



EXPLORER'S GAZETTE

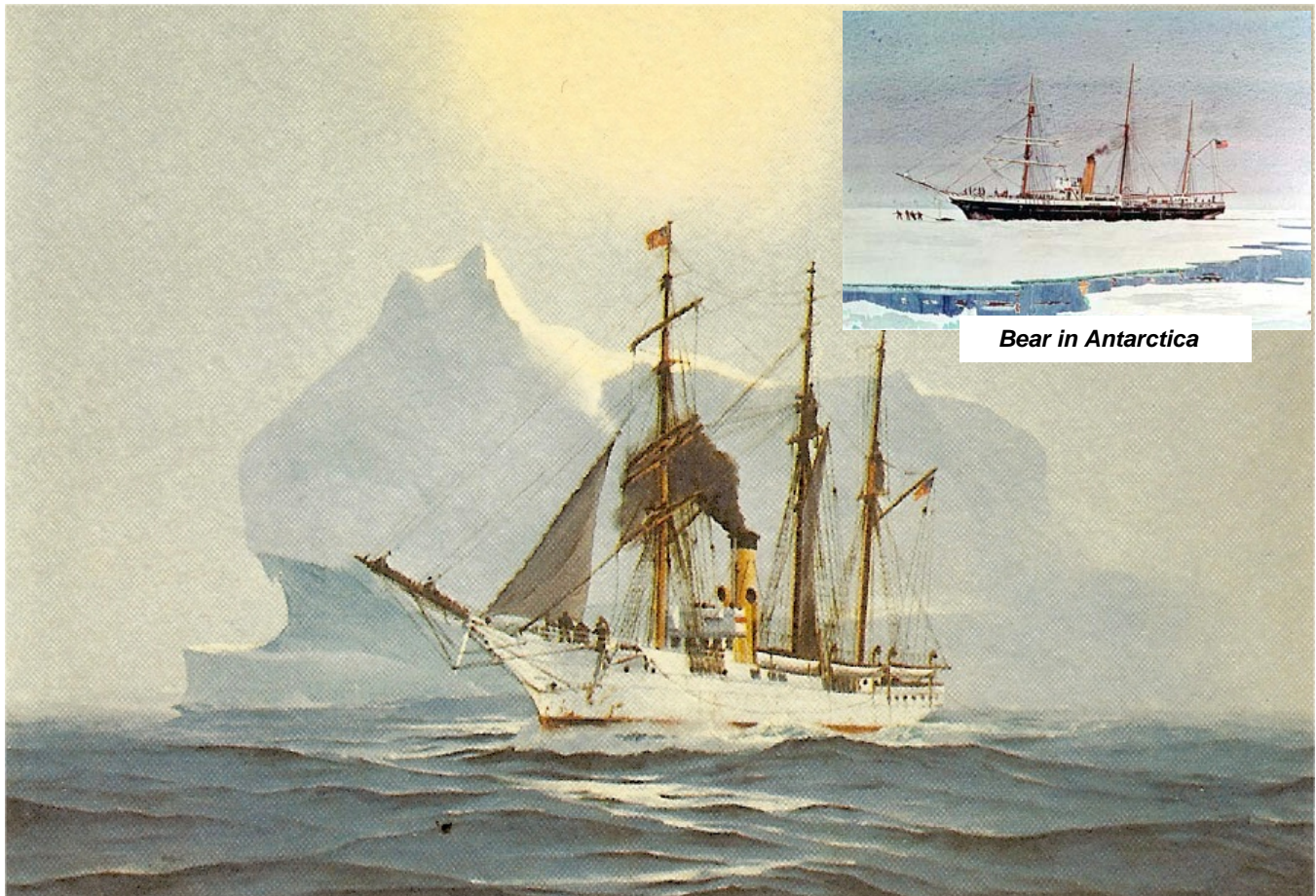
Published Quarterly in Pensacola, Florida USA for the Old Antarctic Explorers Association

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

Volume 14, Issues 2,3 & 4

Old Antarctic Explorers Association, Inc

Apr-Dec 2014



Bear in Antarctica

—Painting by Hunter Wood

U. S. Revenue Cutter Bear on Arctic Patrol

JOHNSON POINT ANTARCTICA

by Laura Snow

On 8 April 2014, the U.S. Board of Geographic Names approved the name **Johnson Point** in Antarctica in honor of OAEA member Robert R. Johnson. Mr. Johnson was a crewmember on the USS *Bear* during the United States Antarctic Service Expedition, 1939–1941; served in Operation Highjump, 1946–1947; and was the chief boatswain's mate on the USS *Burton Island* during Operation Windmill, 1947–1948. Johnson Point is located in the area of Wayne Head and Gibbs Point, named in honor of Anthony (Kelczewski) Wayne and George Gibbs, both crewmembers of the *Bear* during USASE.

As a teenager Johnson was active in the Sea Scouts in San Diego, headquartered aboard the museum ship *Star of India*. The Sea Scouts learned to sail on two 24-foot whaleboats. At the age of fifteen, Johnson signed on to the *Pacific Queen*, a three-masted sailing ship. The vessel left Long Beach, California, on an expedition to the Cedros Islands to catch sea lions for the San Diego Zoological Park. No sea lions were on board when they returned to port, but Johnson had fallen in love with the sea. This experience changed his life and eventually led Johnson to the Navy and to Antarctica.

Continued on page 4.

PRESIDENT'S CORNER

Laura Snow—OAEA President

FELLOW OAEA MEMBERS:

It is my pleasure to announce that Johnnie Draughon has filled the vacant chaplain's position. Johnnie is a lay minister and is Director of Lay Servant Ministries with the Virginia Conference of the United Methodist Church. Johnnie was a journalist with Naval Support Forces Antarctica Public Affairs Office while serving in Operation Deep Freeze, 1974-1977.



As I am sure you are aware, the *Explorers Gazette* was not issued in the last three quarters of this year. Billy-Ace has done a tremendous job in producing this triple issue!

I solicit your suggestions and recommendations. Constructive criticism is always welcome.

Laura Snow

OAEA President
snowlg@cox.net

2014 OAEA Election Results

By Bob Gaboury OAEA Election Committee Chairman

The official election count was conducted on 11 October 2014. I conducted the preliminary count, called Count 1. Mille Buehler and Linda Gaboury did Count 2, and Cy Buehler and myself did the third and final count. A total of 450 Regular Members voted and the results are as follows.

- President** Laura Snow
- Vice President:** Bob Gaboury
- Treasurer:** Bill Rouzer
- Directors:** Dick Spaulding and Robert Connor

Laura Snow and Dick Spaulding were reelected for their second terms as officers of the OAEA.

Congratulations to every one and thanks to those who ran, but were not elected this time around.



GROWLERS & BERGY BYTES

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

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DISCLAIMER STATEMENT

The *Explorer's Gazette* is published quarterly by the Old Antarctic Explorers Association. Opinions expressed by the editorial staff or contained in articles submitted by members, and non-members are not official expressions of the OAEA nor does the mention of books, products, or events constitute endorsement by the OAEA.



The *Explorer's Gazette* is the official publication of the

Old Antarctic Explorers Association, Inc.

National Headquarters
10819 Berryhill Road
Pensacola, FL 32506 USA
Phone 850 456 3556

And is published four times annually

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Historian – Billy-Ace Baker
Parliamentarian – Jim Eblen

**EDITORIAL COLUMN
LAST CALL FOR MAIL CALL**



Charging a Subscription Fee for the *Explorer's Gazette* has been proposal and discussed several times by the OAEA Board of Directors (BOD).

In a recent email to the BOD I stated that a subscription fee to all members (the majority access the *Gazette* via the OAEA website) would require that the *Gazette* webpage be password protected so only paid subscribers would have a password. This would entail a lot of tracking and extra work handling money, so this option was not considered to be viable.

During discussions, the following pertinent details were brought forward:

- The cost of printing and mailing the *Gazette* is by far the largest single expense in the OAEAs annual budget.
- For FY-2013 (the last year that four issues were distributed) the cost of printing and mailing totaled \$3,130 for mailings to approximately 250 members; a cost of around \$4.00 per copy.

It is known that a good number of members who receive the *Gazette* by mail do have Internet access and could view and/or print the *Gazette* from the OAEA website.

Optimally, the *Gazette* would be printed and mailed only to members who have donated to the *Gazette* Printing and Mailing fund, but the BOD agreed that it is not cost-effective to continue to pay a printing company to print and mail issues to such a small number of donors.

Considering the significant burden to the annual budget imposed by printing and mailing the *Gazette* to a small number (less than 15%) of members, the BOD decided to cease printing and mailing of the *Explorer's Gazette* newsletter—effective immediately after this issue is distributed

Refunds of donations will be considered on a case-by-case basis.

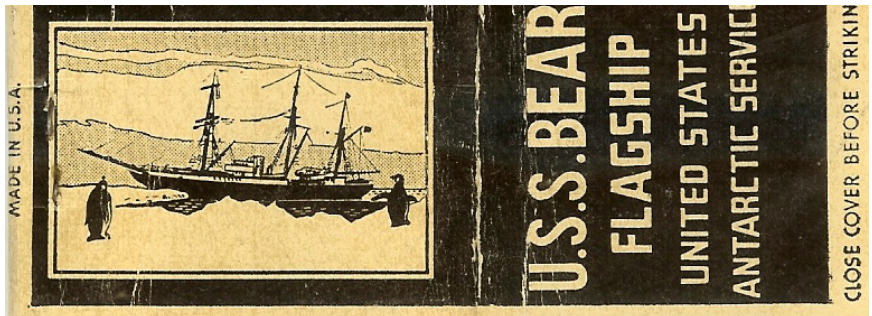
Johnson Point Continued From Page 1

With his mother's permission, Johnson joined the Navy in 1937, at the age of 17. After initial training in San Diego, Johnson received orders to the battleship USS *Pennsylvania* as an apprentice seaman, where he spent eighteen months. Later, after his acceptance to submarine school, he received a new set of orders to report to the USS *Bear*, the three-masted barkentine built in Scotland in 1874 that would serve as Admiral Richard Byrd's flagship on USASE. Johnson believes he was chosen to sail on the *Bear* because of his experience on sailing vessels. Other than Norwegian sailing master Bendik Johansen, only nineteen-year-old Robert Johnson, the youngest crewmember on the *Bear*, had extensive sailing experience. In October 1939, the *Bear* left Boston harbor for Antarctica. Although she was fitted with a 500 horsepower Atlas Imperial diesel engine, the ship was under sail for most of the journey. She spent a significant amount of time in uncharted waters and the crew would go for weeks without seeing another vessel.

Twelve thousand miles later, after having left Boston Harbor a week apart, the *Bear* and the USMS *North Star* reached the Bay of Whales a few days apart and offloaded expedition members, dogs, aircraft, the infamous Snowcruiser, and supplies for West Base. As base structures were built, the *Bear* sailed from the Bay of Whales to investigate previously unmapped areas in a Barkley-Grow seaplane, loaned to Byrd by the Kohler family of Wisconsin, and piloted by my father, Ashley Snow, chief pilot, East Base. The ships later rendezvoused in the area of the future East Base on Stonington Island, on the Antarctic Peninsula, to offload East Base personnel, dogs, a Curtiss-Wright Condor aircraft, and supplies. The two ships then returned to the United States: the *North Star* to Seattle in order to sail to Alaska to fulfill its duties with the Department of Interior and the *Bear* to Boston.

President Roosevelt's plan for USASE was to maintain the two bases permanently, with expedition members being replaced by new personnel on a revolving basis. Early in 1941, with the political and military situation in the Pacific heating up, plans changed. The decision was made to evacuate the two bases. Consequently, the two ships returned to Antarctica. Both ships arrived at West Base in January, 1941. The evacuation of West Base went as planned, with the crew, dogs, and the

most important items related to the work of the base loaded on the ships. The East Base evacuation was not as simple. Due to the ice the ships could not enter Marguerite Bay, adjacent to East Base. After three weeks, with the ice situation worsening, it was decided that the East Base personnel would be flown to Mikkelson Island (now Watkins Island) in two flights. Most of the scientific specimens, instruments and all equipment were abandoned. A landing strip was laid out and the East Base personnel were flown to the island in two flights. The island had a 400-foot rock cliff which the East Base personnel descended by lines to a whaleboat waiting below, manned by Robert Johnson and other *Bear* crewmen. The aircraft was abandoned on the island. The *Bear*, its crew, and evacuees arrived in Boston on 18 May 1941, two weeks after the *North Star*, and almost eight weeks after the evacuation.

USS *Bear* Matchbook Cover**WW-II YEARS**

As the United States entered World War II, Robert Johnson was a boatswains mate first class. He was transferred to the tanker USS *Housatonic* (AO-35), on which the convoy commandant sailed. While on the *Housatonic* Johnson was promoted to chief boatswains mate. For the first half of the war, the ship was part of a 100-ship convoy that operated in the Atlantic, Mediterranean, and Africa.



BM1 Robert Johnson

The *Housatonic* carried black oil, ammunition, one million gallons of aviation gas, and other fuel. The convoy ran into a huge storm, many ships lost contact with each other and were unable to stay with the convoy. Five ships were sunk by German U-boats. As the war continued, the *Housatonic* was sent to the Pacific. Johnson has vivid memories of going through the heavily fortified Panama Canal. While in the Pacific, the *Housatonic* and a destroyer developed engine problems and had to leave the convoy. The two ships sailed together in the vicinity of Leyte as the Battle of Leyte was fought.

HIGHJUMP

After the war Johnson received orders to Iowa and then immediately received a new set of orders to join the communications ship, *USS Mount Olympus* (AGC-8), as part of Operation Highjump, Task Force 68. He returned to Antarctica, not as a crewmember of the ship, but as a member of the ice party. In that role he was involved with the rescue parties and dog teams, which included seal hunting for dog food.

At one point Admiral Cruzen had to take the icebreaker *USS Northwind* to assist the submarine *USS Sennet*, which was having trouble in the ice pack two hundred miles away. During this time the *USS Yancey*, *USS Merrick*, and the *Mount Olympus* were frozen in as a huge iceberg was bearing down on all three ships. Two thousand men were stranded on the ships. The berg eventually turned the ice pack around. As it turned, the iceberg moved off to the side, no longer endangering the three ships. Sadly, it was during this time that Admiral Cruzen learned of the death of his son in a hunting accident.



ADM Cruzen and Boats Johnson on the *USS Mount Olympus* returning home from Highjump.

While on a seal-hunting expedition, Johnson's M29C Weasel broke through the bay ice. Unbeknown to the sealing team, the plugs had been removed from the flotation tanks to prevent condensation, causing the Weasel to sink. Johnson and two others walked the seven miles back to camp and reported the loss of the Weasel to the officer in charge, whose response was, "I can't think of a better place for it." The officer had other things to think about, as Admiral Byrd was flying over the South Pole at the time.



CPOs on the *USS Burton Island* during Operation Windmill. Boats Johnson is wearing the white mukluks. He was Gun Captain of the 5 inch in the background.

It was during Highjump that Johnson made a parachute jump. Army paratrooper Jack London, who was an observer on Highjump, and a Navy first class parachute rigger named Sprague, and Johnson went to Admiral Cruzen to request permission to jump. The admiral replied that they had to think of a good reason to do so. The men received permission to jump after explaining to the admiral that it was for the "combined advancement of naval, dog, air, and sea rescue." Johnson's total training took place from the ground to 2000 feet. Afterwards, cards were signed by Admirals Byrd and Cruzen designating Johnson, London, and Sprague as members of the newly formed "Polar Silk Society."

As Operation Highjump wound down, thirty men, including Johnson, were left on the ice when the ships left Antarctica. The newly commissioned *USS Burton Island* sailed to Antarctica to retrieve the men from the ice.

WINDMILL

During Operation Windmill Johnson was the chief boatswains mate assigned to the *Burton Island*, the flagship, whose commanding officer was Commander Edwin McDonald. The *Burton Island* carried an H03S-1 Sikorsky helicopter and an HTL-1 Bell helicopter. The *Burton Island* explored much of the coastline from the Ross Ice Shelf to the Antarctic Peninsula and tied in photo interpretation from Operation

Continued on page 51.

OAEA LETTERS TO THE EDITOR

Billy:

As always a great presentation of events at the South Pole and McMurdo. Hopefully, the next issue will have some input from the folks that worked at Palmer. I have my application in for summer 2014-15. If successful this will make my fourth trip to the ice and my seventh invitation to return to Antarctica.

I just finished looking at my video of the interview of Diane Sawyer and Dr. Jerry Nielsen the medical doctor that was air evacuated from the south Pole in June of 1999. It was great presentation.

Thanks again for all your work on our behalf.
Best regards.

John Donnellon
McMurdo boiler guy

Billy-Ace:

Great job as usual!

Ed Waite

Hey Billy-Ace:

Here's a picture of Steve Bendzak and me at our annual reunion (just the two of us), at The Way Back Café in Lewiston, Idaho. Steve on left, the other dude is me.

Hope things are good for you.
Warm regards.

Burke Richards
Winter Over Party '68



Steve and Burke at their annual OAE meeting

Editor's Note: Maybe you guys should start an OAEA group and invite other OAEs in your area to attend your annual outings.

Hi, Billy-Ace!!

I just downloaded and printed out the latest *Gazette* and, as always, it is outstanding!! We were both particularly touched by the lovely 'Penguin Man' poem written by Karl Sackman, bless his heart. What a wonderful tribute to you!!! We have many precious memories of Karl and we thank you so much for sharing his poem with all of us.

Buz & Sam Dryfoose

Hi Billy-Ace,

You did a great job with the photos and layout on my *Polar Star* story! I sent it to some friends, and my brother read it to my folks when my Dad was recently in the hospital.

Zoe Eppley

Hi Billy-Ace:

Thanks for all the work you do to coordinate events, keep records, plus the quarterly newsletter.

Jim Kanen

Editor's Note: The atta-boy is appreciated, but a lot of credit should go to the other OAEA Officers and Directors. In addition a lot of credit is should go to the reunion committees and the members/non-members who submit stories to me for publication in the Gazette.

Dear Billy-Ace Baker:

I was so gratefully moved to receive your letter. It came so soon after Fred died.

I would very much like to join the OAEA as a NOK. If I can get my niece to bring me I will attend the reunion in Norfolk.

I am enclosing a check for my dues and a donation for the *Gazette* printing and mailing fund.

Sincerely,
Beverly Herman

Dear Editor:

I thought your readers would get a chuckle out of this:

"It was so cold where we were", said the OAE, "that a candle froze and we couldn't blow it out".

"That's nothing", said the FNG. Where we were, the words came out of our mouths in pieces and we had to fry them to hear what we were talking about".

E. Mancuso

Billy Ace,

Thanks for the update on the "Radiation Exposure" concerns as related to the Nuclear Power Plant at McMurdo. As we discussed, it's very important that all those involved, exposed, or were on site (McMurdo) during the period and involvement in the Nuclear Power Plant Operations be aware of this information and the possibility of having medical issues now or later in life. Those involved at the time of the NNPU incident and follow on activities in and around the "Power Plant" (to include residents of McMurdo) in the course of routine daily functions are presumed to have been exposed to Radiation. That's not to say direct exposures, but the possibility of exposure by contact or simply by being on site. More so and specifically those in and around McMurdo who were involved in the "Retro Grade and Shipboard/Ice Cube Operations involving the removal, handling, hauling or loading of the Exposed Dirt and Power Plant Debris moved and transited between the Power Plant location, through McMurdo to the Ships from about 1975 to 1978 as I recall. This provides for "Presumptive Exposure".

As you mentioned and we discussed; the Department of Veteran Affairs has recently acknowledged "Radiation Exposure" at McMurdo via approved "VA Claims Adjudication". That essentially means they've acknowledged there was exposure, medical conditions have manifested in some veterans and VA claims for these conditions based on presumptive exposure have been settled.

In these cases, the "Presumption of Soundness" applies. Meaning; Medical Conditions have been diagnosed as a result of (Radiation Exposure)...in the cases I've become aware of; Medical Diagnosed Cancers have been determined to be related to Radiation Exposure and therefore granted as "Service Connected" for military personnel who were there and presumed to have been exposed. This is the basis of these specific claims with the VA. (Known Radiation Exposure; diagnosed Radiation related Cancer). This is considered a Well Grounded Claim.

That's not to say, everyone at McMurdo had direct exposures to Radiation, or will have Cancer related medical issues. However; as with other "Presumptive Conditions" (Presumed Exposures) the VA has established policy for gaining service connection if there is a Nexus (connection between the disorder and exposure). Note; often Medical Conditions manifest much later in life as a result of earlier exposures to Chemicals, Radiation and like Hazardous Materials. There is no time limit in most of these claims.

The old standard of "you can't claim a missing leg, unless you have a missing leg" applies. I'd hate to see every former Military Member that was in McMurdo run to the VA and file a claim. If you were there at that time, you may be presumed to have exposure, you must

have a diagnosed radiation related condition to file the claim.

Information concerning this issue would be my intent if you choose to share this with our OAE community; as who knows what's in our future. Understanding the process and "would if" information is good to know. Those of us that were in or around the NNPU Operations or Area in McMurdo at the time are "Presumed to have exposure"... again, that doesn't mean you'll wake up glowing in the dark one night; however, it is important to know the system is there in the event of.

Should anyone who was there at the time be "Diagnosed with a Medical Condition that is plausible or can be linked to Radiation Exposure" (and not having any other life time exposures to Radiation) I would highly recommend you gain all the medical information/documentation possible; to include medical opinions that this disorder is or may be related to "Radiation Exposure"...Then file a Claim with the Department of Veteran Affairs as soon as possible. These conditions may be considered for Service Connected Disability. The importance of gaining service connected disability status of course, is VA Medical Care and depending on the level of Limitation; Fiscal Tax Free Compensation, Entitled Federal and State Benefits and Long Term Health Care at no cost.

Of Note: In the event the Veteran should die of this Service Connected Disorder, there is "Ancillary Entitlements" for his/her Spouse and Dependents. This alone provides for a wealth of Government Entitlements under the "Dependent Indemnity Compensation" or DIC entitlement. Family considerations involve Tax Free Monthly Compensation, Healthcare Considerations, Education benefits, Federal Job Assistance and Preference and much more.

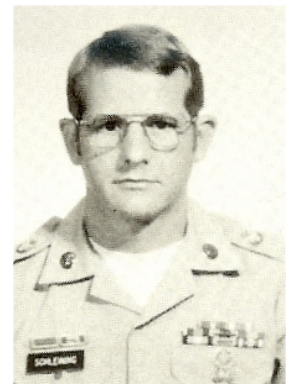
Billy, I hope the above may be of some assistance or clarification of your questions. If I can be of any further assistance... you know the numbers.

I hope to make one of the reunions again in the near future, it's always a great time, great events, and great seeing old friends.

Jerry Schleining
DF 75-78

Editor's Note: It should be emphasized that until a VA claim is granted there are no guarantees of Service Connection.

Jerry was the Terminal Operations supervisor at McMurdo. He is a retired US Army Command Sergeant Major.



Billy-Ace:

You do one hell of a job on the Gazette!! I have a son-in-law who made a few trips down there with NCAR and send him occasional copies that I think he might be interested in. And no, he won't let me convince him to join the OAEA. Oh well, what do you expect from an environmentalist PHD?

George Soulia

Editor:

The last 2013 Gazette had a picture of some Army Buck Privates who rode the *Eastwind* to the ICE. I enjoyed discussing "intellectual" things like the classics with them, they didn't say what they'd be doing, I guessed ELF (Extreme Low Frequency).

Anyway I learn 58 years later they had master degrees, the Army drafted them and sent them to Antarctica.

Unknown Reader

Billy-Ace:

In the Jan-Mar 2014 'Letters to the Editor' column concerning the Army privates from Dave Hoff, he stated that he was looking for the *Eastwind's* Christmas dinner roster. In looking through my memorabilia I came up with a copy of the menu and it lists the US Army personnel.

Gary Forney

Editor's Note: Gary hand-delivered the Eastwind Christmas (1955) dinner roster to me. The following Army personnel are listed on the roster:

CAPT Paul D. Nefstad PFC Albert P Fegler
 PFC Paul Jorgensen PFC Richard A. Handy
 PVT Arthur J. Christopher PVT William K. Mallon
 GS-13 Amory "Bud" Waite is also on the roster. With the exception of Capt Nefstad all the above names were listed on the caption of the 'Camp Cold Bottom' photo in the Oct-Dec 2013 issue of the Gazette. Mallon's name appeared as Melton in the photo caption.

Billy:

My father (James Maddox) was laid to rest on 22 May in Arlington as he requested. It was a beautiful service. He would have been pleased.

Rita Maddox Gonzalez



Jim and Rita at the 2005 Oxnard Reunion

Billy-Ace:

As you know, I attended the recent OAEA Reunion in Norfolk, VA in my capacity as a Board member. I think the adage is "a good time was had by all" which I think certainly applies here. Thanks to Ed and Linda Hamblin and all of their crew for a well-run meeting.

I also took advantage of the opportunity to conduct nine interviews for my film on the history of U.S. aviation in Antarctica. "*Ice Eagles*" is a story well worth telling, spanning a proud period of American exploration and science in Antarctica from Byrd's first expedition to the present day. It was a great pleasure meeting and talking in detail with those interviewed about their experiences in Antarctica.

I have several trips planned for 2015 to conduct research and interviews, starting with a nine-day trip to Pensacola, FL in early January. I have begun contacting and scheduling subjects in Pensacola. If any member in that local area would like to call me or email me about a possible interview, or offer a recommendation for someone to interview, my information is listed below. I am interested in anyone that was involved in flight operations, facilities construction and maintenance, communications, aircraft maintenance, or any other aviation-related functions. I am also interested in acquiring stories, documents, photos, audio, and video for possible use in the final film. My budget will be limited so I will appreciate donations of the use of these items (I will make copies and return the originals). Contributors will be acknowledged in the credits of the film if the material contributed is used.

I am committed to completing this project even though I am currently paying expenses out of my pocket. I plan to start a funding campaign through either the Kickstarter or Indiegogo crowd-sourcing websites in the spring of 2015. I will offer a list of "rewards" for contributions at various funding levels. For example, a \$30 contribution will reserve a copy of the finished film. I know that some people cannot or prefer not to use credit cards on the Internet so you have the option to mail checks as well.

Thanks very much for your past support and again I look forward to hearing from members.

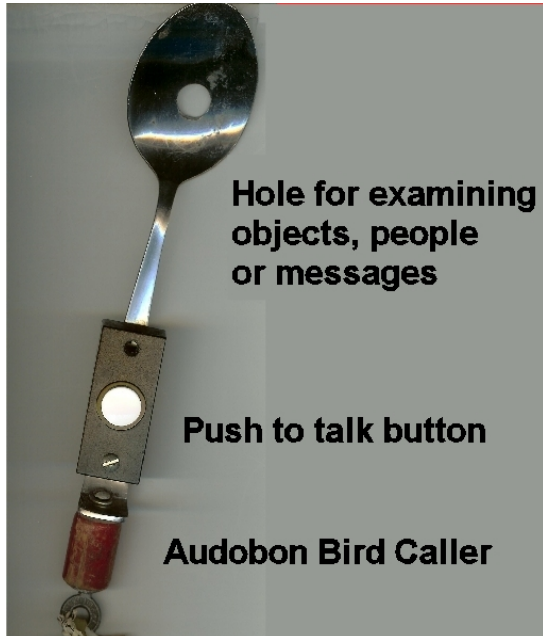
Tom Henderson
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 Slingerlands, NY 12159
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Editor's Note: Tom plans on returning to Pensacola in November 2015 to conduct more interviews. If you missed him in January you will have a second chance. See Tom's article on page 17.

Billy-Ace:

At the Norfolk reunion I saw you with a tablespoon attached to your collar by a large rubber band. I meant to ask you what the story was on the spoon, but I never had the chance, so I'm asking now.

Big Bob
WO DF-67



Editor's Note: When I was on the ice the spoon served many purposes depending on the situation. I would look through the hole in a spoon and utter:

Spoon, Spoon in my hand what's the story on this FUBAR land? Or:

Spoon Spoon in my hand what's the story on this FUBAR man, or if I was examining a message;

Spoon, Spoon in my hand what's the story on this FUBAR message.

I also used the spoon as a penguin caller. I would call penguins by keying the push to talk button on the bird called and utter:

Penguin, penguin, penguin, here penguin, here penguin,... penguin, penguin, penguin and nearby penguins would waddle up to me.

Billy-Ace

I get a lot of newsletters—as you may also—and without question, yours is the best. Seriously. And for those that do not have a computer, or if they do but want the hard copy, it is sort of like those that want their checks mailed—no direct deposit for them!

Glenn Smith
USS Edisto

Editor's Note: Thanks for the atta-boy.

Most Reverent and Exalted Ali-Ben:

I hope this finds you in good health and spirits!! I hope that you had a Merry Christmas and Happy New Year!!! I was looking out the back patio windows towards the mountains to the East when I noticed blowing snow on top of the mountain. It reminded me of McMurdo Station when we could look across the Sound and see the winds blowing the snow high up on the mountains. That was 52 years ago. I'll never forget New Year's Eve that year when you had "acquired" some medicinal brandy from the corpsman(?) and I promptly got somewhat inebriated and missed the Mirrny broadcast (amongst others) and woke up under a desk. I haven't had medicinal brandy, or any brandy for that matter since then. I believe I was the laughing stock of the Radio Division for several days.

Guhor
AKA Howard Wick

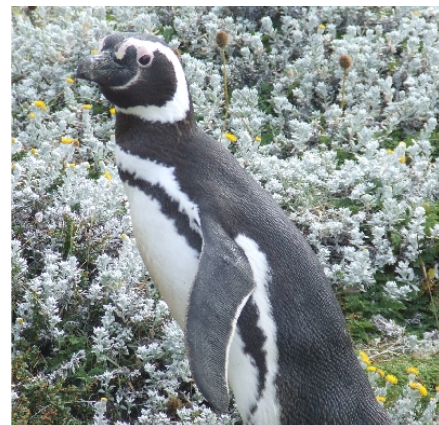


Guhor Before he Drank Himself Under the Table

Billy-Ace:

We got to tour a Magellan Penguin rookery and colony near Punta Arenas; the attachment is one of them up close and personal. While steaming along the Antarctic Peninsula, we saw Gentoo, Chinstraps, and Macaroni Penguins. Penguin rookeries stink.

Ed Hamblin



Ed's Penguin

AT A BREAKING POINT — AT CAPE HALLETT

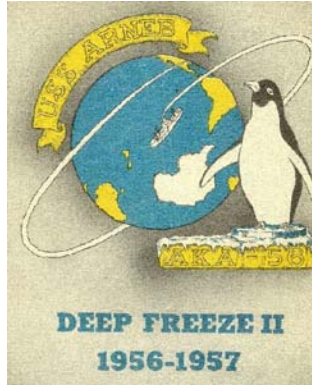
The Challenges Faced by the USS *Arneb* in 1957

by Don Jeanroy
OAEA Life Member

THE SITUATION

One of the most difficult and dramatic decisions a ship's captain must address is to prepare his officers and crew to abandon ship when the ship is in extreme danger.

Off the coast of Cape Hallett on the morning of 1 January 1957, with the USS *Arneb* being hammered by gale force winds, with the ship's hull slowly being crushed from the pressure of the surrounding pack ice, and with a 700-foot iceberg bearing down on the ship, Captain Nels Johnson issued the command for the ship's crew to standby to abandon ship—"if the situation gets worse."



Captain Nels Johnson

The *Arneb*, accompanied by the US Coast Guard icebreaker, *Northwind*, were part of Operation Deepfreeze II. The *Arneb's* 200-man crew and the attached US Navy Construction Battalion (Seabees) were responsible for locating a suitable base camp at Cape Hallett and building the housing, scientific, and storage facilities for a joint American-New Zealand observation station at that location.

FORESHADOWING TROUBLE

The history of the Antarctic is filled with stories in which the weather played a leading role in the ultimate success or failure of a given expedition. During seasons when the

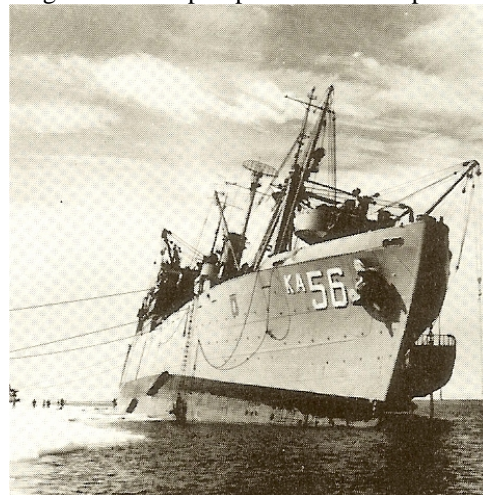
temperatures were moderate and the ice conditions were less severe, most deployments were guaranteed a reasonable degree of success.

But when harsh and unpredictable weather conditions prevailed, many operations experienced a minimal level of success. This often involved a degree of human and/or material sacrifice on the part of the expedition. The *Arneb* faced this type of situation when it participated in Operation Deepfreeze II in 1956-7. Hazardous weather conditions repeatedly threatened the ship's operations and a series of small, yet significant, events impeded its overall success.

Shortly after leaving Wellington on 10 December 1956, the *Arneb* encountered severe weather conditions, including heavy seas, dense fog, frigid temperatures, and driving snowstorms. Icebergs and large sea ice formations appeared by the fourth day out of port and soon the *Arneb* was pushing her way through thick ice fields while attempting to follow the path cut by the icebreaker, *Northwind*.

On the fifth day the ice conditions ruptured a seam near the starboard bow and water flooded into the paint locker and the emergency storage areas. The captain called for a damage control party to investigate and they discovered a 29-foot cracked seam. Within minutes, emergency pumps were deployed. After two hours of pumping, it was apparent the ruptured seam could not be welded from within the ship. The repairs had to be made from the exterior of the hull slightly below the waterline.

This required the *Arneb* to be positioned with a port "list" of 12 degrees to enable the welding crew to be lowered over the starboard side to make the repairs. To accomplish this, all moveable equipment, including four heavy landing craft, were moved or swung out over the port side. Tons of fuel oil and drinking water were pumped to available port-side tanks.



Arneb with list to enable repairs

After the initial damage was repaired, the *Arneb* continued to experience very difficult sea and weather conditions as the ship fought its way to the Cape Hallett area.

A SHIP IN DISTRESS

On 30 December the *Arneb* finally arrived off the coast of Cape Hallett. Work began immediately to locate a suitable landing site and plans were implemented to transfer the construction equipment and building materials to the beach.

On the following day, 31 December, all work was interrupted when a heavy gale began blowing out of the south. By that evening, a serious blizzard developed and the mountains and shoreline surrounding Cape Hallett had virtually disappeared from sight. The ship's crew was placed on a "storm watch" and the ship was repositioned to place the ship's bow into the storm. This put the frozen shoreline pack ice on the ship's starboard side.



Arneb crewmember. Posing or contemplating?

By 2000 that evening, the wind was blowing at over 60 knots. Two hours later, damage control crews ran throughout the ship checking for any water damage in the various cargo holds. By midnight, welding crews were assembled in strategic areas and they began repairing several small cracked seams in the ship's hull. But these efforts were not enough. Before long, the small cracks had expanded into much larger ones. Many of the ship's I-beams were buckling inward and rivets were popping loose. Thousands of gallons of seawater began flooding through dozens of ruptured seams.

Outside, the wind increased and the ever-moving pack ice began piling up on the port side of the ship. On the starboard side, the *Arneb* was already being crushed against the large,

solid shoreline ice shelf. The ship was now surrounded by ice. The distinctive sound of crushing ice was heard over the roar of the wind as the ice cascaded over backwards after running up against the ship's hull.

Throughout the night and into the next day, 1 January, the icebreaker *Northwind* attempted to cut a path around the *Arneb* in an attempt to break up some of the major pack ice formations and thus reduce the pressure on the ship's hull. The icebreaker bucked and churned the ice into smaller pieces, but it could not keep up with the severity of the storm. Then the *Northwind's* starboard propeller was damaged thus reducing its own power considerably.



USCGC Northwind

In the middle of the night, Captain Johnson ordered the crew to "man" their emergency stations and be prepared to address any critical situation. The author described these New Year's Day events in a letter he sent to his family shortly afterwards.

"I ran back to my after-steering station and took over the watch. I heard the propeller slowly turning so I knew we were attempting to get underway. The after-steering navigator and myself were the only ones on duty there.

When the ship began moving, the hydraulic steering machinery was working normally. Then all of a sudden, the equipment started to groan and grind. This meant the ice was jamming up against the rudder. Then the ice began working against the hydraulic machinery. The entire after-steering area began shaking. We notified the bridge of our condition and, as directed by the bridge, I then ran over and tightened the brake on the rudder, effectively holding the rudder in place. By this time, it sounded like the place was going to explode. Both the navigator and myself were fearful for our lives.

We again notified the bridge on what was happening and they advised us to stay clear of the machinery for our own safety. Even though I had the brake on the rudder, the ice had control of everything and was swinging the rudder from side to side."

The *Arneb* was hopelessly stuck in the ice despite the *Northwind's* best efforts. The heavy wind kept pushing the

ice back into the pathways that the icebreaker had cut around the *Arneb*. Then came an announcement that the wind was pushing a 700-foot iceberg directly toward the *Arneb*. Captain Johnson tried again to get the ship underway, but this time the *Arneb* lost one of the large blades of her four-bladed propeller. The blade sheared off. It became apparent to the crew that the ship did not have sufficient power to move at all.

But then courageously, the *Northwind* cut a path for the iceberg to follow—a path of least resistance—thus allowing the iceberg to alter its course. The icebreaker also used the backwash from its propellers to steer the iceberg. During the next few hours, the crews on both the *Arneb* and the *Northwind* watched as the huge, threatening iceberg passed within 150 feet of the *Arneb*'s stern.

In the meantime, other dramatic events were taking place throughout the ship.

FLOODING IN THE CARGO HOLDS

With the increased pressure of the pack ice, major sections of the hull in #2, #3, and #4 cargo hold areas began rupturing. Iron rivets were popping out of their sockets and ricocheting around the cargo spaces. Huge quantities of frigid water rushed into the ship. In the engine room, a large section of the starboard bulkhead was being pushed inward and several water pipes burst. The situation was grim. The ship did not have sufficient pumping capacity to keep up with the flooding conditions.

Over the ship's public address system, Captain Johnson then announced that the *Arneb* was in a critical situation. He directed all ship's personnel to be prepared to abandon ship—if the circumstances worsened. He ordered the crew to dress warmly and be prepared to take one blanket and a maximum of two personal items with them in case the crew had to leave the ship. The crew knew that their only options available were to go out on the ice in the middle of the storm or be transferred to the *Northwind* by climbing down cargo nets from one ship to the other.



Painting by RM2 Jim Longstreth
USCGC Northwind

The crew, many of who were veterans of previous Arctic and Antarctic expeditions, remained calm and resolute. During the coming hours, they stayed at their emergency stations and continued to work in whatever capacity necessary to help shore up the damaged hull and to keep the pumping equipment operating.

Later that night, as the repair crews were nearing exhaustion, the winds suddenly subsided and the pressure of the ice on the hull was significantly reduced. The wind shifted to the southwest and the pack ice began to move away from the *Arneb*. At the same time, the *Northwind* came alongside and transferred several gas-driven pumps to the *Arneb*. Repair crews then began welding the ruptured seams from inside the hull, there were still serious concerns regarding the seaworthiness of the *Arneb*.

Late in the evening of New Year's Day, Captain Johnson announced that the ship was out of immediate danger and the chances of further serious damage had been substantially reduced. He commended the crew for doing a Herculean job in remaining steadfast to their responsibilities. In response to this message, the morale of the weary crew soared and a genuine sense of pride and achievement prevailed.

DAMAGE ASSESSMENT

During the next couple of days, the crew continued to work hard—almost around the clock—controlling the flooding, repairing the damage, and standing watch at their emergency stations. In most instances, they were on constant duty for three or more days.

Finally, early in the morning of 4 January, the heaviest ice began floating out to sea and ship had a clear passage to the planned landing site at Cape Hallett. Six days later, the shipboard crew had off-loaded the designated cargo and the Seabees had the construction of the base well underway.

While at anchor, the *Arneb* was again placed on a "list" position, first to port and then to starboard, to allow the repair crews to weld large plates of reinforced steel to both sides of the ship at and just below the waterline.

By 12 January, the Seabees had completed the construction at Cape Hallett and the wintering-over party was safely housed in their new environment. The *Arneb* then began its 2,500-mile journey to the Windmill Islands on the Knox Coast where another scientific observation station was to be built.

Before departing, the *Arneb* was inspected by a party from Admiral Dufek's command to determine the ship's seaworthiness. The group arrived on the USS *Glacier*, after traveling over 600 miles from McMurdo Sound to Cape Hallett.

As the *Arneb* was getting underway at Cape Hallett, Captain Johnson became aware that the ship was unable to maintain a set course without making major navigational changes at the helm. The helmsman noted that the ship had a maximum steering capacity of 17 degrees on the starboard rudder and 53 degrees on the port rudder. Initially there was

a concern about possible mechanical problems with the steering equipment, but that proved false. Everything was functioning properly. It was finally determined that the crushing ice during the New Year's Day storm had permanently bent the rudder shaft 18 degrees to starboard and subsequently the *Arneb* had limited steerage in that direction.

At the same time, it became apparent that because the ice had snapped one of the heavy blades of the propeller off, the propeller was now out of balance. To protect the shaft bearings, the reduction gears and the main turbine, the ship's speed was restricted to about five knots.

To complicate the situation even more, the fresh water system supplying the ship's boilers had also been seriously damaged when the engine room was under duress. The boilers were using more water than the ship's evaporators could produce. To alleviate this problem, the ship was put on a restricted or rationed water schedule. Fresh water use was limited to four hours a day and showers were only allowed every third day.

MISSION COMPLETED

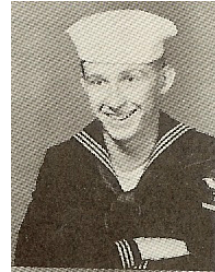
When the *Arneb* approached the Windmill Islands, the ship again encountered heavy pack ice conditions. This time, cracked seams were reported in the #1 and #2 cargo holds and another portion of the propeller was sheared off. Because these cargo holds were nearly empty, the decision was made to only make minor repairs. The water coming through the hull was pumped back over board at a rate equivalent to the incoming flow.



No caption necessary

on Cockatoo Island. The ship had been out at sea for 80 days and the crew, though weary and tested, were satisfied with their efforts and their accomplishments.

The *Arneb* remained in dry-dock for three weeks. During that time, the propeller was replaced, additional plating was welded to the hull and the fresh water system was repaired. An attempt was made to replace the bent rudder shaft, but an appropriate match could not be located. Consequently, for the remainder of the journey, the *Arneb* maintained a steady course of 18 degrees right rudder—which got her straight back to the States.



Above Machinist Mate Don Jeanroy from the Arneb DF-II cruise book. Below: Don enjoys a few brews on the ice after a hard days work.

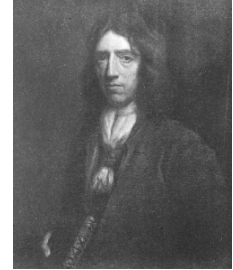


Don returned to the ice in 2006 on an Antarctic tourist cruise.

THIS QUARTER IN HISTORY

by Lionel Wafer

From the Second Edition of John Stewart's
Antarctica: an Encyclopedia, 2011.



Lionel Wafer

APRIL, MAY, JUNE: Good day, me hearties, this is Lionel Wafer, that old Welsh buccaneer who really wrote John Stewart's book on Antarctica. The OAEA has become a little bored with Black Jack's little stories every quarter, so I have decided to tell you the story of Ted Nelson. It is a tale of intrigue, sex, scandal, and tragedy. It encompasses April, May, and June. Warning: this piece may contain shocking words or phrases.

Edward William Nelson was an invertebrate biologist. That means, gentle reader, that he didn't have a backbone. He was born on 6 **JUNE** 1883, at 9 Marlborough Hill, St Johns Wood, London, son of microscopist Edward Milles Nelson and his wife, Laura Blanche Matilda Bruce. He was educated at Clifton, Tonbridge, and Christ's, Cambridge. He was working with the Plymouth Marine Laboratory when he went on Scott's last expedition, 1910–13, the one in which Scott lost the race to Amundsen. Ted was part of Campbell's Northern Party. He is remembered as a dedicated scientist, a great lecturer, and a chess expert, although Scott referred to him in his diaries thus: "Nelson is very quick & clever, the makings of a man who might have gone far, but he is a skimmer, armed with superficial information, on many subjects, profound knowledge concerning none, as a fact he will get no where in life—he is too typically 'dilettantish'". Scott was right. The fact that Ted was independently wealthy **MAY** have had something to do with this. Or it might have been that his fellow expeditioners called him "Marie" and "Bronte". Don't read too much into this, gentle reader. The Brits back then, and in my own day, had the rather odd habit of calling boys by girls' names. I won't tell you what they used to call me!!

Anyway, immediately on his return to England, Ted married Violet Helen Thomas in Plymouth, on 12 November 1913. She called him "Marquis", which is a damned sight better than Marie. What he called her is unknown. In 1916, they had a daughter, Barbara, more of whom later. Ted was in the RN Division during WW-I, fighting at Gallipoli, and in 1918 decided to end the marriage. In Sept. 1921 he became scientific superintendent of the Scottish Fishery Board's marine lab at the Bay of Nigg, in Aberdeen. in **APRIL** 1922 he finally left his wife, and on 15 January 1923, while at his lodgings in Stanley Street, Aberdeen, he received a notification that the courts had ordered a "restitution" of his wife's "conjugal rights", which, given the circumstances terrified Nelson to death, as it would anyone. On the morning of 17 January 1923, an attendant came into the lab, and found Ted dead. He had injected a strong poison into his leg with a hypodermic needle.



Nelson's sledge flag. His motto: "Malo Mori Quam Fodari"
(Death Before Dishonour)

Epilog: In 2009, Ted's daughter, Barbara Johns, was heading to Antarctica on the MV *Spirit of Enderby* when she died from head injuries after falling aboard the ship during a storm. According to her son, who was traveling with her, Barbara was very excited about visiting her father's laboratory, but she never made it. She died on board only 190 miles from her intended destination.



MV *Spirit of Enderby*



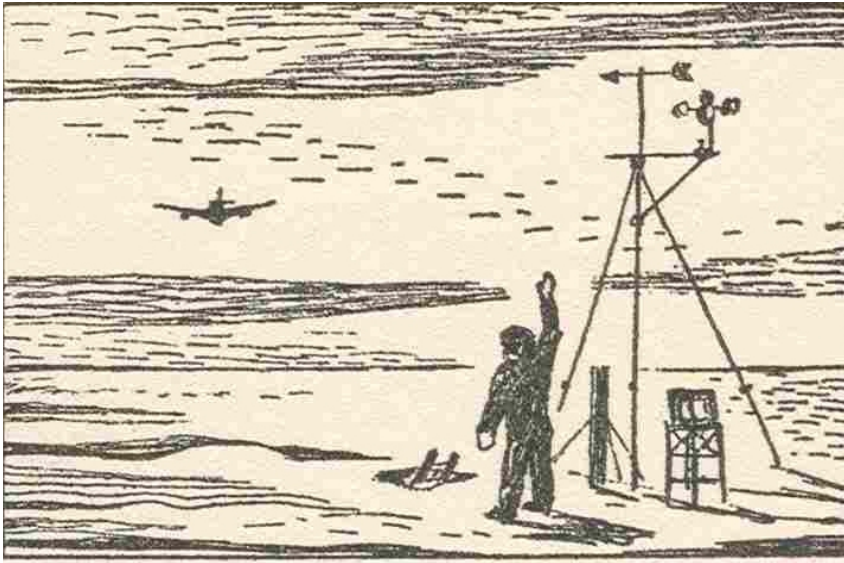
Silhouette of "Maria" Nelson by Edward Wilson

JULY: In 1983 an Australian National Antarctic Research Expedition party established a field hut at the foot of a striking black bluff about 40 meters above sea level on an unnamed island, about a kilometer northwest of Barrier Island, in the Tryne Islands, in the northern part of the Vestfold Hills. The Australians involved in building the hut were referred to by the folks at Davis Station as The Bandits, hence the name given by ANCA on 15 March 1984 — Bandits Bluff.



Bandits Bluff

AUGUST: Who said, on 11 August 1934, “Hello, fellows, come on, below. I’ve got a bowl of hot soup waiting for you”? Of course, it was Admiral Byrd, we all know that. The men he said it to were Demas, Poulter, and Waite, who had arrived overland at Bolling Advance Weather Station, the place at 80 South, where Byrd had been holed up alone since 28 March, 123 miles from Little America II. It had been Byrd’s way of testing man’s ability to live alone in the heart of Antarctica, during the winter, and he had selected himself as the guinea pig. Among his supplies was a five-gallon can stuffed with toilet paper. He almost died from the slow leakage of fumes from the faulty generator. This adventure formed the basis for Byrd’s book, *Alone*.



Byrd Waving Bye Bye

SEPTEMBER: On 2 September 1941, Wullie Barlas was taking a walk on the track between King Edward Point and the Grytviken whaling station, on South Georgia. Suddenly there was an avalanche from above, and Wullie was knocked off into the sea. He was buried in the Grytviken Cemetery, near Sir Ernest Shackleton, Wullie was 53. You may say, what has this to do with Antarctica? Well, William Barlas was born on 8 May 1888, in Matlock, Derbyshire, son of Scottish gardener William Barlas and his wife Betsy. Educated in Scotland, mostly at Pitlochry, he married Cristina Scott Robertson, and came to the Falklands in 1908, as an itinerant schoolteacher. By 1913 he was headmaster of the

Government School in Stanley. He was postmaster of the South Shetlands from 1914 to 1915, and was at Deception Island to protect the British claim to Antarctica. In the 1920–21 season he was aboard the whaler *Teie*. Between 1928 and the year he died he spent several seasons as magistrate at South Georgia, and during that period was of great help to John Rymill’s British Graham Land Expedition of 1934–37. Then came the roar of the avalanche.



Grytviken Cemetery

LIONEL WAFER'S MAIDEN VOYAGE

As written by himself
 (Edited by Black Jack Stewart for the tender sensibilities of
 21st-century American audiences)

Shipmates, avast, ahoy, heave-to fore and aft,

It may tickle your plume to know how your old mate Lionel Wafer began his sea-faring career, a career full of spectacular derring-do and conquest (cheap foreign women mostly, but on a dark night even that's uncertain, especially in a port like Valparaiso). Wafer they called me, partly because that's me name. I first pulled out of Plymouth in the seventh year of the reign of Good Queen James the First, on the moth-eaten, flea-bitten, louse-infested three-masted barquentine *Dead Rat*, then under the command of Captain Jock Scratch, a Scotchman, one of the notorious Scratch



Captain Jock Scratch at the Helm

family of cannibals in Galloway, half demon, half bantam rooster, half crocodile. He was, as your mathematics indicates, shipmates, one and half men. He and his brother made three men, and his ferociously ugly half-sister made up the rest of the crew of the *Dead Rat*. She was second mate, and third, and fourth, as well as deck scrubber. Spent most of her time on her knees, which would soon be rubbed raw in the Roaring Twenties. After six months at sea, even Fanny Scratch looked attractive. Captain Jock had one eye, but it wasn't where you think it might be, Shipmates. He could see you best when he was bending over. He would occasionally pull his eye out, and hold it in the palm of his



The Dead Rat in better days

hand, pop it in his mouth, and pretend to swallow it. "I'll be able to see clearly in a couple of days", he'd say, and then roar with laughter as he spat it out on the deck and stomped on it. That was the sort of skipper Captain Jock was, the man I first sailed under when I was an offal boy at the age of eleven.



The NOT so Ugly Second Mate Fanny Scratch

Editor's Note: Lionel has exhausted his This Quarter In History column, actually he got tired of the theme and has decided to start a column about himself. Lionel has not yet decided on a name for his new column. He is currently considering the below three column names:

- *The Rollicking Adventures of Lionel Wafer*
- *Lionel Wafer: His Life and Times*
- *Lionel Wafer: Pirate King*

UPDATE ON ICE EAGLES

By Tom Henderson

I want to sincerely thank Billy-Ace Baker for his wonderful hospitality in allowing me to use his Pensacola home for filming interviews in early January. I also thank him for sharing the vast amount of information in his Antarctic library. It is second to none. And—Bill Blackwelder's protestations notwithstanding—I believe he must have the largest collection of penguin memorabilia known to man!

My documentary, *Ice Eagles: An Account of American Aviation in Antarctica*, is making good progress. Counting the ones I did in Pensacola last month, I have now conducted 22-filmed interviews. I have also collected an immense amount of photographs, reference film clips, documents, and maps. The Pensacola News Journal (PNJ) did a nice article on my project (thanks again, Billy-Ace!) in a recent Sunday edition: [CLICK HERE FOR PNJ ARTICLE](#). If I can acquire the funding, I will make five additional trips this year during which I hope to do at least 40 more interviews. (See Tom's letter in 'Letters to the Editor' in this issue of the *Gazette*)



One Corner of Billy-Ace's Library

That leads me to my Kickstarter funding campaign. For those not familiar with Kickstarter, it is a crowd-funding website which gives creative people a place to expose their projects to a mass audience in hopes of getting contributions to complete them. Thousands of projects have been funded this way. The way it works is that a project is posted for a set length of time, in my case 45 days (ending at the end of



Photo by PNJ Photographer Tom Addressing the GCG Chapter Meeting Attendees



50 Anniversary Patch

March). The project owner sets a funding goal. If pledges reach the goal within the prescribed time, the project owner receives the funds. If not, the project owner gets nothing. Of course, the owner also receives any funds pledged that exceed the goal. My goal is \$9600. You can see my project by going to this link: [CLICK HERE](#) and clicking on "Ice Eagles." You can also simply search the Kickstarter website for "Ice Eagles."



Tom and his Cinematographer Corey Doughty Setting up their equipment in Hanger Bay One at the Pensacola National Navy Aviation Museum

I offer rewards at various pledge levels, from a simple "thank you" card to glossies of Antarctic aircraft, DVD or Blu-ray copies of the final film, a beautiful signed limited edition print of the historic R4D *Que Sera Sera* (first plane to land at the South Pole). You can see the details in the Kickstarter project description.

If you are interested in pledging to my project on Kickstarter, you must use a credit card. Kickstarter holds the pledges until the end of the campaign, at which time they are transferred if the project is successful or cancelled if unsuccessful. I can accept checks sent directly to me but that does not help reach my \$9600 goal on Kickstarter. An option would be to ask a friend willing to pledge on Kickstarter by credit card and simply give them the check. If this option is used, be sure to contact me so that you get the appropriate reward at the end of the campaign.

I am hopeful that I can see this project through to the end. It is a remarkable story of courage and dedication that

deserves to be told. I am looking forward to telling it through the first-hand experiences of those who have lived it.

Tom Henderson
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Slingerlands, NY 12159
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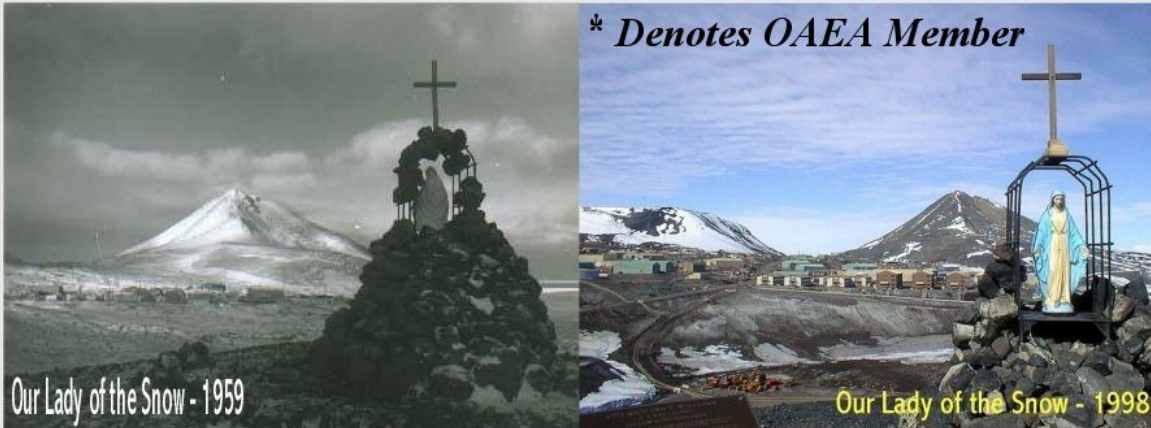


TomOnThe Ice



Photo by Jim Waldron

R4D Over Mountains



I N M E M O R Y

OAE William Frederick Ahrnsbrak, PhD, 71, died on 18 May 2014, in Sheboygan Falls, WI. Bill wintered-over at Palmer Station during DF-65 as a USARP glaciologist. Ahrnsbrak Glacier is named in his honor.

OAE Ralph Lee Allen, 77, died on 24 December 2014, in Missoula, MT. Ralph Served in Antarctica on the USCGC *Northwind*. During DF-II.

OAE Walter H. Arden, 93, died on 24 March 2014, in San Rafael, CA. Walter visited Antarctica as a tourist.

OAE Thomas Lawrence Atkins, 40, of Greenville, KY, died at South Pole Station on 1 December 2014. Thomas was a USAP Contractor.

OAE Dudley Clifford Backup, 61, died on 2 November 2014 in West Chester, PA. Dudley made seven trips to Antarctica as the ship's doctor on tourist expeditions.

OAE Christopher Montier Barrett, USCG (Ret), 60, died on 13 May 2014, in Stuart, FL. Christopher served on the USCGC *Glacier*. Year(s) unknown.

OAE Denis Beaumont, 86, died on 23 November 2014, in New Castle, DE. Denis served in Antarctica during Highjump.

OAE Dr. Joseph Walter Begley, Jr., MD, 92, died on 5 May 2014, in Evansville, IN. Joseph served as the ships doctor on the USS *Burton Island* during Operation Windmill (1947-48).

OAE Joseph Peter Belmont, 85, died on 2 June 2014, in Meridan, ID. Joseph served on the USS *Sennet* as a quartermaster, QM2(SS), during Highjump.

*OAE James James Edward Bentley Sr., 86, died on 5 November 2014, in Atlanta, GA. James served on the USS *Pine Island* during Highjump.

OAE BJ Bodnar, 24, died on 28 May 2014, in Saskatoon, Canada. BJ visited Antarctica as a tourist.

OAE RMC Arthur "Art" Kent Borland, USN (Ret), 73, died on 24 October 2014, in Shreveport, LA. Art served at McMurdo Station. Year(s) unknown.

OAE Gordon Trevor "Doc" Bowra, 77, died on 18 February 2014, in London, England. Gordon served as the medical officer with the British Antarctic Expedition and wintered-over at Halley Bay Station in 1963 and 64. The second year as the deputy base commander.

OAE MSGT Edward G. Braddock, USAF (Ret), 78, died on 7 October 2014, in Ocean Springs, LA. After he retired from the Air Force Edward worked in Antarctica as a contract pipe fitter.

OAE Dorothy Braxton, died on 3 September 2014 in Australia. Dorothy was the first Australian female journalist to deploy to Antarctica with ANARE. She was a member of the American Polar Society

OAE Donald Brown, 91, died on 18 March 2014, in Dublin, NH. Donald served on the USS *Olympus* as the Chief Electrician during Highjump.

OAE CK Lloyd Burckle, died on 11 November 2014, in Falmouth, ME. Lloyd was a geologist with USAP. Year(s) unknown.

- OAE Audrey P. Burnier, 92, died on 14 May 2014, in San Diego, CA. Audrey visited Antarctica as a tourist.
- OAE Capt. Willie Robert Callis, 89, died on 26 September 2014, in Gwynn's Island, VA. Willie was a merchant marine captain and deployed to Antarctica on supply vessels. Ships names and years unknown.
- OAE HMC Richard James Carlin, USCG (Ret), 79, died on 12 April 2014, in Bellingham, MA. Richard served on the USCGC *Eastwind* from 1965–68.
- OAE Dale Jones Carruthers, 79, died on 23 August 2014, in Birmingham, AL. Dale visited Antarctic as a tourist.
- OAE William B. Cater Sr., 87, died on 13 September 2014, in West Caldwell, NJ. Bill visited Antarctica as a tourist.
- OAE James C. Cawthorne, Jr. 54, died on 6 June 2014, in Madison, WI.. James served on a Coast Guard Icebreaker. Ship name and years unknown.
- OAE Dr. Roy Eugene Christian, MD, 82, died on, 1 April 2014, in Santa Cruz, CA. Roy visited Antarctica as a tourist.
- OAE Wing. Cdr (Ret) John Claydon, died on 15 December 2014, in New Zealand. John served on the Commonwealth Trans-Antarctic Expedition 1955–1958. Ross Sea Party. Claydon Peak, Queen Elizabeth Range is named in his honor.
- OAE POC Chancey Dean Cook, USN (Ret), 88, died on 26 May 2014, in Eureka, CA. Chancey served in Antarctica. Unit and year(s) unknown.
- OAE John Cleveland “Possum” Clement, 86 died on 18 December 2014, in Charleston, SC. Possum served on USS *Philippine Sea* during Highjump.
- OAE Milton Cooper died on 10 April 2014, in Lititz, PA. Milton served in the USN during Highjump.
- *OAE Raymond J. Costello, died on 15 April 2014. Raymond served as a BU3 with Naval Support Unit Three during DF-II and III.
- OAE William J. “Bill” Cromie, 84, died on 2 April 2014, in Somerville, MA. Bill served as a glaciologist on the Ross Ice Shelf Traverse during the IGY (1957–58). Mount Cromie is named in his honor.
- OAE Retired Ambassador Oliver Sexsmith “Mike” Crosby died on 25 October 2014, in Scarborough, ME. Mike was the United States Government Observer with the Belgian Antarctic Expedition in 1958–59.
- OAE Donald R. Crothers, 85, died on 18 April 2014, in Delaware, OH. Donald served on the USS *Brownson* as a sonarman during Highjump.
- OAE Roy Henry Cullen, died on 4 April 2014, in Houston, TX. Roy visited Antarctica as a tourist.
- OAE Thomas Sidney Davenport, died on 21 November 2014, in Cabin John MD. In 2008–2009 Thomas traveled to the geographic South Pole on cross-country skis from the coast of Antarctica to South Pole Station. He returned to the coast by kite skiing, one of the few times that the round trip has been done in this manner. Reaching the South Pole was a personal challenge but was also a way to raise money to support cancer research.
- OAE Phyllis Beryl (Megan) Schmidt Davis, 99, died on 31 May 2014, in Bozeman, AZ. Phyllis visited Antarctica as a tourist.
- OAE Michael John Davis, 69, died on 2 March 2, 2014. Michael spent many seasons at McMurdo and South Pole Stations as a USAP contractor electrician. Years unknown,
- OAE Samuel J. De Bone Sr., 90, died on 9 December 2014, in Napa, CA. Samuel worked for the Navy as civilian employee at Port Hueneme.
- OAE Mary Aubert Detmer, 75, died on 14 May 2014, in Ojai, CA. Mary visited Antarctica as a tourist.
- OAE James Angus Elliott, PhD, died on 23 April 2014, in Ottawa, Canada. James visited Antarctica as a tourist.
- OAE James Robert Durham, 79, died on 9 November 2014, in Louisville, KY. James served in Antarctica with the Navy. Unit and year(s) unknown.
- OAE Ed Dyer, 83, died on 31 August 2014. Ed served on the USS *Edisto*. Year(s) unknown.
- OAE Ralph Jackson Earnhardt, 78, died on 26 June 2014, in Norris, TN. Ralph served on the USCGC *Burton Island* during DF I and II.
- OAE Richard “Dick” Edelman, 90, died on 28 November 2014. Dick visited Antarctica as a tourist in the 1980s.

OAE MSGT Scott Antone Ellestad, USAF (Ret), 62, died on 4 June 2014, in Mesquite, NV. Scotty was a C-141 loadmaster and made two trips to Antarctica. Year(s) unknown.

OAE Robert Walsh Emott, Jr., 73, died on 21 April 2014, in Florham Park, NJ. Robert served in Antarctica with the Navy during the 1960s. Unit and year(s) unknown.

OAE LCDR Joseph "Joe" Waldo Entrikin, USN (Ret), 91, died on 5 April 2014, in Bellingham, WA. Joe served in VX-6 during DF-I (1955-56). He flew to Antarctica from New Zealand on 22 December 1955, making him the first pilot to fly a plane from land to Antarctica. Entrikin Glacier is named in his honor.

*OAE CDR Elmer Erdel, USN (Ret), 84, died on 2 May 2014, in Sparks, NV. Elmer served as an AG1 at McMurdo during DF-II.

OAE DR George "Bud" S. Eugster, MD, 73, died on 4 May 2014, in Spokane, WA. Bud visited Antarctica as a tourist.

OAE Richard "Dick" Hayes Evans, 79, died on 14 April 2014, in Long Beach, MS. Dick served on the USS *Burton Island*, and the USS *Staten Island* as an oceanographer from 1960 through 62. Evans Point is named in his honor.

OAE ADCS Raymond Edward Fairley, USN (Ret), 80, died on 31 May 2014, in Evans, LA. Raymond served in Antarctica with the US Navy. Unit and year(s) unknown.

OAE GSGT Darrell E. Farringer, USMC (Ret), 52, died on 16 October 2014. Darrell served in Antarctica. Unit and year(s) unknown.

OAE Dale Lee Fletcher, 66, died on 15 December 2014, in Norwich, NY. Dale spent considerable time in Antarctica, specializing in electronics, pneumatics, and nuclear reactor control and design. Years unknown.

OAE Danny L. Foster, 77, died on 14 October 2014, in Sarasota, FL. Danny was a meteorologist with the USWB and was on the traverse to Vostok during DF-63.

OAE Dean Richard Freitag 87, died on 1 September 2014, in Cookeville, TN. Dean was the Technical Director at the U.S. Army Corps of Engineers Cold Regions Research Lab in Hanover, NH from 1972 until 1981.

OAE Bernard Fridovich, PhD, 83, died on 9 September 2014. Bernard served during DF-II as a USN Lieutenant at McMurdo as a meteorologist. He was severely injured in a helicopter crash. Mount Fridovich was named in his honor.

OAE Barry M. Gerardi, 71, died on 5 September 2014, in Stillwater, NY. Barry served with the Seabees as a PO3. He made two deployments to Antarctica. Years unknown.

OAE LeRoy Richmond "Bud" "Roy" Gerhard, 93, died on 8 December 2014. Bud served in Antarctica with the USN during Highjump. Unit unknown.

OAE Joe Barron Giles, 74, died on 18 May 2014, in Atlanta, GA. Joe made two deployments to Antarctica with the USN. Unit and year(s) unknown.

OAE CWO4 Claude "Jim" Gillikin, Jr., USCG (Ret), 77, died on 25 October 2014. Jim served in Antarctic with the USCG. Unit and year(s) unknown.

*OAE Gerald "Glider" Glidewell, 72, died on 10 June 2014, in Fenton, MO. Glider served in VX-6 as an AE2 from 61 to 64.

OAE Ronald D. Grass, 89, died on 13 April 2014, in Broomfield, CO. Ronald wintered-over at South Pole Station during DF-64 as a USWB meteorologist. Grass Bluff is named in his honor.

OAE Dorothy Anne Grenier, 94, died on 26 March 2014, in Milwaukie, OR. Dorothy visited Antarctica as a tourist.

OAE Ruth Gross, 94, died on 2 May 2014, in Monmouth Beach, NJ. Ruth visited Antarctica as a tourist.

*OAE Malachy Hackett, 61, died on 24 June 2014, in Elizabethtown, NY. Malachy wintered-over four times and one summer season in Antarctica.

OAE Drew D. Hampton, 58, died on 3 May 2014, in Littleton, CO. Drew served with the Antarctic Support Associates as a heavy equipment operator and wintered-over twice at South Pole Station during 1995 and 1997.

OAE Paul Hargreaves, 75, died on 14 August 2014, in New Zealand. Paul served in Antarctica with NZARP. Year(s) unknown.

OAE Richard Michael Hayes, died on 24 June 2014. Richard served on the USCGC *Glacier* from 1970 to 1973



OAE Robert Eugene Heintz, USN (Ret), 85, died on 26 April 2014, in Southport, FL. Robert served on the USS *Edisto* during Operation Windmill.

*OAE Fredric "Fred" J. Herman, 91, died on 1 April 2014, in Bel Air, MD. Fred served as a GM2 on the USS *Yancey* during Highjump.

OAE Jill Wilmoth Hewicker, died on 14 April 2014, in Irvine, CA. Jill visited Antarctica as a tourist.

Billie Faye Hisey, 83, died on 16 April 2014, in Winter Haven, FL. She was a member of the ADFA.

OAE AGCS Leo J. Hortsch, USN (Ret), 87, died on 24 March 2014, in York, PA. Leo served in VX-6 during DF-65.

OAE Patrick "Pat" Seaver Houghton, 60, died on 27 July 2014, in Vancouver, WA. Pat served at McMurdo and South Pole Stations unloading C-130s. Unit and year(s) unknown.

OAE Joseph A. Howe, 65, died Hudson, MI. Joe served in the Navy with Antarctic Support Activities. Year(s) unknown.

*OAE Jerry W. Huffman, 80, died on 30 April 2014, in Waynesboro, VA. Jerry wintered-over at Eights Station as the SSL during DF-63. Mount Huffman is named in his honor. He was also a member of the Antarctic Society and the American Polar Society.

OAE MAJGEN Robert A. Knauff, USAF (Ret), 61, died on 3 May 2014, in a glider crash near Phoenix, AZ. Robert served in the NYANG 109th Airlift Wing from 2003 through 2009 and was the Commander of the 109th from 2005 until his retirement. Mount Knauff was named in his honor.

OAE David Henry Krumm, 73, died on 28 August 2014, in Del Rio, TX. David served at Byrd Station. Unit and year(s) unknown.

*OAE John Thomas Kubik, USN (Ret), 71, died on 22 October 2014, in Gulfport, MS. John served with NSF during 1979.

OAE Richard "Dick" Laws, 88 died on 28 October 2014, in Cambridge, UK. Dick was the station leader and zoologist on Signy Island Station during the winters of 1948 and 1949. He wintered at South Georgia as the first base leader in 1951. Laws Glacier is named in his honor.

*OAE Donald W. Leavitt, Sr., 81, died on 5 November 2009, in Morton, PA. Donald served as a Marine Corps SSGT on the USS *Philippine Sea* during Highjump.

OAE EQCM Charles "Charlie" Wilbur Leighton, Jr., USN (Ret), 83, died on 17 April 2014, in Camarillo, CA. Charlie wintered-over as a CD2 at Little America V with MCB (Special) during DF-II. He was a member of the ADFA.

OAE James Oliver Lott Jr., 75, died on 27 May 2014, in Friendship, ME. Jim served in Antarctica with the US Navy. Unit and year(s) unknown.

OAE Arne Lunde, 84, died on 7 May 2014, in Santa Barbara, CA. Arne joined a whaling expedition to Antarctica when he was 18.

OAE James L. McDonald, 73, died on 11 October 2013, in Palm Harbor, FL. James wintered-over at South Pole Station during DF-68 as an EM1.

OAE Gregory "John" Majerus, Jr., 74, of Altura, MN, died on 2 June 2014, in Lacrosse, MN. John worked at McMurdo Station for the USAP contractor as a welder/fabricator for 15 seasons from 1991 through 2005. Mount Majerus was named in honor of the Majerus family.

Bruce J. Malfait, 67, died on 9 May 2014, in Alexandria, VA. Bruce was head of the NSF Division of Ocean Science, from 2001-06, and the program director for the Ocean Drilling Project, 1987-2001. Mount Malfait was named in his honor.

OAE Charles Leo Matsch, 83, died on 18 April 2014, in Duluth, MN. Charlie was a geologist with the USARP University of Minnesota, Ellsworth Mountains expedition during the DF-80 austral summer. Matsch Ridge is named in his honor.

OAE LCDR Pierce Yarrell "PY" Matthews Jr., USN (Ret), 88, died on 29 July 2014, in Decatur, GA. PY made multiple deployments to Antarctica. Unit and year(s) unknown.

OAE LTCOL Thomas E. "Tim" Morrow, USMC.(Ret), 84, died on 24 December 2014. Tim served in Antarctica. Unit and year(s) unknown..



OAE George Howe McGeary, 72, died on 7 December 2014, in Salmon, ID. George was a carpenter from the late 1970s through the early 1980s. He was at McMurdo, South Pole, Siple Stations, and a number of field camps with Holmes & Narver in the 70s and ITT in the 80s.

OAE Irwin Leonard "Mac" McMillan, USAF (Ret), 86, died on 17 September 2014. Mac served in Antarctica with the Air Force. Year(s) unknown.

OAE Conrad George Merrick, 89, died on 15 September 2014, in Sacramento, CA. Conrad served with the USGS and was the cartographer and navigator of the DF-62 Antarctic Peninsula Traverse. The Merrick Mountains in Palmer Land were named in his honor.

OAE Robert E. "Bob" Moynihan, 77, died on 31 July 2014, in Vineland, NJ. Bob served on the USS *Glacier* from DF-I through DF-IV (1956 to 1959)

OAE William Bryson Mull, Jr., USN (Ret), 85, died on 22 September 2014. William wintered-over at South Pole Station as the cook during DF-64. Mount Mull was named in his honor.

OAE Johnny M. Muse, died on 1 November 2014, in Hanahan, SC. Johnny worked in Antarctica with SPAWAR as an air traffic controller. Year(s) unknown.

OAE B.D. "Beau" Myers, died on 19 November 2014. Beau wintered-over during DF-68 and 70 as an RM2.

OAE Lawrence E. Oswald, 67, died on 28 September 2014, in Tempe, AZ. Larry served in Antarctica in the USAF. Year(s) unknown.

OAE Kenneth Lewis Parker 89, died on 16 April 2014, in Greenwich, CT. Kenneth visited Antarctica as a tourist.

OAE Kenneth Pawson, 90, died on 29 April 2014, in Calgary, Alberta, Canada. Ken wintered over twice as a meteorological officer with the British Antarctic Survey from 1947-49 at Port Lockroy Station, and Base G (Admiralty Bay). Pawson Peak was named in his honor

OAE Merrill "Pete" J. Peters, 82, died on October 31, 2014. Pete was USARP Field Assistant during DF-63. Peters Peak in the Holyoak Range was named in his honor.

OAE John Kevin Phillips, 50, died on 10 November 2014. Kevin served in Antarctica with the USAF. Year(s) unknown.

OAE Peter "Pete" Alden Push, 70, died on 21 April 2014, in Lexington, KY. Pete served with the US Air Force and deployed to Antarctica several times. Unit and year(s) unknown.

*OAE Bruce Raymond, 74, died on 26 June 2014, in Fruitport, MI. Bruce wintered-over at McMurdo during DF-61.

OAE Peter "Pete" T. Reynolds, 69, died on 10 April 2014, in Wichita, KS. Pete visited Antarctica as a tourist.

OAE Joscelyn Richmond, 81, died on 20 May 2014, in Claresholm, Alberta, Canada. Joscelyn visited Antarctica as a tourist.

OAE Thomas W. Roberts, 59, died on 18 May 2014, in Zephyrhills, FL. Thomas served in Antarctica from 1977 through 1980 as a contractor for three consecutive summer seasons: with Holmes and Narver for two seasons and ITT for one season.

OAE James "Robbie" Robbins, 88, died on 12 July 2014. Robbie served on the seaplane tender USS *Pine Island Bay* during Highjump as an ARM2. He was on the 30 December 1946 PBM flight when their plane, the *George I*, disappeared on the unexplored part of the Antarctic continent. Robbie showed his true heroism on that mission, saving the pilot from the burning plane and helping feed the survivors before they were rescued. Robbins Glacier is named in his honor.

OAE LCDR Layton Eugene "Gene" Robison, 92, died on 23 June 2014, in Kansas City, KS. Gene served in VX-6 from DF-64 through 66 as an LC-130 pilot. Robison Glacier is named in his honor.

*OAE Ralph Saukko 79, died on 31 July 2014, in Corona, CA. Ralph served in VX-6 from 1958-62 and 1964-68. He was a member of the OAEA West Coast Group.

OAE Sarah Jean Schwartz, 46, died on 20 October 2014, in Loveland, CO. Sarah spent six months in Antarctica. Unit and year unknown.

OAE Jimmy C. Scott, 54, died on 7 November 2014, in Winter Garden, FL. Jimmy was a contractor with Raytheon Polar Services for two seasons. Years unknown.

OAE William J. "Bill" Sedivy, 91, died on 25 October 2014. Bill served during Highjump with the US Navy.

OAE Joan G. Sharpe, 89, died on 6 May 2014, in Yakima, WA. Joan visited Antarctica on a University Research Cruise.

OAE WO Foster C. Spruill, USCG (Ret), 94, passed away on October 23, 2014, in Chesapeake, VA. Foster made one deployment to Antarctica on the USCGC *Westwind*. Year unknown.

*OAE GSGT Fred W. "Bill" Streitenberger, USMC (Ret), died on 12 May 2014, in Palos Verdes, CA. Bill served in VX-6 as a navigator during DF-61 and 62. Bill was on the MEDEVAC flight to Byrd Station on 10 April 1961 to evacuate Leonid Kuperov. Streitenberger Cliff was named in his honor.

*OAE CDR Elias "Al" Joseph Stetz, USN (Ret), 81, died on 19 July 2014, in Locast Vally, CA. Al began flying scientific missions in Antarctica in 1960. In 1961, he survived the crash landing of his Neptune P2V at Wilkes Station. The crash, caused by a fuel leak and fire, killed five of the eight people aboard. Al is the second survivor of the Wilkes crash to die during this reporting period. See Robbins above. Stetz Nunatak is named in his honor.

CAPT Virgil Earl Strickland, USN (Ret), 77, died on 20 May 2014, in Orange Park, FL. Virgil provided support to NSF USAP. Year(s) unknown.

OAE Robert V. Stevens, 78, died on 12 October 2014, in Guliford, CN. Robert served as a LTJG on a USN ship that deployed to Antarctica. Ship name and year(s) unknown.

OAE Bernard Stonehouse, 88, died on 12 November 2014. Bernard wintered-over three years in a row with the British Antarctic Survey, in the Antarctic Peninsula region, as a pilot and scientist. stonehouse Bay is named in his honor.

*OAE Charles Swithinbank, 87, died on 27 May 2014, in Bottisham, Cambridgeshire, UK. Charles Served with USARP on the Ross Ice Shelf for three seasons from 1959 to 63. Fron 1963 through 65 he served with the Soviet Antarctic Expedition as a British Antarctic Survey (BAS) exchange scientist and wintered over at Novolazarevskaya Station. He then spent three summer seasons in Antarctica with the BAS between 1966 and 72. On 4 December 1987 Charles and Giles Kershaw made the first wheeled aircraft landing in the Patriot Hills in a Twin Otter. He wrote four books about his Antarctic Experiences. Swithinbank Glacier, Swithinbank Moraine, Swithinbank Range, and Swithinbank Slope were all named in his honor.

OAE Mark Allen Teaney, 86, died on 1 May 2014, in Ocean City, MD. Mark served during Highjump.

OAE Jay Steven Vavra, 50, died on 22 October 2014. Jay was a USAP scientist and served at McMurdo. Year(s) unknown.

OAE Leroy "Lee" Donald Vesper, died on 18 September 2014, in Vacaville, CA. Lee was a USAF Flight Engineer and made one deployment to Antarctica. Year unknown.

OAE Barrie "Barry" Clayton Waterhouse, 85, died on 6 January 2014, in Auckland, NZ. Barry served with NZARP as a geologist during the 1965, 1969-70, and 1975-76 austral summer seasons. Waterhouse Spur is named in his honor

OAE Ernest Wilson, 87, died on 28 April 2014, in Orem, UT. Ernest served on the USS *Henderson* during Highjump.

OAE CWO-4 Kenneth M. Wahlman, USA (Ret.), died on 7 September 2014. Kenneth was a member of the PM3A crew during DF-72.

OAE CK Leonard "Lennie" R. Webber, USN (Ret), 66, died on 7 December 2014, in Gulfport, MS. Lennie served in Antarctica. Unit and year(s) unknown.

*OAE Dr. John G. "Jack" Weihaupt, 84, died on 15 September 2014, in Evergreen, WA. Jack was a USARP Grantee. See the book review on page 28 for more details.

OAE Kenneth William Wyss, 86, died on 30 August 2014, in Independence, MO. Kenneth served during Highjump.

OAE LCDR Bernard "Bernie" William Welch, USN (Ret), 84, died on 27 September 2014, in Salmon Creek WA. After retiring from the Navy he served in Antarctica as Captain of a research vessel for Scripps Institute of Oceanography. Name of ship and year(s) unknown.

OAE Harold R. Yiengst, 87, died on 15 July 2014, in Lebanon, PA. Harold made two deployments to Antarctic on the USS *Wyandot*. Years unknown.

*OAE RMC (SS) Terrance "Zeek" B. Zapp, USN (Ret), died on in Tucson, AZ. Zeek wintered-over at McMurdo during DF-71 as an RM2. He was scheduled to winter-over during DF-75, but after the summer season he was transferred to summer support due to a reduction of winter-over manning levels.

CHAPLAIN'S CORNER

Johnnie Draughton—OAEA Chaplain

As we opened the 7th National OAEA Reunion in Norfolk I realized that it had been exactly 41 years to the day since I stepped off a C-130 at Williams Field and saw "The Ice" for the first time. November 13, 1973. (It was November 12th in Norfolk, but remember McMurdo is one day ahead!) I remember looking across McMurdo Sound at the Royal Society Mountains and just standing in awe. It felt like you could reach across the ice and touch them. It was, without a doubt, the most beautiful thing I had ever seen. Even though I was not a man of faith at the time the words of the Psalmist came to mind: "Thy righteousness *is* like the great mountains; thy judgments *are* a great deep: O LORD..." ([Psalms 36:6](#)). Quite possibly my spiritual journey began that day. I also know from my discussions with other OAEs that it was very much the same for many of them. I was happy to accept when Laura invited me to serve as your chaplain for the next few years. For those of you



Johnnie at McMurdo DF-77

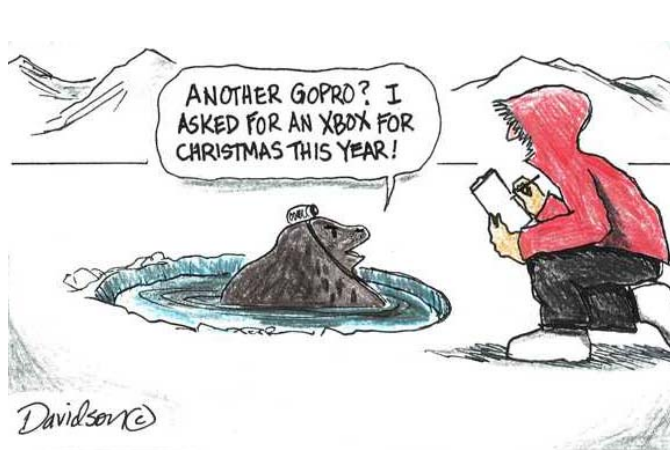
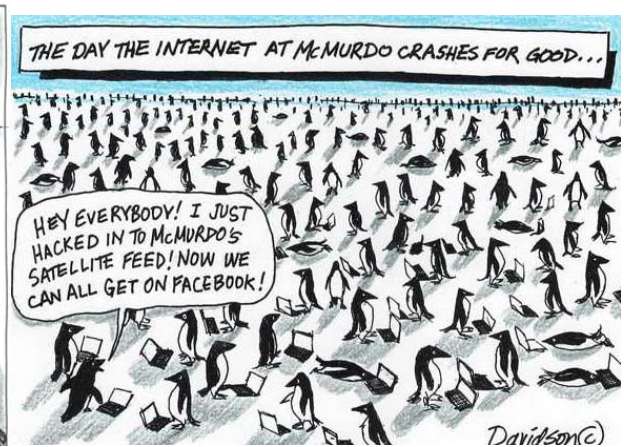


Johnnie in 2012

who do not know me I was a Journalist third class (then JO2) attached to NSFA during DF-74, 75, 76, and '77. I have 22 months on the ice and did one WINFLY (DF-77). As we approach the mid-point of another operating season in Antarctica I would ask each of you to join me in prayer daily for the men and women currently serving on the ice.

CARTOONS FROM THE FAR SOUTH

By Matt Davidson



Tidewater Group Norfolk Reunion Report

by Ed Hamblin

The Norfolk reunion thing all started in San Antonio in 2010 when I volunteered Norfolk to take on hosting the OAEA reunion for 2014. There were several of us from Tidewater there, but I hadn't discussed the idea of hosting one with anyone. I got swept up in the moment at the General Assembly meeting, and John Lamont West sort of urged me along on it—before I knew it, my hand was up, and the damage was done. Immediately following the meeting, Tidewater area OAEs Bill Raymus and Brad Miller came to me and asked what I was thinking.

This retired Master Chief Petty Officer wasn't too worried. I figured with four years to pull it off, things would sort of fall into place and that there was plenty of time. I would think about it for a while, develop a plan, and then work the plan to fruition. So imagine my surprise when shortly after the reunion (as in weeks), Brad Miller called and said we were already behind. He had been at a local parade, and happened to run into someone from the Virginia Beach Convention and Visitors Bureau that dropped the bombshell that this being a prime convention and vacation area, organizations started planning major events five to six years out. Oops!

Although Norfolk area has never organized into a formal OAEA chapter, there are a number of members that have met informally for over 10 years at a quarterly gab session. Members from that group quickly coalesced into a loose committee organization with no one in charge. Brad worked with the local cities' Convention and Visitors offices and came up with a list of venues that would be interested in hosting an event. We started with over 20 on the list, and narrowed it down to about five for interviews. Then an *ad hoc* group of us went out and interviewed the hotels. That was an interesting process, because I started to discover that we might not have been as clever as I thought, and also that there were a lot of things we didn't know. Who knew what a room night was? After a series of interviews and meetings, we settled on a host venue, put a deposit down, and signed the contract with the hotel about three and a half years out from the event. Cool, now what?

The quarterly social meetings continued, and although I would mention the reunion, nothing was really happening except to discuss what type of events and tours we might want to offer. The main thing was that in late summer of 2012, Brad found someone who volunteered to do the artwork/logo for the reunion, and the price was right—free! No one had anything better to offer, and the design was “right and tight” from the start, with little to change. Whew! Brad bailed us out on that one, and we now had a logo on a small poster. It made an “official” public appearance at the San Diego reunion in 2012.

Within the next few months, I asked if anyone wanted to really take ownership and be in charge. No one volunteered,

and all things being what they are, I got it. Sometime in the spring/summer of 2013, Brad Miller started to turn on the charm with his “network” In his previous life, he was Command Master Chief of the Navy Exchange Command, and knew people who knew people. Suddenly in the fall, “stuff” started to fall out of the sky. His house quickly filled up with items to be used for handouts, gifts, and other reunion supplies; according to him, the FedEx and UPS delivery guys knew his name. Brad and his network really came through; by calculations, he “scored” something around \$15K worth of prizes and reunion related stuff. Brad was kept busy receiving and cataloging for just about the next year.

After the 2014 New Year, we started talking about needing to have a meeting with the hotel folks. The hotel person we had signed the contract with, and the City of Norfolk Tourist and Visitors Bureau person had changed, so we needed to reconnect there. A group of us met at the hotel in the late winter with the right folks, and determined that the train was still on track.

Although the anxiety level was rising as we approached the event minus the six-month point, I felt like everything was under control. Hotel in place, door prizes and supplies still coming in, budget made up, tours decided on, reunion T-shirt supplier identified and price negotiations in progress, and guest speakers on track; time to start working on the special reunion edition of the *Explorer's Gazette*. Once the Gazette was done and distributed by Billy-Ace Baker, we just had to sit back and wait for the registrations to start flowing in.

Or so we thought. That is where the blood pressure started to skyrocket. We had planned and set up for between 250 and 300 attendees; that figure was based on membership distribution and Norfolk central location on the East Coast. I had contracted with the hotel for certain numbers, and was really starting to sweat the load; and sweat is an understatement. The Gazette special edition went out about the second week of May. By the first week in July, we had fewer than 40 registered attendees. A bit before that, the newly minted OAEA reunion guide had come out, and I pored over that looking for answers and of course there were none that covered this situation. I contacted the hotel because they were also watching the numbers of room registrations for the reunion, and hotel support and prices were based on a certain number. I was beginning to worry about how I was going to be able to carry this off, and was resigned to the fact that we might not even have 100 attendees. By my earlier calculations, we would need at least 215 attendees to meet the contractual requirements. I voiced my fears to the OAEA President, but told her we needed to keep on as planned. Almost daily, I was second-guessing myself about what we had done wrong.

It was also early during this period, that we “grew” an administrative assistant. My wife Linda offered her services; a retired school administrator, she took on much of the heavy

lifting, and started keeping track of registrations, developed a database, and maintained contact with the attendees via e-mail. In her "spare time" she also created the banquet centerpieces. With her penchant for organization, she was more than a welcome addition to the committee. Her involvement also helped me from getting "down in the weeds"; I could stay detached and keep track of the big picture.

In July, a general distribution e-mail "gentle reminder" was sent out with the help of Billy-Ace Baker and Bob Gaboury. I don't know if that was what opened the floodgates or not, but by mid-July, registrations started coming in. We never did get to the 215 number; we were just a bit shy of that, but we were over 200, and with some skillful negotiations with the hotel, we were able to pull everything off just fine. The hotel was satisfied with the number of room nights we provided.

Once the registration issue was taken care of, things really fell into place. I made the comment to the co-chairman a couple of times that things were going so well I was concerned. We had a final organization meeting in early October, and then a follow on meeting and walk through with the convention manager at the hotel a couple of weeks later.

After all that, almost anti-climactic, it was "Showtime"; and it all worked. People came, stories were told, friendships were renewed, and everybody partook. So, with that, thanks to efforts of the following major "cast of characters" that brought in such a fine production:



Brad Miller: Co-Chairman, Chief "Scrounger", Reunion Operation Logistics, and Planning.



Bill Raymus: Co-Chairman, Reunion Operation Logistics, Hospitality Room Boss, and Planning



Linda Hamblin: Administrative Assistant.,



Bill Murray: ID Badges Gift Bag Items, Tour Assistance, and Registration Assistant



Jim Silverstorf: Color Guard Support and Registration Assistant



Johnnie Draughon: Master of Ceremonies, Audio Visual Support, and Planning



Charlie and Tammy Thompson: Registration Assistance, Logistics, 50/50 and Door Prize Ticket Control



Cliff and Jean Dickey: Reunion Operations Assistants At-Large, 50/50 and Door Prize Ticket Control



Dave Bresnahan: Guest Speaker Support.



Ed Hamblin: Head worrier

OF MAPS AND MEN

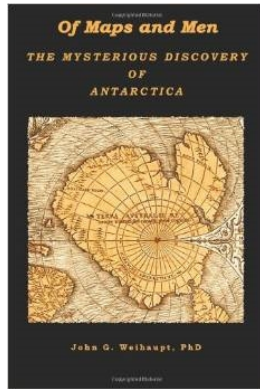
reviewed by Laura "Stella" Snow

BOOK REVIEW



Of Maps and Men: The Mysterious Discovery of Antarctica, John G. Weihaupt, PhD, 2013, 155 pages

Dr. John Weihaupt has written an interesting book about the discovery of Antarctica, climatic variations including possible climatic warming comparable to the current warming of the earth, and his theories as to when humans first became aware of the existence of the southern continent. He questions the popular belief that early nineteenth century sealers and whalers were the first to sight the continent. Weihaupt's book takes the reader on a cartographic tour of historic maps in order to analyze man's early knowledge of the earth's geography. An important element of his research was the determination of when and where Antarctica first appeared in the historic cartographic record.



Reaching back to ancient Greece, Aristotle wrote about the existence of Antarctica and described it as a cold and barren land. Without evidence of the southern continent, the idea itself developed from the Greek concept of the "golden mean." Ancient Greek culture held that all things should reflect equilibrium, balance, and symmetry. Consequently, a continent "should" be located at the bottom of the earth.

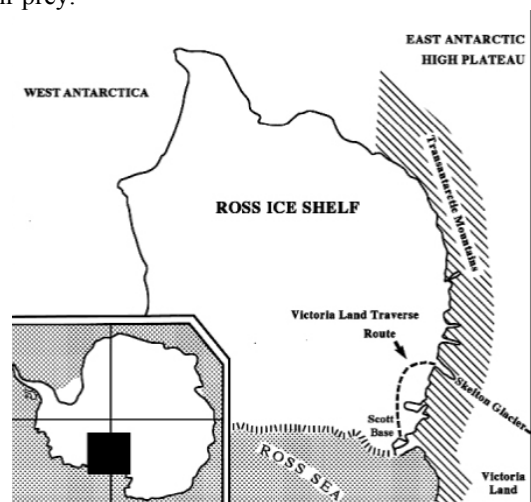


Antarctic Continent With Dry Valley's Circled

A myth existed that Polynesian kings had seen a land of White Mountains. Had the Polynesians, in their remarkably seaworthy canoes, seen Antarctica? In the eighteenth century Captain James Cook circumnavigated Antarctica, crossing the Antarctic Circle three times, without seeing land. Cook believed the ice he had seen extended to the pole. It was Cook's voyage that motivated sealers and whalers to travel to the far south in search of their prey.



Dr. John "Jack" G. Weihaupt



Ross Ice Shelf Map Showing The Route of the Victoria Land Traverse From Scott Base to The Skelton Glacier, up Through the Trans-Antarctic Mountains, and onto the High Plateau of East Antarctica.

Englishmen Edward Bransfield and William Smith, on separate expeditions, sighted the continent in 1820. Connecticut whaler Nathaniel Palmer, 1820–1821, sighted the Antarctic Peninsula, without reaching the larger continent. The word got out after the voyages of these men. Interestingly, although many whalers and sealers would remain secretive about their finds, the attics of New England have, in the more recent past, yielded old log books, maps, charts, and journals that describe icebergs, glaciers, and the Antarctic continent.

Captain James Clark Ross sailed from New Zealand in 1840 and with favorable sailing conditions navigated the ice pack and reached the coast of the areas now known as Victoria Land and Ross Island in 1842–1843. The author states that earlier sailors could have successfully accomplished similar feats. In order to find evidence of the possibility of earlier discoveries Weihaupt turned to the glaciological and cartographic record of Antarctica.

Explorers such as Bartholomew Diaz, Vasco da Gama, and Christopher Columbus added to the known geography of the world, which in turn resulted in increasingly accurate maps. Sixteenth century German cartographer Sebastian Munster produced the Basile map, which placed the southern continent in the same location as the Greek philosophers believed it “should” be. Throughout the Renaissance the southern continent was depicted on maps and labeled as “not known.” However, the idea of the southern continent was gaining popularity among European cartographers.

As seventeenth and eighteenth century technology improved cartographers produced maps that were more accurate and detailed. According to Weihaupt, whalers were the discoverers of Antarctica—but not Bransfield, Smith, or Palmer. The evidence lies in whalers’ secret charts and logs that were created at least three hundred years before the early nineteenth century.



Jack Operating Seismograph

While conducting research for the book, Weihaupt visited the Library of Congress in Washington, DC; the Royal Geographic Society and the British Museum in London; the Museo Naval in Madrid; and the Archivo de Los Indies in Seville. He struck “gold” at the Library of Congress where he found the 1531 Orontius Finaeus map of the sixteenth century world. It places Antarctica, “Terra Australis”, in the correct location. Although he visited the museums and archives in London, Madrid, and Seville, he found nothing that came close to the accuracy of the Orontius Finaeus map.

The author had three tasks ahead of him. He had to authenticate the Finaeus map and show that it predates the early nineteenth century maps, verify the topographic and glaciologic features as depicted on the map, and show that it is reasonably similar to modern maps.

The author presents several points that indicate similar details between the Finaeus map and modern Antarctic maps. To authenticate the map Weihaupt embarked upon a search of the cartographic literature of the past. He found mention of “Finaeus” and



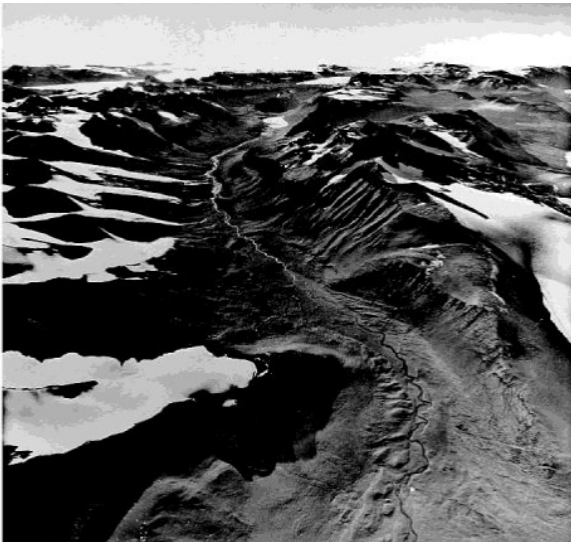
Mummified Seal in the Wright Dry Valley

“Orontius Finaeus”, also as “Oronce Finn.” He discovered that Finaeus published a critique of the cartography of the world in 1531, which contained a copy of the map in question. Further research indicated that Finaeus was a mathematics professor in Paris in the sixteenth century. With knowledge of this map, Weihaupt states that Antarctica was discovered approximately three hundred years before what is popularly believed.

The author explains the differences between Antarctica on the Finaeus map and as depicted on modern maps. He points out the absence of major ice features and why the features are missing. If the Finaeus map is valid then obviously Antarctica existed in different climate conditions in the sixteenth century. During the late Holocene period until the mid-sixteenth century, earth warmed enough to collapse Antarctica's ice shelves, which provides an explanation for certain missing glaciological elements from the Finaeus map.

A significant challenge in proving the validity of the Finaeus map is cultural. What was the source of Finaeus' information? In order to provide Finaeus with the information to create an accurate map, explorers would have to have made more than one visit to Antarctica or one lengthy visit to the continent. What is the source of the information that resulted in the Finaeus map? What was the technology that made the Finaeus map possible? The author has interesting theories that may answer these questions.

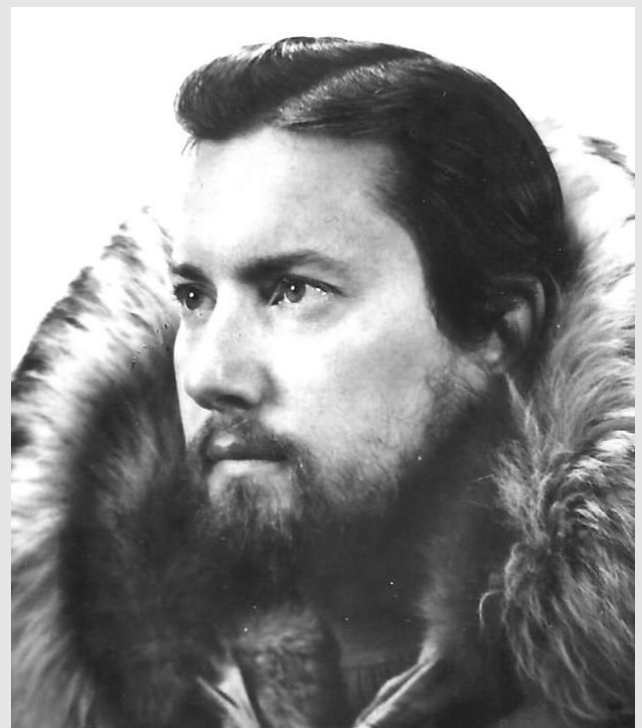
This is an intriguing book. It is a book of mystery, as well as one of history and science. I have not decided what I believe about the Orontius Finaeus map of 1531, but the author provides numerous interesting possibilities to consider. When you read the book, you will be able to evaluate Weihaupt's thesis and make your own decision about the author's thesis.



Wright Dry Valley in the Transantarctic Mountains. Note East Antarctic high plateau in the background and diminishing feeder glaciers along the margins of the Wright Dry Valley.

Dr. John G. "Jack" Weihaupt

5 March 1930 — 15-September 2014



As a young exploration geologist from 1956 to 1958, Jack worked as an exploration geophysicist, he was selected by the U.S. Antarctic Research Program (USARP), sponsored by the U.S. National Science Foundation, to conduct exploration and research in previously un-explored parts of the Antarctic continent.

From 1959 to 1963, he made three trips to the frozen continent. In 1959-60, as a member of the Antarctic Victoria Land Traverse, Dr. Weihaupt's eight-man team, consisting of American, Dutch, French, and New Zealand mountaineer scientists, conducted a four-month, 2,400-kilometer journey into the unexplored hinterland of east Antarctica. As a result of that exploration, he is credited with numerous scientific discoveries, including the Wilkes Subglacial Basin, a vast feature underlying the ice; the Wilkes Land Gravity Anomaly, potentially the largest meteorite impact crater on the planet; and ice-core extractions that later provided the first evidence of Earth's contemporary global warming. He and his team were also credited with the discovery of the Outback Nunataks, the USARP Mountain Range and the upper reaches of the 200-kilometer-long Rennick Glacier

For these explorations and discoveries a mountain in Victoria Land, Mount Weihaupt, was named in his honor..

NEW OAEA MEMBERS

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

Thanks to Mo Gibbs, Joe Gogel, Ed Hamblin, Marty Diller, Pam Landy, Gary Forney, and Laura Snow 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.

*Denotes Associate Member

§Denotes Upgrade to Life or Renewal of Annual Member

ΦDenotes Upgrade to Regular Member

Agnew, Harold EOC	Life	NSFA WO DF-84
Anderson, Edwin SK1	Annual	WO McM DF-73
Boatright, "Boats" AB3	Life	VX-6 DF-I and II
Boyum, Terry SW1	Annual	NSFA WO DF-84
Breschini, Ralph RM1	Life	USCGC <i>Southwind</i> DF-68
Butera, Emanuel EN3	Life	USS <i>Atka</i> 1961-62
Clements, Paula CIV	Annual	Dau of Robert Grass
Cook, Jon PN3	Life	USS <i>Atka</i> 1965-66
Crane, Richard LT MC	Life	NSFA 1979-82
Drummond, Brian NOK	Life	Son of Glen Drummond
Dwyer, Emmett CIV	*Annual	Shackleton Historian
Echoff, James CWO3	Life	USCGC <i>Glacier</i> 68-70 USCGC <i>Burton Island</i> 75-77
Edgerton, R. E. SWCS	Life	NSFA McM DF-73 SS WO McM DF-III
Everhart, Albert E6	Life	NSFA WO DF-84
Fussell, Michael CIV	Annual	USARP WO McM DF-74
Hardy, Richard SP3 USA	Life	LAV V DF-I
Hart, Elizabeth CIV	Life	Surviving NOK
Henry, Leilani CIV	§Life	Surviving NOK
Herman, Beverly NOK	Life	Widow of Frederic
Gonzalez, Rita NOK	Life	Daughter of James Maddox
Good, Melvin LTJG	Life	USS <i>Atka</i> 1965-66
Grass, Donna NOK	Life	Widow of Robert
Grass, Nancy CIV	*Life	Sister of Robert
Grass, Robert CIV	Commem	WO South Pole DF-64
Harris, Harold RDM3	Life	USS <i>Yancey</i> 1946-47
Jaras, Thomas LCDR	Life	USS <i>Vance</i> 1961-62
Klinck, John CIV	Life	USAP Oceanography RV <i>Polar Duke</i> 93-01 RV NB <i>Palmer</i> 02/12
Knowlton, Robert CS1	Life	WO McMurdo DF-64
Lambert, Keith HM1	§Annual	NSFA SS 83-84
Long, Roy CM3	Life	MCB (S)LAV DF-III
McCroy, Debbie CIV	Annual	Surviving NOK of Ashley Snow USASE
McLaughlin, Don LT	Life	ASA OIC Palmer Station 69-71
Moran, Kelly CM1	Annual	NSFA WO DF-85

Murley, Michael CM1	Annual	NSFA WO DF-84
Nero, Leonard CIV	Life	USARP McM 1967-69
Offshodfor, Vik VADM	*Life	Royal Albanian Navy
Painter, Dewey LT	Life	WO McM DF-73
Pocreva, R.S. MAJ USAF	Life	79 th Air Rescue DF-63
Preston, Amy CIV	*Annual	Daughter of Larry & Sharon Preston
Reed, Edward GM3	Life	USCGC <i>Westwind</i> 57-59
Sayre, Thomas ABF1	Life	ASA McM WO DF-65
Schenborn, Dennis CIV	Annual	USARP McM, Palmer, RV Hero 74-76
Smith, Walter Jr NOK	Annual	Son of Walter Smith
Stafford, Charles UT3	Life	ASA MCM WO DF-66
Sundin, Mel CDR	Life	NSFA PAO 78-80
Terry, Kenneth YN3	Annual	VXE-6 1976-78
Thomas, Walter ETCS	Life	NSFA 74-77
Weseloh, Paul CMSGT	Life	USAF DF-06
Woske, Charles SMSGT	Annual	USAF NYANG 99-02
Zocchi, Mario MAJ USAF	Life	109 th NYANG 05-12

REUNION & MEETING INFORMATION

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

USS/USCGC *Edisto* (AG-89/AGB-3/WAGB-284): Reston, VA (DC area). 23-27 April 2015. POC Glenn Smith, 321 269 5637, or by email at: ussedisto@cfl.r.com. The *Edisto* served during Windmill, DF-I, IV, 61, 63, 65, 69, and 70.

All Navy and Coast Guard Icebreakers Reunion: Washington, DC. 23-27 April 2015. POC Glenn Smith. Email: gdsmit@cfl.r.com, phone: 321 269 5637.

All SeaBee Reunion: Gulfport, MS. 30 April to 3 May 2015. To register contact Island XI, PO Box 113, Gulfport, MS 39502

NNPU/PM-3A: Goshen, NY. 4-9 May 2015. POC Bob Berkowitz. Phone: 845 782 5539, or by email at: fixitbob3@optonline.net. NNPU/PM-3A served from 1962 through 1979.

USS *Brownson* (DD-518/868): Charleston, SC 21-25 June 2015. POC: Guy Linscott, 207 233 6531. seabatt37@yahoo.com. The *Brownson* served during Highjump.

Antarctic DF Association: Indianapolis, IN 12-14 May 2015. POC Bill Stroup. 228 864 3270

American Polar Society: La Jolla, CA, 3-6 November 2015. POC: Charles Lagerbom at aps@bluestreakme.com

VX/VXE-6: Pensacola, FL, 4-8 November 2015. POC: Dan Knox, by phone at: 850 516 3301, or Al Rogers, by phone at: 850 455 2741, or email at: tinaal1@cox.net.

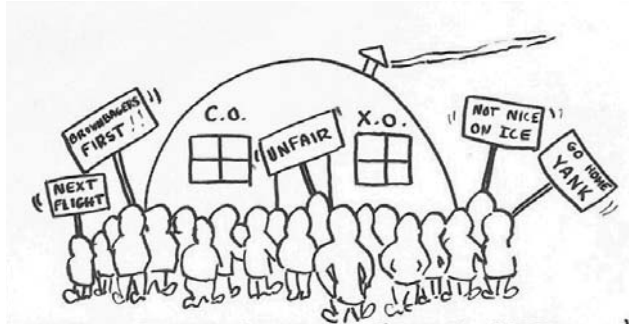
OAEA: Norwich, CT, 10-14 October 2016. POC Billie and Larry Hunter, billiehunter52@yahoo.com, 310 Bitgood Road, Griswold, CT 06351, or 860-376-4790.



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.

• Rich Marquardt who was an AMH2 in VX6 during DF-63 and 64 wants to contact any members of the squadron who served at McMurdo or Christchurch during those years. Rich was the artist and cartoonist for the squadron cruise books. Anyone who would like to relive those deployments can contact him by email at richardse@aol.com, or by snail mail at 224 Covington Place Schaumburg, Illinois 60194, or by phone at 708-207-2782. In order to reduce unwanted mail he has requested that his nickname "Sparky" be prefixed on the mail.



One of "Sparky's" cartoons from the VX-6 DF-63 cruise book

• Keith Reimink, is a veteran contractor having wintered over in all major Antarctic stations. While at South Pole Station he made a marvelous film of his experiences, of the station and their projects. The trailer of that film can be seen at his web site:

www.daliborkafilms.com/no-horizon-anymore.html.

Titled *No Horizon Anymore*, this is a splendid record of life at 90 South and it has won several awards.

Now, he is embarking on a mission to do a documentary of Operation Deep Freeze for next year's final ADFA reunion. He's looking for film, stills that reflect work within Operation Deep Freeze. Keith can be reached by at: keithreimink@gmail.com, or: 3920 Hoosac St. #2 Pittsburgh, PA 15207, or: 616 953 9981.



Aurora over Amundsen Scott South Pole Station

• Ralph Nazzaro is looking for someone who can translate the Japanese writing on the tie clip box in the photo below. Ralph was an RM3 who wintered-over at McMurdo during DF-69. During the summer season he worked in the SSB Room and one of his duties was to provide voice communications for the USARP scientific field parties. One of the field parties that contacted Ralph used the call sign JGE-9. Ralph did not know who it was but for two weeks he took their position reports every day. He finally called somebody who found out that JGE-9 was a Japanese Antarctic Research Expedition (JARE) field party and that they were working with the Kiwi's at Scott Base. When the JARE field party returned to base the Kiwi's brought them over to McMurdo to meet the voice operators. The Japanese scientists awarded Ralph a penguin tie clip with JARE across its belly. If anyone can translate the Japanese writing on the box let Ralph know. Ralph can be contacted at: 101 Charles street Dumont, New Jersey 07628, or by email at: ral8164@verizon.net.



JARE Tie Clip



JARE Tie Clip Box

- Ken “Pig Pen” Henry is looking for RM2(SS) Ernie Goin who was attached to Naval Support Force Antarctica in 1965. Pig Pen can be contacted at 1800 Beach Drive Unit 222 Gulfport MS 39507-1581, phone 352 445 4138, or by email at: ken.henry.311@gmail.com.



Pig Pen in Battalion Chief Uniform **Dressed as Bad Biker Bob**

Editor's Note: I know it is off the subject, but I couldn't resist including the "before and after" photos of Ken Henry, but I wonder which one is which?

- Christopher Lowell was a member of the McMurdo Fire Department from 1980 to 1984 with the Navy. He would like to communicate with others who were members of the Fire Department. Chris can be contacted by email at: clowell25@gmail.com, by snail mail at: 5105A Shepherd Drive, Waldorf MD 20602, or by phone: 301 932 7655

- The Dragon Killer Supreme (DKS) (aka Billy-Ace Baker) is looking for members of the McMurdo Dragon Watch Society that was formed during DF-67 on Saint Patrick's Day. See the contact info for DKS at the top of the Locator Column.



Member Card and Medal

Text on card: "Hark and Besooth: Be it known to all Ye Knights and Fair Maidens that I be the Immortal, Brave and Fearless One known as **Dragon Killer Supreme** Fear Ye not as I am the protector. With my faithful followers known as the Dragon Watch Society we will slay all fire breathing Dragons on this, our Great White Continent. Sleep Ye well; we are vigilant."

- Tim Gardner would like to communication with members of AIRDEVRON SIX during 1965, 66, and 67 deployments Tim was a Photo Mate during his time in the squadron. Tim can be contacted by email at: etgardnersr@yahoo.com.



PHAN Gardner From the VX-6 Cruise Book

- John Bates is looking for the below listed personnel and anyone else that was at McMurdo in 69/70. who have any knowledge about the accident that happened in the first week of Dec 69. John was the driver and the pallets came down on him

- CM3 Dale Meer
- CM2 Horace May
- HM2 Kenneth Smich
- EO2 Bobby Mason
- EO1 Roy Barnum
- HM2 Robert Solovin
- LT (MC) R.A Boulware

John can be contacted at: seabees1usn@nycap.rr.com, by phone at: 518 701 1577, or by US Mail at: 2A Nassau Ave, Schenectady, NY 12304.



John Bates Mess cooking During DF-70 **Truck That Bates Was Driving**

New England Chapter News

New England Chapter Spring 2014 Meeting

By Marty Diller,
New England Chapter Secretary-Treasurer

In June 2013, our regular Spring meeting site—Pelly's 19th Hole restaurant, in the clubhouse on the former NAS Quonset Point golf course—went out of business. (After the restaurant's owner, Paul "Pelly" Pelleccione, died



in August 2012, his son, Timothy, inherited the business but could not keep the doors open.) So this year, we moved down the street to the Quonset O Club restaurant—which was the former air station's officers club. The 76 attendees at this meeting had the Club to themselves for that Saturday afternoon, so they had plenty of space, great service, and the buffet lunch was very good. The Quonset O Club may have just become our new, permanent, Spring meeting location.

Chapter Business

Associate Life member Billie Hunter and her husband Larry (YNCS (SS), USN (Ret); VXE-6, DF-70-73) co-chair of the 2016 OAEA Reunion Committee. Billie reported the Committee is in talks with a hotel for that reunion and is considering a mid-October event, likely in the New London, CT, area.



Fred Santino speaks about the Chapter's Education program while President Nick Pellegrino and Marty Diller wait their turn to speak. In the foreground, are Dick Kopplin, John Giro (ball cap), and Lee Norris.

In other business, Charlie 'CB' Bevilacqua reported that warmer than normal temperatures at McMurdo during the 2013–14 austral summer forced the cancellation of many cargo flights to the Ice, due to severe melt issues at the Pegasus permanent ice runway. Last year, the Chapter had conducted a book drive for the Ruth Siple South Pole Station Memorial Library, and CB reported that because of the reduced number of flights, those books were bumped off of NY Air Guard flights to McMurdo by higher priority cargo. Now, the books are expected to be delivered next season; meaning some more may be collected in the interim. Therefore, the book drive is on again for our 'boreal' summer, and will end at our Fall 2014 meeting.



(L to R) Facing the camera: Ken Proctor, George Lewis, and Kyle & Jack Swenson. (L to R) Not facing the camera: Dave Dubois (is blocking Bill Bertrand), Ron Gilchrist, and Bob Shirk.

Fundraising

Raffle winners included: Bill Bertrand (Penguin eyeglasses chain); Bob Berube (5-pack of Antarctic note cards); Charlie Bevilacqua (memo pad); Charlie Bevilacqua (handmade wooden pen¹); Dawn Dever (potholders); Bruce Fink (candy vase); Ron Gilchrist (ceramic lighthouse); Fred Gladstone



Door Prize Table

(Antarctic book *Bravo for Bravo*²); John Hollo, Ken Proctor (slate penguin welcome signs); Billie Hunter (8oz. bottle of honey); George Lewis (OAEA-logo belt buckle); George Lewis (Chapter-logo polo shirt); Ken Proctor, Bob Sexton (Penguin candle holders); Anthony Richards (stuffed Penguin toy); Quentin Risher (Penguin fleece throw); Quentin Risher (McMurdo Station plaque); Joe Stravinsky, Kyle Swenson (Acrylic penguin figurines); Jack Swenson (Chapter-logo T- shirt);

¹ The Chapter thanks member Carl McKenna for making and donating this item for the raffle.

² The Chapter thanks member Sarah Gillens, author of the children's book *Bravo for Bravo*, for donating her book for the raffle. She is a distant cousin of LTJG Jack Tuck, who was Officer-in-Charge of the first winter-over party at the original South Pole Station. The book is based on the true accounts of that 18-man winter-over party and is written in the first person, as told by Tuck's dog, Bravo.

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 28 June 2014, at *Timothy's* restaurant in Danvers, MA.



(L to R) Facing the camera: Don Giannelli, Bob Sexton, John Giro, and Lee Norris. (L to R) Not facing the camera: Ellen Myers (guest of Giannelli), Eva Williams (guest of Dee Potter), Fred Gladstone, and Dee Potter.

New England Chapter Summer 2014 Meeting

*By Marty Diller,
New England Chapter Secretary-Treasurer*

The New England Chapter met in Danvers, MA, at Timothy's restaurant on 28 June—the same site as last June's meeting. The number of members and guests, 38, was markedly below the summer meeting average of 46, with only 14.4 percent of Chapter members present (which is an all time low since this statistic began to be tracked in 2005). The Chapter has always had its lowest attendance at summer meetings, but I can't point to any one reason for the low number at this meeting, unless it is the cost of lunch there. At \$23 per person for a sit-down lunch, Timothy's is the most expensive site frequented for Chapter meetings.

Chapter Business

The Chapter's Education Committee is interested in collecting oral histories of OAEs and has been unsuccessfully searching for an author willing to interview and compile oral histories in a book format. After the Spring meeting, member Carol Brown had

suggested the Committee take a look at VetFlix (www.vetflix.org), a New Hampshire charitable non-profit that films personal interviews with veterans to document a record of their experience. Member Jim Pedone (Navy Seabee, Palmer Station, 1968–69) volunteered to look into and report whether VetFlix would provide this service for OAEs. Jim has had his oral history recorded by VetFlix, and he donated \$100 for a four-hour interview, which was edited into the final product: a 1:20 hour DVD. Afterwards, Jim received DVDs of both the finished and full-length four-hour interview. A copy of the edited version of the DVD was also sent to the Library of Congress.

At the Spring meeting, Charlie 'CB' Bevilacqua had reported the book drive for the South Pole Station library was on again, but just prior to this report, he reported that the library had now withdrawn their request for more books. So the book drive has been cancelled.

In Reunion business, the 2016 OAEA Reunion Committee has contracted with the Norwich, CT, Holiday Inn for the week of 10–14 October.

Fundraising

Raffle winners included: Pat Benardello (Stenciled penguin vote); Irene Cowen (4-pack of penguin wine

stoppers and hand-carved stone penguin); Fred Gladstone (OAEA-logo belt buckle); Jim Kelly (bottle of white wine and handmade walnut pen*); Nancy McKenna (OAEA-NE logo windbreaker); Fran Molla (Chapter-logo polo shirt); Jim Pedone (set of penguin travel mugs); Mary Pellegrino (Antarctic book *Scott's Last Voyage*); Rudy Pinnow (McMurdo/Williams Field plaque); Chet Thomas (wooden ship model); Bill Waller ("Mayflower" ship model).

* The Chapter thanks member Carl McKenna for making and donating this item for the raffle.

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 4 October 2014, at *Bull N'Claw* restaurant in Wells, ME.

New England Chapter Fall 2014 Meeting

*By Marty Diller,
New England Chapter Secretary-Treasurer*

The Chapter was back at the Bull N'Claw restaurant in Wells, Maine, on 4 October, with 52 members and guests attending the meeting. This meeting location attracted an Antarctic Deep Freeze Association (ADFA) member from Concord, NH—Jim Morrison (VX-6 DF-III,-IV), who's only about an hour away from Wells. Jim made some pre-meeting phone calls for me and was able to get a couple of his old squadron mates to come and renew acquaintances: Bob Dale (ME) and Bob Shirk (CT).

Chapter Business

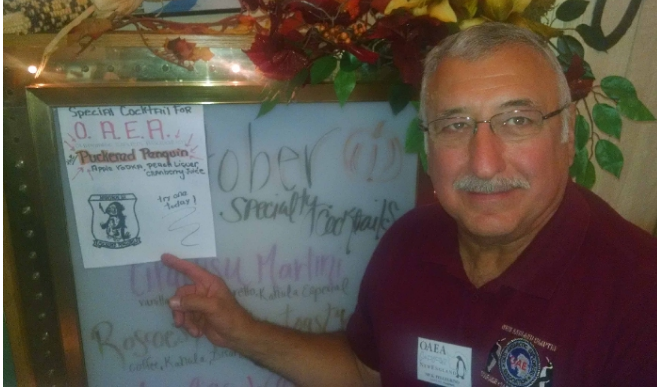
In Chapter business, we were expecting a representative from VetFlix (www.vetflix.org) out of New Hampshire to attend and tell us whether they would consider filming oral history interviews of Chapter members. VetFlix is a charitable non-profit that films personal interviews with military veterans to document a record of their experience, but we would like to include our non-military members in this endeavor. The VetFlix rep was a no-show.

So therefore, the big news for the day actually began at the restaurant bar. The Bull N'Claw had a drink contest scheduled later that evening and the bartender, Robin, was working on her entry during our social hour. Chapter President Nick Pellegrino stopped by the bar to order a



Mtg Check-in: Martha Pedone looks over raffle items, while in the background, attendees check in with Bev Diller and Mary Pellegrino at the sign-in table. With CB Bevilacqua in the upper left corner.

couple drinks and Robin asked him to taste her creation. Nick, of course, drank the whole thing down and asked for another. Since he liked it so much, she asked him to give her a name for it, and thus ‘The Puckered Penguin’ cocktail was born! At the time of this writing, Robin says the drink (a mix of apple vodka, peach liquor, and cranberry juice) is still on the bar menu and is a big seller.



Puckered Penguin cocktail: Chapter President Nick Pellegrino points to a restaurant sign about their new “Puckered Penguin” cocktail. Nick named this “special cocktail for OAEA” after being the first customer to officially taste it.

and pot holder set); Fred Gladstone (OAEA-logo belt buckle, penguin with votive lantern, Antarctic Service Medal clock) — wow, three winners!; Ron Gilchrist (penguin Christmas platter); Ernestine Grasso (book *Animals of the Antarctic*); Billie Hunter (penguin cookie jar and Christmas tray); Nancy McKenna (penguin bath towel set and Chapter-logo T-shirt); Fran Molla (Chapter-logo T-shirt); Jim Pedone (smoked cheese and pot holder set); Art Smith (penguin cutting board); Chet Thomas (smoked cheese and pot holder set).



OAEA Logo Belt Buckle one of the door prizes

Fundraising

Raffle winners included: “CB” Bevilacqua (penguin cookie tin with date tarts); John Drews (Antarctic book *Bravo for Bravo* and penguin loaf pan with zucchini bread); Dick Edgerton (Santa pen and ink); Norma Fuller (smoked cheese

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 28 March 2015, at *Quonset O Club* restaurant in North Kingstown, RI.



Photo Credit: Andrew Smith

The moon shines over McMurdo Station in June, when the winter hits the midpoint on the 21st. Midwinter is a special Antarctic holiday that has been celebrated since the early explorers more than a century ago.

Nuclear Power Plant Plaque Moved To Permanent Location on Observation Hill During 2014 Season

By Peter Rejcek, *Antarctic Sun* Editor

Historic interest in the world's coldest continent often focuses on the so-called Heroic Age of Antarctic Exploration or the dawning of the scientific age with the International Geophysical Year (IGY).

On 19 January 2010 a nearly forgotten footnote in Antarctic history got a permanent page in the record books when officials from the National Science Foundation (NSF) dedicated a bronze plaque commemorating the first and only nuclear power plant to operate on the Ice.

Officials from the Department of Energy joined NSF Director Arden Bement Jr and NSF Office of Polar Programs (OPP) Director Karl Erb and others in a dedication ceremony at McMurdo Station to acknowledge the 10-year run of the PM-3A nuclear power plant.

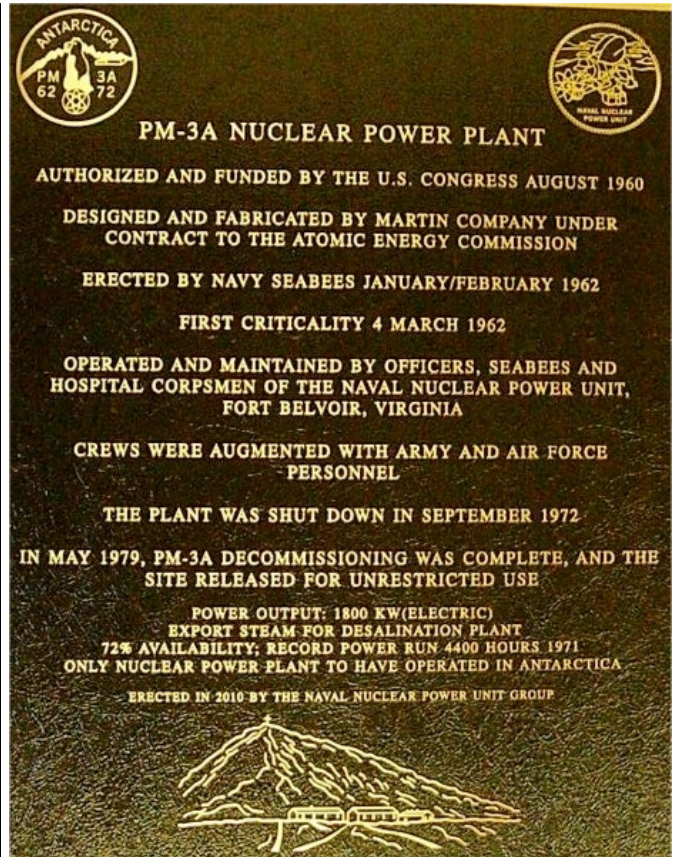


NNPU Plaque Ceremony in Front of the Chalet

“It is one more way to symbolize the continuing commitment the United States has made to support the complex needs of modern science—both here, and throughout the continent,” Erb said.



NNPU (AKA PM-3A) During the Navy Years



The bronze plaque dedicated to the people involved with the historic PM-3A.

The plaque has taken its rightful place on the side of Observation Hill, where the facility once operated overlooking McMurdo Station from 1962 to 1972.

“In that era, and even until today, that was a pretty elegant piece of engineering,” said Philip Smith, who was deputy director of NSF OPP when the Antarctic program decided to work with the military to install the reactor in 1962.

Smith and Charles “Chuck” Fegley, a lieutenant in the U.S. Navy’s Civil Engineering Corps who served as officer in charge of the reactor during DF-64 and provided support to the plant over several more seasons, were behind the effort to create and install the plaque on Ob Hill.

Smith said the two men, who have known each other since the early 1960s, met again a few years ago at a reunion hosted by the Antarctic Deep Freeze Association, a group originally founded by Navy veterans of IGY.

“Chuck said that all the guys involved in the power plant felt they had been erased from the history book and forgotten,” Smith recalled. The two men set out to make sure that didn’t happen, easily raising the private funds required to

cast the bronze plaque and have it shipped down to Antarctica.

“There were a lot of people who were ready to make contributions,” Smith said. Noted Fegley: “The response to our campaign to raise money for the plaque from among the approximately 400 men and families — too many are already deceased — was overwhelming.”

Today, the idea of a nuclear power plant in Antarctica might seem antithetical. However, the Antarctic Treaty, which sets out guidelines for the continent’s long-term management, doesn’t prohibit its use. It does prohibit nuclear explosions and requires the disposal of nuclear material out of Antarctica.

Smith said the idea of building a power plant on the Ice had some skeptics, though he wasn’t among them. “This was all before we, as a country, turned against nuclear power,” he explained.

The motivation behind a nuclear reactor was to reduce the amount of fossil fuels needed to power McMurdo Station. In addition to power, the waste heat produced was used to operate a desalinization plant for freshwater production.

“It was actually a very cost effective experiment in terms of the overall costs of the appropriation,” said Smith, a former Army officer who had served under RADM George Dufek during IGY because of his expertise in polar engineering solutions gained while deployed in Greenland in the 1950s.

The plaque occupies a small piece of real estate where the power plant once stood.

George Blaisdell, Operations manager of OPPs Antarctic Infrastructure and Logistics Division, helped with the logistics of getting the bronze plaque to the Ice. In an e-mail to Fegley, Blaisdell said, “I am happy to have the opportunity to assist in keeping history tangible in McMurdo.”

The USAP proposed adding the commemorative plaque to the List of Historic Sites and Monuments at the May 2010 gathering of the Antarctic Treaty Consultative Meeting in Uruguay. The treaty members approved the request. It will be HSM No. 85 on the list. Listing confers “official” recognition under the Treaty system that the historic monument marks something significant in Antarctic history.



PM-3A Control Room



This View of the Plaque Shows the Framework Built to Support it

A duplicate aluminum plaque has been donated to a new U.S. Navy Seabee Museum Port Hueneme, Calif., where it will be displayed inside the original PM-3A control room console, according to Fegley.

He said the commemoration and recognition are important “because there were a lot of very dedicated men who gave a large portion of their military careers to developing and proving the feasibility of designing, constructing and operating small, portable nuclear power plants in hostile environments.

“These were not just the average sailor, soldier or airman, but the very elite, who went through an intensive academic, specialty and operational training program to be able to operate these plants safely and successfully.”

Fegley said the Navy veterans who once worked at the power plant expressed their excitement about the McMurdo dedication in e-mails.

One, from NNPU Command Master Chief Herb Smith, who served two winters at PM-3A, wrote to Fegley:

“Words cannot express my appreciation for your efforts, as well as the others that assisted, in getting the approval to have the historical plaque placed on Observation Hill. This is

indeed a great tribute to all of the men that participated in the successful operation of the PM-3A.”

Most people today don't know the nuclear power plant ever existed, Herb Smith noted, adding, “Well, no longer will that be the case.”

Editor's Note: The below are paraphrased excerpts of email messages from Polly Penhale and Chuck Fegley:

From Polly: We were able to move the plaque to the location that you recommended (your drawing attached). The plaque was placed on a pile of rocks, to add height.

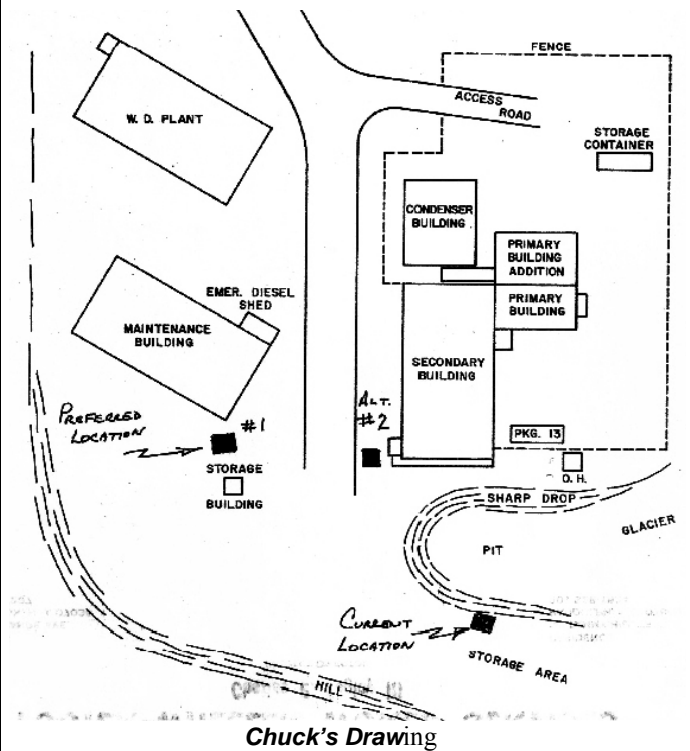
We were not able to add the second plaque. This additional plaque posed practical problems related to placement on the rock and your suggested plaque stand isn't practical in terms of having a secured installation. We believe that the original plaque conveys the “on this site stood” meaning and that specifying further is not necessary to document the location and significance of the plant.

I know the latter will be disappointment, but hope that you and your colleagues will be pleased that we moved the plaque to your requested new position.

From: Chuck: Success. We finally have our plaque prominently displayed on Observation Hill. The PM-3A Nuclear Power Plant, was in operation on this site from 1962 to 1972. The USAP proposed adding the commemorative plaque to the List of Historic Sites and Monuments at the May 2010 gathering of the Antarctic Treaty Consultative Meeting in Uruguay. The treaty members approved the request. It will be HSM No. 85 on the list. Listing confers “official” recognition under the Treaty system that the historic monument marks something significant in Antarctic

history. The HSM List also includes the camps of Sir Robert Falcon Scott and Sir Ernest Shackelton.

Support credits for final monument erection go to George Blaisdell, Operations Manager and Polly A Penhale, Environmental Officer, Polar Programs, National Science Foundation. They did a fantastic job!



The finished installation with rocks installed over the supporting framework. The McMurdo station manager noted: “Overall this was well installed and catches the eye as you drive toward the old building foundations. It is angled in such a manner that pictures can be taken that have Hut Point and the Royal Society range in the background.”

Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Saturday 5 April 2014

Meeting—24 members and guests attended the meeting. A first time attendee was Viktor Offshodefor who served with the Elbonian Antarctic Expedition. Amy Preston, a new annual member, was in attendance. Amy is the daughter of members Larry and Sharon Preston.



After everyone had their lunch our chapter president Duck Talbert passed out the door prize tickets and Pam started selling 50/50 raffle tickets. Before the drawings were held Mary Lou Platt asked us to all pose for a group photo. Once that was done the drawing were held. Sean Baker won the 50/50 drawing and he took home \$45 as his share of the pot. John Jaenisch won the door prize drawing and the prizes consisted of a penguin pencil sharpener and a copy of Matt Davidson's *Freeze Frames 20 Years of Antarctic Comics*.

Following the drawings Les Liptak asked for the floor to say a few words about a group he belongs to called "Veterans of Underaged Military Service". Les joined the Navy when he was 15-years-old and he asked that if any of us know of anyone who entered the military before they were 17-years-old to let Les know. See photo. From Summer 2004 *Gazette*. Volume 4, Issue 3.



Les as a Seaman Apprentice

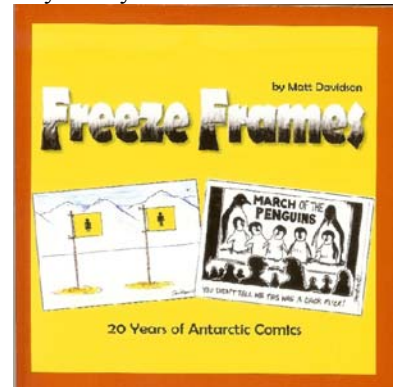
Following Les's presentation there was no further business and the meeting was adjourned. Thanks to Pam and



April Meeting Group Photo

Duck for conducting the raffles, and to Lennie and Mary Lou for taking candid photos of the meeting. Thanks also to Pam and Billy-Ace for donating the door prizes and last, but not least, thanks to our server Sarah B. for taking care of our hunger pains and for drawing the tickets for the raffles.

The next OAEA GCG Chapter meeting will be at the Shrimp Basket on Saturday 3 May.



April Meeting Door Prizes

Saturday 3 May 2014 Meeting—When I arrived at the restaurant the bar area had not been set-up for our meeting. The manager apologized and told me that our regular waitress Sarah was on vacation and Kendra, who would be serving us today, did not know about the set-up arrangements.



Billy-Ace wearing his Antarctic Tartan Braces (aka suspenders). "You'd be grumpy too if someone cut off the top of your head".

Twenty members and guest showed up for the meeting—more than I expected following the worst flooding that I have seen in the 31 years that I have lived in Pensacola. Everyone I spoke to had their own stories about

the rain and flooding, but no one had suffered any major damages to their homes or cars.

Back after several months of absenteeism were Don and Millie Emmons; and Ella Hoffmaster. Speaking of Ella, the first thing she said to me was would it be OK for her to take up a collection for the Red Cross? Her dad, Brian, said that they were running late for the meeting because Emma was taking up a door-to-door collection in their neighborhood.



Ella and her Dad. Notice that Brian has his hand on Ella's Red Cross money box.

After Ella took up her collection Pam started selling 50/50 raffle tickets and Sean distributed the door prize tickets. The 50/50 drawing was won by Al Rogers who took home \$30 as his share. The door prize, consisting of a copy of *Freeze Frames 20 Years of Antarctic Cartoons*, was won by D.J. Thompson.

Associate Member Chuck Minerman, who moved to Nevada about two year ago, was in town visiting Les Liptak and since our leader, Duck Talbert, was absent I asked Chuck to say a few words about his Nevada experiences. Chuck mostly talked about the American Legion in Laughlin Nevada and what a great organization it was.



Guest speaker Chuck Minerman

Following Chucks talk there was no further business so the meeting was adjourned. The next meeting will be at the Shrimp Basket on 7 June.

Thanks to Jack McClendon for donating about a half dozen copies of a little bound booklet on the 'Declaration of Independence and the Constitution of the United States'. Thanks to Sean Baker for taking the meeting photos and distributing the door-prize tickets, and thanks to Pam for conducting the 50/50 raffle and to D.J for drawing the tickets. Last but not least thanks to our waitress Kendra for take care of our hunger pains.



Left to Right: Con Jaburg studies menu, Chuck Minerman, Kendra our waitress, and Jim Baker

Saturday 7 June 2014 Meeting—In spite of stopping to pick-up Sean and D.J. we still arrived early and the Shrimp Basket staff had not taken the stools off the tables. After that was done I set-up my displays of OAEA and other Ice related merchandise. Twenty-nine members, guests, and one unidentified visitor showed up for the meeting.



Sean Baker and D.J.

First time attendees were new Life Member Charles "Chuck" Woske, and long time Life Member Nick Liaccardi. Chuck is a retired USAF MSGT and served on the ice for two seasons (DF-99 and DF-02) with the AF. Nick rode his motorcycle down from New Orleans to attend the meeting. Nick has been to Pensacola two times recently to attend funerals of OAEA members but has never been here for a GCG meeting. The third first-time attendee was Nan Mullins from Pensacola. Nan is not yet an OAEA member, but I have hopes that she will sign up. She visited Antarctica on the *National Geographic Explorer* in 2006 as part of a penguin census team.



Chuck Woske, Nick Liaccardi, and Nan Mullins

Russell Goolsby who has not been to a meeting since February 2012 showed up to pick-up his 2008 Reunion T-Shirt. I have been holding it for him for so long that I lost track of whether he had paid for it or not, so I gave him the benefit of the doubt.



Ken Pye Signing the Muster Sheet

We didn't have a guest speaker, but OAEA GCG Chapter President Roger "Duck" Talbert asked the first-time attendees to take the floor and give us an accounting of their Antarctic Experience. Following the brief presentations the raffles were held. The winner of the 50/50 was Pam Landy who took home \$43 as her share of the raffle. Actually Pam only realized a profit of \$25.17 because on her way to the meeting she stopped by a store and purchased two rolls of ticket for our raffles. After she had won the raffle she donated the cost of the tickets to replenish the kitty. The door prize drawing, consisting of a bronze OAEA coin, and a crystal from Mount Erebus, was won by Russ Goolsby.



The Talbert's



Pam Landy, John Jaenish, and Brian Hoffmaster Enjoy Their Lunch

After the drawings there being no further business the meeting was adjourned. The next meeting will be on Saturday 12 July unless otherwise directed.

Thanks to Sean, Lennie, and Mary Lou for taking photos of the meeting. Thanks to Billy Blackwelder for donating the crystal and to Billy-Ace for donation the OAEA coin. Also thanks to Pam for donating the two rolls of tickets and to her and Duck for conducting the raffles.



Mitze and Don Emmons

Saturday 6 September 2014 Meeting—Twenty eight members and guests showed up for the first CGC Chapter meeting since June. Our VP, Ken Pye, recommended a guest speaker, but since we were going to celebrate Gus Shinn's 92nd birthday we decided not to have a guest speaker this month.



Korin and Ken

We had two guests from out of town. One was Les Liptak's granddaughter, Andrea Edever and the other guest was Ken Pye's sister-in-law, Korin Foskett, who is visiting from New Zealand. I won't mention any names, but one of our members must have thought that Korin was her sister—Ann Pye—as she made several comments to Korin as if she was talking to Ann.



Walter Smith Jr.



Keith Lambert

Since I am still NOT driving I asked Liz Konrad to drive me to the meeting and that I would buy her lunch. Several other members had offered to take me to the meeting, Liz, who is my daughter's mother-in-law, lives in the same neighborhood as I do.



Blackwelder and Gus Talking About Days Gone By

Several members who we had not since in a long time were in attendance. Namely Karen Nightengale, Keith Lambert, and Walter Smith Jr. Keith renewed his OAEA dues and he and Walter purchased GCG ball caps, so I gave them, Ice Water Navy pins.



Jaburg Sitting By Himself Contemplating Days Gone By



Brian And Ella Hoffmaster Discuss Days To Come



Close-up of the Birthday Cake, but not close enough to read the clever wording

Top: SHINN BONE CONNECTED TO THE FLYBONE AN ORIGINAL OAE ...

Bottom: Still Flying High HAPPY BIRTHDAY GUS

Gus' birthday was again celebrated with much gusto. His daughter Connie again supplied the birthday cake and the attendees provided the gusto.

Jack McLendon won the 50/50 drawing and took home \$45 as his share. The door prize, consisting of a book of stickers, was won by Lennie Bourgeois.



Liz Konrad (aka The Crazy Hat Lady.) Seen Here Without A Hat. To be Clear. Liz is NOT Crazy. She Just Likes to Wear Crazy Hats

Thanks to Lennie for taking the meeting photos and to everyone who helped with the meeting. Special thanks to Billy Blackwelder for taking care of the logistics for Gus' birthday celebration.

After Duck Talbert made a few announcements the meeting was adjourned. The next GCG Chapter meeting will be on 11 October at a place to be determined.



Gus Blowing Out His Candle. The Single Candle had a Large 92 on it.

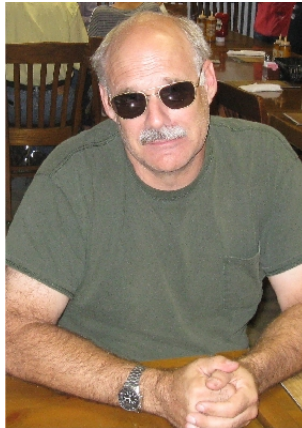
Left to Right: Jim Baker, Les Liptak, Joyce Blackwelder, Korin Foskett, Jack McLendon, Gus, Duck, and in the Front An Unknown Hand Holding a Camera.

Saturday 11 October 2014 Meeting—24 member and guest showed up for the first GCG Chapter meeting at Sonny's BBQ. I had a conflict. Either attend the meeting or attend my grand daughter Ashley's 13th birthday party at her maternal grand parents home. Naturally I choose to be with Ashlee as she celebrated becoming a teenager.



Sonny's Logo

Since I knew in advance that I wouldn't be able to make it to the meeting, Pam came over and picked up the muster sheet and the rolls of tickets for the drawings.



Art Ullrich DF - Weather Guesser John Janesch VXE-6



Duck and Pam Discuss Future Meeting Locations

There was no speaker scheduled. Pam Landy took my place and circulated the muster sheet and conducted the raffles. She only gave me statistics on who won the drawings. The 50/50 raffle was won by Gus Shinn who took home \$48 as his share. The door prize consisting of Davidson's Antarctic Cartoon book was won by Helen B who returned it, so another ticket was drawn and this time Raine Talbert won the book.



Nick Licarridi on his Motorcycle



Becky McClung, Doyle "LHJ" McClung, Billy Blackwelder, and John Perry Blackwelder. Ken Pye and Nick Liccardi in the background.

The next meeting will be on 1 November. Same place and same time.

Thanks to Pam for taking over my duties and thanks to Lennie for taking the meeting photos.



Ella Hoffmaster and Gus Pose for the Camera

Saturday 1 November 2014 Meeting—We only had 19 members and guests (not including the guest speakers) in attendance. I thought there would be a better turnout due to the subject matter of our guest speaker.



Steve Sanders and Randall Wilson Arriving

Fred Overson (AEC VX-6) who we haven't seen since the August 2010 meeting showed up. However Fred wasn't there because of the guest speaker. Fred wanted to give Lennie something to take to the Norfolk reunion. A first time attendee was Mary Lou Krewson, daughter of Mary Lou Platt.



Left to Right: Helen B, Fred Overson, Steve Sanders, Sean Baker, and Ken Pye

Randall Wilson, from the Faith Chapel Funeral Home was our guest speaker. Steve Sanders assisted Randall. The subject of Randall's presentation was Advance Funeral Planning. Randall gave a very interesting talk on a subject that is near and dear to my heart. After paying for two funerals out-of-pocket I decided to get a pre-paid funeral insurance policy. After the presentation Randall and Steve passed out 2015 calendars, a travel mug, and a folder, embossed with the Faith Chapel logo, containing frequently asked questions, VA burial benefits, a booklet about the Faith Chapel Advance Funeral Planning program and other useful information.



Me Speaking to Guest Speakers. Faith Chapel Logo in Lower Right Corner

The drawings were held after the guest speaker had answered individual questions. Lennie B won the 50/50 drawing and he pocketed \$40 as his share. However, it didn't stay in his pocket very long because he and Helen donated \$100 to the OAEA in memory of Bruce Raymond (see In Memory column). Lennie must have been on a roll because he also won the door prize.



Helen B, and Me



Dorothy and George Griffin

Someone recently asked me why we sell the 50/50 tickets before the guest speaker takes the floor, but don't hold the drawings until after the presentation. Well, to make a long story short the decision to hold the drawings until all official business was over was made because some people have a tendency to get up and leave after the drawings. So

this procedure was instituted in order to keep attendees on scene so that the guest speaker didn't have to make his presentation to an empty house.

Our next meeting will be a Sonny's on 6 December. Thanks to our guest speaker and to Ken Pye for recruiting the guest speaker. And to everyone who helped out. And a special thanks to our server, Brittany Horton for drawing the raffle tickets, and filling our bellies.



Pam Departing



L/R: Mary Lou, Mary Lou2, Carl Jackson, Al Rogers, Mary Fazio and Bill Fazio

Saturday 6 December 2014 Meeting—For the last meeting of the year and for the first time in our history we had a guest entertainer instead of a guest speaker.



Ashlee Playing Her Little Guitar

Our guest entertainer was Ashlee Florence Baker aka my granddaughter. Ashlee played her little guitar and sang some Christmas songs for us. She also played a cup and sang the *Red Solo Cup* song.



Ashlee Playing The Cup



Mary Lou Too

Today's meeting, with only twenty-one attendees, seemed more like a family affair. Besides the couples, namely the Bourgeois', Griffin's Fazio's, and Talbert's, there were five members of the Baker family, three Smith family members, and Mary Lou and Mary Lou2.



The Baker's Minus Sean: Liz, Tracey, Ashlee & Billy-Ace

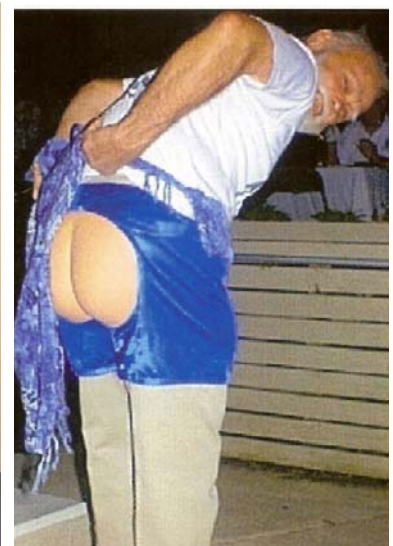


The Smith's Stephanie, Delila and Walter Junior Raine and Duck Talbert. Duck Brown bagged it

Prior to the entertainment I made a few comments about the recent OAEA reunion in Norfolk VA. Plans for the 2016 reunion in the New England Area and the 2018 reunion that will be hosted by past OAEA President, John Lamont West in Texas. I also passed around an R rated folder that I am in the process of creating about the infamous Pensacola Pimp, Black Velvet and the pimp suit that I wore at the NORVA reunion. A photo of the late Jim Brandau is also featured in the booklet.



Me in Pimp Suit



Jim Brandau Twerking in 2002

Once again Lennie B won the 50/50 raffle and his share of the pot was \$40. Lennie also won the door prize consisting of a penguin tote bag, but he declined it and another ticket was drawn and Stephanie of the Smith Family won this time around.

The next meeting will be at Sonny's on 3 January 2015. Thanks to everyone who helped out and to our photographers; Lennie and Marie Lou. And a special thanks to Ashlee for finally putting on a show of her musical talents for us.

OAEA FY2014 ACCOUNTING STATEMENT

I certify that the attached report is a true accounting of financial transactions conducted by the Old Antarctic Explorers Association, Inc during FY 2014 (1 Oct 13 to 30 Sep 14) as of 30 September 2014.

Cyril Buehler

Cyril Buehler
Treasurer

FY 2014 ACCOUNTING STATEMENT			
INCOME		EXPENSE	
Donations	5687.00	Administration	1869.97
Newsletter	1033.00	Office Supplies	896.24
Undesignated	1830.00	Office Equipment	82.55
Plaque	125.00	Advertising	504.12
Scholarships	2699.00	Postage	387.06
Dues	3172.00	Newsletter	2439.25
Life	2690.00	Newsletter Reunion	1331.71
Annual	300.00	Web Page	259.88
Enrollment Fee	182.00	2014 Election	1035.23
Merchandise Sales	0.00	Florida License	70.00
Interest	39.02	Scholarships	3000.00
Market Investments	2940.22	TOTAL EXPENSES	10006.04
TOTAL INCOME	11838.24		
		GAIN	LOSS
		1832.20	
Financial Status of OLD ANTARCTIC EXPLORERS ASSOCIATION, INC. as of 30 SEPTEMBER 2014			
Summary Statement		Asset Distribution Statement	
Beginning Balance 10/1/13	58086.80	Account	Tangible
FY 2014 Transactions	1832.20	Bank Accounts	26059.09
Ending Balance 9/30/14	59919.00	Scholarship Mutual Fund	32859.91
		Ships Store	1000.00
		Merchandise Inventory	
		Property (Undepreciated)	
		Totals	59919.00
Membership Status of OLD ANTARCTIC EXPLORERS ASSOCIATION, INC. as of 30 SEPTEMBER 2014			
Membership as of 01 October 2013: 1638			
Membership as of 30 September 2014: 1608 (excludes 268 expired Annual memberships)			
Membership Change - 30			
Memorial Members – 65 Commemorative Members – 59 Annual Members – 33			
Lifetime Members – 1451 Deceased Members – 256			

Johnson Point From Page 5



Bear of Oakland .One of two ships that supported the Byrd 1933–35 Byrd Antarctic Expedition, Bear was built in Scotland in 1874 and was purchased by the U.S. Navy ten years later specifically for use in the rescue of the Greeley Expedition in the Arctic. She rescued six survivors on 23 June 1884. Transferred to the Rescue Cutter Service she served until 1929 and was sold to the City of Oakland California for use as a museum. After serving in the 1933–35 Byrd Expedition as the Bear of Oakland she was again purchased by the U.S. Navy in 1939 and was commissioned as the USS Bear, she made two trips to Antarctica as part of the U.S. Antarctic Service Expedition (1939–41) and subsequently operated with the Greenland Patrol until decommission in 1944.

Highjump. During Operation Windmill the famed explorer Finn Ronne was leading his own expedition, the Ronne Antarctic Research Expedition. His ship, the *City of Beaumont*, was frozen in the ice pack and the *Burton Island* towed Ronne's ship through the ice. It was Robert Johnson who boarded the *City of Beaumont* to explain to Ronne how they would pass the tow and how Ronne would secure it to his vessel. Ronne and Johnson knew each other from the *Bear* during the USASE.



Mildred and Boats relaxing at home

AFTER THE ICE

From 1949 to 1952, Johnson was stationed in Japan. He served as the dock master at Piedmont Pier in Yokosuka Harbor, then he was part of the Military Sea Transport Service under the harbormaster. His final assignment in Japan was as the skipper of the YTB-418 harbor tug. While at Piedmont Pier, Captain George Dufek, who as a lieutenant commander had been the navigator of the *Bear* during USASE, came into port on the aircraft carrier *USS Bon Homme Richard*, of which he was the commanding officer.

Upon his return from Japan, Johnson was sent to recruiting school and then transferred to El Dorado, Arkansas as a recruiter. His final assignment in the Navy was in Jacksonville on the *ATA-210 Catawba*, an attack tug, where he was in charge of the deck force.

Johnson retired from the Navy in 1957 as a chief boatswains mate. It was after 1957 that the Navy designated the ranks of master chief and senior chief. Robert Johnson and his wife live in Florida. A room of their home, created by Mrs. Johnson, is known as the "Chief's Quarters" and, with its memorabilia, serves as a fond reminder of Johnson's remarkable Navy career.

Robert Johnson experienced Antarctica as part of two different worlds of technology: first on the *Bear*, a nineteenth century, three-masted wooden sailing ship, then on the communications ship *Mount Olympus*, and finally on the icebreaker *Burton Island*. Johnson is the only known survivor of USASE, 1939-1941.

In summarizing his thoughts about the three expeditions to Antarctica in which he participated, Mr. Johnson said, "Antarctica greatly influenced my life. Once you've been there you can't get it out of your blood. It's a place that

will always be with you." When talking with Mr. Johnson about Antarctica, it is obvious that the statement is an accurate description of the impact Antarctica had upon him.

After completing the United States Board of Geographic Names/Advisory Committee on Antarctic Names application for a geographic location in Antarctica to be named for Robert R. Johnson, letters of support were written by OAEA Museum Coordinator Eugene Van Reeth, Captain, USN, (Retired); OAEA Director Tom Henderson; John Spletstoesser, Past President, American Polar Society; and OAEA President Laura Snow. The entire process, from application to notification of naming, took one year.

§§§§

Information collected for this article is the result of extensive telephone interviews with Mr. Johnson, as well as Tom Henderson's documentary about Mr. Johnson, "Boats" (www.gwillow.com). Mr. Johnson generously provided photographs from his personal collection. Additional resources were John Stewart's *Antarctica: An Encyclopedia*, 2nd edition, and Kenneth J. Bertrand's *Americans in Antarctica, 1775-1948*.



Boats being interviewed by Tom Henderson for his DVD production



Boats in the "CPO Quarters" in his home.