeting, including Chapter 'At-Large' member Roy Roberts (VX-6 DF-62 and 63; Para-Rescue Team 63) and his wife, Kathy. Roy and Kathy moved from Arlington, MA to Estero, FL in 2013. They now migrate back to New England each summer.



Chapter Business

In “unfinished business,” the Chapter is still looking for a volunteer(s) to take over the Chapter’s website maintenance from Webmaster Anne Hazard. At our June meeting, we included an update about the son of member Joe Stravinsky (NSFA DF-72-74), who was suffering from leukemia. Sadly, Joe Jr. passed away in August.



Photo by Dave Hazard

Chapter Secretary Marty Diller speaks during the business meeting after lunch. Nick & Mary Pellegrino sit on the left.

As usual, the “New business” portion of the meeting was primarily updates about ongoing items of interest to the Chapter:

(1) In July it was announced that member Tom Henderson (Surveyor, USGS; 1979-80, 1981-82 (w/o Pole), 1997-98) was awarded the prestigious ‘Award of Merit’ for “notable artistic and technical production” in a national film competition (of documentary filmmakers) for his documentary, *Ice Eagles*—a 2-hour DVD about the history of Antarctic aviation.

(2) In the Jan-Mar 2017 *Explorer’s Gazette*, I reported that the Quonset Air Museum was closed in March 2014 due to structural damage from heavy snow. Since then, the artifacts from the museum had been boxed and stored on site. On 16 July, I received a call from former QAM President John Kane to offer the Chapter an opportunity to claim Antarctic-related artifacts (photos, plaques, jackets, etc., previously held/displayed at the Museum) before they would be removed from the site for disposal. Life member and RI resident Nick Pellegrino (VXE-6 DF-71 and 72) and his wife, Mary, met with Mr. Kane on 22 July, and on behalf of the Chapter, took custody of a number of VX-6 related artifacts and memorabilia (see photo). Our challenge now is finding a suitable museum or organization to take custody of these artifacts.



Photo by Nick Pellegrino

VX/VXE-6-related artifacts and memorabilia have been recovered from the Quonset Air Museum. The recovered items included various plaques, framed photos, a 12” tall plastic penguin figurine, official USN 16mm color film reels, extreme cold weather gear, and a large TF-43/VX-6 logo banner.

Fundraising

The winner of the meeting's 50/50 raffle was Life Associate member Anne Hazard. The door prize winner, John Drews (ITT Contractor, McMurdo, 1984-85), won a free lunch at the next Chapter meeting he attends.

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 30 March 2019, at the *Quonset O'Club* restaurant in North Kingstown, RI. The Summer 2019 meeting is planned for 1pm on Saturday, 8 June, at *Conrad's* restaurant in Walpole, MA.



Photo by Dave Hazard

Table 1: L to R: Bob Rainville (VXE-6 DF-74 & 75), guests Jim Morrison (VX-6 DF-IV) and his son Bill, guest Joe Donahue (VXE-6 PFE, DF-70-74), Hank Engberg (VXE-6 PLM, DF-70-74) and Fred Gladstone (USS Wyandot, DF-IV).



Photo by Dave Hazard

Table 4: On the left, Penny & Bob Berube (CBU-201 DF-69) talk with Art Goulet (MCB-8, McM DF-64) & his wife Irene.



Photo by Dave Hazard

Table 5: On the left, near side, Bill Highlands (Hallett Station (w/o DF-III) and Al Buckes (ASA, DF-66-67) share Antarctic tales with Rick Canfield (ASA, ITT (power plant tech); 1981-83, w/o McM 1981 and 1983; s/s 1981-82).



Photo by Dave Hazard

Table 6: In the foreground (left side), Barbara & Barry Chase (VX-6 Crew Chief, DF-60 & 61 (R4D), 65 (C-54), 66-68 (LC-130)), sit across from Kathy & Roy Roberts (VX-6 DF-62, 63; Para-Rescue Team 63). To Kathy's right, is Fred Santino (VX-6 DF-65, 66).

NEW OAEA MEMBERS

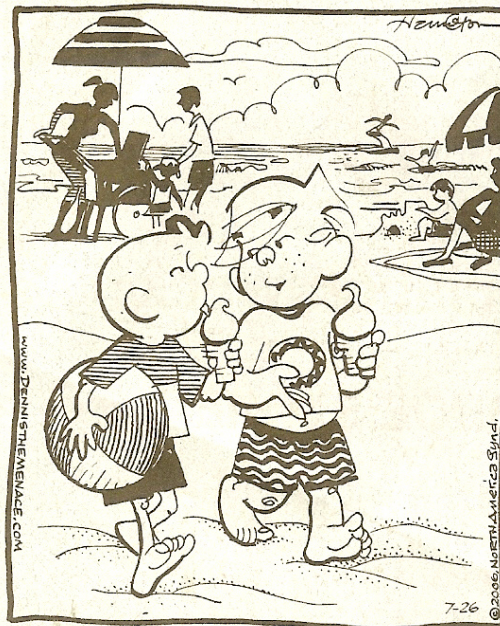
Thanks to Sandwich Girl, OAEA Webmaster, John Lamont West, Marty Diller, Antarctic Society Newsletter, John Stewart, Ed Hamblin, Jimmy Conn, Tom Rich, Yolonda Washington, Pensacola News Journal, and NAS Pensacola Gosport for recruiting new members or for providing names and contact info for prospective members.

If you know of any OAE, or anyone interested in Antarctica, who is not a member of the OAEA please send their contact info to the OAEA Membership Chairman at upizauf@aol.com or 850 456 3556.

The below list of personnel have joined the OAEA since the previous issue of the *Gazette*.

		*Denotes Associate Member
		§Denotes Upgrade to Life or Renewal of Annual Member
		ΦDenotes Upgrade to Regular Member
Barsoum, Adib LT MC	Life	Ellsworth Station DF-III & WO Doctor DF-IV (1957-59)
Baum, Brian CIV	Life	Commercial Flight 77
Bevan, Beau CIV	Annual	USAP MCM DF-17
Beyersdorf, M. NOK	Φ§Life	Widow of James
Bitner, Robert EA3	Life	CBU-201 1967-69
England, Lew PFC	Life	NSFA 1959-61
Hartman, Susan NOK	§Annual	Daughter of Hoot
Isaacson, Ned CIV	Life	MV <i>Corinthian</i> 2016
Jennings, Cedell AE2	Life	VX/VXE-6 SS & WO 1965-68
Jennings, Daniel CIV	Life	USAP 2002-11
Johnson, Jim HMCM	Life	NSFA WO DF-78
Kurek, Francis ABH2	Life	VX-6 1968-69
McCall, Jack RM1	Life	ASA WO DF-60
McDevitt, Francis CN	Life	MCB-4 DF-IV (58-59)
McGaha, Dexter ABH1	Life	NSFA 1978-80
Nelson, Keri CIV	Annual	USAP 2007-18
Orr, Barbara NOK	Life	Widow of Thomas
Parra, Alfred YN1	Life	NSFA 1978-81
Price, Anthony AZ2	Life	VXE-6 1988-90
Rich, Thomas CIV	Life	Tourist 2007
Rich, Virginia CIV	Life	Dau of Tony Morency See page 21 Tourist 2007
Spence, M. LCDR	Life	VXE-6 1987-90
Towle, Jonathan CIV	Life	USARP WO DF-79 South Pole Station
Walthall, James CPO	Life	VXE-6 1974-78 & 1980-83
Washington, Y. CIV	Life	MV <i>Ortelius</i> 2018 Scientific Support
Washingtonhigh, J. CIV	Life	MV <i>Ortelius</i> 2018 Daughter of Yolonda

DENNIS THE MENACE



"HERE'S WHAT I THINK, JOEY... SANTA GOES TO THE SOUTH POLE FOR THE SUMMER."

REUNION & MEETING INFORMATION

Send reunion notices to Billy-Ace Baker at 850 456 3556 or upizauf@aol.com for publication in the *Gazette*

The Iceholes: Minneapolis, MN, 4 July 2018, at Terri Nelson Farm in western Minnesota for an event she's calling "Burn, Bang, and Booze" to celebrate America Independence Day with Antarcticans. POC Allison Barden at: sandwichgirl@gmail.com, or 415 867 6759.

The Antarctic Society: Port Clyde, ME, 20-22 July 2018. POC Paul Dalrymple, pcdal@roadrunner.com.

MCB-1: Ft Collins, CO, 27-30 September 2018. POC Saxton Wiley. 970 217 0628, saxtonwl@gmail.com. MCB served during DF-II, IV, and 62.

NMCB-71: Nashville, TN, 16-22 September 2018. POC Jerry Montecupo by phone at: 412 373 3096, or by email at: jmontecupo@verizon.net.

USS Yancey: Dallas, TX, 25-29 October 2018. POC George Clifton. clifs@ameritech.net, or 708 425 8531. The *Yancey* served during Highjump.

USS Wilhoite: Albuquerque, NM, 8-11 October 2018. POC Bob Gray. Bob can be contacted at: 601 595 2415, by eMail at: davidisabled@att.net. The *Wilhoite* served during DF-61.

OAEA: Jacksonville, FL, 11-13 November 2020. POC Dewey Painter. Dewey can be contacted at: 904-962-1928, or by email at: oaea2020reunion@gmail.com.

OAE LOCATOR

Send locator information to the editor by email at upizauf@aol.com, or by snail mail to 10819 Berryhill Road, Pensacola FL 32506, or by phone at 850 456 3556.

- Gary Cullen has a large collection of Antarctic memorabilia from his winter-over at Palmer Station in 1977.

Patches, stamps, plaques, QSL cards, etc, and about 500 original slides taken while there. It's time to empty the closet. If there is anyone interested in Gary's collection he can be reached at: 2329 Tennessee St, Vallejo, CA 94591 USA, by phone at: 707-649-2388, or by email at: kcmoo@aol.com.



Gary Cullen

- Kelly Ambrosius is trying to find a way to locate medical records for treatments/visits when she was on the ice. Kelly was stationed with Naval Hospital Twentynine Palms when she was selected to be a part of the 1995-1996 operation deep-freeze summer deployment. During pre-deployment, each medical record was prepared at the NSFA medical clinic in Port Hueneme. Kelly noticed recently while looking for documentation to back up an injury none of her deep-freeze records were in her military medical record. Kelly can be reached by email at: kellyambrosius@gmail.com, or by phone at: (847) 603 1498.

Editor's Note: My question is, why did they prepare new medical records for Navy personnel? When I retired from the Navy in 1986 I was able to get a paper copy of all my military records from BUPERS. Now I think you can still get a copy, but in the form of a microfiche. BUT if NSFA did NOT forward Deep Freeze records to the bureau you may be SOL. I developed eczema/psoriasis on the ice and that was in my records. I was able to get a 10 percent VA disability based on service connection because of documentation in my health record.

- Fred Dietrich was with MCB-71 at Byrd Station where the crates destined for the South Pole Dome were staged for shipment. He was in charge of locating the crates and prepping them. Fred was also the leader of putting-in the new Brockton Station and returning the existing station back to McMurdo. Fred has been searching for information concerning a Masonic Square Club in McMurdo. If anyone has any information Fred would be interested in seeing it. Fred can be reached at: 1101 Ridge Ave, Dunmore PA 18510, or email at: FJDietrich@verizon.net.

Editor's Note: I vaguely recall there was a Masonic Club at McMurdo when I was in summer support between 1975-80 and that there were notices in the NSFA POD or the McMurdo Sometimez, about Masonic meetings in Hut 14. That was the old PM3A hut, so since nukey poo was closed it must have been in the 1977-78 time frame.

Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Saturday 7 July 2018

Meeting—It was sprinkling slightly when I went to pick up Sean and Danny. By the time we got to Sonny's it was bright and sunny. Several spouses who regularly attend decided to stay at home because of the rain. But, we did have 21 members and guests in attendance. Not so impressive since nine of the attendees were members of my family. Art Uhlrich finally showed up and I was able to present him with the name tag he ordered at the January meeting.

We did not have a guest speaker and there was no business to discuss, so after everyone ordered lunch Duck started selling 50/50 tickets and since Pam was not in attendance I passed out the door prize tickets. Jim Speed and his wife showed up just as Duck was about to buy his own tickets. After Duck took care of the Speed's ticket needs he asked Danny to draw a ticket. However Danny was not in the mood for it, and neither was Ken Pye's service dog, Bradley, so one of my grandsons, Bradley Konrad, drew the ticket and it turned out to be one that Duck sold to himself. Duck took



home \$33 as his share of the kitty. Tracey Baker won the door prize consisting of a set of three US Antarctic Program International Polar Year patches and a 100th Anniversary of South Pole patch.

Sean took a few pictures until something happened to my camera that he was using. Mary Lou was not in attendance, so we did not get very many photos of the meeting.

After the drawings were held there being no further business the meeting was concluded. The next meeting will be at Sonny's on 4 August.



Robert Konrad, Ashlee Baker & Bradley Konrad

Saturday 4 August 2018 Meeting—We only had 18 members and guest at our August meeting. I did not make any notes after the meeting but we had several first time attendees and several people who we had not seen for a long time. We did not have a guest speaker, so I had everyone stand and introduce himself or herself and briefly relate their Antarctic experience.

Yolonda a new member traveled to Antarctica in March 2018 aboard the MV *Ortelius* with her daughter Journey and worked with the expedition members on a science project. Yolonda stated on her membership application that they participated in gathering research for the study of microplastics in the Antarctica marine system. Yolonda and her daughter were in contact with 11 staff members of varied researchers and scientists. In addition to the research project, they enjoyed kayaking, ice climbing, mountaineering, camping, and of course a polar plunge. They visited many stops along the route and came in contact with the wonderful wildlife and geology/topology of the area. They also visited the Ukraine Verdansky Science Station and learned about the research going on there. Yolonda's daughter Journey Washingtonhigh is also an OAEA Life Member.



Yolonda looking at her notes

Two members we had not seen for a long time were Bobby Bullard and Troy Warren. LCDR Bobby J. Bullard, USN (Ret) served in NSFA during DF-78 as the OIC of Williams Field and the Air Traffic Control Officer.



Lt Bullard from the NSFA Cruise Book

Troy Warren was the Navy cook at Palmer Station where he wintered-over during DF-71. He was also one of the station AMRAD operations and the station water-make.



CS1 Troy Warren in the galley at Palmer Station

Dan Rigterink and his guest Monica Dispieziera read about the GCG Chapter meeting in the NAS Pensacola Station newspaper the *Gosport* and decided to attend. Dan served in VXE-6 as a LT during 1981 and 82.



LT Rigterink from the VXE-6 Cruise Book

We did not hold any drawing and no announcements were made. Thanks to Sean Baker for taking a few photos, most of which did not turn out very good. Kerry Konrad also took some photos, but I have not been able to locate them. Our next meeting will be on 1 September at Sonny's.



Sonny's Duty Manager and Billy-Ace making arrangement for the September meeting



*Left to Right Far Side of Table: Bill Fazio, Ken Pye, Troy Warren, and Dan Rigterink
Left to Right Near Side of Table: Pam Landy, Gus Shinn, and Monica Dispieziera*

Saturday 1 September 2018 Meeting—We had 40 members and guests show up for our September meeting. The larger than normal attendance was due to our annual recognition of Gus Shinn's birthday. The Blackwelder clan supplied the cake and it was delicious.



John Perry, Joyce, and Billy Blackwelder



Close-up view of cake



Gus posing with his cake

We had not seen some of the attendees in a long time and most of those were members who never miss a meeting when we celebrate Gus' birthday.



Cake all gone, but I got an extra piece in a to-go box to take home. Joyce and John Perry spruce up the area



Gus & Karen Nightengale. We don't see Karen very often

After we sang Happy Birthday to Gus we had our cake and some of the attendees had their photos taken with Gus. When the festivities were over Duck made a few announcements and we had our 50/50 and door prize drawings. Jim Norris won the 50/50 and he took home \$50 as his share. Gus Shinn won the door prize that was a cover bearing a 42-cent Gus Shinn/*Que Sera Sera* stamp.



Jim Norris winner of the 50/50



Door prize cover that Gus won

I was pleased to see Jim Norris after a long absence. Jim was a Hospital Corpsman and he wintered-over during DF-66. He must have been happy to see me because he sat down by me. Jim drew a lot of cartoon like pictures when he was on the ice and a lot of them appeared in the DF-66 cruise book. Several of his drawings have appeared in past issue of the *Gazette*. Jim left the meeting as soon as he collected his winnings from the 50/50 drawing.



Lester and Cindy Liptak



Drawing by Jim Norris

XD-08 this is McMurdo GCA eenie meanie miney moe how do you hear my radio over. Mcmurdo GCA this is XD-08 fee fie foo fum loud and clear with a little hum. Sketch from the ASA DF-66 Cruise Book



Gus and our waitress Pink



Danny Thompson, Al Burton, Marsha Vatne & MeMaw Konrad



Kerry scratching Pam's back. "Oh, it feels sooo good"



The Preston's: Amy, Sharon, & Larry



Sean selfie.



Raine yawning. "How come I don't get to pass out the door prize tickets any more?" Duck smiling. "Because you always put the tickets in the wrong box."



Doyle and Becky McClung

After the drawing there was some more photo taking and socializing. It was about 13:45 and since we only had Sonny's banquet room reserved until 14:00 it was time for us to pack up our gear and vacate the premises.

Thanks to the Blackwelder's for providing the cake, plates, and flatware. Thanks to Duck and Pam for conducting the raffles, and thanks to Sean Baker, Kerry Konrad, and Karen Nightengale for taking photos. Special thanks to our waitress, Pink Taylor, who working her butt off. Our next meeting will be on 6 October at a yet to be determined location.



Bill, & Mary Fazio: "We hope it's not a Mexican joint."