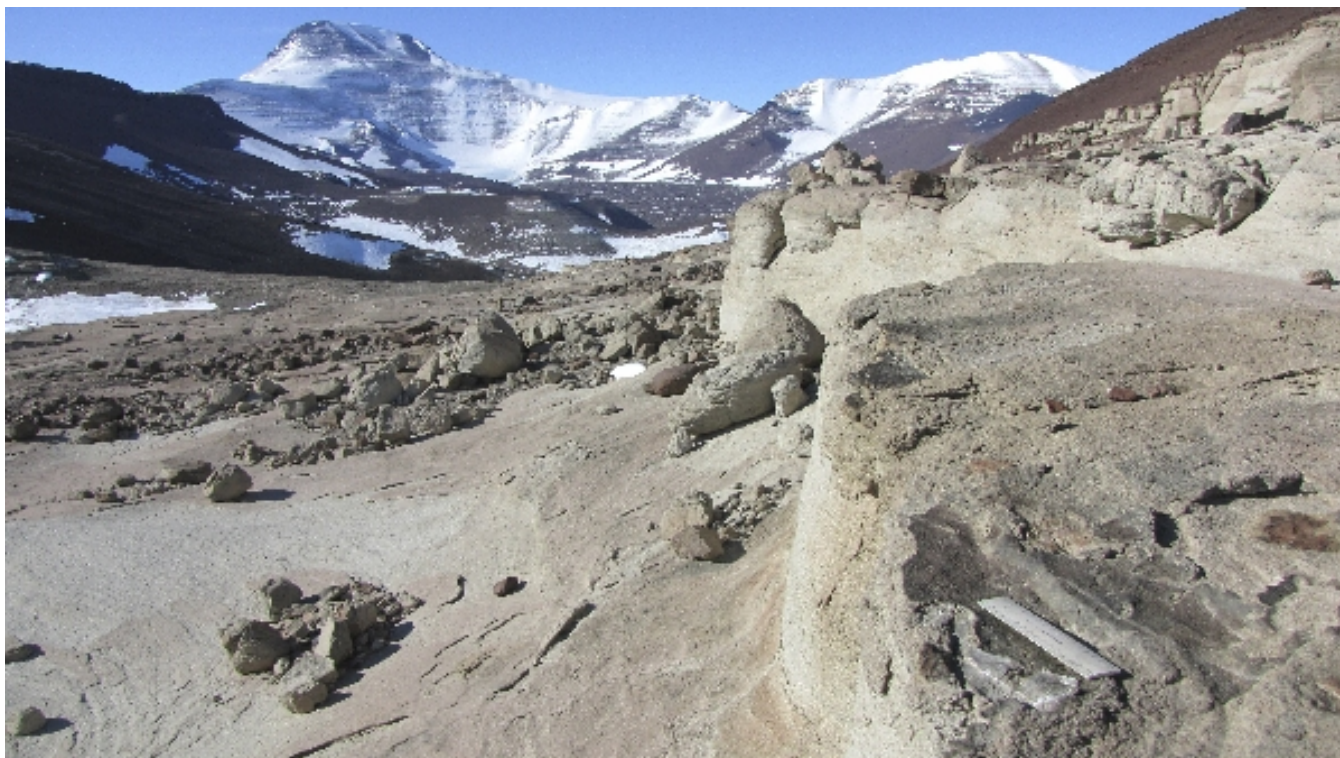


EXPLORER'S GAZETTE

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 19, Issue 2 Old Antarctic Explorers Association, Inc Apr-Jun 2019



Gordon Valley Antarctica

Eureka! That's Gordon Valley

By Mark Gordon

I had just spent some time trolling the web trying to find a photograph of Gordon Valley, a large semi-dry valley in the Queen Alexandra range of Antarctica named after me. I'd found it.

In 1960 after graduating from Yale, I decided to take a Gap Year between undergraduate and graduate studies in physics. During my last year, my lab partner had been a graduate student who had spent the previous year in Antarctica. Two excellent universities had accepted me for graduate studies in physics, but I felt I wasn't ready.

I had grown up in the tiny village of Hazardville, Enfield, Connecticut, to which my father's family had emigrated in the 1840s from Scotland. The family had a large footprint in that village—so much so, that my father encouraged me to attend high school in another state to

gain some perspective on career opportunities. All of the families along one of the principal residential streets were related to me. For me, it was a comfortable community but with perhaps a hundred virtual mothers, who could and did telephone my mother when I did something I shouldn't.

Accordingly, I took the entrance exams for Phillips Academy in Andover, Massachusetts, and had been accepted. Andover drew students from all of the US, as well as a few from foreign countries. The school did introduce me to countrywide opportunities I would not have dreamed of earlier, one of which was going to Yale University on a need scholarship.

Yale was overwhelming at first. Eventually, I settled down and majored in physics. Like Andover, Yale drew

Continued on page 4

PRESIDENT'S CORNER

Ed Hamblin—OAEA President

TO ALL OAEs—Hope everyone had a good spring and entry into summer.

By the time you see this, scholarship awards for the year will probably be done, and will be announced in the next issue.



The Jacksonville reunion is 11–13 November 2020. Put it on your calendar. The head of the Jax reunion, Dr. Dewey Painter also has some pre- and post-reunion activities planned for those that are interested, so it promises to be an interesting time. Sometime before the next *Gazette* is out, we intend to have a preliminary information sheet on the website.

For about two years, we have been looking for an OAEA Website Administrator back up. Our present administrator, Bob Gaboury has voluntarily been at it for several years, completely rebuilding the site and doing lots of “grunt work” to find us the best web solution; but it is always good to have some redundancy. As it works out, I anticipate “being out of a job” with the next round of OAEA elections, and I have started the training to be the website admin understudy/backup. Gabby has been very patient with me, leading me by the hand where required...who says you can't teach an old dog??

And with that previous statement mentioning elections...OAEA elections are coming next year. Keep that in mind, no experience required! All that is required is a willingness to serve the organization. I think we are still about nine months out from starting the next election cycle, so something to keep in mind if you are interested in stepping up to the plate. All hands will be notified when it is time.

We just finished up our first year of *Explorer's Gazette* subscription service for those that do not have computers, or for those who would prefer a paper document. We ended up the first year with 31 subscriptions. The good news is that we are continuing with the service, the bad news is that not everyone renewed. The labor for producing the subscription *Gazette* is all volunteer; the annual subscription rate covers supplies and postage with a couple of extra dollars per year allowing for fluctuating postage rates and cost of supplies.

Thanks to membership generosity in donations, in the last quarter, we added 1300 dollars to the scholarship fund, and 271 dollars to the general fund. Thank you all who contributed: Billy-Ace Baker, Robert Berube, Charles Bevilacqua, Jerry & Karen Gustin, Dennis Hayden, Kenneth Henry, Robert McCabe, Philip McKenna, Richard Morris, OAEA New England Chapter, Harlan Priddle, Wayne Rogers, Joseph Thorne, and Mingta Yuen. Every donation helps!

Remember to keep us notified if you move or change e-mail addresses. We work hard to maintain contact with our members! Some points of contact: Billy-Ace Baker, email upizauf@aol.com; Ed Hamblin, email edwin.t.hamblin@gmail.com, phone 757-405-3362; OAEA Webmaster, email oaeawebmaster@gmail.com.

So have a good, safe summer. Catch you all next issue.

Ed Hamblin



GROWLERS & BERGY BYTES

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

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

Old Antarctic Explorers Association, Inc.

National Headquarters
10819 Berryhill Road
Pensacola, FL 32506-6201 USA
Phone 850 456 3556

And is published four times annually

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MIDWINTER CELEBRATION AT SOUTH POLE STATION

From: 90° South By Paul Siple

As we moved ahead into our winter night, our biggest celebration came on 22 June, or "Midnight," after which date the winter night was half over so that we could begin to look forward hopefully to eventual sunlight.

The men exhibited great enthusiasm in planning this gala celebration. Earl Johnson made candelabra from pipe fittings. Doc Taylor and Junior Waldron turned out the paper decorations; a red flag cloth was thrown over the four joined mess tables as a tablecloth; balloons and streamers hung from the rafters. Willi and McPherson even made firecrackers, although they proved largely a fizzle. I helped Segers with the turkey dressing as he outdid himself in preparing a superb meal.

Dinner began at four P.M. with grace said by Doc Taylor. Then Jack (Tuck) and I proposed four champagne toasts with a bottle Moose Remington produced. "To the forty-eight states, our country and the President," said Jack. "To the IGY as it begins on July first," I offered. "To our families, wives, and sweethearts." Jack raised his glass again.

I raised mine again: "To Byrd," I said, "and to Scott, Amundsen and all those who made our presence here possible—To Antarctica."



National Geographic Photo

In a festive mood, the polar shut-ins celebrate Midwinter Day, 22 June, with drinks, food, and fun

Eureka Gordon Valley**From Page 1**

students from all over, further educating me to life opportunities I would never had thought of—such as spending a year in Antarctica. I applied for a position with the Arctic Institute of North America, a non-profit organization that provided employees to Antarctic researchers unable themselves to spend a year away from their families. I was assigned to the “auroral scientist” group, which trained at The Air Force Cambridge Research Laboratory at Hanscom Field, near Bedford, Massachusetts.

Four of us had been hired to spend a winter in Antarctica as “auroral scientists”. Each of us had to pass the nuclear submarine physical and psychiatric exam to minimize the risk that we would either get sick or have a mental breakdown at an Antarctic research station from which we could not be evacuated in the winter. I had no problem passing the physical exam, in part because I had played on college athletic teams and was in good physical shape. The mental exam concerned me when the psychiatrist asked me to discuss the emotional interactions of the Brothers Karamazov. In fact, I began to wonder about his own mental stability. Nonetheless, the naval testing people gave me a green light; I moved on and was tentatively assigned to winter at the New Zealand Scott Base, located close to McMurdo Bay.

Next I had to visit each of the researchers for whom I'd be working. One was in Boulder, Colorado. I had never flown on a commercial airplane, nor had been further west than Washington, DC. Flying to Denver, renting a car and driving to Boulder was way, way outside of my ken. Another researcher worked for the AFCRL and trained me by having me measure the change in the ionospheric absorption of solar radio waves during the solar eclipse of 2 October 1959, seen from his research station in Hamilton, Massachusetts. This experiment produced new results, which I published in the journal *Nature*—my first publication. The third researcher worked for the New Zealand government at a research at the southern tip of New Zealand. I couldn't meet with him until I went to New Zealand. Meanwhile, I read what I could about auroras and airglow in the science journals. In this respect, my mind was a blank slate; I knew nothing about these phenomena.

Finally, I was sent to a lodge in Shenandoah National Park in the Blue Ridge Mountains west of Charlottesville, VA. There the Navy trained us how to survive in Antarctica. Talks about avoiding alcohol, layering your outerwear, importance of keeping dry, and how one's body lost heat. The course also discussed survival in an airplane crash; especially the importance of flying with durable footwear and with outer clothing that would protect you from the ambient cold.

In December, I flew from NAS Quonset Point, RI, via a MATS DC6 across the country to Travis AFB, where we were fed and assigned a room for the night before flying to our next stop, Hickam Field, Oahu. On this flight, I learned why I—a civilian—had to have an equivalent ranking on my military transportation orders. It guided the base staff

regarding the size of your temporary quarters. My ad hoc rank was LTJG

Eventually, we landed in Christchurch, NZ after stopping twice across the Pacific to refuel. On these flights, the crew taught me how to navigate by using sun shots and by LORAN. I was fascinated. After landing, we civilian nascent Antarctic Explorers were transported to The Gainsborough Hotel, a family-owned small inn in Christchurch that contracted to provide transient housing for those going to “The Ice”.

But, I was treated differently by being flown to, NZ, to meet the researcher for whom I'd be operating spectrographs and other optical equipment in Invercargill before being equipped with winter clothing and flown to McMurdo.

On arrival, I was sent to Scott Base, where I had been scheduled to spend the winter. Big surprise. They did not want me. Evidently, New Zealand had asked the United States not to send a replacement auroral scientist. The Prime Minister was concerned that this would damage their claim to a wedge of Antarctica. Within a few days, I was flown back to Christchurch and then to Wellington, to meet New Zealand officials. As soon as I came down the disembarking stairway, it was obvious even to the NZ officials that my arrival at Scott Base had been a simple mistake.



Scott Base in 1960

By then, the McMurdo ice landing strip was too thin for transport planes to land. I was told to do whatever pleased me



until January, when I would take a Navy cargo ship to Antarctica. I did what any tourist would do, stashed my excess clothing in a hotel and hitched my way around North Island.

In January, the USS *Arneb* (AKA 56) left NZ for McMurdo. I loved this cruise. As a de facto officer, I ate well, learned to play Acey Deucey, and was astonished at the responsibilities of newly minted Ensigns and lightly seasoned LTJGs for making the ship function. Of course, backing them up were highly competent chiefs who did the actual supervision. The young officers were there to take the heat if a problem occurred. In a sense, they were all in training. I regretted that I had not joined ROTC when I was a college student.



USS *Arneb*. Four frisky Adeline penguins frolic on the ice during unloading operations. Adeline and Emperor penguins are a constant source of entertainment to their human friends

Eventually, the ship arrived at Hallett Bay, and discharged me to shore via a mike boat.

I enjoyed my winter at Hallett Station, made lots of lasting friends, and learned a lot in addition to doing my observational work.



The Hallett Station scientific group

In November of 1960, I was transported back to Christchurch, flown to report to my Invercargill supervisor (who became a friend for life), and flew back to NAS

Quonset Point, where my father met me and drove me back to Hazardville.

Soon, I entered graduate school and the High Altitude Observatory in Boulder, Colorado, and earned a PhD in astrophysics, a research field where I spent the rest of my working life. The two-year interlude in my studies was worth every moment.

Many years later, I discovered that Gordon Valley had been named for me.

Two years ago, I searched for Gordon Valley on the web and discovered these magnificent photos. Searching the Internet further, I learned that the two people in the first photo are Adam Huttenlocker and Brandon Peacock; at the time both graduate students of Professor Christian Sidor of the Biology Department at the University of Washington in Seattle. Now, Dr. Huttenlocker is an assistant professor at the Keck School of Medicine at the University of Southern California (USC) and Dr Peacock works at the Field Museum of Natural History in Chicago. Both answered my Email with enthusiasm and imparting a lot of additional information about what they were doing in Gordon Valley at that time. I was delighted to have a virtual visit of My Valley.



Brandon R. Peacock and Adam Huttenlocker



Mark Gordon Before & After

FEEDBACK & LETTERS TO THE EDITOR

From the OAEs & FNGs Web Page

Johnny Langdale was my best friend in the Navy squadron VXE-6. When I first got there he helped me find a place for my family and I to live. He helped me move into that apartment on my 21st birthday and after moving in he & I went bar hopping until a bartender finally asked for our ID's, then it was no fun anymore.

When I arrived at Willie Field he showed me around and was very helpful. Later that first year he was teaching me how to play the song Gloria on his 12-string guitar at our hut "the resort crowd" on the ice and the table that I was sitting on broke, thus so did his guitar. I finally got him a new one about 10 years ago (a little one) and gave it to him while he was in Minnesota.

Though I only saw him a few time after the Navy I still considered him a very good friend. He will be missed.

Michael Widstrom
mwidstrom@mmbco.com



Widstrom



Langdale

Editor's Note: Langdale's obit is in the *In Memory* section of this issue of the *Gazette*. Photos from the VXE-6 DF-71 Cruise Book.

Billy-Ace:

Another great *EXPLORER'S GAZETTE!*
Have a great week!

Bruce DeWald
bdewald63@gmail.com



Via the OAEA Webmaster/Guestbook:
Sydney Cullis Wrote:

Many thanks Billy-Ace for another interesting newsletter.

Cheers

PS I am sure it will have been pointed out that the picture of Cherry Apsley-Garrard is in fact Tom Crean.

Sydney Cullis
sydneyc@surgcare.co.za

Billy-Ace:

Great job on the *Gazette* but Apsley Cherry Garrard looks a lot like Tom Crean on page 24.

Keith Keys
kwkeys@gmail.com

Hi:

In the latest *Gazette* there is a picture of Apsley Cherry-Garrard. I believe the picture is actually of Thomas Crean, who served with both Scott & Shackleton during his three Antarctic expeditions. There is a pub in Ireland, the South Pole Inn that was founded by him and still in operation today. Thanks for all your hard work for the Association.

Regards,

Marshall Burnette
VXE-6 1970-72
737mjb@gmail.com



The real Apsley Cherry-Garrard

Billy:

OK...OK, I suppose it's meant as a joke - but, to label a picture of one of my all-time favorite Antarctic explorers as being Apsley Cherry-Garrard is really not so very funny. Those of us who have made the pilgrimage to Tom Crean's "South Pole Inn" in Annascaul, Ireland are not amused!

Cheers

Dick Wolak
wolak66@gmail.com



South Pole Inn Outside View



South Pole Inn Inside View

Editor's Note: Well, thanks to everyone for your kudos and all those who pointed out my mistake in labeling a photo of Thomas Crean to be that of Apsley Cherry-Garrard. I wish that I had a plausible excuse, but it was just a bad mistake on my part and it was not meant to be a joke. But the below is a joke.



Billy-Ace

The mail man, err ... penguin

Hello Billy-Ace,

Thanks for another interesting issue of the *Gazette*. Your library (book collection) is perhaps the most interesting item.

This is obviously a very niggling and unimportant point that is not worth publishing but I mention it for the record. Regarding the caption for Byrd-Pole tractor train crew photo, the names of CWO Fowler and RMCA Martens are reversed. And incidentally, RM2 Mahan's first name was Shirley; perhaps that's why only his initial is given? He was commonly called Frank. I know all this essential information because I was a member of the tractor train party after wintering at Byrd Station in 1960 (as aurora observer, which is presumably why I am identified as such). I was actually "glaciologist and weather observer"; in quotes because I was an amateur. At that time my last name was Rosenthal; changed back to my original family name shortly after returning from Antarctica.

Since I have the opportunity I also want to say that the reviewer of the new edition of *The Worst Journey in the World* should have pointed out that the title refers to the journey that Wilson, Bowers and "Cherry" made to Cape Crozier to collect Emperor penguin eggs during the winter. Not mentioning this leaves the impression that it refers to the Scott party trip to the South Pole, which is not the case.

Regards,

Henry Brecher
brecher.1@osu.edu

Editor's Note: I love feedback like this. Regarding the names on the photo. I believe that only initials were listed on all the participants and I substituted first names from other info that I have access to. Thanks for pointing out that I reversed Fowlers and Martens names.

I meant to mention that the book was about the journey to the penguin rookery and not the South Pole. I guess I forgot about it. I meant to put it at the end of the article after the final sentence of the book.



The final sentence: "If you march your Winter Journeys you will have your rewards, so long as all you want is a penguin's egg."

Billy-Ace:

We wonder if you know the names associated with the 1940 photo on the *Bear*

Leilani Henry
leilani@beingandliving.com

Editor's Note: Below is the photo and roster of the USS *Bear* at Horseshoe Island on 11 March 1940



Top Row: Ertenberg, McLean, Scott, "Mike", Keck Vrobel, Bradshaw.
On Bridge: Snow*, Dawley, Daly, Dufek, Crofford, Neimo, Adamkiewicz, Admiral Byrd, Captain Cruzen, Johansen, Dorsey*.
Below Bridge: Swensson, Smith, Gibbs, Nusbaum, Messer, Wyckoff, Jacobczak. Taylor, Richardson*, McFarlain, Schmohe, Johnson, Hostinsky.
Bottom Row: Lamplugh*, "Rickey", Bryant*, Nyluns, Kanefsky, "Rinsky", Wallace, A.J. Hill, "Casey", Flaherty, Kelczewski, "Corky", Szeeley, Jenkins, "Sandy", Perce*, Mulhern, Littleton, "Catherine The Great, Dollerman"

Asterisk denotes ice party.

B-A,

I have a correction to my New England Chapter report on our Spring meeting (pg.21 of the first *Gazette* of 2019). Turns out that the 'NSF Polar Press Clipping' books intended for Bowdoin College's Arctic Museum were denied by the staff there. After waiting a few weeks for the Director of the museum to return from a trip to Canada, I was informed that they have an extensive and complete polar reference library...

Our backup plan was the noted Climate Change Institute (CCI) at Univ. of Maine, Orono, so I fired off an email to OAEA Life member Dr. Paul Mayewski – the Director of the CCI – on 3 May. He responded about 15 hours later:

"Hi Marty. I am leading an expedition on Everest right now so not able to check our library, which truthfully is in a bit of disarray at the moment. We would be happy to get the issues."

... So the two Press Clippings books have found a home at UMaine.

Marty Diller

Great Ali Ben Sahadi Macadonis Bakerstein:

Haven't talked to you in a long time. I read the *Gazette* every time you publish it and I love it and brings back many memories from DF-63. I was going to make a donation to the Communicators Fund for college but couldn't find where to send it. Still can't believe it was 56 years ago we Wintered Over.

I still teach (sub) at our high school here in Pahrump and I really enjoy it. Still fly airplanes and ride my Harley.

Have a great year and Ali Ben you're still my Hero even after 56 years.

P.S.: Attached is a photo taken Feb 21st 1963. It was taken in our hut. My son found it digging thru boxes of pictures our family and I have collected over many years

Guhor
howard.pam@yahoo.com



R.F. Kiser, Dave McGriffin, and "Guhor" Wick

Editor's Note: You can send your donation to: 3104 Deepspring Drive, Chesapeake, VA 23321, and mark it for the: "Communicator Fund for the OAEA Scholarship".

The following received by US Mail:

Billy-Ace Penquin Baker

And *Explorer's Gazette* Contributors:

Just read from front to back, my copy of the *Gazette*, Jan-Mar 2019 Edition.

As a 30-year active duty SEABEE who made eleven long deployments with SEABEE Battalions, my fondest memories are DF-I, 1955–1957, winter-over at McMurdo and South Pole.

Thanks much for keeping me up on Antarctica. You are all to be commended by all OAEAs.

Sincerely sent.

Charles "CB" Bevilacqua
STAY WELL!



Hi Billy-Ace,

I have managed to talk to the VP of Lindblad in the fleet operations. Although enthused he responded that with them being affiliated directly with National Geographic (NG) it would be a conflict of interest. They have to primarily promote the NG organization as they are sponsored by them and carry their name on some of their vessels. So that is a bummer for us.

Also 'yes' that is me in the photograph about a decade and a half ago if I remember correctly. Not sure if you just found the image or you came across the accompanying article, which was written in the "Star Honolulu Advertiser" (the local rag in Honolulu). I suppose it would be alright for you to use it since it is not a copyrighted photograph by the newspaper. That photo was taken aboard the Norwegian Sky in Alaska.

I have attached a photo of myself and the ship's electrician going for a dive in Cierva Cove, Antarctica. Feel free to use that if you prefer.

Mahalo to you and Aloha

Ming Yuen
calmseas@hawaii.rr.com



Ming and the ship's electrician diving in Antarctica



Sleeping Lion iceberg in Cierva Cove, The Cove was named in 1960 for Juan de la Cierva, the Spanish designer of the autogiro, which was the first rotating wing aircraft in 1923.

Chief:

On the opening summer flight of DF-82 at South Pole station XD03 came down hard. I commented to Marty (Martin Pomerantz) that something broke. "Naw, they come down hard like that all the time." he says. Then we saw the hydraulic fluid. The replacement parts were like six months away and I reminded them there was a perfectly good nose gear at the end of the runway buried in the snow. They dug up the old 917-nose gear and flew 03 home. Probably my only worthwhile contribution as an OAE since I never got my ass packed.

RMSA Chadsnort
huntereducation@yahoo.com



917 at South Pole Station. Good for a few parts

Editor's Note: I don't remember the nose gear incident you speak of. But, I remember Pomerantz, Mostly for the many COSRAY messages that we handled for him. "BARTOL PASS TO POMERANTZ" he died in 2008. Pomerantz Tableland is named in his honor.

G'day. Billy-Ace,

I am not sure whether I lifted this little animated penguin picture from an early message from you!

I have lost the original animation, sadly, and would really like to renew it.



Cheers,

Bill Burch
wburch@optusnet.com.au

Editor's Note: It is supposed to be an animated GIF file. Try this:

<https://www.youtube.com/watch?v=yjqlvKKMGSY>

Morning Billy,

Could not find this Lambert with the email listed below. There is an Edwin Lambert on the OAEA roster but he is listed with a different email address, which is edarizona@hotmail.com.

Might be a different person Name: Ed Lambert
Email: nnpudf4@netzero.net.

Gabby
admin@oaea.net

Ed:

We have edarizona@hotmail.com on the OAEA Roster for your email address. Which one do you want us to use for OAEA business?

Thanks.

Billy-Ace Baker
OAEA Membership Chairman

Hi Billy-Ace,

edarizona@hotmail.com is the good one. I was trying it to do something on the OAEA website and it would not let me use the email address that I have used for years. I used the standby address and it did not solve the situation. See you in 18 months minus two days.

Ed Lambert
DF-IV winter-over McMurdo

Ed:

I will have Bob Gaboury, the OAEA Webmaster look into this problem.

Just out of curiosity why did you use NNPU in this standby address?

Billy-Ace
upiazauf@aol.com

Billy-Ace:

I was in the class of 60-2 at Fort Belvoir, Va. and was certified to operate the SM-1 nuclear power plant at Fort Belvoir on 18 September 1962 Joe Wages and I were both in Hut 22 at McMurdo and wintered-over during DF-IV (1958-59), we both departed Davisville with a battalion to Gitmo, Cuba, with other Seabees on 3 January 1960. And both were selected for the nuclear school starting 3 October 1960. I was scheduled to go to McMurdo to operate the nuclear plant there starting in November 1963. However, since I reenlisted for only four years in 1960, I did not have enough time left to spend a year at the nuclear plant. I had gotten married while I was in school, and we had a daughter in July 1962. I did not reenlist and left the navy in 1964. Joe had reenlisted for six years, so he did winter over a second time and worked at the PM3A plant at McMurdo. As you probably know NNPU stands for Navy Nuclear Power Unit, which was headquartered in half a Quonset hut in the Army base at Ft. Belvoir, VA.

Ed Lambert



UTW2 Ed Lambert



Photos from the DF-IV WO Cruise Book
CE1 Joe Wages

From the OAEA Webmaster
Posted by: Edwin H Lambert

Sixty years ago the big party was about to begin at McMurdo for those of us that wintered over during Deep Freeze Four. I look at the slides I took during the mid-winter party every once in a while and reflect on the once in a life time opportunity I had to be there. I was the second youngest member of the crew. My main job there was to melt snow at the laundry/shower building.

I am planning on attending the reunion next year in Jacksonville.

I attended the first two but life got in the way of attending any since then.

Ed Lambert
edarizona@hotmail.com

From the OAEA Webmaster
Posted by: Darrell D Tegtmeyer

Bought my first bottle of Shackleton reproduction of the stuff they uncovered in 2007 from under the floor of his hut at McMurdo. I wintered over on DF-IV and I was in that shack. Wonder what would have happened if we had found it! Anyway it's a real smooth drink and I can imagine how he felt when he took a sip before going to sleep! Good stuff Maynard.

Darrell
saltydog3927@gmail.com



ANTARCTIC



ADVENTURES

Written by Yolonda Washington



Journey and her mother Yolonda

PART ONE

Let me start at the beginning... we are travelers. Our love of travel is palpable. My daughter says I am her hero; little does she know she is my hero too! We have sacrificed immensely to allow ourselves the opportunity to travel around the world. We have been to all seven continents. Journey says that she believes these experiences have helped shaped her into the person she is today.

Through these life experiences, we have been able to learn that all people of all backgrounds are essentially good and everyone has a story and a life worth listening too. We place value on what we feel is important in life, and that is relationships, health, and experiences. We know that the focus on the acquisition of just stuff is not as important.

Our home is Navarre, Florida, USA, and we have traveled together to Canada, Mexico, Ecuador, Argentina, Spain, Morocco, Senegal, Gambia, South America, Zimbabwe, Hong Kong, and China. Like most people, achieving six continents is wonderful in and of itself, but not for us wanderlusts! We wanted to go to Antarctica too! We learned that less than 1% of the world's population has visited there.



M/V Ortelius

Antarctica is AMAZING!! We traveled on the m/v *Ortelius*. We traveled from Argentina, down to Ushuaia, through the Beagle Channel and the Drake Passage on our way to the Antarctica Peninsula. On our adventure, we were

able to visit all the peninsula islands as well as visit the mainland continent itself. We partook of many activities, including kayaking, glacier ice climbing, mountaineering,



Yolonda and Journey Kayaking

zodiac cruising, camping, and the fantastic Polar Plunge. We got up close and personal with Gentoo, Chinstrap, and the lone Macaroni Penguin. We kayaked next to Humpback Whales and stood next to sea lions, walruses, and sea leopards. We observed wonderful birds such as Petrels and Albatrosses. Our group visited a shipwreck and climbed geological cliffs. We also visited the Ukrainian Vernadsky Science Station, where we received the elusive Antarctica passport stamp.



Vernadsky Station Logo



Vernadsky Passport Stamp



Vernadsky Station



Vernadsky Post Office

And I cannot say enough about the scenery!! Absolutely awe-inspiring, jaw dropping, tear jerking, and beautiful! One such place is the Lemaire Channel; you can see why it is more commonly known as Kodak Alley. But we all made efforts to put down our cameras and take it all in with our eyes! The memories of Antarctica will last forever!



Lemaire Channel Sunset

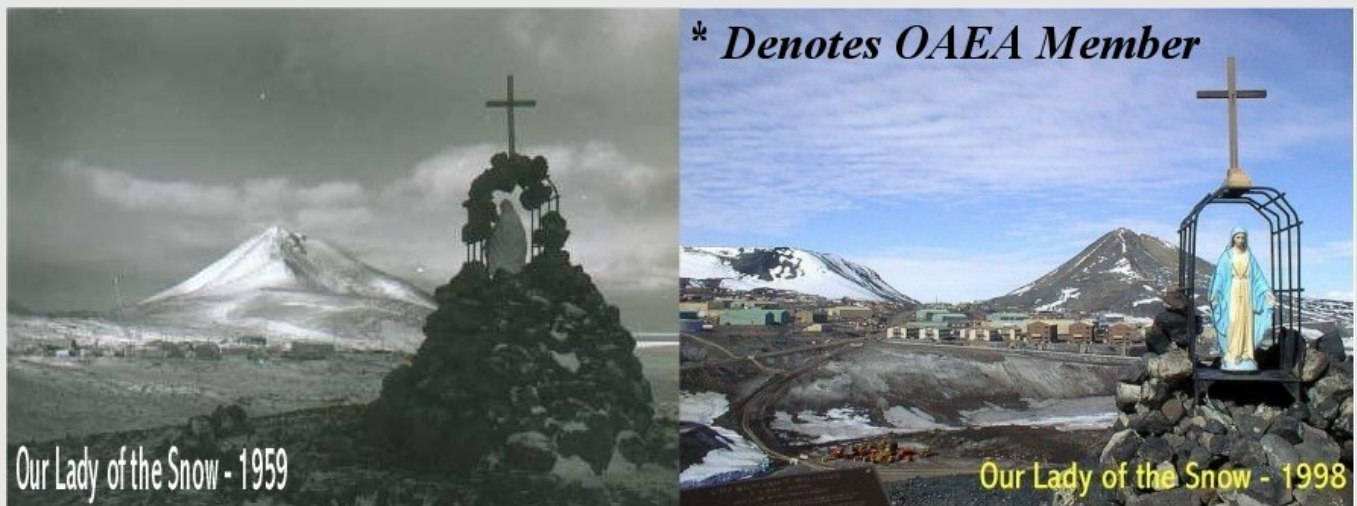
Many ask which trip was my favorite. I would say this one. This trip was the best bonding experience you can ever imagine. We not only experienced the trip together; we shared, laughed, and had a great time with each other. We saw an aspect of God's creation through each other's heart and eyes, and for that, I am blessed.

And so, I respectfully submit this first edition for the column—*Antarctic Adventures*.

—**To Be Continued**



Journey and a pair of Gentoo Penguins



IN MEMORY

OAE Roger Samuel Adamy, 90, died on 29 April 2019, at the Saybrook at Haddam, in Middletown CT. Roger served on the USS *Philippine Sea* during Operation Highjump

OAE Elizabeth Rockwell Allen, 93, died on 20 April 2019, in Hartford, CT. Elizabeth visited Antarctica as a tourist.

OAE Raymond T. Angleton, 83, died on 21 June 2019, in Natick, MA. Ray served on the USCGC *Eastwind* during DF-60. He was the first member of the US Coast Guard to set foot on the Geographic South Pole. Editor's Note: He won a drawing.

OAE John Lawrence Banducci, 64, died on 3 May 2019, in Bakersfield, CA. John visited Antarctica as a tourist.

*OAE Nartsiss Barkov, 91, died on 3 May 2017, just days before his 92nd year. Nartsiss was a Soviet Antarctic Expedition exchange scientist who wintered-over at McMurdo during DF-75 as a glaciologist. He had previously wintered-over several times at the Russian Antarctic Station Vostok.

OAE Lewis Edward Barsky, 75, died on 8 June 2019, in Boulder, CO. After being diagnosed with terminal cancer Lewis went kayaking in Antarctica with his sons.

OAE Jim Bleasel, died on 2 February 2019, in Hobart, Tasmania. Jim was the Director of the Australian Antarctic Division from 1984 through 1988.

OAE Fredrick "Fred" Morey Cady, 77, died on 17 May 2019, in Denver, CO. Fred was hired by ESSA (now NOAA) to operate a geophysical station at Byrd Station. During his year wintering over at Byrd Station during DF-68, Fred was lucky enough to be sent to South Pole station, where he verified Sir Robert Scott's words, "Great god! This is an awful place..." Well, Scott was there in 1912 and when Fred arrived in 1967 on a ski-equipped LC-130 and lived in comfortable housing, the South Pole struck him as an amazing and starkly beautiful place. Cady Nunatak is named in his honor.

OAE Larry Wayne Carlile, 69, died on 21 May 2019, at Hendrick Hospice Care in Abilene, TX. Larry served in Antarctica as a US Navy SEABEE. Unit and year(s) unknown.

OAE Don Cash, 55, a Utah mountaineer, died on 22 May 2019, on Mount Everest. In January Don visited Antarctica in order to climb Mt Vinson the highest peak in Antarctica.

OAE Annetta Grace Christensen, 95, died on 21 March 2019, in San Luis Obispo, CA. Ann visited Antarctica as a tourist.

OAE John Cecil Daniels, 88, died on 17 June 2019, in Macon, GA. John, known as the "flower man" conquered the most remote continent, Antarctica, in 2015, at age 84. After a lifetime of studying and growing plants, he was fascinated with a continent where almost nothing grows, but thrilled to walk with penguins and explore remote areas with scientists.

*OAE LCDR Paul Bevis Dickson, USN (Ret), 88, died on 28 June 2019, in Pensacola, FL. Paul served in VX-6 during DF-III through DF-60. Crew on P2V-7 Deep Freeze III (photographer); crew on R7V Connie DF-IV; Byrd Station R4D-8 airborne scientific surveys; served as Chief Photographer's Mate. Jackson Pillar is named in his honor. Paul was on the flight on 18 January 1958 when the rock was discovered. He was a member of the OAEA GCG Chapter.

*OAE Edward L. Driscoll, 84, died on 17 April 2018, in Lancaster, NH. Ed served in Antarctica aboard the USS *Arneb* as a BM3 during DF-I and II. He was a member of the New England chapter.

OAE Richard Grant "Dick" Downard, 82, died on 9 May 2019, in Tri-Cities, WA. Dick served as a radarman second class (RD2) on the USS *Glacier* during DF-II (1956-57).

OAE CPO Fredrick N Dudley, USN (Ret), 88, died on 19 February 2019, in Palm Bay, FL. Fred served in Antarctica while in the USN. Unit and year(s) unknown.

OAE Maria "Mimi" Burgee Dwight, died on 24 May 2019, in Holyoke, MA. Mimi visited Antarctica as a tourist.

OAE Dr. Marco Tulio Eugenio, MD, 92, died on 22 May 2019, in San Antonio, TX. Marco visited Antarctica as a tourist.

OAE Patricia Finder-Stone, 90, died on 10 June 2019, in De Pere, WI. Patricia visited Antarctica as a tourist.

OAE Dr. Benjamin Joseph Gaieski, MD, 98, died on 11 June 2019, in Philadelphia, PA. Benjamin served in Antarctica in the US Navy as a ships doctor during Highjump. Name of ship unknown.

OAE Louis "Louie" Anthony Galati, 74, died on 5 May 2019, in East Louisville, KY. Louie served on the USS *Glacier*. Year(s) unknown.

*OAE Patricia L. Garwood, 85, died on 7 March 2019, in Jacksonville, FL. Patricia was the widow of AMHC Jim Garwood, VX-6.

OAE Dorothy Jane Bateman Goodman, 89, died on 20 May 2019, in Corpus Christi, TX. D.J. visited Antarctica as a tourist.

*OAE LCDR Donald "Don" Warren Hagey, USN (Ret), 84, died on 28 October 2016, in Cove, OR. Don served as the OIC of Byrd Station during DF-69. Hagey Ridge is named in his honor.

OAE Harold George Halseth, 91, died on 23 May 2019, in Tacoma, WA. Harold served in Antarctica as a dance host on a tourist cruise ship.

*OAE AVCM (AC) Virgil C Harris Jr., USN (Ret), 75, died on 23 June 2019, in Longview, TX. Virgil served in VXE-6 from 1970-74 and 1977-80 as a LC-130 flight engineer.

OAE Rose Marie Hazeltine, 86, died on 2 May 2019, in Ventura, CA. Rose Marie visited Antarctica as a tourist.

OAE Merritt Randolph Helfferich, 83, died on 2 May 2019, in Albuquerque, NM. Merritt worked as a USARP ionospheric physicist at South Pole Station during DF-68. Helfferich glacier is named in his honor.

OAE Mary P. Hess, 67, died on 15 April 2019, at Westerly Hospital. Mary visited Antarctica as a tourist.

OAE Frances Hillier, 100, died on 12 March 2019, in Portola Valley, CA. Frances visited Antarctica as a tourist.

*OAE CEC LT Howard Alan "Al" Hisey, USN (Ret), 86, died on 25 June 2019, at The Towne House Retirement Community in Fort Wayne, IN. Al served in MCB(Special) during the IGY. He wintered at McMurdo during DF-I as a builder second class (BU2), and was on the 23-man detachment that built the first South Pole Station during DF-II. Al was a member of the Antarctic Deep Freeze Association.

OAE Gordon Mark Jackson, Jr., 86, died on 1 June 2019, in San Diego, CA. Gordon visited Antarctica as a tourist.

*OAE Eivind Bjorn Jensen, 75, died on 25 April, 2019, in Wheat Ridge, CO. Eivind was a USAP contractor. During January and February of 1998 he was at McMurdo and South Pole, as the Assistant Project Engineer. During the DF-99 Summer season he was at South Pole as the Assistant Project Engineer; Summer 99-00 South Pole Science Support Coordinator; Summer 00-01 South Pole Science Support Manager; Summer 01-02 South Pole Science Support Manager; Nov 02 McMurdo Ice Cube Project Support; Jan-Feb 05 South Pole Ice Cube Project Support.

OAE Dr. Dale K. Johns, 87, died on 2 April 2019, in Fort Walton Beach, FL. Dale visited Antarctica as a tourist.

OAE Earl Johnson, 87, died on 6 May 2019, in Topeka, KS. Earl served in Antarctica on the USCGC *Northwind*. Year(s) unknown.

OAE Thomas Floyd Johnson, 78, died on 25 April 2019, in Owens Cross Roads, AL. Thomas wintered-over at Byrd Station during DF-63 as a member of the Navy crew. Editor's Note: Johnson is not listed on my DF-63 roster.

OAE Mary Alice Kaechele, 90, died on 17 April 2019, in Holland, MI. Mary visited Antarctica as a tourist.

OAE John E. Kahler, USCG (Ret), 68, died on 26 April 2019, in Bettendorf, IO. John served in Antarctica while in the Coast Guard. Unit and date(s) unknown.



OAE Phyllis S. Kalivoda, 84, died on 11 June 2019, at her residence of Montecito of Oakmont in Concord, CA. Phyllis visited Antarctica as a tourist.

OAE Kent Keith, 90, died on 3 January 2019, in Australia. Kent wintered-over as the biologist with ANARE on Macquarie Island in 1956.

OAE H. MCPO Thomas "Tom" Klaus, USN (Ret), 87, died on 28 June 2019, in Green Bay, WI. Tom served in Antarctica. Unit and year(s) unknown.

OAE David A. Kliamovich, 66, died on 8 May 2019, in Hunlock Creek. David served in Antarctica on a Coast Guard icebreaker, Name of ship and year(s) unknown.

OAE Donald Jay Kreshtool, 73, died on 13 May 2019, in Denton, TX. Donald visited Antarctica as a tourist.

OAE Christopher Jon Kulish, 62, died on 27 May 2019, in Nepal from unknown causes after climbing Mount Everest on the last morning of his life, was his seventh peak on the seventh continent, Asia. Chris climbed Vinson Massif in Antarctica.

OAE Ingrid Sonja Kurze, 88, died on 20 May 2019, in Middletown, RI. Ingrid visited Antarctica as a tourist.

OAE Johnny Vinson Langdale, 70, died on 5 April 2019, at the St. Joseph Campus of Mission Hospitals in Asheville. of Weaverville. Johnny served in Antarctica as a member of Antarctic Development Squadron Six during DF-70 and 71.

OAE Ida Mae Pettigrew "Imp" Lightner, died on 12 April 2019, in Dallas, TX. Imp visited Antarctica as a tourist.

OAE Neal Joseph Matthews, 65, died on 23 April 2019, in San Diego, CA. Neal visited Antarctica as a deep sea diver.

OAE Patricia Jean McNally, 65, died on 11 May 2019, at Wellspring Lutheran Services Shattuck Manor Saginaw Twp., MI. Patricia visited Antarctica as a tourist.

OAE Gregory Lynn McNeal, 70, died on 31 May 2019, in Kingwood, TX. Gregory visited Antarctica as a tourist.

*OAE Kenneth "Ken" Ralph McPherson, 76, died on 3 June 2019, in Ocala, FL. Ken traveled to all the USAP stations during 1988 at a Raytheon contractor.

OAE COL. E.B. Peter "Pete" Meekins, USAR (Ret), 90, died on 4 May 4 2019, in Williamsburg, VA. Pete visited Antarctica as a volunteer assisting with research that benefited the environment and wildlife. He made four trips to Antarctica collecting data from volcanoes, tagging bears in their dens, and diving with grey whales to conduct benthic studies as well as other unique research projects. Editor's Note: BEARS!!!

OAE Beth Mildon Meree, 98, died on 20 May 2019, in Chestertown, MD. Beth visited Antarctica as a tourist.

OAE Patricia Ann (nee Smith) Millar, died on 14 April 2019, in Richmond, RI. Patricia visited Antarctica as a tourist.

OAE Philip Lawrence Mitchell, 67, died on 6 June 2019, in Las Vegas, NV. Phil served at McMurdo Station. Unit and year(s) unknown.

OAE LT COL Elmer A. "Nick" Nichols, Jr., USAF (Ret), 82, died on 9 April 2019, in O'Fallon IL. Nick served in Antarctica while in the USAF where he earned the Antarctic Service Medal. Unit and year(s) unknown.

OAE CAPT Thomas R. O'Connor, USN (Ret), 78, died on 2 May 2019, in Bozeman, MT. Tom visited Antarctica as a tourist.

OAE Elsie Wood Paris, 95, died on 25 April 2019, in North Bennington, VT. Elsie visited Antarctica as a tourist in 2008.

*OAE John Anthony Pennington, 70, died on 21 June 2019, in Abilene, TX. John AKA Mel wintered-over at McMurdo during DF-70 as a radioman second class (RM2).

OAE POC Gerald Douglas Percey, USCG (Ret), 88, died on 29 May 2019, in Beaverton, OR. Gerald served in Antarctica with the USCG. Unit and year(s) unknown.

OAE Capt William "Bill" Perreault, USA (Ret), 81, died on 1 June 2019, in Appleton, WI. Bill visited Antarctica as a tourist.

OAE James D. Petlock, died on 17 May 2019, formerly of Orchard Park, NY. James wintered-over at South Pole Station during DF-63 as a USARP grantee ionospheric physicist with the National Bureau of Standards. Mount Petlock was named in his honor.

OAE Brian M. Race, 32, died on 5 April 2019, in Melbourne Australia. Brian visited Antarctica as a volunteer with marine conservation group *Sea Shepherd* Global 2009 on their Antarctic Anti-Whaling Campaign. After several more campaigns as Chief Engineer he became the organization's Technical Superintendent, managing the organization's world-wide fleet.



*OAE Rick A. Rambo, 71, died on 21 January 2018, at the Good Samaritan Hospice, in Monaca, PA. Rick wintered-over during DF-69 as a SK3 at McMurdo Station with VX-6 Det Alfa.

OAE 9, Steven V. Reyes, 66, died on 27 May 2019, in Lincoln, CA. Steven served in Antarctica in the USAF. Unit and year(s) unknown.

OAE Darryl Wayne Robinson, 80, died on 7 May 2019, in Lions Gate Hospital, in Vancouver, Canada. Darryl visited Antarctica as a tourist.

OAE Norman Philip "Ross" Rossman, 81, died on 30 May 2019, in San Francisco, CA. Ross served in Antarctica while in the US Navy. Unit and year(s) unknown.

OAE Thomas Lincoln Ryan, 90, died on 28 May 2019, in Sarasota FL. Thomas visited Antarctica as a tourist.

OAE Eleanor "Ellie" Catherine Schallack, 99, died on 9 April 2019, in Wilwaukee, WI. Ellie visited Antarctica as a tourist.

OAE Darrell Robert "Smoky" Schmuker, 86, died on 7 June 2019, in Grand Rapids, MI. Smoky enjoyed traveling far and wide, from family vacations in the station wagon to Antarctica and beyond. Editor's Note: Station Wagon?

*OAE AT1 Robert L. Sexton, USN (Ret), 86, of Coventry, died on 20 April 2019, at Kent Hospital in Warwick, RI. Bob served in AIRDEVRON Six during 1966 at the Williams Field Electronics shop radar tech repair and R4D crew member. During 1967 he was a crewmember and radio operator on Pegasus. He was a member of the New England Chapter.

OAE John Smith, 85, died on 6 May 2019, in Wingham, New Zealand. John made two visits to the Antarctic in 1960 as a meteorological observer. In 1961 he spent the winter at Fossil Bluff, the southern-most base of the Falkland Islands Dependencies Survey. In total, he spent two-and-a-half years in the Antarctic.

*OAE Harry Spohn, 90, died on 15 June 2019, in North Platte, NE. Harry wintered-over at South Pole Station During DF-63 as the USARP meteorologist. Mount Spohn is named in his honor.

OAE AECM Alton "Red" Spain USN (Ret), died on 16 April 2019, in Jacksonville, FL. Al served as an Aviation Electrician with Air Development Squadron Six (VX-6), 1965, followed by VX-6 Detachment Christchurch 1967-1970.

OAE Robert "Bob" Stark, 73, died on 26 June 2019, in Aumsville, OR. Bob served in Antarctica. Unit and year(s) unknown.

OAE Stephen R. Stewart, 67, died on 15 May 2019, in Marietta, OH. Steve served in Antarctic Devron Six during DF-72 as an AMS3 in the Air Frames Branch.

OAE Ben G. Thiel, Jr., 91, died on 4 May 2019, in Waukesha, WI. Ben visited Antarctica as a tourist.

OAE Donald Stevens Tomovick, USN (Ret), 84, died on 12 May 2019, in Vallejo, CA. Donald wintered-over at South Pole Station as a utilitiesman during DF-66, Tomovick Nunatak is named in his honor.

OAE Carole E. Torok-Huxtable, 78, died on 18 April 2019, in the town of Western, NY. Carol visited Antarctica as a tourist.

OAE David Earl Tucker, 78, died on 18 May 2019, in Brunswick, GA. David visited Antarctica as a tourist.

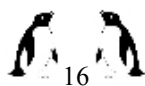
OAE Emeritus Professor David W.H. Walton, PhD, 73, died on 12 February 2019, in the United Kingdom. David was the chief scientist of the ACE (Antarctic Circumnavigation) Expedition, that started and ended in South Africa. He served at BAS Signy Island as a botanist from Oct 67 to April 1968, Sept 68 to May 70, and from Oct 1974 to Apr 1975. He was also at Signy from Nov 1981 to March 1984.

OAE Richard Eduard Waugh, 80, died on 13 June 2019, in Conrad, IO. Richard served as a US Navy Engineman on the USS *Staten Island* during DF-IV.

OAE James "Jim" Weston, died on 20 April 2019, in Novato, CA. Jim served in Antarctica as a research diver/scientist. Unit and year(s) unknown.

OAE Stanley Weinberg, died on 13 June 2019, in Falls Church, VA. Stanley served in Antarctica as a radioman while in the US Navy. Unit and year(s) unknown.

*OAE SKC John E. Wilson, USN (Ret) 78, died on 2 June 2010, in Orlando, FL. John served in NSFA from 1971-74. He reported to the Admiral's staff, in 1971 and was sent TAD to McMurdo for a look see, so to not foul up stuff by what staff was doing in rear echelon from, 1972-74. When the admiral's billet was disestablished and command transferred to ASA with name change and a Captain as Commander, John was the last staff member out of and deployed as summer support leading Chief (Supply) 72-73 & 73-74.

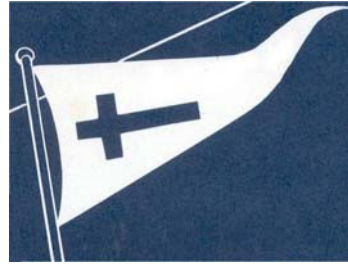


Chaplain's Corner

Johnnie Draughon—OAEA Chaplain

"...for all have sinned and fall short of the glory of God," (Rom. 3: 23 NIV)

This is going to be kind of heavy this quarter – sorry. You may have seen on the news that we had a “mass shooting” in Virginia Beach recently. Seems like this is rapidly becoming a daily news story somewhere. True to form all of the pundits jumped on the band wagon and began promoting their particular agendas – “more gun control,” “better mental health,” etc. You know the list. We have more than 270 federal gun laws in the U.S. – not to mention state and local laws and regulations. New Zealand has some of the most restrictive gun laws on the planet and looked what happened in Christchurch. Gun laws don’t stop criminal acts. That’s not really my soap box – just wanted to make a point. It seems to me that we are quick to fix blame almost anything except what to me seems like the main issue –

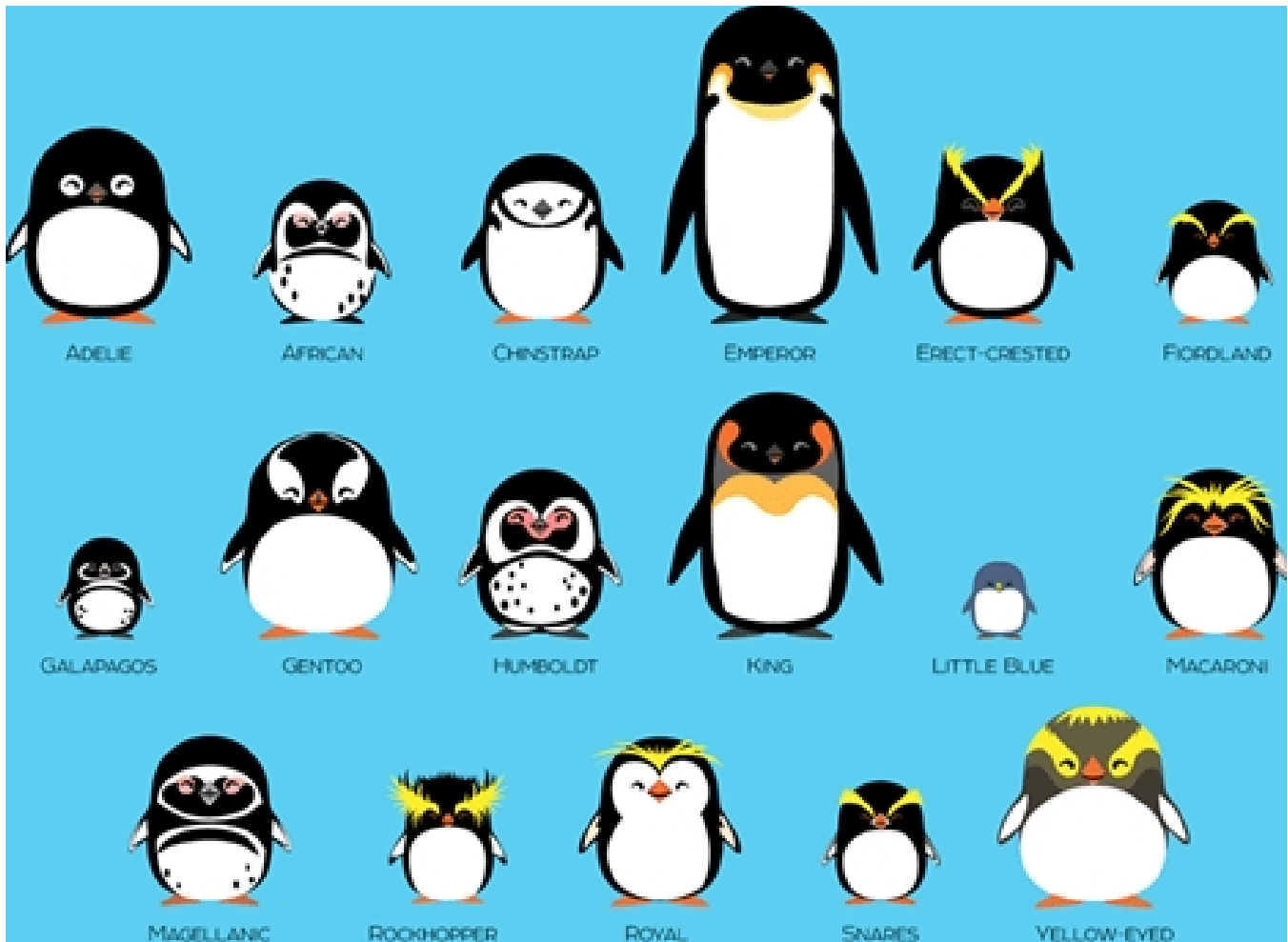


sin. Most of us agree that evil exists in the world, but as a culture we don't like to talk about “sin.” I think it's because evil exists out there ... it's in the world. In order to deal with sin, we have to look inside our-

selves. The Apostle Paul reminds us that we are all broken, “... for all have sinned and fall short of the glory of God.” Laws will not stop violence – learning to love each other in our brokenness is the only thing that will stop violence. Understanding that one person's sin is no greater than my own. Love and encourage your family, friends, neighbors and co-workers ... it might save someone's life. Just food for thought.

May the blessings be,
Johnnie Draughon, Chaplain

KNOW YOUR PENGUINS



TIDEWATER GROUP GET TOGETHER

by Ed Hamblin

We held our quarterly Tidewater area OAE lunch at Terrie's Breakfast & Lunch Diner in early April. No "new faces" this time around, although it was good to see Robert Kello again after a long absence. As always, we had just a small social group of friends reminiscing about the ice. It is also fortunate that there is so much variety in our small group for perspectives, from Operation High Jump, VX/VXE-6, SeaBees, NSFA, Summer Support, Winter Over, tourist, Army, Navy, civilian, enlisted, and officer; so although there is some repetition in the stories, we don't get stuck in a rut!



Linda Hamblin



The Gustin's



Brad Miller



Herb Schaefer and Dell Jennings



Bill Raymus



Gordon Spence



Bill Murray

We also had Jerry & Karen Gustin down from Gloucester VA, Herb Schaefer came in from Williamsburg; not an easy trip for either due to heavy tunnel traffic that is almost a given on any day of the week. We also had Wayne Rogers, Dell Jennings, Bill Raymus, Ed & Linda Hamblin, Brad Miller, Gordon Spence, and Bill Murray.

When you get to read this, our July lunch will be history and Saturday October 5th will be our next outing. We meet up at Terrie's Breakfast & Lunch Diner on Military Highway in Norfolk at around 11:30 or so to eat and socialize. If you aren't already being notified and would like to be added to the e-mail notification tree, drop an e-mail to ehamblin74@verizon.net, or call 757-405-3362. Hope to see you at Terrie's!

Which Came First, The Penguin Or The Egg? The Penguin and the Egg

*Last Updated: April 26, 2018
Editor: Tony Greicius*

This image of distant interacting galaxies, known collectively as Arp 142, bears an uncanny resemblance to a penguin guarding an egg. Data from NASA's Spitzer and Hubble space telescopes have been combined to show these dramatic galaxies in light that spans the visible and infrared parts of the spectrum.

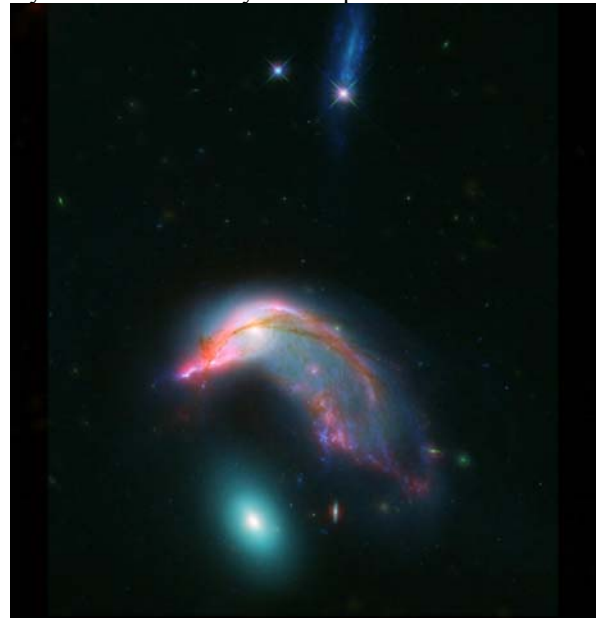
This dramatic pairing shows two galaxies that couldn't look more different as their mutual gravitational attraction slowly drags them closer together.

The "penguin" part of the pair, NGC 2936, was probably once a relatively normal-looking spiral galaxy, flattened like a pancake with smoothly symmetric spiral arms. Rich with newly formed hot stars, seen in visible light from Hubble as bluish filaments, its shape has now been twisted and distorted as it responds to the gravitational tugs of its neighbor. Strands of gas mixed with dust stand out as red filaments detected at longer wavelengths of infrared light seen by Spitzer.

The "egg" of the pair, NGC 2937, by contrast, is nearly featureless. The distinctly different greenish glow of starlight tells the story of a population of much older stars. The absence of glowing red dust features informs us that it has long since lost its reservoir of gas and dust from which new stars can form. While this galaxy is certainly reacting to the presence of its neighbor, its smooth distribution of stars obscures any obvious distortions of its shape.

Eventually these two galaxies will merge to form a single object, with their two populations of stars, gas, and dust intermingling. This kind of merger was likely a significant step in the history of most large galaxies we see around us in the nearby universe, including our own Milky Way.

At a distance of about 23 million light-years, these two galaxies are roughly 10 times farther away than our nearest major galactic neighbor, the Andromeda galaxy. The blue streak at the top of the image is an unrelated background galaxy that is farther away than Arp 142.



*Image credit: NASA-ESA/STScI/AURA/JPL-Caltech
The Penguin and the Egg*

Combining light from across the visible and infrared spectrums helps astronomers piece together the complex story of the life cycles of galaxies. While this image required data from both the Spitzer and Hubble telescopes to cover this range of light, NASA's upcoming James Webb Space Telescope will be able to see all of these wavelengths of light, and with dramatically better clarity.

New England Chapter Summer 2019 Meeting

By Marty Diller,
New England Chapter Secretary-Treasurer

The Chapter returned to Conrad's restaurant in Walpole, Mass. for our summer meeting on Saturday, 8 June – the price and the menu were unchanged since last year, and we again enjoyed their very delicious and generous buffet lunch. The only disappointment this time was a markedly smaller turnout of members. We had 29 members and three guests this time, compared with a total of 49 attendees last summer. This resulted in a new statistical low in member attendance: 13.5 percent of dues-paid members. Early weekends in June are prime time for school graduations and ensuing parties, so a number of members had family obligations that kept them away this year. (Lesson learned; last year's meeting was the fourth weekend in June.)



Unless otherwise noted all photos by Carolyn Brown
Jennifer Kluge and her father, Jim Pedone (CBU-201; Palmer Station, DF-69)

Chapter Business

Marty reported that the 2019 Chapter Dues Drive was a success – \$605 was collected from 45 members. Chapter dues are strictly voluntary and set at \$5/year. Fred Santino (VX-6 DF-65-66) reported that due to problems with the Facebook page, he intends to take down the current page and start anew. Still, he requests assistance from members that have expertise in maintaining a Facebook site.

In 'Unfinished Business:' (1) Marty announced that the Chapter webpage has been moved to the OAEA National website, as recommended by member Dick Kopplin at the March meeting. Marty has been authorized by OAEA Webmaster Bob Gaboury to update, when required, the new Chapter webpage. Accordingly, Chapter Webmaster Anne Hazard has officially retired from her duties. To access the

new website, the previous website address, www.oaea-ne.net is temporarily still usable, or you can easily find the Chapter webpage at the OAEA website (www.oaea.net).

(2) In the Chapter's ongoing efforts to find suitable homes for VX-6-related artifacts/memorabilia (primarily cold weather clothing and plaques) which were "rescued" in July 2018 from the now defunct Quonset Air Museum (QAM), Vice President Russ White had good news. He has donated many of these items to the Collings Foundation's 'American Heritage Museum' (www.collingsfoundation.org) in Hudson, MA.



Table 1: Chapter Vice President Russ White (ASA Det C DF-62-67 (Hallett DF-62; w/o McM DF-66); USARP DF-68) and his wife, Rolinda. At the other table is Cindy & Dave Riley with Fred Santino

The museum's Lead Docent, Colin Rixon, advised that a small "stand alone display—perhaps a diorama"—is envisioned for the items. The Chapter hopes to further assist the museum by donating Antarctic maps and some larger Antarctic-related items that had also been obtained from the QAM. In addition, Rixon proposed that Chapter members provide periodic presentations on Antarctica at the museum. Look for an update in a future *Gazette*.



Table 2: Left to Right: Phil McKenna (Associate member; CMM(SS), USN (Ret.); and U.S. Merchant Marine (Ret.)), John Drews (ITT Contractor DF-85), and Phil's brother Carl (AEC, USN (Ret.); VXE-6 DF-70-72; Para-Rescue Team)

Under 'New Business,' (1) Secretary Diller introduced Peter Kearney (ASA, w/o McM DF-71), author, OAEA Life member, and a Chapter At-Large member from Staten Island, NY. Pete has published a few books and his latest is *McMurdo, A Vietnam Dairy*. The book is a retelling of the diary Pete kept while assigned to the firehouse at McMurdo for the 1971 winter-over. He brought a few copies of his book to the meeting and as he was leaving after the meeting, Pete advised that he had sold (\$15ea.) all the books he had brought with him. To order this book, you may call Pete at (718) 866-7211 or email him at pete.133@live.com. Pete also said "autographed copies are available via Amazon books for \$15 or cheaper."



Table 3: Left to Right: Author and At-Large member Pete Kearney (ASA, w/o MCM DF-71), his partner Linda Munden, and Dick Kopplin (RMCM, USN (Ret.); ASA DF-71 s/s Brockton Station; w/o McM DF-71)

(2) Ride Sharing for Chapter meetings. Over the past few years, Secretary Diller has received a number of requests from members for rides to/from Chapter meetings. Recently,



Rick Canfield; ASA, ITT (power-plant technician); 1981-83, w/o McM 1981 and 1983; s/s 1981-82. Winner of 50/50 (file photo)

the number of such requests has increased. Today, he asked for volunteers willing to pick-up and provide rides for these members if doing so will not require unreasonable extra travel time, distance or expense. Nine members – Ride Share Volunteers – agreed to participate in this program, and other Chapter members who may also want to be a Ride Share Volunteer are asked to contact Marty Diller.

Fundraising

The winner of the meeting's 50/50 raffle (\$80) was Rick Canfield (ASA, ITT (powerplant technician); 1981-83, w/o McM 1981 and 1983; s/s 1981-82). The door prize winner, Fran Molla (wife of Bob Molla, MCB (Special) Det.B, LA-V (w/o) DF-II), won a free lunch at the next Chapter meeting she attends. In a special bonus drawing – courtesy of Katie Koster (NSF weather observer; 2007-present), who attended our spring meeting and donated many Antarctic trinkets – the following additional door prizes were awarded: Bumper sticker (Rick Canfield); Stuffed penguin toy (John Drews; ITT Contractor DF'85); South Pole ballcap (Jack Jennings; VXE-6, DF-71-74); Set of wine glass charms (Jennifer Kluge; daughter of Jim Pedone, CBU-201, Palmer Station DF-69).

Other door prize winners: Dawn Dever (wife of Jack Dever, ASA SS DF-61) a 2016 OAEA Reunion tote bag donated by the Chapter; and Fred Gladstone (USS *Wyandot*, DF-IV) a pair of penguin mittens donated by Rolinda White.

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 5 October 2019, at the *Bull N' Claw* restaurant in Wells, ME.



SKSA Peter Kearney from the DF-71 WO Cruise Book. Don't ask me what he is holding

West Coast Group Meeting

By *George Lusk* |

On the 4th of May, an intrepid group of Old Antarctic Explorers met at Polly's Pies in Laguna Hills, CA. While sharing lunch, tales were told, friendships strengthened and the reunions in Jacksonville, FL in 2020 and San Diego, CA in 2022 were discussed. George Lusk (Winter Over 1975) was introduced to the group as the host for the 2022 Reunion in San Diego.



George Lusk

Discussions in regards to the 2022 Reunion centered on planning, use of reunion planning organizations, what might attendees want to see in San Diego, speakers for the reunion, possible date for reunion and historical weather patterns in San Diego.

Jack Kane served as the duty photographer. The next meeting is scheduled for 7 September.

A final note from Bob Gaboury: It was great to meet and greet all of you a few weeks ago.

Looking forward to the next get together.

—Gabby



Ron Stone, Faith Mayberry, Bill Rouzer



Linda and Gabby Gaboury



Judy Kane, George & Laura Lusk



Bill & Coco Rouzer



Gabby



OAEA Sign



Standing: Bill & Coco Rouzer, Faith Mayberry, Laura & George Lusk, Ron Stone, Linda Gaboury, Judy & Jack Kane.
Seated: Bob Gaboury

36 Year Old Penguin Dies At Ohio Zoo

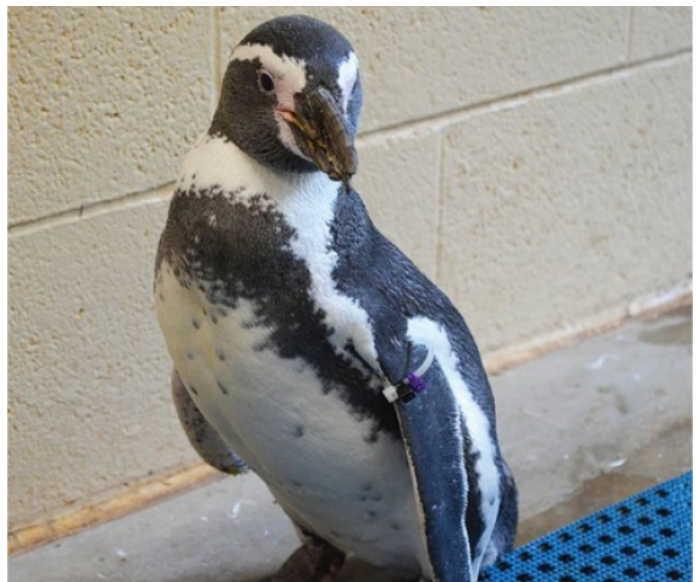
AKRON, Ohio — The Akron Zoo on Wednesday announced the sad passing of one of its resident penguins.

According to the zoo, the penguin named Emmanuelle “Emma”, was 36 years old, making her the oldest zoo-born female Humboldt penguin at any accredited Association of Zoos and Aquariums facility.

The median life expectancy for Humboldt penguins is 16 1/2 years.

Emma was euthanized last week after she stopped responding to treatment for age-related conditions.

She had been a resident of the zoo since 2004.



RIP Emma



THE AMERICAN ON THE ENDURANCE

Compiled by Billy-Ace Penguin

BOOK REVIEW



The American on the Endurance. Ice, Seas, and Terra Firma Adventures of William A. Bakewell. Edited by Elizabeth Anna Bakewell Rajala. Paperback. Amazon \$36.49

Bakewell's Preparation

- Learning to walk led him away from his home in Joliet, Illinois
- At the age of seven he rode the rails for 100 miles
- At the age of 11 the rails took him to southern Missouri—some 400 miles from home
- At the age of 13 the rails brought him back home

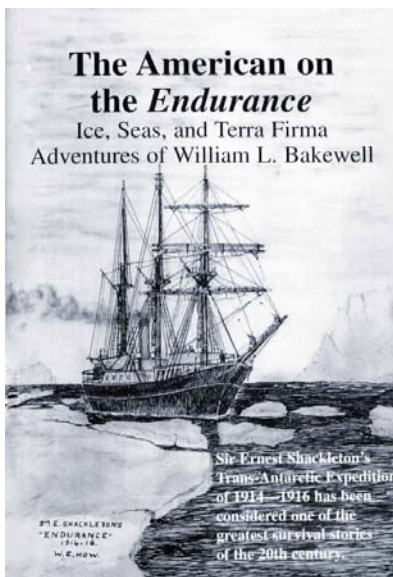


Train design by Mary Severson

Live Your Dreams

This 15 year old spirited lad took to the rails again and returned home 20 years later.

- Logging
- 100 mile tramping trip through Canadian wilderness
- Ranching
- Trapping
- "Red" the outlaw
- Sailing
- Months on Antarctic ice
- Elephant Island
- Torpedoes
- Railroading



BIOGRAPHICAL NOTES

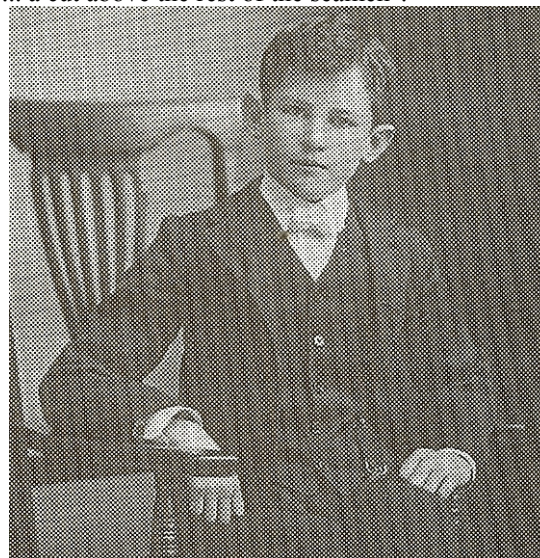
William was an able seaman on the *Endurance* (1914—17) and was 26 years old at the start of the expedition

He joined the *Endurance* at Buenos Aires. He was the only American aboard ship, though he posed as a Canadian thinking that the British ship would be more inclined to take on a subject of the British Empire. He was taken on as an able seaman at £8 per month.

The *Endurance* had become three crewmembers short after they had been sacked due to misconduct on the passage from England and in port; Bakewell was taken on for this reason. Unknown to Shackleton at the time, Bakewell helped his friend Perce

Blackborow to also join the ship unofficially as a stowaway. Bakewell along with Ernie How another able seaman were concerned that the *Endurance* was undermanned which encouraged them to smuggle Blackborow on board.

Bakewell was well liked and Shackleton regarded him to be; "... a cut above the rest of the seamen".



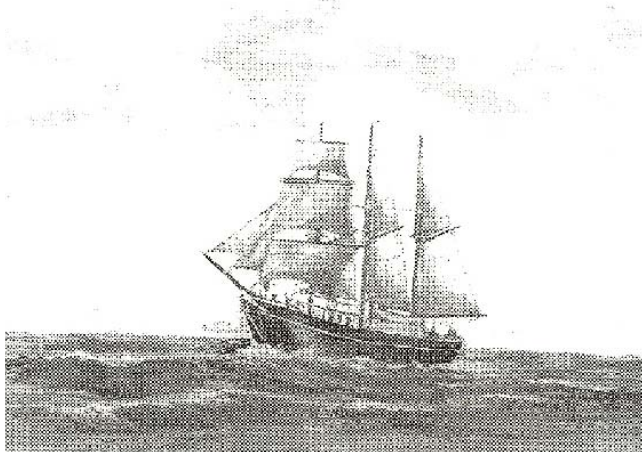
William Lincoln Bakewell. Taken before he turned 11 and before he left home. It was the last picture taken of him as a child

Biography

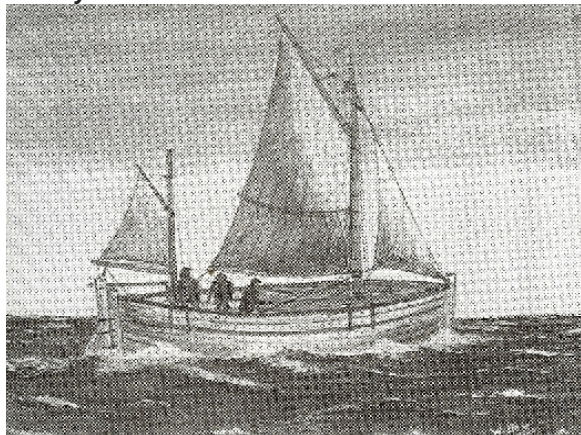
By Elizabeth Anna Bakewell Rajala -
William Bakewell's daughter

William Bakewell lived an adventurous and romantic maverick lifestyle. His adventures started at the age of 11

when he ran away from his hometown of Joliet, Illinois heading down to Missouri, where he found work as a farm hand near Sikeston. By the time he was 15, he started to ride boxcars on the railways that took him as far as Seney, Michigan when he was found and kicked off. Here he worked on lumber camp jobs, moving up into Canada eventually heading West and ending up as a ranch hand in Montana.



Paintings commissioned by Elizabeth Bakewell Rajala from Walter E. How, a close friend of William Endurance left Buenos Aires for Grytviken, South Georgia. Spent a month there then left for Antarctica by way of the Weddel Sea to Vahsel Bay

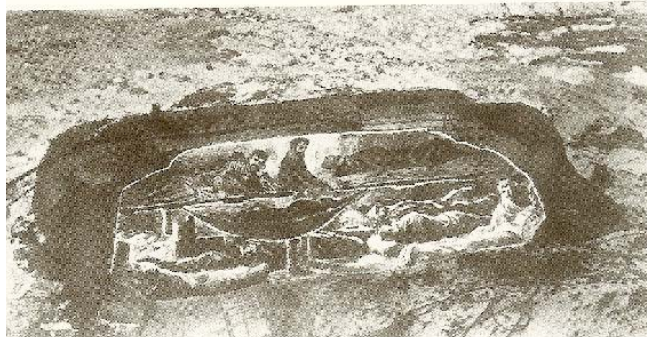


The James Caird rigged up to sail to South Georgia some 800 miles by sea from Elephant Island. Six men aboard and 16 days of sailing the roughest seas in the world

By 1914 he had reached San Francisco and joined a British ship as an able seaman, this took him to Newport in South Wales when he joined the *Golden Gate*. This ship foundered off the coast of Montevideo (Uruguay) and so Bakewell made his way a little further South to the Argentinean port of Buenos Aires. Here he met and befriended Perce Blackborow who was also stuck in that port without a ship when the *Endurance* arrived.

After the expedition, Bakewell spent some time in Argentina managing sheep ranches before joining the British

Merchant Navy in the First World War. He was twice on ships that were sunk by enemy torpedoes, on one occasion floating on a raft for several days before being rescued.



Top: The Hut on Elephant Island, constructed out of two upturned boats lashed together and covered by a sail. Bottom: An artist's impression of life inside

1921 found him back in his hometown of Joliet, Illinois. Here he built a boat he named the *Shamrock*, which he sailed on the Des Plaines River and Illinois canal between Joliet to Chicago. This didn't last long however and by the end of the year, he had left again informing his family by letter that he intended to join Shackleton again on the *Quest* expedition. On advice from his family, he never joined this expedition, instead heading to the southern states of the USA and the Caribbean working as a merchant seaman.

A lack of a consistency of purpose seemed to have become the only stable factor in Bakewell's life and sure enough by 1923, he was back in Joliet again, this time working for the E.J. & E. Railroad, eventually becoming a towerman for the Rock Island Railroad. By 1925 he had married Merle, and a daughter Elizabeth was born. In 1945, they bought a farm in Michigan where William lived out the rest of his life. He died in 1969 at the age of 80 and is buried in the Lutheran Cemetery in Skandia, Michigan.

For many years after the expedition Bakewell could not be traced and in 1918 when Polar Medals were awarded to the expedition members, he did not collect his. Many years later, someone realized this when contact had once more been made and a special medal was cast just for him, he finally received it in 1964 shortly after he had attended the 50th reunion of the sailing of the *Endurance* which was held in London with his daughter Elizabeth.

Bakewell became a member of the Antarctic Club of British Expeditions and the Antarctic Society of the United

States. He kept in touch with the Blackborow family and Ernie How's family.

This seems to be reflected in our temperaments and nearly everyone except Hussey and **Bakewell**, who couldn't "snap" if they tried, is distinctly "snap-pish".



Some of the crew of the Endurance photographed in Buenos Aries 1917 picture courtesy Robin Mackenzie- Stornoway Historical Society. From left to right: William Bakewell, Thomas McLeod, Bill Stephenson, unknown, Ernie Holmes, Charles Green. And Wally Howe. Sitting in front: an unknown lady and Ernest Shackleton

References to William Lincoln Bakewell in Shackleton's book *South!*

Although the galley was under water, **Bakewell** managed to secure three or four saucepans, which later proved invaluable acquisitions. Quite a number of boxes of flour, etc., had been stowed in a cabin in the hold, and these we had been unable to get out before we left the ship. Having, therefore, determined as nearly as possible that portion of the deck immediately above these cases, we proceeded to cut a hole with large icechisels through the 3-in. planking of which it was formed.

References to William Lincoln Bakewell by Orde-Lees in *Elephant Island and Beyond*

Bakewell is a Canadian and one of the nicest and best educated of the hands. His ambition is to own a small motor ship of his own. He is studying navigation.

Ingenious **Bakewell** secured several old pipes, broke them up, and boiled them in water, subsequently boiling some sennegrass in the weird infusion. This he carefully dried and chopped and now declares that he couldn't distinguish the result from tobacco. The aroma was positively overpowering and can only be described as a combination of a fire at a feather factory and very 3rd class smoking carriage on a workingman's train.

William Lincoln Bakewell's own words

Right here is where I wish to tell about the only unfair deal that happened on the expedition. There were not enough fur bags for all hands, so some of the wool bags were used to make up the deficiency. We drew lots to see which kind of a bag each would get. There was some crooked work in the drawing as Sir Ernest, Mr. Wild (second in command), Captain Worsley, and some of the other officers all drew wool bags. The fine warm fur bags all went to the men

under them. I think that action was enough to show what wonderful men were in charge. They always took the brunt of things and when there was any danger they were first to go ahead. The safety of his men was Sir Ernest's first thought, his own last.

Landmark named after William Bakewell

Name: Bakewell Island

Feature Type: Island

Latitude: 7450S

Longitude: 01855W

Description: Bakewell Island is a small ice-covered island near Princess Astrid Coast and east of Lyddan Island in the south part of the Riiser-Larsen Ice Shelf.

The island was discovered 5 November 1967, in the course of U.S. Navy Squadron VX-6 flight over the coast in an LC-130 aircraft, and was plotted by the United States Geological Survey from air photos taken at that time. It was named by the Advisory Committee on Antarctic Names after William Lincoln Bakewell, the lone American on Ernest Shackleton's ill-fated 1914–16 expedition in the *Endurance* to this area; Bakewell reportedly represented himself as Canadian to gain acceptance for the voyage to Antarctica.



READERS REVIEWS

Unknown: I've often heard the stories within my own family of someone aboard the *Endurance* in my lineage. Reading Bakewell's encounter brought them all rushing back in vivid remembrance. Bakewell does a great job in collaboration with his daughter portraying his life's adventures in a manner that immerses you. You will feel the life-giving warmth of a train caboose, the exuberance while traveling alone at 15, becoming a wanted man, the death inviting artic (SIC) sailing and a much sought after wisdom not present in today's literature. Sure, I may be biased but I am an avid reader and I know a great book when I read one.

William Bakewell is a distant relative and reading this brought every story I heard into focus as running one's fingers across a globe's relief. Feeling those places you've only heard of portrayed from a first-person narrative. The man and the book have inspired me to once again take up my exploration. My stories are only just around the next bend...or is it the bend after that? Take this book and read it to those younger than yourself and inspire them to explore the world around them.

L. Bes: An enjoyable story about the only American on the *Endurance* expedition in the early 1900's. Bakewell was not a professional writer, but after reading a non-fiction about the voyage, I wanted to read a version by one of the actual participants. Bakewell worked well.

Edith Moore: Maybe not great literature, but adequately written and this man's life was truly amazing. Enduring the *Endurance* was only one part of a life lived to the full.

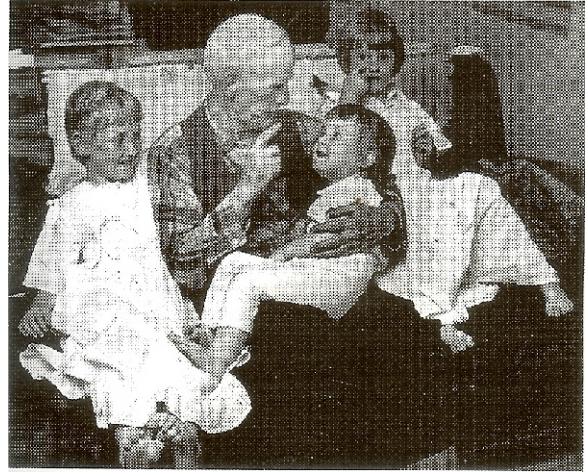
Michael Carrier: If you enjoy reading about the strength of the human spirit, this is a great book for you. It is the story of Sir Ernest Shackleton's Trans-Antarctic Expedition of 1914-1916, as told by William L. Bakewell, an American, and a member of the crew. His daughter, Elizabeth Anna Bakewell Rajala, does an excellent job with editing. It is a fun read.

Emily: I thoroughly enjoyed this book! I picked it up because I'm interested in the *Endurance* expedition and have read about it in the past. As it turns out, Mr. Bakewell only dedicated a few chapters to his experience on the *Endurance*. It should speak volumes that I found all the other chapters just as engrossing as the chapters dedicated to that fateful Antarctic adventure. William Bakewell! What a life he lived. Not only was it totally fascinating to read about his decisions and adventures, but also equally as fascinating to get a first-person look at what life was like at the turn of the century, at various places across the globe.

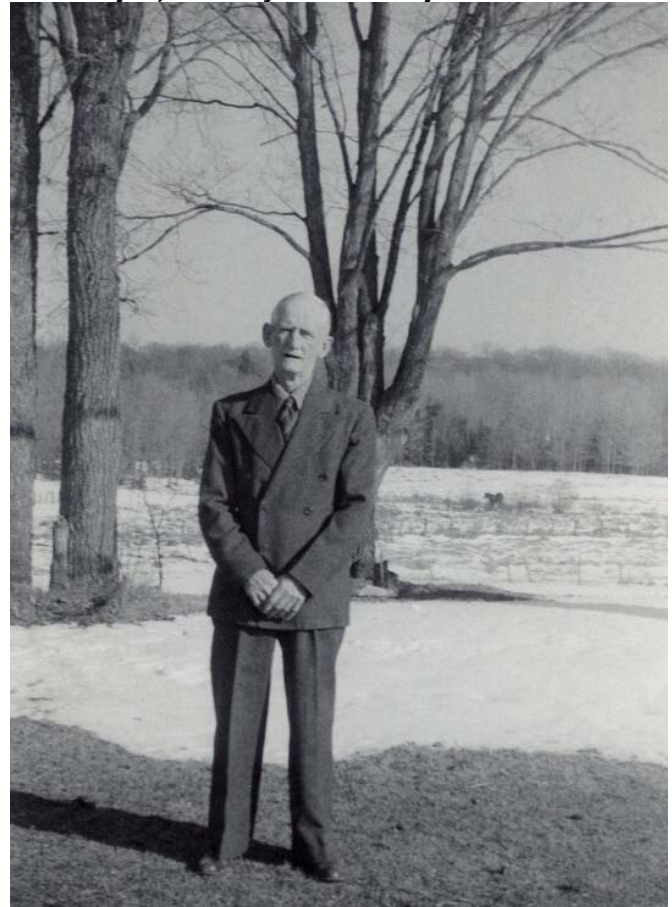
Reading this is just like listening to an elder recounting their past adventures—kind of like the transcript to an oral history. Unique and honest storytelling.

DEDICATION

It was William Lincoln Bakewell's wish to dedicate this book to his beloved granddaughters who were his pride and joy.



William Lincoln Bakewell and granddaughters. Left to right: Sarah Ann Rajala, Grandpa holding Nina Kay Rajala, and Mary Elizabeth Rajala



William Lincoln Bakewell at his farm in Michigan



A roadside plaque was put up at the Lutheran Church where William Bakewell is buried in Skandia, Michigan. Lat/Long of church: 46 21 08.96N 87 13 14.02W. Thanks to Bruce Sarjeant, Reference/Documents & Maps Librarian, Lydia M. Olson Library, Northern Michigan University

Coast Guard Polar Security Cutter will be Homeported in Seattle

By: **Ben Werner**

June 17, 2019 5:52 PM

The U.S. Coast Guard's polar icebreaking fleet will remain based in Seattle after delivery of its new class of heavy icebreakers.

The first of a planned fleet of three heavy icebreakers, called Polar Security Cutters, is expected to deliver in 2023. The Coast Guard's only working heavy icebreaker, USCGC *Polar Star* (WAGB-10), is based in Seattle. The Coast Guard also has one medium icebreaker, USCGC *Healy* (WAGB-20).

"I am pleased to announce that Seattle, Washington will be the home of the Coast Guard's new Polar Security Cutters," Adm. Karl L. Schultz, commandant of the U.S. Coast Guard, said in a statement. "The Pacific Northwest has been the home of our icebreaking fleet since 1976, and I am confident that the Seattle area will continue to provide the support we need to carry out our critical operations in the Polar Regions."



US Coast Guard Photo

The Coast Guard heavy icebreaker Polar Star operates near two seals off the shore of Antarctica in early 2017



An artist's rendering of VT Halter Marine's winning bid for the U.S. Coast Guard Polar Security Cutter. VT Halter Marine i

In April, VT Halter Marine was awarded a \$745 million detailed design and construction contract by the Coast Guard to build the new first-in-class Polar Security Cutter. The icebreaker will be constructed at the company's Pascagoula, Miss., shipyard. The contract with Halter Marine also includes options to build two more Polar Security Cutters. If both options are exercised, the contract value increases to \$1.9 billion for the three icebreakers, according to the Coast Guard.

Each winter, the Coast Guard sends icebreakers to the bottom of the world to lead supply ships into McMurdo Sound, Antarctica, to resupply the National Science Foundation's research center. Each summer, the Coast Guard sends icebreakers to perform similar missions to assist shipping off the Alaskan coast. The Coast Guard also maintains a U.S. presence in the Arctic, defending national interests in the region, which is increasingly becoming a focus for Russia and China.

"In terms of the maximum thickness of the ice to be broken, the annual McMurdo resupply mission generally poses the greatest icebreaking challenge for U.S. polar icebreakers, though Arctic ice can frequently pose its own significant icebreaking challenges for U.S. polar icebreakers," states a May Congressional Research Service report.

After considering several homeport options, the Coast Guard determined Seattle remained the best port to support its Polar Security Cutter missions in the high latitudes, according to a Coast Guard statement.

Coast Guard picks homeport for new icebreaker fleet

By: Navy Times staff

They'll do much of their hardest work in a world that's icy white, but the Coast Guard's new fleet of Polar Security Cutters will be homeported in the Emerald City.

"I am pleased to announce that Seattle, Washington, will be the home of the Coast Guard's new Polar Security Cutters," said Coast Guard Commandant Adm. Karl L. Schultz in a Monday statement emailed to Navy Times.

"The Pacific Northwest has been the home of our icebreaking fleet since 1976, and I am confident that the Seattle area will continue to provide the support we need to carry out our critical operations in the Polar Regions."

Coast Guard officials said that Seattle won out over other potential locations because of "operational and logistical needs."

Two months ago, the Navy and Coast Guard awarded Mississippi shipbuilder VT Halter Marine, Inc. a contract that could be worth as much as \$1.9 billion to build three heavy icebreakers.

The Polar Security-class vessels will be designed to conduct search and rescue, maritime law enforcement, environmental response and national defense patrols missions in areas often covered in heavy ice.

A longtime resident of the Seattle suburbs, U.S. Sen. Maria Cantwell cheered the announcement in a prepared statement released Monday evening.

"This is great news. Homeporting new icebreakers in Puget Sound shows the significant role Washington state has to play in securing our waters and protecting our environment in the Arctic. The Puget Sound region supports

a cutting-edge maritime workforce, which is poised to meet the needs of these new world-class vessels,” said Cantwell, the ranking Democrat on the Senate Commerce, Science and Transportation Committee, one of the panels overseeing the Coast Guard.

“I am excited to welcome new polar icebreakers and their Coast Guard crews to Seattle in the near future.”

Cantwell has long fought to maintain and expand the Coast Guard’s icebreaker fleet, including sparring with President Barack Obama’s administration over funding to build the new icebreakers.

The Polar Security Cutters are designed to conduct search and rescue, maritime law enforcement, environmental response and national defense patrol missions in polar seas.

Construction on the first icebreaker is slated to begin in 2021 with delivery three years later, but there are financial incentives in the contract for early delivery, according to the Pentagon.

Congress also indicated that it expects the heavy breakers and other vessels to spend more time in Alaska. Lawmakers earmarked \$53 million to construct cutter support facilities in Alaska.

That hasn’t been the preferred destination for the Coast Guard’s heavy icebreakers, which are down to one semi-working vessel and the skeleton of another that’s used to harvest spare parts to keep the other one running.

Commissioned in 1976, the *Polar Star* annually crunches a channel through miles of thick ice to reach McMurdo

Station, the main logistics hub for the National Science Foundation’s personnel in Antarctica, including researchers at South Pole Station and remote field camps.

Supply vessels follow behind the breaker, but by the end of Operation Deep Freeze, its 11,200-mile journey, it’s usually so battered that it spends much of the rest of the year in dry dock, undergoing repairs.

Last year the Coast Guard’s last heavy icebreaker caught on fire during the Deep Freeze mission. The cause of the blaze is under investigation.

During a 28 May meeting with reporters in Alaska, Republican Sen. Dan Sullivan grumbled that the new breakers need to spend more time in the Arctic and less at the bottom of the world.

“I write the Coast Guard bill. I chair that subcommittee; we’ll see,” he was quoted as saying. Sullivan chairs the Security Subcommittee of the Senate Commerce, Science, and Transportation panel.

The Coast Guard’s medium breaker *Healy* draws the nation’s Arctic duties during last year’s 129-day deployment; it plied the Chukchi and Beaufort seas.

Although it mostly supported scientific exploration during that tour, *Healy* also is used for search and rescue missions, escorting warships, and other vessels through ice-jammed waterways, environmental protection, and enforcing the law in an Arctic region increasingly under pressure from Russia and China.



The aging Coast Guard heavy icebreaker *Polar Star* sits on blocks in a Vallejo, Calif., dry dock facility undergoing maintenance on April 16, 2018.

PICTURES AND STORIES FROM DAYS GONE BY

MEN AGAINST ICE – ALL HANDS JANUARY 1947

USS SENNET AND OPERATION HIGHJUMP

COMMENTARY

By Mr Mac
CWO USN (Ret)

In 1947, the US Navy was the predominant Navy in the entire world.



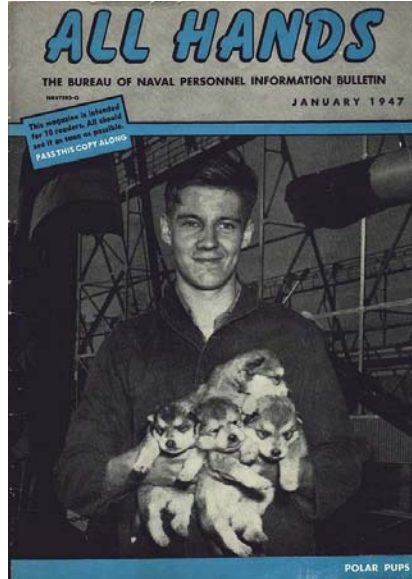
The buildup of American naval forces during the Second World War resulted in an excess of ships when the war was finally brought to a conclusion. The quiet revolution that came to be known as the Cold War was just beginning to be really understood.

The role of a powerful Navy in a global community was questioned by many people both here and abroad. But a peaceful use of these forces had been envisioned by planners and the conquest of the natural barriers represented by the ice caps was a logical use of all this power and flexibility.

I had never heard of Operation Highjump until researching information on the USS *Sennet* SS 408. *Sennet* was the only submarine involved in the mission but she was useful in experimenting with a new type of ice detection system that was a forerunner to the equipment that would be used in the near future.



USS Sennet in the ice



FA Robert C. Luther holds five husky puppies on board USS Mt Olympus, flagship of the expedition. All five puppies accompanied their mother to the Antarctic, although three disappeared the night before the sailing. They were later found

But this is a great story from January 1947 concerning the entire operation. In the third to the last paragraph, the writer insisted that this operation was not as a result of any race with any other nation. Yeah, right. Even though some in the administration still harbored visions of global peace and cooperation, even the dullest of minds could see the fall of the countries surrounding the Soviet Union proper and the coming failure of China to fend off a communist dictatorship.

ALL HANDS ARTICLE

Explorers have found it cruel and rugged, colder than the Arctic by an average of 40 degrees, and swept by pounding gales and blinding Snowstorms.

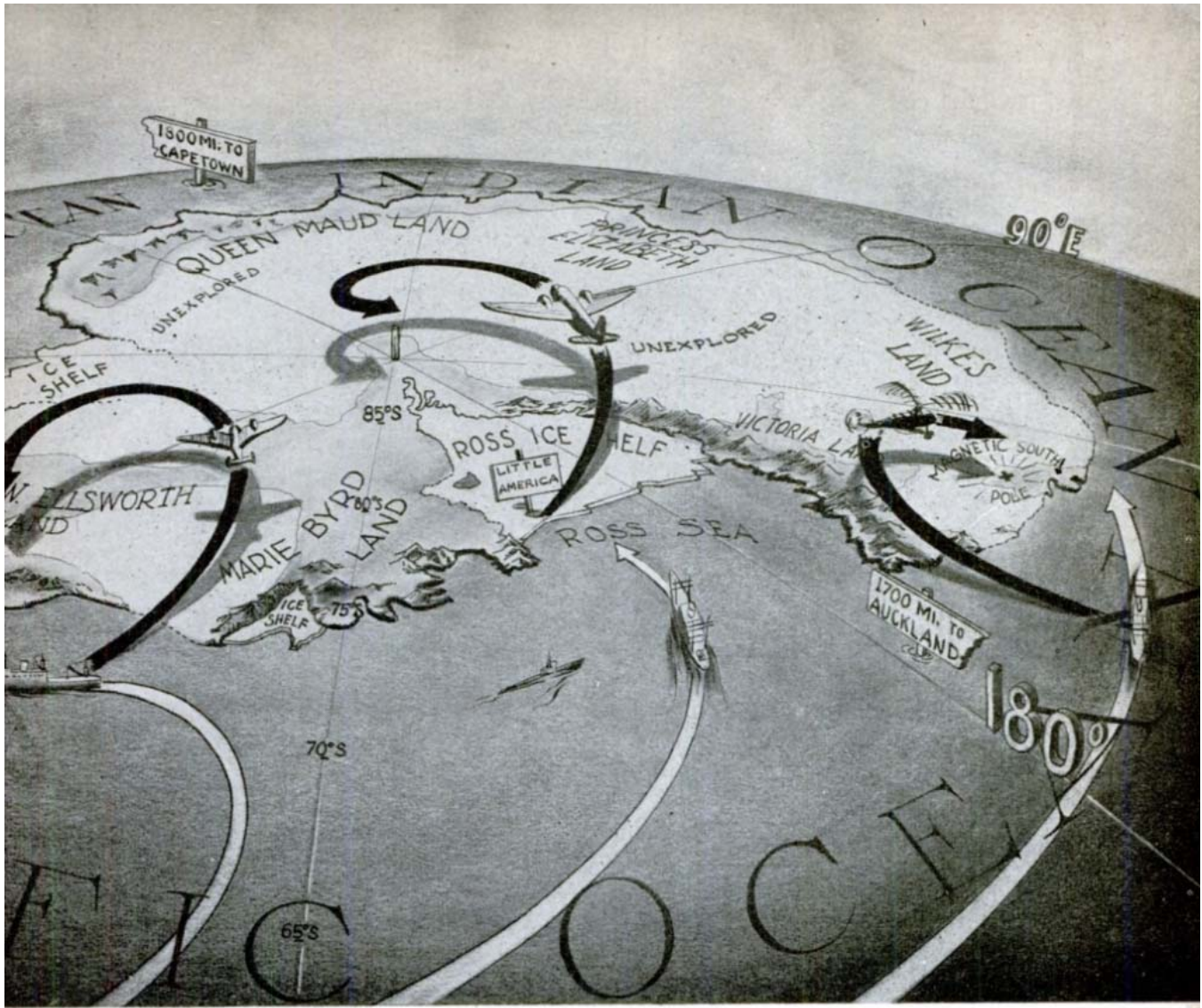
It is described as the “battleground of a sinister ice age in its flood tide,” and within its confines there is practically no animal life—and an even greater scarcity of plant life.

That’s Antarctica, the frigid, ice capped continent at the bottom of the world, where the Navy has sent a task force of 4,000 men and more than a dozen ships.

Nicknamed Operation Highjump but technically termed the Antarctic Developments Project 1947, the Navy’s expedition into the “Deep South” is concerned primarily with testing standard naval ships and equipment under frigid conditions and training personnel in that type of operation.

In carrying out these basic purposes, the project will attempt to explore as much as possible of Antarctica’s area of nearly six million square miles, an expanse nearly equal to the combined areas of the U. S. and Europe. Of this, nearly four million square miles—an area greater than the U.S. and Mexico—still are unexplored.

The expedition, largest ever to enter the Antarctic, was scheduled to arrive early this month, at the beginning of Antarctica’s summer season. It is expected that no severe weather will be encountered—probably nothing worse than 30 degrees below zero, a mere nothing compared to the region’s winter.



Three Pronged Exploration: Operation Highjump on the South Polar Continent: Sends one group to eastward and another to westward. Central Group based on Ross Ice Shelf

Members of the expedition will find that it isn't necessary to delve into the past to learn about the ice cap, which covers land during an ice age. In Antarctica the ice age still exists. The continent is covered with an ice cap such as thousands of years ago covered most of the top of the world, reaching as far south as Cincinnati and New York. Since the glacial period up north ended, the top of the world has been almost a balmy tropical paradise compared to the Antarctic.

Although there is practically no animal life on Antarctica, within the corresponding area around the North Pole there are year-round residents—the musk ox, polar bear, fox, wolf, Arctic hare, reindeer, seal and walrus.

Life on Antarctica normally is restricted to its ice-bound shoreline, with birds and seals its only continuous inhabitants. Although these represent comparatively few varieties, they exist in large numbers and find their entire food supply in the

rich marine life of the coastal waters. One of these permanent residents living on Antarctica's rim is the haughty white vested penguin. Seals and whales abound in the Antarctic, but the whales annually migrate to warmer waters to breed, returning to feed in South Polar waters in the spring.

Extensive studies of the seals show that some do not migrate north in the fall, but in failing to do this they must wage a continual battle for existence during the long winter night. Any opening in the ice that is free for more than a few hours freezes over solidly, and the seal must keep gnawing open a hole through which to breathe.

Although the Arctic regions abound with several hundred species of flowering plants and ferns, the Antarctic supports only two forms of tufted grass, and these cannot by any stretch of the imagination be said to flourish. This poverty of plant life on the continent is due, fundamentally, to a low

mean temperature. In some places favorable to growth, an impoverished flora of moss and lichen may be found. Shingle beaches and bare rocky coasts are most suitable for plant life. These, however, usually are occupied during the summer by penguins in large numbers, and the plant life has difficulty in surviving. Sometimes vegetation is found in moist valleys protected from winds, on narrow ice-free coastal rims, or on isolated nunataks (islands of rock standing above the surrounding ice sheet) protected from the winds and exposed to the northern sun.

Antarctica's climate, in spite of its rigors, has been reported as extremely healthful. Respiratory diseases, for example, are rare because conditions are unfavorable for the growth of bacteria. Any disease germs encountered usually have been brought by the visitors themselves. Insect pests are unknown.

Antarctica is contained almost entirely within the Antarctic Circle. The Ross Sea, South of New Zealand, and the Weddell Sea, south of Brazil, take big bites out of the continent. During the summer period, which corresponds to the U.S. winter, ships in either of these seas may approach to within 700 miles of the South Pole. But only across the shelf ice massed in the southern part of the Ross Sea has the South Pole so far been reached.

Antarctica is the world's highest continent, averaging about 6,000 feet in altitude. Many of the charted peaks tower higher than Mt. McKinley, highest mountain in the U.S. The South Polar plateau is about 10,000 feet above sea level.

Although 20th Century explorers have viewed nearly two million miles of Antarctica, have mapped the South Pole itself and virtually the full 14,000-mile perimeter of the frozen landmass, the continent still is the world's great mystery. It is considered "an untouched reservoir of natural resources," where untold riches lie in their natural state.

Navy Sends Large Force Of 4,000 Men and More Than a Dozen Ships to Frigid and Cruel Antarctic For Training and Exploration

The Western shore of the Weddell Sea is formed by the Palmer Peninsula, by which Antarctica reaches furthest north, the tip lying within 500 miles of South America's Cape Horn. Its mountains are a continuation the Andes Range of South America. The west coast of Palmer Peninsula, because of its accessibility, was well known to sailing fleets long before man became familiar with the massive continent to which it was attached. To the west, between it and the Ross Shelf Ice, lie James W. Ellsworth Land and Marie Byrd Land.

Some of the world's bitterest winds have been encountered on the Ross Shelf Ice, probably caused by downdrafts of cold air flowing from higher altitudes on the shelf, their velocity reaches more than 50 miles an hour. Also encountered in this area were crevasses so large that they could easily swallow a battlewagon—with enough room left

over for a carrier these upheavals give an impressive picture of the mysterious forces at work in the Antarctic.

During a previous expedition, a mountain discovered about 200 miles from the South Pole displayed horizontal beds of sedimentary rock. Here geologists found plant fossils, leaf and stem impressions, coal, and fossilized wood. Here, at one of the most southern mountains in the world, scarcely 200 miles from the South Pole, was found conclusive evidence that the climate of Antarctica once was temperate—or even subtropical!



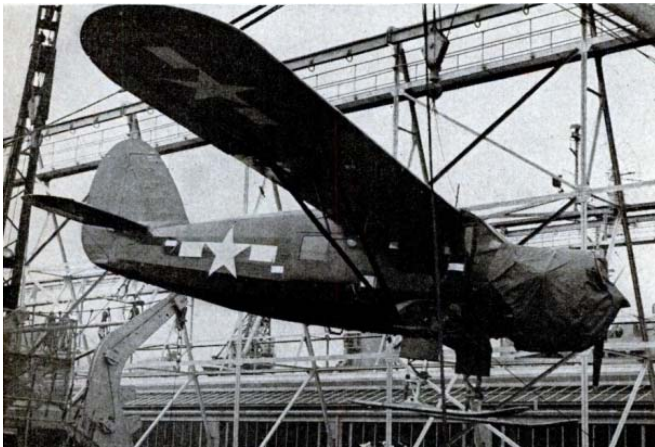
Off for Antarctica, crew of USS Pine Island waves farewell to Norfolk, VA. This seaplane tender, jammed with supplies led eastern expedition.

To give you an idea of the extreme low temperatures which must exist in Antarctica's interior in the winter, the thermometer at this mountain rose not more than five degrees above zero Fahrenheit and that in the middle of summer!

Just south of latitude 86 degrees, explorers discovered some of the most southerly recorded plant life, tiny primitive lichens growing on the northern exposure of a mountain. The sun is warm enough to melt the snow only for a week or two in midsummer, but the plants during that brief period manage to grow enough to hang onto the thread of life. With this difficult and forbidding environment, the lichens grow no larger than the head of a pin.

Flora collected in Marie Byrd Land was thawed out, showing thousands of microscopic organisms swimming under the glass. They had endured temperatures of 60 and 70 degrees below zero in an encysted stage, coming to life again within an hour after being thawed out. It is thought that some of these may have been carried to the Antarctic on the plumage and feet of birds. Others may have been blown there with the dust of the upper atmosphere, while still others may have existed there for thousands of years. This is one of Antarctica's riddles.

One riddle which existed for many years, and which was solved by the Byrd Expedition of 1933–35, was the so-called “continental problem.” The question: “Was Antarctica one continent or two?”



Noorduyn Norseman, a skiplane for use by Navy explorers, is loaded on board ship at Norfolk, VA., as expedition prepares to leave for frozen south.

So little was known of the coastline of the Pacific Ocean and the Weddell Sea, and of the interior between them, that geographers for years had been speculating on this problem. Some geologists, studying rocks from East and West Antarctica, felt that they were too dissimilar for the two regions to be one. Others reached the opposite conclusion. It was thought by some tidal experts that the behavior of tides in the Ross Sea indicated a sea connection between it and the Weddell Sea, with their water-borne ice barriers extending toward each other through the unknown interior.

This was a problem, which had to be solved before geological science could form an accurate concept of the fundamental structure of the great area, and its relationship to neighboring landmasses to the north.

It was discovered that the plateau of Marie Byrd Land, adjacent to the Ross Sea, probably rolls unbrokenly from the South Pacific Ocean to the South Pole, extending at least a thousand miles north and south. This, coupled with discoveries of new mountains in ranges running east and west, gave a strong indication that Antarctica is one continent. Long-range patrol planes of the east group of the present expedition hope to confirm this by delineating the coast of the Weddell Sea, the head of which never has been sighted or photographed.

Antarctica has been described as a “place where Nature has time and unhindered space to exhibit her beauty.” The sky and whole snowy earth are alive with lingering colors. Convection currents (which in warmer climates would be called heat waves) add a leaping movement to colors formed by the sun’s reflections from the expanse of ice and snow. The whole scene seems unreal—more so because one cannot use as a measuring stick familiar objects such as shrubs, trees or houses.

Called the “home of the blizzard,” Antarctica is a region whose weather is considered to affect directly the weather of

the Southern Hemisphere and possibly, indirectly, that of the entire world. A study of the Aurora Australis (the southern aurora corresponding to the Aurora Borealis of the north) alone would be of interest.

Air chilled by the frigid wastes of the Polar Regions flows toward the equator’s warmer atmosphere, and the warm tropical air rises and circulates back to these frigid zones. World weather is made by the interaction of these great masses of warm and cold air. In order to establish long-range forecasting, it is necessary to know the weather conditions existing at the poles, as well as in inhabited countries. Such a study is one of the expedition’s tasks.

The major part of the large and elaborately-equipped expedition got under way from Norfolk, San Diego and Port Hueneme early last month, and with other ships of the task force was to arrive at three starting points close to the Antarctic ice barrier early this month.

The task force is divided into three main groups:

- **Central group** — Flagship and communications headquarters ship *USS Mount Olympus*, Coast Guard ice breaker, *USCG Northwind*, Navy ice breaker *USS Burton Island*, cargo ships *USS Yancey* and *USS Merrick*, and submarine *USS Sennet*.
- **East group** — Seaplane tender *USS Pine Island*, oiler *USS Canisteo*, and destroyer *USS Brownson*.
- **West group** — Seaplane tender *USS Currituck*, oiler *USS Cacapon*, and destroyer *USS Henderson*.

Technical control of the expedition is being exercised by Rear Admiral Richard E. Byrd, USN (Ret), famous polar explorer, who is on duty in the office of CNO as adviser on Arctic and Antarctic matters. He has been designated as officer in charge of the project. Rear Admiral Richard H. Cruzen, USN, who commanded the Navy’s Arctic training cruise last summer (*All Hands*, November 1946, p. 12), is the task force commander. He was Admiral Byrd’s second in command during the 1939–41 expedition, commanding the cutter *USS Bear*.



He can’t prove it, but that’s seaman Fred Fauria hidden under the cold weather clothing worn by expedition. LT Renee Bachuber lends a hand.

Capt. George J. Dufek, USN, a naval aviator and a member of the previous Byrd expedition, commands the east group, while Capt. Charles A. Bond, USN, also a naval aviator and a veteran of wartime aviation in the Aleutians, is in command of the west group.

At a press conference before sailing from Norfolk on the *Mount Olympus*, Admiral Cruzen said that only the central group would be land based. Neither the eastern nor western group will enter the pack ice, but will conduct their exploratory operations from outside the ice, sending their patrol planes inland in a flight radius of 700 to 800 miles. Since these planes must fly over the pack ice before penetrating the Antarctic interior, their survey range will be lessened.



Task force flagship is the USS *Mount Olympus*, also leader of the group that will establish a shore base near Little America, “capital of the unknown”.

The east group was to begin air operations near Peter I Island, working around the continent to the eastward. The west group was to head for a point southeast of New Zealand, following the edge of Antarctica around to the west.

Each of these groups consists of a seaplane tender carrying Martin Mariner patrol planes and helicopters, an oiler and a destroyer. They will continue around the continent, exploring inland by air, as far as the short duration of the operation—and the weather—permit.

After arriving at Scott Island, south of New Zealand near the Ross Sea, the central group was to send an icebreaker and scouting planes ahead to find a passage through the pack ice. Once the pack ice was penetrated, the group would enter the Bay of Wales and set up an air base on the Ross Shelf Ice, near Little America.

Little America, “capital of the unknown,” is situated on the shelf ice several miles inland from the edge of the Ross Ice Barrier. It was founded on New Year’s Day, 1929, by the first Byrd Antarctic Expedition, and will be the center of operations of the land-based group

The operational schedule called for the *Northwind* to open a channel through the pack ice for the *Mount Olympus*, the cargo ships *Yancey* and *Merrick* and the submarine *Sennet*. The ships were to follow in column or go through singly, depending upon conditions of the pack ice. Their passage may take a few hours, or the better part of a month. The

icebreaker *Burton Island*, which is to be a component of the central group, will join the expedition late this month.

There was a possibility that the expedition would not be able to reach the Bay of Wales, near which Little America is situated. In that event, another point of entry to the shelf ice would be selected, such as Okuma Bay, Discovery Inlet, or Kainan Bay. This uncertainty is typical of operations in the Antarctic, where conditions change rapidly, from day to day. Antarctica’s ice bulwarks have withstood man’s attacks for more than a century. It is here, within the Antarctic Circle in an area of heavy pack ice called the Devil’s Graveyard, that one finds the heart of the greatest iceberg-producing region in the world. During the 1933–35 expedition, 8,000 bergs were sighted in one 24-hour period.

By tradition and experience, passage in the vicinity of the 178th meridian East was accepted as the safest and quickest entrance into the Ross Sea, and it was considered foolhardy to try a break through the ice at any other point. However, due to the constantly changing ice conditions, on a previous expedition the explorers had the amazing luck to find an opening along the 169th meridian West, meeting little pack ice in reaching the Bay of Whales.

With a beam of 63 feet, the *Mount Olympus* will be one of the largest ships ever to enter the Ross Sea, which inside the pack ice usually presents an expanse of open water swept by a current which skirts the face of the Ross Shelf Ice. The *Northwind* is a super icebreaker, 10 times as effective as the *Bear*, which participated in the last Antarctic expedition. It is believed that the *Northwind* can batter her way through solid pack ice 15 feet thick on the basis of her performance during last summer’s Arctic cruise.

The *Northwind* was fitted with a bow propeller to wash ice aside, and tanks fore and aft and on the extreme beams to set up a rolling and pitching motion. These have been removed because they are considered useless in the heavy ice expected enroute to Little America.

On board the *Mount Olympus* are 57 members of an underwater demolition unit, who will blast away low ice bordering the permanent shelf ice of the Antarctic continent. These men actually may swim in the icy waters fringing the shelf to plant explosives against the ice. They will be protected by rubber suits sealed against leakage, which will cover their entire bodies. Underneath they will wear woolen underwear and clothing.

Admiral Byrd did not accompany the force, which sailed for Antarctica last month. He plans to join the expedition late this month, riding down on either the carrier *Philippine Sea* or the icebreaker *Burton Island*.

The *Philippine Sea* will ferry six Navy R4Ds, twin engine Douglas transports, to a point about 200 miles north of Little America just off the edge of the Ross Sea pack ice. The aircraft will be equipped with jet assisted takeoff gear for the flight from the carrier. The planes will be the first of their type ever launched from a carrier. Special cold weather gear and electronic devices have been installed in the big planes. Extra fuel tanks will extend their range beyond the usual

eight to 10 hours. Much of the radar equipment still is on the secret list. It includes devices to pick up geological aspects of the continent and to indicate the composition of the ground under the frozen surface. The planes will have aerial cameras and map-making aids. When ready to leave the carrier, they will have ski attachments for landing and taking off in Snow.



USS Philippine Sea (CV 47)



USS Yancey (AKA 93)



USS Brownson (DD 868)

Meanwhile, the *Northwind* will be fighting her way back through the pack ice to come alongside the carrier. The icebreaker will discharge mail, and take on mail and additional equipment, ferrying it back to Little America. To commemorate the 1947 expedition, a distinctive cachet will be applied to letters mailed from the *Mount Olympus*. Before the task force sailed from the U. S., philatelists were given an opportunity to have covers mailed.

Seaplanes of the wing groups, which start their operations about a thousand miles to the east and west of Little America, are not expected to find especially good flying conditions. The standard Navy patrol planes, winterized and equipped with special photographic gear, will have to find relatively smooth seas in which to land—probably in the lee of some piece of land or within a lake formed by floating ice. There will be no accurate weather forecasts, no LORAN. Once the planes leave their tenders and head in toward the continent, they will fly over pack ice, which even the most modern and powerful icebreaker cannot penetrate. What, then, will happen if the planes are forced to land?

It is true that rescue operations will be difficult because of the high mountain ranges over which the planes must fly. However, the land is covered with ice and snow, and the aircraft probably can make safe landings, even if they can't take off again without necessary skis. For rescue operations, therefore, helicopters will be carried by the seaplane tenders. Although these have short flight ranges, caches of gasoline in strategic points will extend their range so that they can rescue any crews forced to land.

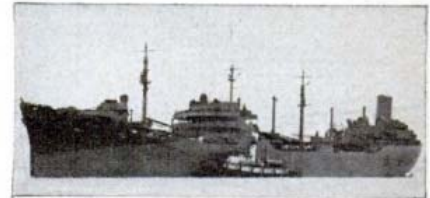
Crews will be kept alive until rescue comes by survival equipment, which includes emergency radio equipment for communication with the home base. On long-range flights, the crews will wear heavy clothing rather than heated suits, to be sure of protection against the weather in the event of forced landings. The equipment also includes more clothing, skis, tents, and a 60-day supply of food. A large portion of the food will be old-fashioned pemmican, the preserved meat explorers have been using for the last hundred years.



USS Henderson (DD 785)



USS Currituck (AV 7)



USS Cacapon (AO 52)



USCG Northwind



USS Canisteo (AO 99)



USS Merrick (AKA 97)

The expedition will take full advantage of the photographic developments achieved during World War II, and in addition will have the advantage of the trimetrogon camera. This is a three-in-one camera, which takes a vertical shot to cover what is beneath the plane, and also two oblique shots to give a continuous photographic image from horizon to horizon. The pictures will be taken continuously to give a complete photographic coverage of the territory traversed by the planes.

These photos of a large section of Antarctica—the expedition expects to explore two million square miles from the air—will show the general contours of the land, mountain ranges, glaciers, and ice fields. Also, they will give a general picture of what any ground parties might encounter. The Antarctic coast will be outlined also, in many places for the first time.



Only birds and seals continuously inhabit ice-bound shoreline. Haughty penguins are permanent residents, but whales spend winter in warmer waters.

The expedition doesn't expect the interior of the continent to be featureless, even though it is described as a frigid, barren wasteland. It is expected that many new mountain ranges will be discovered. The explorers want to know the character of these strange, unknown lands. Only about a tenth

of the continent has been sighted, and of that, only a small portion photographed.

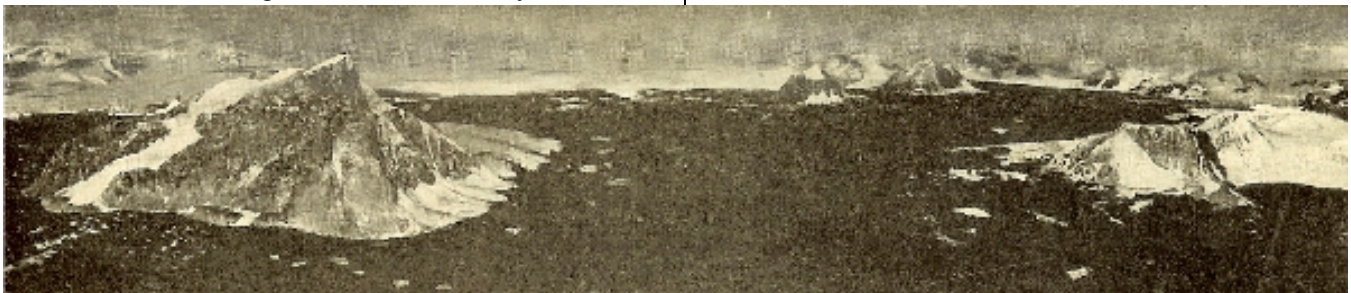
Weather and altitude permitting, each flight probably will cover from 700 to 800 miles into the interior. The photographic coverage from the central group will include the South Pole as a routine mapping operation. In addition to twin-engine Douglas transports, helicopters, and PBMs, the expedition will use two Grumman amphibians, two SOC float planes, and one Noorduyt Norseman skiplane.

Men working and living ashore at the central base will be housed in tents having wooden floors and heated by oil stoves. Tents are being used instead of huts to save valuable time. The base will be of a temporary nature, but a small camp consisting of nine winterized Quonset huts with supplies for 18 months will be established. If any of the parties in the interior are in difficulty when the ships are ready to sail, this camp can be activated for rescue operations.

Aside from pemmican, standard polar item, no special foods were taken. The food is standard, including huge quantities of quick-frozen foods. Because the party will be away from civilization for four to five months, the men are being given as wide a variety of food as possible, with the realization that men in cold climates eat much more than they do in warmer weather.

There was no resupply for the ships of the expedition after they left the U.S. Each is self-sustaining, carrying all its own supplies. Those for the base camp were carried by the cargo vessels. The two big tankers have fuel to supply the ships and aircraft in the Antarctic and get them home.

The loading plan was reminiscent of Pacific invasions. Huge supplies of dry stores were stocked, as well as "morale" items in quantity, and thousands of pounds of coffee and case after case of cigarettes. The long voyage to and from Antarctica and off-duty time was expected to be boring for the men. For that reason, ample supplies of movies, radios, games, cameras and other recreational gear were taken along. In addition, members of the expedition are being given an opportunity to learn hobbies such as carpentry and leather craft, with a good supply of hobby craft equipment included. The educational program of the U.S. Armed Forces Institute will be available to all hands in their spare time, and scientists and leaders of the project will present talks to the crews of the ships so that they will more fully understand what is being done and will have a deeper interest in the operation.



Ice bulwarks protect Antarctic mysteries. Approaches are forbidding and studded with rock out-croppings.

In addition to Operation Highjump, there will be at least three other projects in Antarctica. One of these is a U.S. expedition, which has been outfitted under auspices of the American Antarctic Society. Russia has announced that it will have a party of scientists in Antarctica. It is expected that at least one British expedition will be present, because that country has occupied the old U.S. exploratory base at Marguerite Bay, 1,500 miles from Little America, since 1942. Since the Marguerite Bay base was only of secondary importance during the previous U.S. expedition, its occupation by the British will not hamper the Navy's current operations. With Operation Highjump's activities centered at Little America, no conflict of interests with other expeditions is anticipated, and the Navy stands ready to cooperate with explorers of any other nation who may be encountered.

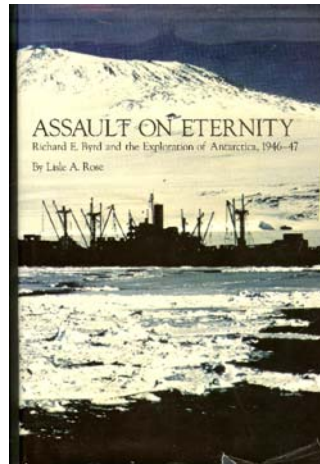
In regard to the so-called "uranium race," which was given considerable attention in the press, leaders of the Navy's expedition, before departing for Antarctica, pointed out that when the project first was planned there was no thought whatever of making a Search for uranium. There are geologists along, and should they discover uranium, it will naturally be of interest. But there will be no special attempt to locate the precious metal, and it does not form one of the purposes of the trip. Nor is the expedition in any sense a "race" with any other nation.

Exploration of Antarctica will continue as long as weather conditions permit, but it is anticipated that the ships will have to push their way out of the pack ice by the end of March, arriving home in late April.

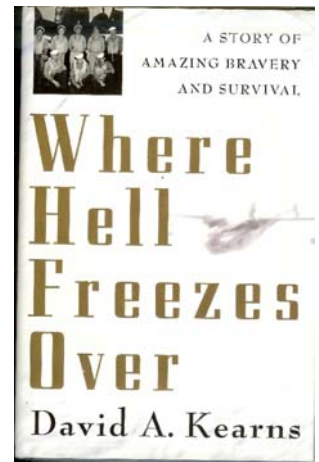
While the expedition is primarily of a military nature, it will afford an unequalled opportunity for amplifying existing scientific data. The Antarctic is considered a fertile field for scientific research—possibly the most fertile left in the world. Full advantage has been taken of this opportunity for research. Scientists of governmental departments in a number of specialties are participating. The Army, Weather Bureau, Coast and Geodetic Survey, Coast Guard, U. S. Geological Service, Hydrographic Office, the Navy's material bureaus, and other government scientific agencies have provided technicians. Full news coverage is being given by press, radio, and magazine correspondents. Three hundred scientific personnel, with 22 civilian and 35 Navy senior scientists and their technical assistants, are accompanying the expedition.

The Navy has had an interest in the Antarctic since the first naval expedition under Lt. (later Rear Admiral) Charles Wilkes, USN, in 1838, and this interest is expected to continue in the future. The war intensified the Navy's program of scientific research. With much new equipment added to facilitate scientific research. It is the Navy's policy to continue to extend scientific research on as broad a scale as possible, in every field. The Antarctic provides a vast proving ground for many scientific projects, and the Antarctic Developments Project 1947 is only one more step in the Navy's peacetime program of science.

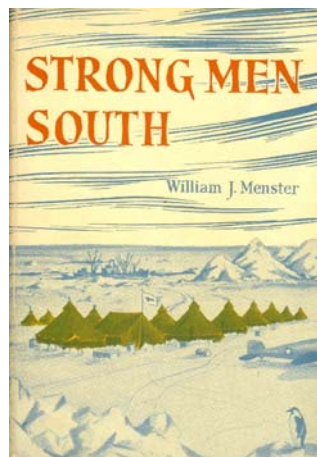
Editor's Note: Below are books in my collection about Operation Highjump.



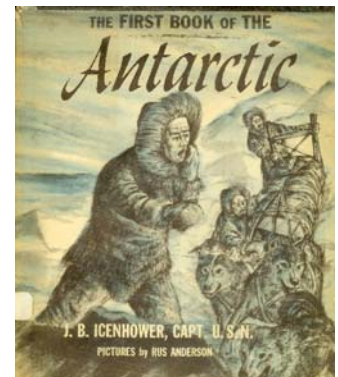
Richard E. Byrd & the Exploration of Antarctica 1946-47. USN ships enter McMurdo Sound. Mount Erebus in the Background.



Mayday, Mayday. The story of George I crash during Highjump. The bodies of 4 men remain on the ice.



William Menster was the Force Chaplain of Highjump. He wrote this book in the days of racial segregation & long before being politically Correct had came into vogue. This can be seen in the Paragraph quoted below:



Icenhower was the skipper of the only submarine to cross the Antarctic Circle. Icenhower retired from the Navy as a Captain.

From Chapter one: "Not to be overlooked in the matter of parties were our colored boys in the crew. I engaged a private lodge in the colored section of Norfolk, and the lodge furnished the food, drinks, and music for the occasion. The unequalled rhythm and harmony for which their race is famous was evident in the dances and community songs of the Negroes."

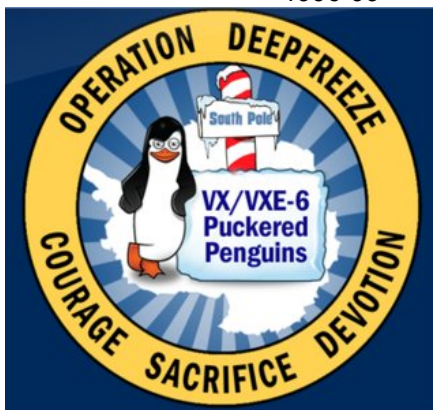
NEW OAEA MEMBERS

Thanks to Ed Hamblin, Pam Landy, Obit Messenger, OAEA Web Site, Google Article, Messenger, Elaine Hood, VX6 Facebook, Bill & Neola Waller, Gary Skaar, Marty Diller, Black Jack Stewart, Scott Mosher, and PPHSGB for recruiting new members or for providing names and contact info for prospective members.

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

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

		*Denotes Associate Member
		§Denotes Upgrade to Life or Renewal of Annual Member
		ΦDenotes Upgrade to Regular Member
Barkov, Nartsiss CIV	Comm	WO DF-75 at McM. Soviet Exchange Scientist. Previously WO at Vostok Station
Brunt, Kelly CIV	Life	USAP: MV <i>Palmer</i> , MV <i>Gould</i> , ANARE, NASA. 00-07, 09-10. 17-19
Dann, Thomas AG2	Life	USCGC <i>Eastwind</i> 1965-67
Dickson, Judy NOK	ΦLife	Widow of Paul
Hisey, Al CEC LT	Comm	MCB(Special). WO McMurdo DF-I. South Pole Construction crew DF-II as BU2
Kaiser, David CIV	Life	Tourist Cruise 2018
Kaiser, Joan CIV	Life	Tourist Cruise 2018
Orvis, Wesley CWO4	Annual	USCGC <i>Polar Sea</i> 1996-99



The VX/VXE6 Puckered Penguins reunion registration form and plan of the day can be downloaded from: <https://www.puckeredpenguins.org> click on the "News and Events" link.

REUNION & MEETING INFORMATION

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

All AKAs In Antarctica: Buffalo/Niagara Falls, NY, 5-9 September 2019. POC Louis "Skip" Sander. Skip can be reached at: (412) 367-1376, or at: LSander153@aol.com.

USS *Wilhoite*: Boise, ID, 26-29 September 2019. POC Bob Piazza. Bob can be contacted at: 707 337 9700, or piazzarw@gmail.com. The *Wilhoite* serving during DF-61.

USS *Cacapon*: Long Beach, CA, 18-22 September 2019. POC Bruce Webster. Bruce can be contacted by phone at: 949 786 9663, or by email at: bruce.Webster@cox.net. The *Cacapon* participated in Highjump.

USS *Yancey*: Buffalo, NY, 5-9 September 2019. POC George Clifton. George can be reached at: 708 425 2065, or clifs@ameritech.net. The *Yancey* served during: Highjump.

USS *Edisto*: New Orleans. LA, 10-14 June 2019. POC Glen Smith. Glen can be reached by phone at: 321 362 5284, or at: glendsmith@att.net. The *Edisto* served during: Operation Windmill, DF-II, IV, 61, 63, & 65.

USCGC *Westwind*: Wilmington, NC, 13-15 September 2019. POC Alex Malvica. Alex can be reached at: 845 352 7040, or amavica@optonline.com. The *Westwind* participated in DF-IV, 67, 68, 70, 71.

MCB-1: Virginia Beach, VA, 3-9 October 2019. POC Wally Johnson. Wally can be contacted by phone at: 757 570 5864, or by email at: wallyjohnson1711@gmail.com. MCB-1 participated in DF-II, IV, and 62.

OAEA: Jacksonville, FL, 11-13 November 2020. POC Dewey Painter. Dewey can be contacted at: 904-962-1928, or at: oaesa2020reunion@gmail.com

VX/VXE-6: New Orleans Airport in Kenner, LA, 24-29 September 2019. POC: Robert Louis McCauley. Bob can be reached at: bobmccauley2@cox.net, or at: 702-242-4240. VX-6/VXE-6 participated in DF-I through DF-99.

Antarctican Society: Mystic Seaport Maritime Museum 16-18 July 2021. POC Paul Dalrymple. Paul can be reached at: pcdal@adelphia.net, or at: 207-372-6523.

Belvoir Nuke: Deadwood, SD, 15-20 September 2019. POC Jerry Schloredt. Jerry can be reached at: 307 283 1448.

Women in Antarctica: Byrd Center Ohio State University, 17-18 October 2019. POC Laura Kissel at kissel.4@osu.edu. On behalf of the Byrd Center, and organizing committee, I am happy to announce that the registration site for the October 2019 symposium, Women in Antarctica: Celebrating 50 years of Exploration, is now open. <https://byrd.osu.edu/celebrate-women>. On the website you will find the symposium schedule and registration details. Everyone is welcome. You must register to attend.

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.

• Dan Parkin is looking for any information on what happened to the bar top in the Erebus Club. He had scratched his name on it in several places. Dan was a radioman in NSFA summer support in the 1970s. He also wintered-over at South Pole Station as a civilian. Dan can be reached by email at: huntereducation@yahoo.com, or by snail mail at: PO Box 63 Dover ID 83825-0063, or by telephone at: 530-926-3445.



Dan Parkin Winter-over South Pole Station DF-83. And a more recent photo of him

• Cindy Smigliani is looking for anyone who served with her father who served in the US Coast Guard. Her dad, Richard W. McClendon, died in 2003, he enlisted in March 1942 and retired in 1964. His first CG cutter after the war was the USCGC *Northwind* from 11/9/1946 to 5/10/1947 during Operation Highjump. He was gone a lot in the early days, so the family did not get to see him as he wanted. Most of his shipmates have probably passed as well. Cindy said: "He loved the Coast Guard. Just thinking of him and was wondering if anyone out there served with him on any of the ships he was on? Thank you." Cindy can be reached by email at cimrem57@outlook.com, by snail mail at: 25 Puritan St # 632, Marshfield MA 02050, or by phone at: (781) 837 9747



The US Coast Guard Cutter *Northwind*.
A cut above them all.

Editor's Note: We have a few members who served on the *Northwind* and numerous Coast Guard members who are still living. Perhaps some of them served with your father.

WILLYS MOTOR CORP

TOLEDO, OHIO

Milly, the penguin at the Toledo Zoo, gives the final approval to the Willys Jeep that is soon to be wheeling across the icy waste of the South Pole region. The jeep is the only wheeled vehicle to be used in the expedition, called "Operation Deep Freeze", is being staged by the U.S. Navy Task Force 43.

Task Force 43 will be supporting the International Geophysical Year in a project of four years duration



Milly and the Jeep

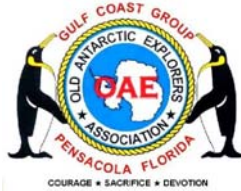
Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Saturday 6 April 2019

Meeting—Twenty five members and guests should up for our second meeting at the Cactus Flower.

First time guests were Rusty and Silvia Chang who were the guests of Jim and Carolyn Speed. Rusty is a retired Navy Commander and was a jet pilot. His wife Silvia is a retired Navy Captain and she worked in Administration. Fred Stallworth, who was a guest of Martha Vatne, served in the US Army.



Silvia Chang, Carolyn Speed, Rusty Chang, Jim Speed, and Al Burton



Rusty Chang and his jet

According to Rusty he was in "Advanced Jets" in Beeville, TX in the above picture. As it turned out he was the shortest jet pilot in the Navy at the time, having to have a specially fitted G-Suit, parachute ejection harness and survival vest. About an inch under the minimum height, Rusty got a waiver to fly. He needed the ejection seat all the way down for takeoff but needed to raise it once airborne to see where he was going. This made for exciting formation take-offs since he had to let go of the throttle, raise the landing gear, switch hands flying the stick (it's not even close to the same as switching hands on a steering wheel of a car) so he could reach over to raise his ejection seat all the way up, all the while trying to maintain position on "Lead." That 10-15 seconds of "not really flying the plane" didn't bother him but scared the hell out of his Lead as he was bouncing all around his

wing tip. Of course, Rusty had to re-lower his seat all the way down as needed for "Air Combat stuff/Dog Fighting) thus reducing his ability to find the "bogey/enemy" as he could just barely see over the top of the canopy rails. Rusty's buddies poked fun saying all they ever saw was the top of a helmet flying the plane...others would ask...was that R2D2 or Rusty in the cockpit? Sigh... Still, this is poof that a flight suit picture with a jet can make anyone look cool... but then again, aren't ALL pilots COOL?



Fred Stallworth and Marsha Vatne

Due to some medication that he is taking Art Ullrich was unable to drive himself to the meeting, so he recruited his granddaughter, Shelby Ullrich, to be his chauffer. Shelby is a student at Escambia High School. I asked her is she knew my grandson Robert Konrad and she asked me if he was a Sophomore and did he play baseball. The answer was yes to all the above. It also turned out that Shelby knows Duck's granddaughter Grace Talbert from when they attended Tate high school together. Small world.



Shelby Ullrich and granddad Art Ullrich

Art told a sea story about a weather guesser dog by the name of Arrival that was on the ice during DF-III. He even had a photo to prove it.

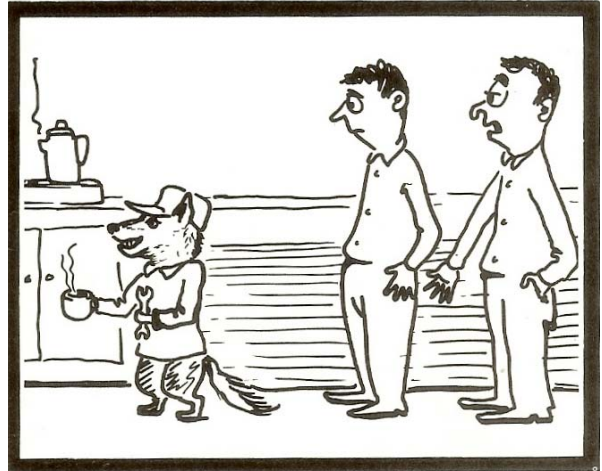


Arrival smokes a cigarette, while plotting a weather chart with a pen in his right front paw

While we were on the subject of dogs on the ice Les Liptak told some stories about Bravo the South Pole dog. Bravo was South Pole's youngest inhabitant, celebrating his first birthday on 14 August. Bravo was born at Dogheim at McMurdo, and was the only survivor of a litter of seven. He flew to Pole with adopted master, LTJG Tuck, and was a spoiled mascot.



Bravo at South Pole Station



We can't convince him that he's only a dog



Lester and Cindy Liptak

While everyone was eating or posing for photos duck sold the 50/50 raffle tickets and Sean passed out the door prize tickets.

The 50/50 raffle was won by Jack McLendon who donated it to Shelby Ullrich to help with her college expenses. Jack also donated the door prize, consisting of a metal ice bucket engraved with penguins, which was won by Mike Kovacs.



**Mike Kovacs & Pam Landy
Note the ice bucket**

Walt & Nelly Marsh

There being no further business the meeting was adjourned. Thanks to Mary Lou and her daughter Mary Lou for taking the candid photos. I think I have included all of the photos in this report. The next meeting will be at the Cactus Flower on 6 July.



Art & Gus. Old buds from the beginning of DF



Mary Lou Platt, Mary Lou Krewson, Jack McLendon, & Billy-Ace

EXPLORER'S GAZETTE SUBSCRIPTION



EXPLORER'S GAZETTE

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