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Uniting All OAEs in Perpetuating the Memory of United States Involvement in Antarctica
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Happy 4th of July

Photo Credit: Mike Lucibella

On a hike up to Castle Rock, Sarah Airriess stops to snap a photo of the outcrop.

The Worst Journey - And The Best Journey To Create A Polar Expedition Graphic Novel

By Elizabeth Delaquess
Antarctic Sun Guest Writer
Posted 15 June 2020

Artist Sarah Airriess is sharing one of the most celebrated accounts of the golden age of Antarctic exploration with a new generation.

The Worst Journey in the World is the acclaimed memoir by Apsley Cherry-Garrard, a member of Robert Falcon Scott's final, ill-fated Antarctic expedition. Over the course

of the *British Antarctic Expedition*, more popularly known as the *Terra Nova Expedition*, Scott reached the South Pole in January of 1912; only to find that competitor Roald Amundsen had beaten him to it by mere weeks. Beset by weather and a lack of supplies, Scott, and his small polar party perished on their return journey. While that was the most infamous episode of the expedition, the crew of more than a dozen other men logged many additional firsts as they

Continued on Page 4

PRESIDENT'S CORNER

Ed Hamblin—OAEA President

TO ALL OAEs—I hope all are doing well. First off, let's go with a reiteration of bad news—there will be no OAEA reunion in Jacksonville this year; more about that elsewhere in the issue. Look ahead to the 2022 reunion in San Diego. With that thought, start thinking about 2024 reunion sites.



We are in an election year cycle for the association. To date, response from the membership has been less than spectacular. This year, there are four Director slots to be picked, along with a new Vice President, and President. The Treasurer position was also up, but the incumbent has stepped forward to stay on. None of these positions are hard, and none are a full time position requiring hours and hours a week/month. As president, I spend more time on the president remarks quarterly than I spend on other “presidential” OAEA business in the same period (I do have other OAEA related things I do, but those are not part of being president, but are related to assisting the membership chairman and running the subscription service for the *Gazette*). If you have what it takes, please go to the website, and download the form. Even though it can be filled out electronically on your computer after download, it still needs to be snail mailed in to Bob Gaboury. A cutoff date of 15 August is set for receipt of nomination forms.

As always, there is stuff behind the scenes going on. Even though we have been on “lockdown”, it hasn't stopped the Membership Chairman from doing his business. Eight new members have been added this quarter. And more about the election process that Bob Gaboury is running. As part of the preparation, he sent election information e-mails via TrafficWave and another e-mail distribution service we use. Out of those, we got almost 180 “unable to deliver” notifications. What that means is that more than 10% of our membership isn't getting the word. So, we are in the process of sending out post card “reminders” to these members we have lost eMail contact with. Keeping in contact is important to us, and we work hard to try to keep everyone in the loop; so if your contact information changes, please let us know. An eMail, post card, letter, or even a phone call... anything will do.

By the time this is out, this year's scholarship cutoff date will have passed, and the Scholarship Committee will be doing their review for awards. It is not too early to start thinking about next year. Any Life member or Active Annual member with dues paid up through the following school year is eligible to sponsor a student for scholarship award support, and there is no limit to the number of years you can sponsor the same student. We

have had two “4 year” awardees since the program first started. Scholarship information is available on the OAEA website. Scholarship donations are accepted at any time.

I hope everyone has a good summer, and stays healthy. See you here in the next issue.

Ed Hamblin



GROWLERS & BERGY BYTES

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

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OAEA Donations

By Bill Rouzer
OAEA Treasurer

I've been reading about the recently enacted \$2T relief bill and came across the following information that applies to the OAEA. Since it's unique and probably will apply only for this tax year, I thought it might fit someplace in the forthcoming *Gazette* to let people know that they can contribute to the OAEA and get a deduction even if they don't itemize their deductions. I was excited to learn that I could save a little tax money even though I no longer itemize deductions.

The following was extracted and slightly modified from a recent financial newsletter.

"In response to the financial challenges many Americans are facing due to the 2020 coronavirus pandemic, the U.S. government has taken multiple steps to provide relief. The Coronavirus Aid, Relief, and Economic Security Act (CARES Act), enacted on 27 March 2020, provides emergency financial assistance for affected individuals, families, and businesses. Amount the Act's many features includes Charitable considerations.

All taxpayers can take deductions for qualified charitable contributions in 2020 of up to \$300. These "above the line" deductions are available if you don't itemize, which gives people incentive to help charities in need.

Charitable itemized deductions made in cash to public charities are generally limited to 60% of AGI, but that limit has been suspended for 2020. While that restriction did not affect many taxpayers, for those with ambitious charitable goals, this change provides more ability to make a large impact in 2020."

OAEA Donations
3104 Deepspring Drive
Chesapeake, VA 23321-2448



Dig deep in your pockets for the OAEA!

Graphic Novel

From Page 1

studied and surveyed the largely unexplored region over their two years on the continent.

Cherry-Garrard's book, published in 1922 after his safe return to Britain, details the experiences and suffering endured by Scott's crew over their years on Ross Island. It's given generations of readers powerful insights into the lengths people are willing to go in the pursuit of scientific discovery.

Now, almost 100 years after the book's first publication, illustrator Sarah Airriess is bringing Cherry-Garrard's story to life in a new way. She visited McMurdo Station this past austral summer as a participant in the National Science Foundation's Antarctic Artists and Writers Program to help create a serialized graphic novel version of *The Worst Journey in the World*.

Airriess studied animation in college before starting out in Vancouver's animation industry for five years. From there, she moved on to Walt Disney Animation Studios to work on movies such as *The Princess and the Frog* and *Winnie the Pooh*. While at Disney, Airriess first heard Kate McAll's BBC radio adaptation of *The Worst Journey in the World*, and "It just got its claws in me and wouldn't let me go," she said.

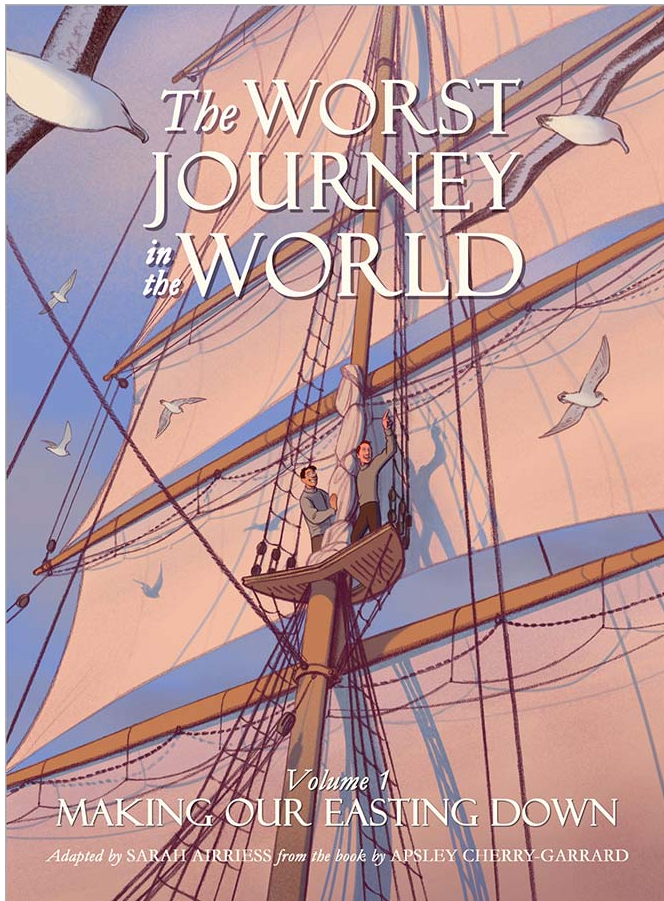


Photo Credit: Sarah Airriess

The cover of volume one of Sarah Airriess's planned Worst Journey in the World graphic novel

At the time Airriess was starting to feel disillusioned from work, and the story gave her a new shot of strength and perspective.



Photo Credit: Elaine Hood

Inside Robert Falcon Scott's historic hut, Sarah Airriess (left) talks with Nigel Watson, the executive director of the Antarctic Heritage Trust, which manages the preservation of the region's historic huts.

"I grieved a particular change of direction at the studio, and then here was this story about this young idealistic 26-year-old who goes on the adventure of a lifetime. It's what he's always dreamed of and he meets all these amazing people and they're doing all these amazing things and then everything goes horribly wrong, and I felt that," Airriess said. "I had a picture of the polar party on my desk, and it just reminded me that no matter how bad things are, I'm not freezing to death in Antarctica."

After listening to the radio play over and over for a year, Airriess read *The Worst Journey in the World* and began researching the story and the people involved more intensively. Transfixed by the characters and the story, she eventually moved to Cambridge, England to be closer to the Scott Polar Research Institute which houses the most extensive collection of artifacts, diaries, and other written material from the *Terra Nova Expedition*.

"I was just desperate to spend more time with them," Airriess said. "I had the benefit of listening to the radio play first, which had a really great cast who really brought out the personalities of the crew." Creating characters that are emotionally relatable is an important part of Airriess's work, and access to these materials allowed Airriess to delve deeper into their personalities and bring them to life. "I'm happy to spend a week in the archives reading terrible handwriting because I get to spend more time with these guys," Airriess said. "Once you care about the person, you will slog through 800 pages of longhand to find more tidbits about them because you just want to know more."

Airriess's month-long deployment at McMurdo Station allowed her to experience the climate, view the landscapes, and get a close-up look at the historic huts on Ross Island

where Scott and his team spent so much time. She said being there helps to accurately depict the geography and bring the characters to life by more fully capturing the experience of being in Antarctica.

"There's a bit in Cherry's book where he stands at the door of the Cape Evans hut and describes everything you can see from there. I read [the passage] again, in my last week at McMurdo, and I could see it all crystal clear," Airriess said. "I cannot imagine trying to draw all this without the gift of having been there—it would have been like stumbling around in the dark. Every page will show the benefit of the experience."



Photo Credit: Elaine Hood

Sarah Airriess poses for a photo outside of Robert Falcon Scott's historic hut at Cape Evans.

In addition to accurately depicting the landscapes and historic sites, creating a graphic novel adaptation of Cherry-Garrard's work involves developing the characters so that they resonate with readers. To do this, Airriess is drawing on her experience working on animated films as she fleshes out the characters and story. She said that many American animated movies made in the last two decades are overly plot-driven, moving too quickly from one point to the next "without giving you the chance to live with the characters and just have a nice moment." As inspiration, she cites the 2003 movie *Master and Commander* starring Russell Crowe as the captain of a Napoleonic-era sailing ship. She describes one character-building scene in particular where crewmembers disembark to explore the Galapagos Islands.

"It's the counterpoint because there's this whole ongoing conflict between science and the mission of the ship, and you finally get to dwell on the science side where you've been practicing cannon fire and all this other stuff that's been happening on the military side, and finally the science side gets to breathe and you get to spend time with the characters exploring the Galapagos," Airriess said. "The movie just couldn't be the same without that, even though it's not really there for story reasons."

Airriess hopes to achieve a similar effect with her adaptation of *The Worst Journey in the World*.

"There's so many wonderful moments in the expedition which you don't realize tie into the broader story until the end, and you see that it's all fed into each other. But I don't want to rush and I don't want to pander. I want you to feel like you're riding along with these people and their story."

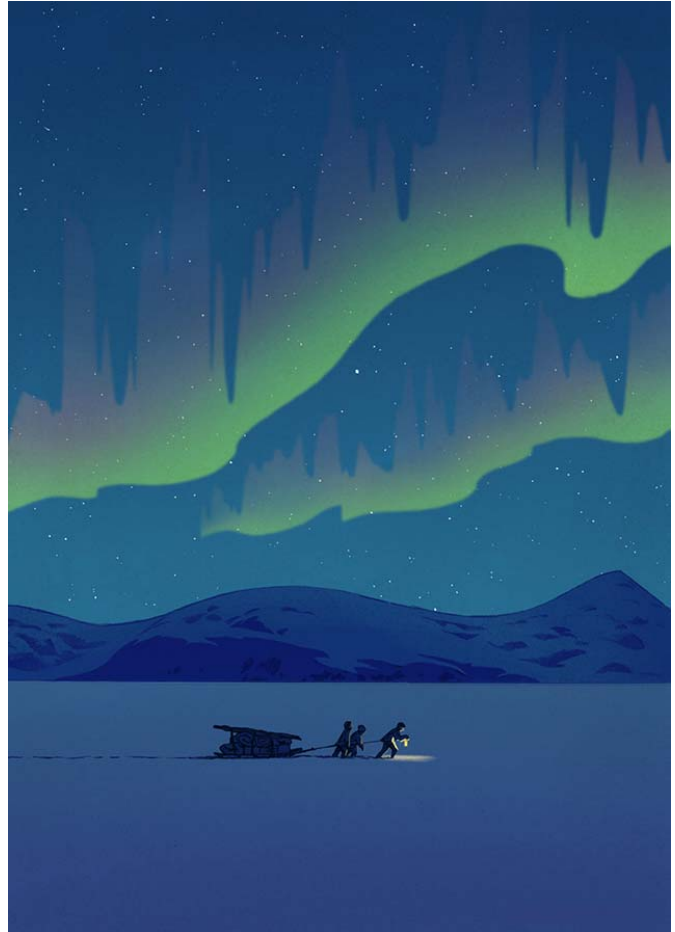


Photo Credit: Sarah Airriess

In an excerpt from her graphic novel a small team of Robert Falcon Scott's men manhaul their gear across Windless Bight under the light of the aurora australis.

The Worst Journey in the World is full of sadness, disappointment, and death, and Airriess isn't shying away from any of this in her adaptation. But the depth of the characters and the way they treated one another is the reason why the *Terra Nova Expedition* has captivated Airriess more than other polar expeditions.

"What makes me burn to share this story is the example that these people set, of how to behave when everything goes against you, and being there to support each other and not leaving your friends to die alone," she said. "We could do with more of that in the world, and I want to show that people can be that."

Researchers Find Penguin Poop Creates Buttload of Laughing Gas

Researchers getting buzzed by the poo fumes.

*By Beth Mole
5/23/2020*

We could all use a good laugh about now—and a whiff of penguin poop is certainly one way to get it.

Gobs of guano from king penguins in the sub-Antarctic give rise to comical clouds of nitrous oxide—aka laughing gas—according to a recent study published in the journal *Science of the Total Environment*.

And—as if the wobbling, forever formally attired birds weren't already amusing enough—the force of their farcical feces is enough to knock someone down with a tail feather, the researchers say.

"After nosing about in guano for several hours, one goes completely cuckoo," lead author Bo Elberling noted in a statement. "It is truly intense."

The researchers found that areas with high penguin activity had a 120-fold spike in nitrous oxide over more sober spots on the island. That amount of entertaining emissions is about a hundredfold higher than that of a freshly fertilized Danish farm field, Elberling noted.

But turds from the tuxedo-clad wobblers don't give rise to uproarious gas on their own. Their guano, as squirted onto the sub-Antarctic soil, is loaded with nitrogen-containing compounds from the penguins' meals of krill and fish. After the splat, soil bacteria convert that nitrogen content to nitrous oxide, transforming butt-bursting guano into gut-busting clouds.

To add to the delight, Elberling notes that the guano giggles aren't particularly problematic for the planet overall. "Nitrous oxide emissions in this case are not enough to impact Earth's overall energy budget," he said. But "our findings contribute to new knowledge about how penguin colonies affect the environment around them, which is

interesting because colonies are generally becoming more and more widespread."

So far, the penguins' effects include some much-needed comic relief—something we could certainly use more of.

Penguins release an extreme amount of laughing gas in their feces, it turns out

*By Leah Asmelash, CNN
5/19/2020*

Laughing gas isn't just something they give you at the dentist. It also comes out of penguin poop.

How do we know this, you're surely wondering? Well, a new study says just that.

Published in the journal "Science of the Total Environment," the study examined the effects of a King Penguin colony's activity on soil greenhouse gas fluxes in South Georgia—a sub-Antarctic island just north of Antarctica. One finding in particular was notably unique—penguin poop, also known as "guano," produces extremely high levels of nitrous oxide. It's the chemical known to most as laughing gas.



Penguin Pooping!

In their study, Elberling—a professor in the University of Copenhagen's Department of Geosciences and Natural Resource Management—and colleagues looked at how penguin activity on the sub-Antarctic island of South Georgia influences greenhouse gas emissions, which include nitrous oxide. The island is home to the largest population of king penguins in the world, with a recent estimated count of 150,000 breeding pairs.





How the nitrous oxide is produced

When these penguins poop, fueled by a diet of fish, squid and krill, nitrogen is released from their feces into the ground. The bacteria in the soil then converts the nitrogen into nitrous oxide—a greenhouse gas commonly known as laughing gas.

"It is clear to us that the level of nitrous oxide is very high in places where there are penguins—and thereby guano—and vice versa, lower in places where there is none," Elberling said in a

***He, she, or it splattered this one all over the head area—
neither one is laughing!***

"It is truly intense," said Bo Elberling, an author of the study. He noted it's not an insignificant amount, either—the emissions measure about 100 times more than a recently fertilized Danish field. There was enough emitted nitrous, in fact, that one researcher went "completely cuckoo," while "nosing about in guano for several hours," Elberling said.

"The small nitrous oxide cylinders that you see lying in and floating around Copenhagen are no match for this heavy dose, which results from a combination of nitrous oxide with hydrogen sulphide and other gases," he added, referring to the containers designed for whipped cream but often used as a recreational drug.

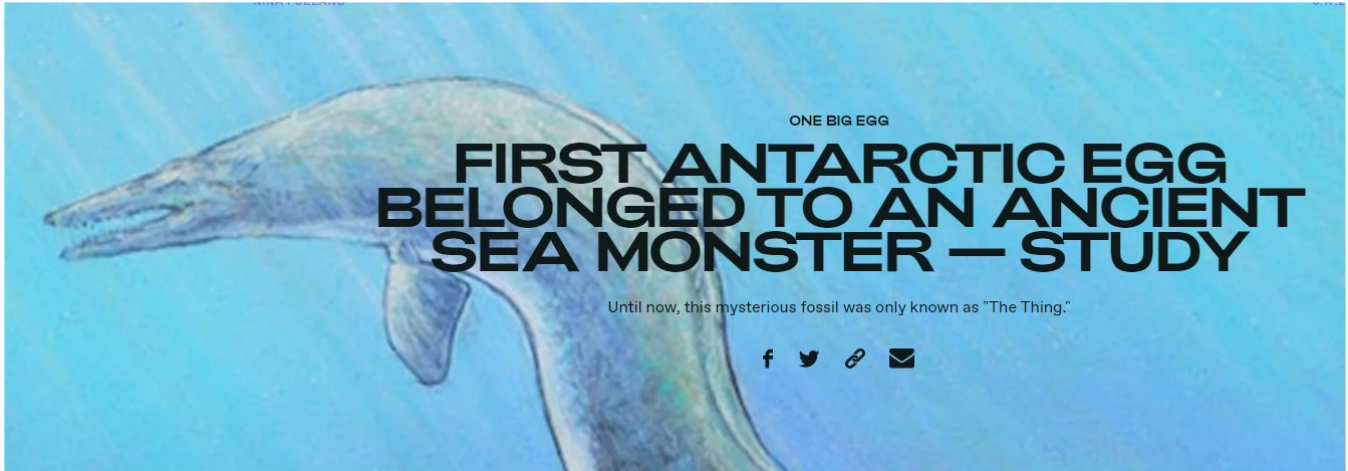
statement.

There are some climate concerns, too. On their own, these droppings and their emissions aren't enough to impact Earth's overall energy budget, Elberling said. But the research does show how penguins influence their environments, which is especially significant as the colonies grow.

"A future expansion of penguins into newly available ice-free polar coastal areas may therefore markedly increase the local (greenhouse gas) budget," the study says. Further research may also develop a deeper understanding of how the droppings affect the Earth and its atmosphere, which could help the fight against greenhouse gases, Elberling said.



King Penguins on the island of South Georgia in St Andrews Bay.



WHAT LAID THE GIANT ANTARCTIC EGG?

By *Nina Pullan*
6/17/2020

Until now, this mysterious fossil was only known as "The Thing."

After nearly a decade of mystery, scientists have confirmed that an unusual fossil from Antarctica is actually a massive egg—and it may have belonged to a real-life Loch Ness Monster.

The fossilized, soft-shelled egg is the biggest discovery of its kind, and the first-ever egg to turn up on the Earth's southernmost continent. The 66-million-year-old egg likely came from a giant, ancient reptile, reports a study published on Wednesday in the journal *Nature*.

Since its 2011 discovery, the egg fossil had puzzled researchers, who have likened it to a deflated football. The peculiar oval, which is about 11 inches long and 7 inches wide, earned a nickname among scientists that matched its mystery: "The Thing."

In the new findings, researchers used microscopic analysis to confirm that the fossil is indeed an ancient egg.

Researchers analyzed the body size of 260 living reptiles, compared with their egg sizes, to estimate that the animal that laid the egg would have been more than 20 FEET LONG.



The giant egg. AKA The thing

Unlike hard dinosaur eggs, The Thing is soft-shelled, like a turtle's egg. That suggests the egg belonged instead to a massive aquatic reptile—like the mosasaurus, an aquatic reptilian predator that lived in the Late Cretaceous.

"It is from an animal the size of a large dinosaur, but it is completely unlike a dinosaur egg," lead author Lucas Legendre, a postdoctoral researcher at The University of Texas at Austin, says. "It is most similar to the eggs of lizards and snakes, but it is from a truly giant relative of these animals."

The researchers say that the egg is similar to modern snake and lizard eggs, which are sometimes transparent and hatch moments after they're laid.

WHO LAID THE EGG?—Without a skeleton inside, paleontologists don't have any way of confirming what massive prehistoric creature laid The Thing. But if it were indeed a mosasaurus' egg, the new finding would overturn what scientists have previously thought—that these ancient creatures didn't lay eggs. Since there are no living aquatic reptiles the size of a mosasaurus, the egg seems to be in a class of its own.

There are some encouraging clues: Researchers know that mosasaurs lived in Antarctica and the Antarctica rock formation where the egg was found also contained fossils from mosasaurs and plesiosaurs. Those fossilized remains have fascinated researchers and the public for centuries—in fact, some theories suggest that the pair directly influenced Loch Ness Monster lore. "The Thing" is actually a giant egg.



These eggs may have hatched moments after they're laid

In a 2019 study, researchers found that a type of "dino-mania" followed the discovery of creatures like mosasaurs and plesiosaurs. Essentially, people became collectively taken with the sea monsters, and they began to appear before people's very eyes. Those study authors partially proved a theory laid out by American science fiction writer L. Sprague de Camp.



The Sea Monster

It stands to reason that you can't fear what you don't know—and after you've been exposed to a monstrous, 20-foot-long aquatic reptile predator, there's really no looking back.

"After Mesozoic reptiles became well-known, reports of sea serpents, which until then had tended towards the serpentine, began to describe the monster as more and more resembling a Mesozoic reptile than like a plesiosaur or mosasaur."

Abstract:

1. Egg size and structure reflect important constraints on the reproductive and life history characteristics of vertebrates.
2. More than two-thirds of all extant amniotes lay eggs.
3. During the Mesozoic era (around 250 million to 65 million years ago), body sizes reached extremes;

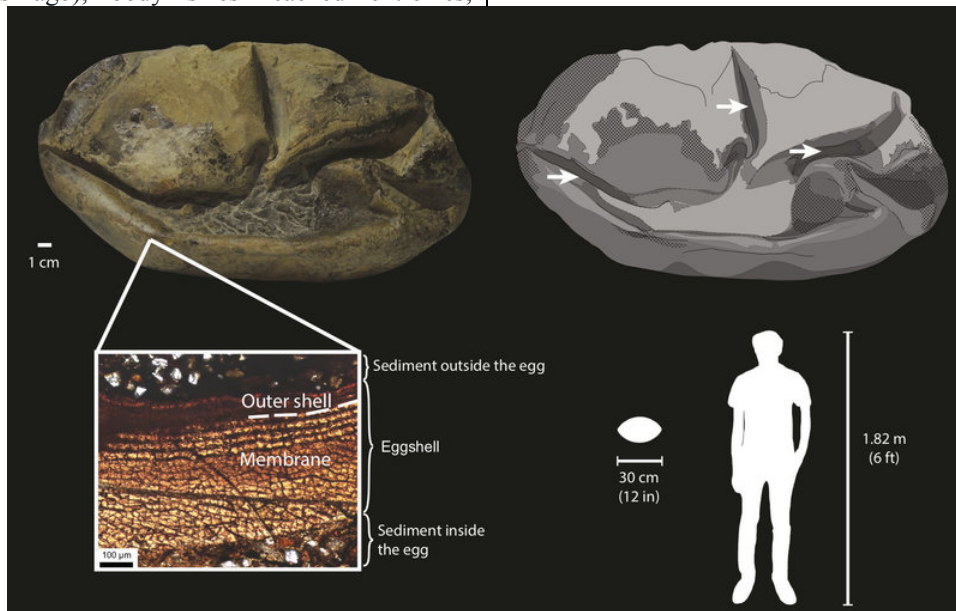
nevertheless, the largest known egg belongs to the only recently extinct elephant bird.

4. Which was roughly 66 million years younger than the last nonavian dinosaurs and giant marine reptiles. Here we report a new type of egg discovered in near shore marine deposits from the Late Cretaceous period (roughly 68 million years ago) of Antarctica. It exceeds all nonavian dinosaur eggs in volume and differs from them in structure. Although the elephant bird egg is slightly larger, its eggshell is roughly five times thicker and shows a substantial prismatic layer and complex pore structure

5. By contrast, the new fossil, visibly collapsed and folded, presents a thin eggshell with a layered structure that lacks a prismatic layer and distinct pores, and is similar to that of most extant lizards and snakes (Lepidosauria)

6. The identity of the animal that laid the egg is unknown, but these preserved morphologies are consistent with the skeletal remains of mosasaurs (large marine lepidosaurs) found nearby. They are not consistent with described morphologies of dinosaur eggs of a similar size class. Phylogenetic analyses of traits for 259 lepidosaur species plus outgroups suggest that the egg belonged to an individual that was at least 7 metres long, hypothesized to be a giant marine reptile, all clades of which have previously been proposed to show live birth.

7. Such a large egg with a relatively thin eggshell may reflect derived constraints associated with body shape, reproductive investment linked with gigantism, and lepidosaurian viviparity, in which a 'vestigial' egg is laid and hatches immediately.



Size Comparison

Photographer Spots Mateless Penguins Enjoying the Melbourne Skyline

21 April 1020 Michael Zhang

Photographer Tobias Baumgaertner was at the St Kilda pier in Melbourne last year when he captured this tender moment showing two penguins enjoying the city's skyline together.

"These two Fairy penguins poised upon a rock overlooking the Melbourne skyline were standing there for hours, flipper in flipper, watching the sparkling lights of the skyline and ocean," Baumgaertner writes. "A volunteer approached me and told me that the white one was an elderly lady who had lost her partner and apparently so did the younger male to the left."

"Since then they meet regularly comforting each other and standing together for hours watching the dancing lights of the nearby city."



Tobias & beer

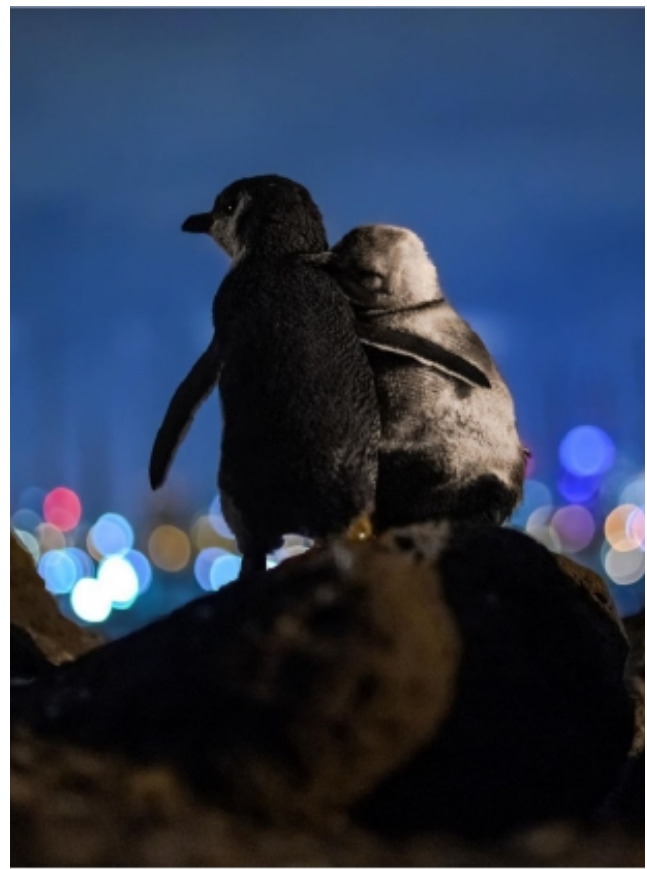
"The way that these two lovebirds were caring for one another stood out from the entire colony," Baumgaertner says. "While all the other penguins were sleeping or running around, those two seemed to just stand there and enjoy every second they had together, holding each other in their flippers and talking about penguin stuff."

Baumgaertner spent three nights photographing the penguin colony before he managed to capture these photos.

"Between not being able or allowed to use any lights and the tiny penguins continuously moving, rubbing their flippers on each other's backs and cleaning one another, it was really hard to get a shot but I got lucky during one beautiful moment," the photographer writes.

The photos were shot with a Nikon Z6 mirrorless camera and the Nikon 50mm f1.4. You can find more of Baumgaertner's work on his Instagram and Facebook.

"During times like [the ongoing coronavirus pandemic], the truly lucky ones are those that can be with the person/people they love most," Baumgaertner says.



These two Fairy penguins poised upon a rock overlooking the Melbourne skyline were standing there for hours. The white one was an elderly lady who had lost her partner and apparently so did the younger male to the left

FEEDBACK & LETTERS TO THE EDITOR

Billy-Ace:

Attached is an empty unopened 7-UP can that I brought back from my winter over tour at McMurdo in 1985. Maybe something for the Gazette?

RMCM(SW) Brian Allen
ballen1051@aol.com



Billy

Can you send me the info on the hotel where the Jacksonville reunion was to be held? We made reservations and I have lost my info. I need to call and cancel our reservations. I'm sure we aren't the only ones.

Best Regards and stay well.

Jim and Liz Butler
juju194614@yahoo.com



Antarctic 7up can

From: The OAEA Webmaster
Posted by: Larry Garofalo

Hi, so sorry to hear the reunion is cancelled. We made a reservation at the hotel in Jacksonville but can't find or remember the name. Could you please let me know the name?

Thank you.

Larry
tooz@comporium.net

Editor's Note: The reunion Hotel was scheduled to be the Jacksonville Lexington Hotel and Conference Center. However, I do NOT believe that it was ever announced that attendees should make their hotel reservations. In the future I would suggest that members wait until the Reunion Special Edition of the Gazette has been distributed before making hotel reservations. In fact if you make reservations before that time you will not receive the OAEA reunion room rate. This should to in the LESSONS LEARNED folder for future reunions.

Billy:

I was really disappointed that the Reunion in Jax was being canceled this year. Unfortunately, my wife and I will most likely not be able to make it out to San Diego in 2022 for the reunion there. It's just too far to drive and flying out there is just a pain in the butt. Wish it could have been rescheduled for Jax but guess that is out of the question. Thanks for all the good info in the Gazette. Look forward to reading it every time you publish it.

Take care

Butch Suchland
esuchlandldo@aol.com

Editor's Note: Brian also sent me photos of the other side, the top, and bottom to show me that can had not been opened, but he said, that for some unknown reason, that the 7up had evaporated.

Editor's Note: Sorry that you won't be able to make it to San Diego. At least I got to see you in San Antonio. Oh, and thanks for the atta boy.

Aloha Billy-Ace,

I read EVERYTHING in the *Gazette*! Another great issue.

I especially enjoyed Elaine Hood's MEMORIALS feature article.

Have a great week!

Bruce
bdewald63@gmail.com

Editor's Note: Yes, Elaine wrote a great article, and your book review was also great. Thanks to you both.

Billy-Ace,

I saw my contact info in the OAE Locator section of the Jan-Mar 2020 *Explorer's Gazette* edition and it has the wrong phone number and address.

My current phone number is (719) 358-6198 and my address is 12275 Anacostia Dr., Falcon, CO 80831.

Also, the deployment info isn't correct. I was in McMurdo in DF-64 and DF-66, and in Christchurch for DF-65.

Could you please see that all this gets corrected in the next issue? Thanks,

Ed Kulbacki
efkulba@gmail.com

Editor's Note: Man I really FUBAR'd that. Maybe you will like the below photo. Do you know what the status is on chief Looper?

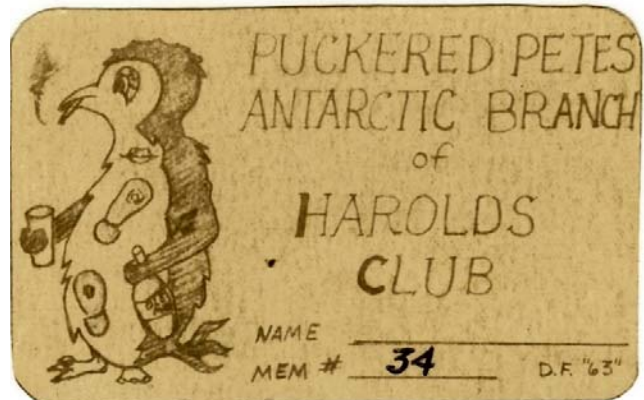


In almost complete isolation from the rest of the world a squadron depends on its communications to keep in touch. Aply handling this important function for the Antarctica Puckered Penguins were chief radioman James Looper (right) and his assistant, RMSN Edward Kulbacki.

BA:

While going through some of my old junk I came across this card. Do you know anything about it?

Vik Offshoddefor
voffshoddefor@aol.com



Editor's Note: I believe that was the name of the "unofficial" VX-6 Enlisted Men's Club at McMurdo and you had to have one of the cards to get into their club.

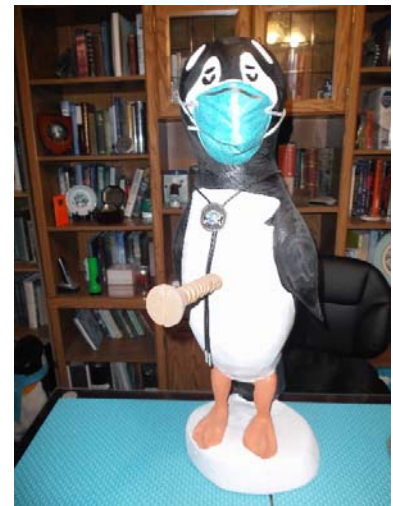
From: The OAEA Guest Book.

Posted by: James Sieber

Hey, Gabby, is there an active link to McMurdo, either to view or two way, thru the computer of course. Just curious. Hope everyone is hunkered down for this virus, ya know you still have to go and get supplies though. An idea, use rubber gloves to open boxes from Amazon, or anywhere else for that matter. Then throw them out, don't turn them inside out to use them again, think about it.

Jim
21jsieber@gmail.com

Editor's Note: Gabby provided Jim with the URL for the web cameras at McMurdo, and that info was also listed in the Letters column of the Jan-Mar issue of the *Gazette*. Good advice on the gloves and don't forget to wear a facemask.



*The Masked Penguin
Aka: The Screwed Penguin*

Hi Billy-Ace,

I continue to be bewildered by the lack of details in the memorials to members who were veterans of the various branches of the armed services. I'm pretty sure that I gave such details to you upon joining OAEA, so, naturally, assumed that others had done likewise. If not, why not? The experiences of those late veterans were quite often some of the most powerful memories of their lives, and I imagine most would like to be remembered by those they left behind. But, rather than try, after a half-century or more, to recall every member of one's party or crew, it would be much more efficient it seems to simply include the details of their Antarctic service from your records. Many of us run down the list you provide, bypassing the huge number of tourists to look for our mates and units.

Be safe down there!

Lawry Sager
lawrysager@gmail.com

Editor's Note: I assume that Lawry is referring to the IN MEMORY section of the Gazette that lists abbreviated obits of people who have been to Antarctica. Not all of those listed are members of the OAEA. Only those with an asterisk (*) symbol at the beginning of the OBIT are members of the OAEA. You did give us a whole lot of info about yourself when you joined the OAEA, but not all of our members do that. Some give very little or no info at all. I own about 70 different Antarctic cruise books, so I often refer to those in an attempt to find info about members and nonmembers. Also many of the obits that I receive, military and tourists, do NOT list very much info about a person's Antarctic experience, so it is very handy to have the cruise books for reference. The irony is that we do not find about our non-OAEA shipmates who were on the ice with us until they die. It happens all the time. FYI I do NOT receive the obits from family members of the deceased. I get the obits from a service that searches obits on the Internet looking for key words that I have provided.

Good morning.

I've been communicating with Marty about R. E. Edgerton. I also have the Task Force 43 book but did not go through it as it is a lot easier for this old guy to read the names and see the photos of the DF III Winter Over guys in the Operation Deep Freeze III Wintering-Over 1958 book. Please tell me what page R. E. Edgerton is on in the Task Force 43 book. Sorry for all the hassle but I'd like to straighten this thing out. I guess the next question would be: Why wasn't he listed in the DF III Wintering-Over book?

John Henry
j-t-henry@hotmail.com

Editor's Note: This discussion started when Marty Diller notified members of the OAEA NE Chapter that OAEA Member R. E. Edgerton had died. Without doing a lot of research I will testify and verify that the TF-43 DF Cruise Book roster for WO DF-III has SW1 R. E. Edgerton listed as winter-over DF-III. It does NOT give a station name. However, the DF-III Winter-Over Cruise book list them both wintering at McMurdo and they are both pictured on page 68. After I provided John Henry with this info he sent me the message below the photos.



SW1 Richard Edgerton
Public Works



ET2 John Henry
Communications



Radarman Crew From the DF-64 Eastwind Cruise Book
L/R: SN Hawarden, RD2 Harner, RD1 Stone,
SN Edwards, RD3 Sager, and RDSN Farning

Billy-Ace:

I just grabbed my book and looked at pg 68. Yes, now that I see his face it rings a bell. I knew him and worked with him just a little. I'm also on page 68, bottom left corner. The person just to his left, George Bourikas, wintered in the same hut as I did. Maybe Dick was also in our hut but just didn't play as much cribbage on our off hours as George and I did.

Many thanks for straightening me out. I apologize for the screw-ups.

John Henry
j-t-henry@hotmail.com

Billy:

In the Jan-March *Gazette*, the photo you labeled Elmo Jones is really I, Dave Grisez. I usually wore our intermediate cold weather jacket & high waisted pants under the long foul weather type coat cause it had big pockets for tools out on runway construction, rather than the issued heavy outer set which was too bulky & tore easily around caterpillars. Elmo Jones' photo is similar but he was heavier. Also, cold weather balaclavas hadn't been invented yet so Doc Isaac Taylor gave us cotton nurses masks to cover nose & mouth to prevent frostbite. They quickly formed a cake of ice to protect us. Doc Taylor was Father of James Taylor of musical fame. Those clothes plus wool shirt & pants & long johns & fur lined hood & cap kept us warm @ minus 60's on the ice runway.

Great article by Elaine Hood

Dave Grisez
dgrisez@comcast.net



Elmo Jones??

Editor's Note: I hope that the above photo is the right one. On another note the following information is an answer to your question in the Locator Column of the Jan-Mar *Gazette*, about Old Moe.

Methuselah Fire 1947: Straight Bourbon Whiskey

Distilled in 1947, bottled in 1952. According to the seal the whiskey was made in the spring of 1947, and bottled in the spring of 1952 by the Joseph S. Finch and Company, and distilled by Frantz Distillers Inc. PA. The level of the whisky has evaporated just below the front label. "Old Methuselah" itself has been about since 1905, and was originally bottled by Steinhardt Bros & Company, though they seem to have gone out of business in 1920 with the onset of prohibition. The fire then reappears in 1934-35, under the ownership of Imperial Distilling Corporation. Research into this company shows only a government investigation into unlawful bottle labeling, for which the company is penalized and never heard from again. Then in the early 1950s, we see the brand referenced again around the time of the Korean War with references to it being distributed by the U. S. military. This bottle is from that era.



Old Old Methuselah

Dear Billy-Ace:

Thank you, Marty Diller, and Tom Henderson for sharing this sad news about our loss of this wonderful man (Paul Dalrymple) who has meant so much to me over the years.

Please keep me on your mailing lists for further notifications and thanks for all you do for all of us.

With warm regards,

Dick
Richard Chappell
rchappell@gc.cuny.edu

Editor's Note: Dick Chappell was a Boy Scout who wintered-over at Little America during DF-II.



*From the TF43 DF-II Cruise Book
Aboard the USS Curtiss: Ben Remington (USWB) and
Dick Chappell (Boy Scout)*



Gracie Machemer and Paul Dalrymple in 2016. Gracie's obit appeared in the Oct-Dec 2019 issue of the Gazette

Via U.S. Mail:

Thank you all so very much for the excellent publication ... every copy brings back so many memories we all share and have in common.

Regards.

Equipment Operator Chief
Harold E. Agnew



*From the DF-84 WO Cruise Book
EO1 "Harry" Agnew W/O Transportation Head*

From The OAEA Guestbook

Posted By: Michael D. Hoopaugh

Just discovered OAEA. I sailed on USCGC *Glacier* DF 85/86.

I was the last Chief Radioman aboard before she was decommissioned.

There aren't many Coast Guard people signed up. Like your site, lots of history.

RMC Michael D. Hoopaugh, USCG, (Ret)
mhoopaugh@att.net



*From the USCGC Glacier DF-86 Cruise Book
RMC Hoopaugh*

Dear Billy-Ace,

I thought the OAEA should be made aware that Chief Boatswain's Mate Robert Rowland Johnson, USN (Retired), of Jacksonville, will turn 100 July 7. I spoke to him the other week, and he is lively, and cherishes the memories of his Antarctic experiences.

As a Sea Scout in 1936, Mr. Johnson sailed out of San Diego in the square-rigger *Pacific Queen*, for a voyage lasting over two months. This experience with sail allowed him to be chosen for the United States Antarctic Service Expedition in 1939, where he served as a coxswain/boatswain's mate 2nd class aboard the *USS Bear*, twice sailing to Antarctica. After serving in the Navy during WWII, Mr. Johnson returned to Antarctica for Operation Highjump and again for Operation Windmill.

Surely there is some way the OAEA can honor this gentleman?

Best regards,
Marty

Glenn M. Stein, FRGS, FRCGS
Polar & Maritime Historian, Author/Speaker
eloasis@earthlink.net

Editor's Note: Chief Johnson is a member of the OAEA. Our 2020 Jacksonville reunion was cancelled due to the Coronavirus. I had planned to have him honored at the reunion, but it's too late now. Marty wrote a bio for Chief Johnson that appears in this issue of the *Gazette* on page 18.

BA

Has anyone established a Deep Freeze museum?

Skip Johnson
skipler@twc.com

Editor's Note: This has been discussed many times. Before he died RADM Abbot was the chairperson of the OAEA Museum Committee and I was a committee members. We had numerous meetings with the Naval Aviation Museum staff here in Pensacola, but nothing ever came of it. There are many museums across the country that have Deep Freeze exhibits and artifacts on display.



Billy-Ace, Buz Dryfoose, And Gus Shinn at the Pensacola Naval Aviation Museum a long, long time ago.

Billy-Ace:

I received a load of old Official USN photos from the son of deceased AKC John Vivian, who appears in the VX-6 1968 Cruise book under the page heading of CPO Initiation. He was also on an Ice Breaker.

Most of the photos are scenery and not much of people. Anyway, do you have any interest in these for historical purposes?

Bob McCauley
bobmccauley2@cox.net

Editor's Note: I asked Bob to send the photos to me and after I received them I found that some were old to me and some were new to me. I was curious about his mentioning of AKC Vivian and after numerous emails back and forth I was able to make contact with AKC Vivian's son and a copy of the obit. With the obit in hand I was able to find his dad's obit in an earlier issue of the *Gazette*. Since it was determined that his dad made chief in VX-6 I assumed that his dad was a passenger on the *USS Glacier*, but after check the ship's cruise book I found that he was a storekeeper in ships company before he changed his rate to aviation storekeeper.



*From the USS Glacier DF-II Cruise Book
Pollywog Waiters. GM1 William Gordon, SK2 John Vivian, & BM2 Charles Fleming serve made to order breakfast to hungry Shellbacks.*



*From the VX-6 DF-68 Cruise Book
CPO Initiation: ADRC Zinser, AKC Yukish, CDR Van Reeth, AKC Vivian, ATC Leach, PNC Miller, ADJC Daily, HMC Fowler, ADRC Chase, AMSC Kobziak*

Hello,

I served in the USAP beginning in 1992 thru 2007 and just found out about this group after reading the newsletter. Would very much like to join the group to hear and share stories. I worked at McMurdo, Pole, and Palmer.

Tomorrow I'm giving a presentation about Antarctica to my wife's 4th grade class online. Always fun to help out in small ways during this crisis. Anyways, I'm currently happily employed here at Sutter Health and grateful that I can help where needed. That's what we OAE always do.

David Minor
davidjminor@gmail.com

Submitted by Snail Mail:

Enclosed is my check for \$22.00 for my *Gazette* subscription. Thank you for the issues sent to me.

I especially look forward to the stories and facts about the Ice. Thank you also for Billy-Ace Penguin Baker's stories, meeting news, and photos.

I do not have a computer or email.

Mary Lou Platt

Editor's Note: And thanks to Mary Lou for taking many photos at the Gulf Coast Meetings over the years. She would take her film to Walmart, get the film developed, and bring hard copies of the photos to me at my house then I would scan them for the *Gazette*.

Editor Note: Sounds like David made quite a few trips to the ice. I have mailed him an OAEA info package. I hope that he decides to join. His photo appears below.



David Minor Laboratory Supervisor at Palmer Station

Billy-Ace:

I Looked at the new *Gazette* and loved the penguin picture you included under the (Scholarship) article. Thank you.

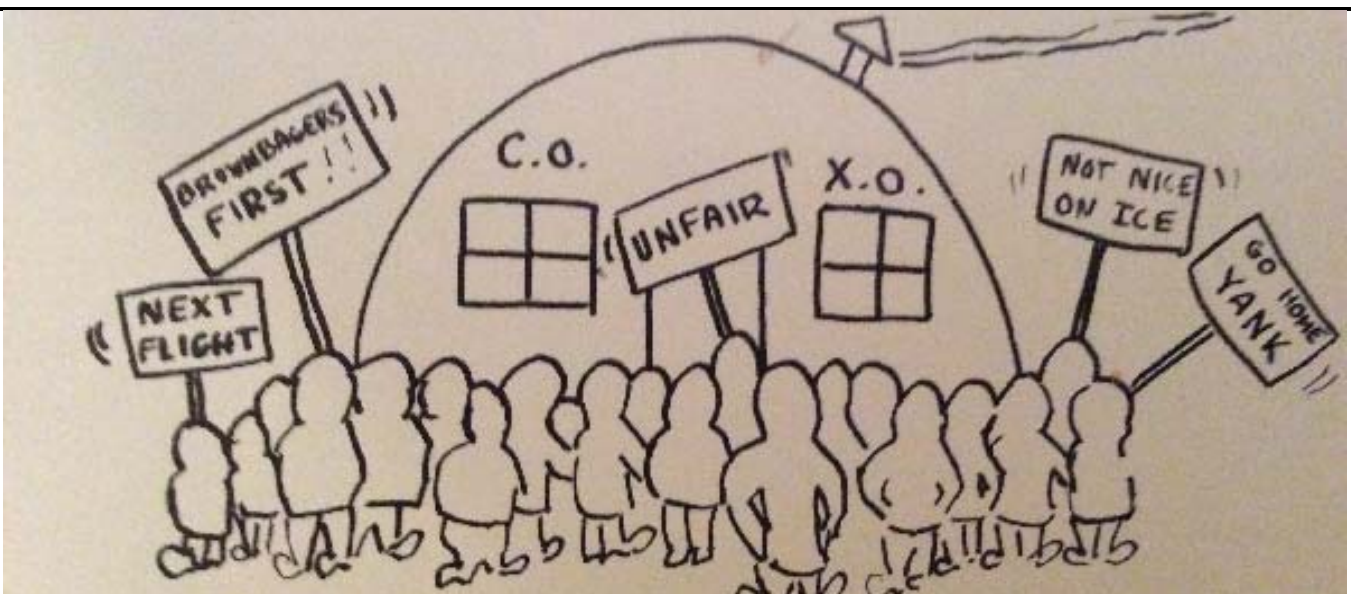
Linda Hamblin
lshamblin@verizon.net

Billy-Ace,

Trust you are doing fine during all of this. Elena and I were on a trip in Israel and Egypt when all hell broke loose in Italy and spread to Egypt. Our trip was cut short and our tour agency found a way to get us (16) back home.

Nice job on the most current newsletter!
Take care and stay healthy.

Jerry Marty (and Elena)
marty90south@verizon.net writes:



Back in the day: Captain, I think the men are ready to redeploy!

Bio of Chief Boatswain Mate Robert R. Johnson, USN (Retired)

By Glenn M. Stein, FRGS, FRCGS
21 May 2020

Robert Rowland Johnson

was born in Hollywood, California on 7 July 1920, but the son of a Navy chief warrant officer grew up in San Diego. Just before his 16th birthday, Johnson sailed in the *Pacific Queen*—the last full-rigged ship sailing under the American flag—which was crewed by Sea Scouts. Bound for Cedros Island on Mexico's Pacific Coast, the task was to collect sea lions for the San Diego Zoo; but the planned 15-day trip turned into 68 days, resulting in a frantic search and newspaper headlines. On her return voyage, the *Pacific Queen* was becalmed, and then ran into a storm, losing five square sails; food rations dwindled down to beans and water. Finally, after she was located by the USCG Cutter *Pegasus*, the *Pacific Queen* had to be towed to port. What had been a wretched time for those onboard, was adrenaline rush for Robert Johnson.



Pacific Queen (2016 photo)

Admiral Richard E. Byrd. Johnson believes his sail experience was the reason he was chosen for the expedition. Besides the ships' crews, 59 men occupied two bases, and over 1,500 miles of coastline were surveyed, and scientific observations conducted across many disciplines. Due to war in Europe, and rising international tensions, the bases were evacuated, and



RADM Byrd pins Boats

by May 1941 everyone was back in the United States.

During World War II, Johnson saw service in both the Atlantic and Pacific, on convoy duty, working at Pearl Harbor, and also on assignment as an instructor. He returned to Antarctica with the Navy's Task Force 68 in Operation Highjump

(1946–47), with the primary mission of establishing the research base [Little America IV](#). As a member of the ice party, Johnson was involved with rescue activities and dog teams, and even took part in one of three test parachute jumps. He went south again during an exploration and training mission named Operation Windmill (1947–48), where he was chief boatswain's mate in the USS *Burton Island*. Today, a point of land on the northeastern portion of Horseshoe Island, Antarctica, has the official name Johnson Point.

From 1949–52 Chief Johnson captained a tugboat and tanker in Japan, then had recruiting duty in Arkansas, and was afterwards stationed at Mayport Naval Station, Jacksonville, Florida. His first wife, Ruth, told him “me or the sea,” so Johnson left the Navy, and worked for the US Postal Service until 1990.



Boats Johnson as a “trainee”

After high school, 17-year-old Johnson joined the Navy, and spent 18 months aboard the battleship USS *Pennsylvania*, but the course of his life soon changed. The US Antarctic Service Expedition was formed in 1939, with the USS *Bear*, a 19th century ship with diesel engines and sails as one of two expedition ships, and the flagship of

Editor's Note: Happy Birthday Boats.

LA BAMBA DOWN AT THE FISH HUT

By Steve Grabacki

Well, I'll be dipped in snow! What a pleasant surprise it was, to see my smiling faces in The Phantom Swede's column of the January-March 2020 OAEA Gazette!



The cartoon strip is based on an actual event that USARP Dennis Schenborn and I experienced during WO74. Our job was to obtain samples of marine critters (fishes, crustaceans, etc.) for study back at the Eklund Biolab on the Hill (McMurdo). Dennis and I sometimes served as "fishing guides"—we would bring a few guys out to the fish hut, for a few hours of Antarctic fishing—but it was usually just the two of us.



Trackmaster Redcoat 504



Another photo of Redcoat 504



Dennis fishing and drinking

The task got to be rather routine—Dennis and I would drive Redcoat 504 (Trackmaster) out to the fish hut, which was positioned over a 48-inch diameter hole in the ice of McMurdo Sound. We would trundle out there, use the 5-hp gasoline winch to lift our traps from 500 meters underwater, empty out the critters, rebait, and reset the traps, and make our way back to town. (Ho-hum, right?)

After several months, the job was pretty uneventful, until one dark, dark day, in the depth of winter, the winch stopped pulling, and our steel cable started moving back and forth energetically. Something big, strong, and deep had taken control of our gear, which was still far underwater! We could not raise the gear—our little winch was not powerful enough.



Marine Bio Net

We knew that this could not be a marine mammal (orca, seal, etc.) because the Sound was solidly frozen over. And it was not merely a trick of under-ice

currents, because the cable kept moving around. The clutch was screaming when we shut off the winch and watched the 4X4 holding up the pulley bend. The gear was held for several minutes.

Eventually, the denizen of the deep let go of our gear, and we were able to retrieve it all. But Dennis and I were fairly shook up, and we drove nervously back "home". Being biologists, we later reckoned that it was probably a colossal squid (*Mesonychoteuthis hamiltoni*).



Giant squid aka Mesonychoteuthis hamiltoni

The cartoon strip was drawn by BU3 Rick Kemper, and is a fairly accurate rendition, with the only exaggeration being the huge tentacles reaching up out of the hole. Otherwise true in every respect. Rick was the creative artist/author of several "USARPS" cartoon strips, but this was, by far, his best.

Please convey my thanks and a hearty "Yah, shoor!" to the Phantom Swede. La Bamba!



Steve Grabacki in the fish house at McMurdo Sound



Giant Squid attacks whale & Giant Squid with diver

ANTARCTIC



ADVENTURES

Written by Yolonda Washington

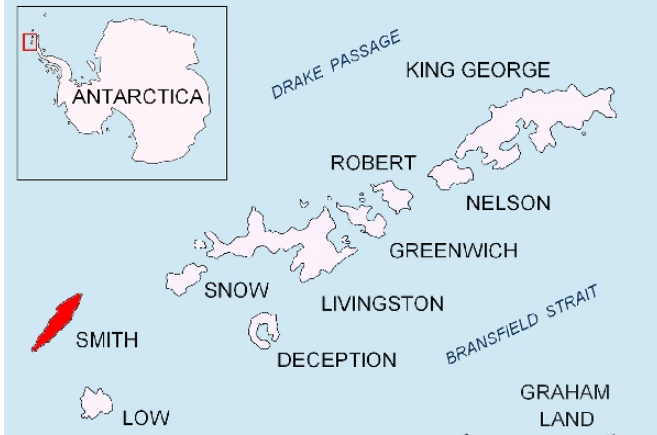


Journey and her mother Yolonda

PART FIVE

“Land Ho!”

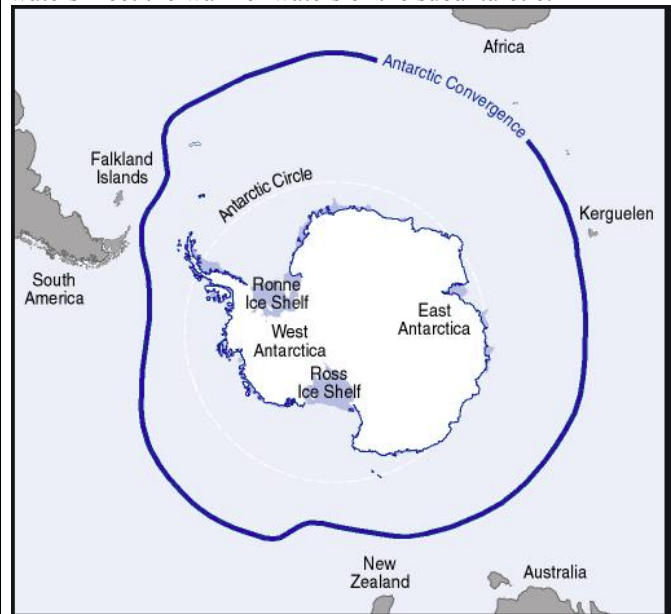
We have been traveling across the Drake Passage for the past two days, and we were all giddy with anticipation knowing soon we would arrive at our most sought after destination—ANTARCTICA!



Side note: I learned that our trip through Drake’s Passage had reached a Sea State of 8! Sea State is the condition of a free large body of water with respect to wind waves and swell at a certain location and time. At an 8, this is considered having wave heights of 9-14 meters/30-46 ft. The sea swell was characterized as very high and long. So that is why some of our passengers were a bit “green” during the voyage! We, however, loved it! I actually thought it was pretty mild, as in Drake is a Lake! But others said “Drake Shake”. So it’s debatable. We had a lower cabin and loved watching what to expect helped a lot to just “roll with it!” But admittedly, we did have our seasick patches securely tucked behind our

earlobes, and also our seasick watches turned on. I think I only went to a level two or three, but my daughter said she turned hers up to three-five sometimes. Nonetheless, it was a great ride!

Early that morning, on our third day at sea, our ship crossed over the Antarctic Convergence. We were at a sea state of 4, so it was notably calmer (moderate sea swell, 4-8ft waves). This area is also called the Antarctic Polar Front and is a curve continuously encircling the whole continent of Antarctica. It is not a perfect circle and varies in latitude depending on where the cold, northward-flowing Antarctic waters meet the warmer waters of the subantarctic.



Antarctic Convergence

We were ecstatic because we knew we had just entered some of the “rarest” waters visited by humans. It just added

to the “once in a lifetime experiences” chapter in many of our lives.

So technically what is happening here is within this zone, the cold, dense surface waters of the circumpolar ocean sink and flow northward, creating a major meridional circulation system. This zone of convergence forms a significant biological boundary. So substantial that on our ship when the announcement was made through the speaker system.... sounds of clapping and cheering were heard throughout the ship.

There are many species of plants and of birds, fish, and other animals that are typical of Antarctic water and rare on the other side of the convergence. Seabirds were increasing in numbers around the ship. We saw Albatross, Cape Petrels, and other Petrels majestically flying by. It was amazing to see these birds because, for over 24 hours, we had seen no signs of “life” during our journey through the Drake. Equally surprising was the small size of some of these birds. Some didn't look large enough to survive to be way out here while others fly for hours without flapping their wings. They have the art of gliding and riding wind currents perfected!



Seabirds Albatross and Petrel

The air was getting colder. We had dropped to zero degrees centigrade/32 degrees Fahrenheit. Everyone retreated to his or her respective cabins to “layer-up.” Extra leggings, socks, glove liners, jacket liners, neck gaiters were being pulled out of previously stored luggage. The order of what to put on first, second, third, was the buzz of many discussions. This cruise ship provided “muck boots,” which is what we would wear when we disembark the boat on upcoming various base camp activities. Everyone fell in love with those boots! Many made plans to purchase their own pair for home. I must agree they are outstanding and keep your feet dry and warm.



Following breakfast, we had mandatory briefings and learned the rules and regulations we all should adhere to during our coming days. We were all dismissed to take in the rest of the morning, rest, inspect, and sort our clothing gear. Many of us dressed accordingly and ventured onto the deck to spend quiet, reflective time and just enjoy the existence.



Journey in full gear



Full gear! It was rented so it was a bit large, but it worked just fine!

And there it was – LAND HO!!!

The phrase that many a wanderlust long to authentically say out loud! The nautical sailor's cry in announcing sight of land.

“The look-out called land ho! As many a novel has proclaimed. Well, we were all lookouts that day!

SMITH ISLAND!! There she was off in the distance. Marking our first sight of land.



The southeast side of Smith Island from Osmar Strait

Smith Island is one of the South Shetland Islands. It is 20 miles long and 5 miles wide. It lays about 45 miles west of the more popularly known Deception Island, which is also part of the South Shetland Islands (Archipelago). This area is "considered" part of the British Antarctic Territory; however that has been suspended since the Antarctic Treaty came into force in 1961, which states, no one, no country has claims to any territories in Antarctica. Countries included the United Kingdom have since then ratified and accepted the treaty. All countries can have a presence in Antarctica. Antarctica can be used for research purposes by all and will remain demilitarized and peaceful.



Mount Foster the highest point on Smith Island



Journey at the bow of ship on the Drake, in full gear. Jacket is by Feathered Friends. It was loaned to her by her Uncle Charles.

The land surface on Smith Island is covered in a permanent ice sheet. The highest peak on Smith Island is Mount Foster. There are very few plants, and most are moss and lichens. You may see the flowering Antarctic hair grass and pearlwort. Life finds a way of existing everywhere, doesn't it!



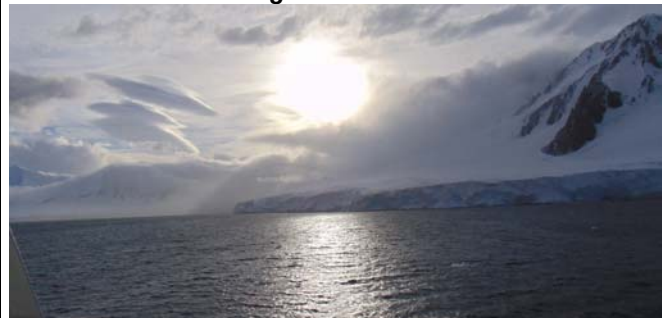
Hair Grass seed



Antarctic Hair Grass. The Antarctic Hair Grass has many threats. The Antarctic fur seal is responsible for trampling on the Antarctic Hair Grass, destroying many populations in coastal areas. Another threat to them is us humans, bringing in exotic plants who would not have survived coming naturally. With the increasing temperatures these plants may successfully make it in Antarctica, potentially meaning they may outcompete native plants for resources and food.



Flowering Antarctic Pearlwort



Passing Smith Island



Journey and Expedition Leader Lynn Woodworth. Journey is wearing her “second layer” which is military regulation extreme cold weather polypropylene thermal top. We also had the leg garments too.



Three layers of clothing was plenty to keep warm!!



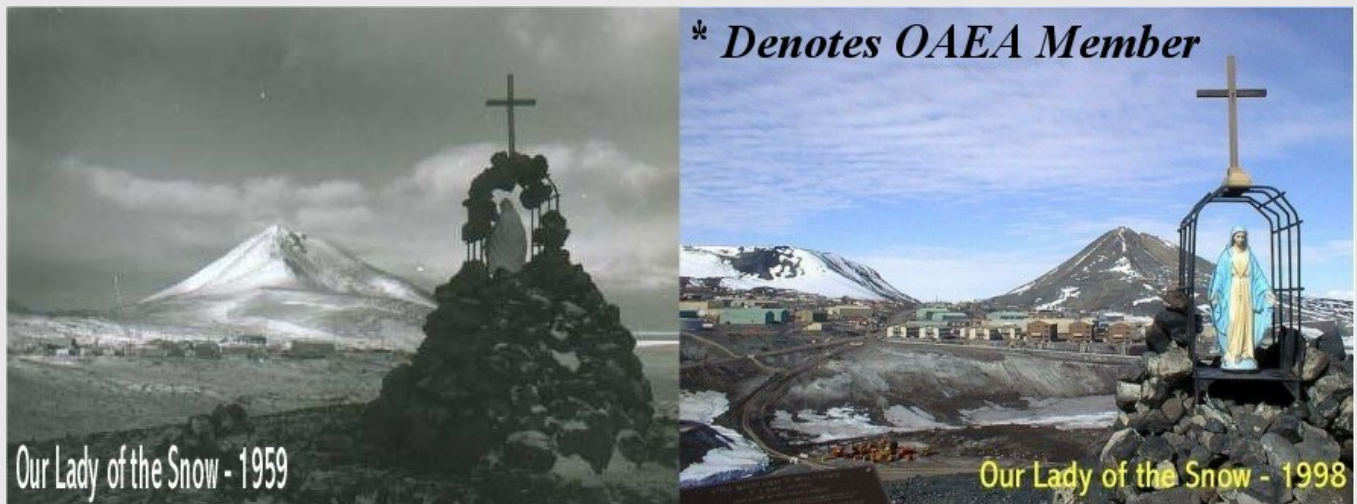
YES, on some days just the top few layers of clothing was enough (for short periods of time)

This island [Smith] does not play host to any research stations or camps and gets very few visitors. Mountaineers may visit on quests to climb the world's peaks, but other than that, it is a pretty quiet, secluded place.

Enough history! We were just in awe of the place and took many pictures as our ship sailed by it. We marveled at a yacht covered in snow, some might ponder why they traveled the rough seas. But we all knew the answer.... it is a trip you just have to take! No reasons are required.

So here we are! Land Ho Indeed!!! We had arrived!!!

**To be continued—NEXT ARTICLE:
Part Six—Plenty to do and Penguins too!**



IN MEMORY

OAE Thomas Noel Kingsley Allan, MD, 86, died on 14 March 2020, in Bellingham, WA. Noel joined FIDS in 1957 and he wintered-over at Base D (Hope Bay Antarctica) during 1958–59 as the expedition doctor and a researcher.

OAE Edith Brooks Allison, 95, died on 29 March 2020, at the Merrimack County Nursing home. Edith visited Antarctica as a tourist.

OAE CAPT Paul Gowdy Andes, USNR (Ret), 89, died on 26 March 2020, in Atlantic Beach, FL. Paul served in VX-6 as a LCDR during DF-63 and DF-64 as a LC-130 Hercules pilot. Mount Andes is named in his honor.

*OAE Dr. John Owen Annexstad, 88, died on 9 June 2020. John's Antarctic career began in 1957 working for the US Coast and Geodetic Survey during the International Geophysical Year as part of Operation Deep Freeze. He led the creation of the Antarctic Meteorite Program to continue NASA's research of planetary materials. Under his supervision this Program discovered numerous meteorites in Antarctica, now all in the NASA collection. John wintered-over at Byrd Station during DF-III. He served as lecturer and advisor on the *World Discoverer*, Antarctic Peninsula (98). Senior lecturer and advisor on M.S. *Orion* and MS *Corinthian II*, Antarctic Peninsula (04-05). Annexstad Peak was named in his honor.

OAE Simone Aubry, 81, died on 19 May 2020, in Sudbury, MA. Simone traveled extensively, including several National Geographic trips, two of which were to Antarctica.

OAE Susan Johnston Banks, 79 died on 13 April 2020, in Carlisle, PA. Susan visited Antarctica as a tourist.

OAE Edward H. Beales, 76, of Norfolk, VA, died on 21 July 2020, in Norfolk, VA. Edward served in Operation Deep Freeze while in the US Navy. Unit and year(s) unknown.

OAE Thomas Kermit Beitelman, 77, died on 22 May 2020, in Reading, PA. Thomas visited Antarctica as a tourist.

OAE Don Eugene Best, 82, died on 1 May 2020, in Loganville, GA. Don served in Antarctica aboard the USS *Atka* as a yeoman (YNSN) during DF-II.

*OAE CDR David Beyl, USN (Ret), 85, died of coronavirus, on 23 March 2020, in Mercer Island, WA. David was the NSFA operations officer during DF-76 and was responsible for planning the Dome Charlie aircraft recovery program which resulted in the successful recovery of two LC-130 aircraft damaged during DF-75. Beyl Head is named in his honor.

OAE Jesse Blackadder, 56, died on 12 June 2020, in Australia. Jesse was an author and in 2011 she spent three months at the Davis research station in Antarctica to prepare her book *Chasing the Light* about the first women to land on Antarctica. And in 2018, with screenwriter Jane Allen, she spent three months at the Mawson research station with plans for a TV series set around the absurd daily lives of those stationed there. Alongside her four adult books, Blackadder had also worked as a freelance journalist and screenwriter, and wrote five children's books focusing on friendships between humans and animals.

*OAE Patrick Blaylock, 75, died on 2 May 2020, in Sun City West, AZ. Pat was at South Pole Station with Holmes and Narver in 1973 and 74. He was also a HAM radio operator. Callsign: W6SPS.

OAE Harold "Hal" William Borns Jr, 92, died on 17 March 2020. Hal was USARP geologist who spent 28 summer seasons in Antarctica. From 1988 to 1990, Borns served as director of the Polar Glaciology Program for the U.S. National Science Foundation. Borns Glacier was named in his honor.

OAE Ernst Breitenberger, 95, died on 30 April 2020. Ernst visited Antarctica as a tourist.

*OAE Robert Brow, 82, died on 25 November 2018, in Semi Valley, CA. Robert served as an LC-130 navigator in VX-6 from 1961 to 1963.

Martha Ann (nee Heerten) Brown, 75, died on 28 March 2020, in Grand Junction, CO Ann and her father spent many hours together relaying messages via HAM radiot to personnel who "wintered over" in Antarctica, connecting them to their loved ones at home. This is how she came to meet her husband of 50 years, Michael Tober Brown, while he served in the United States Navy as a photographer. Never losing her interest in HAM radio, she, and Mike were life-long amateur radio operators.

OAE Louise Kevin Burke, 85, of Annapolis MD, died on 16 June 2020, in Danvers, MA. Louise traveled extensively both sailing and scuba diving around most of the world from Siberia to Antarctica.

OAE William A. Cassidy PhD, 92, died on 25 March 2020, in Monroeville, PA. Bill established a successful research program called ANSMET (Antarctic Search for Meteorites). Between 1976 and 1990 he led 14 field expeditions in Antarctica that recovered thousands of meteorites. Cassidy Glacier is named in his honor.

OAE Robert William "Bill" Clark, III, 85, died on 20 April 2020, in Madison, TN. Bill served in Antarctica on an US Navy icebreaker as a communicator. Name of ship and year(s) unknown.

OAE Captain Stephen Anders Coakley, USN (Ret), 87, died on 26 March 2020, in Jacksonville, FL. Steve served in Antarctica as a helo pilot. Unit and year(s) unknown.

OAE Lamot "Chip" du Pont Copeland III, 59, died on 31 May 2020. Chip was a mountain climber, and he visited Antarctica to climb to the top of Mount Vinson.

OAE Leo F. Cushman Sr., 72, died on 28 April 2020, in Asheboro, NC. Leo served in Antarctica as a Seabee. Unit and year(s) unknown.

OAE John Joseph Czerwinski Jr., 83, died on 11 May 2020, in Gastonia, NC. John served in Antarctica during DF-I and II as a seaman on CTF-43 Staff.

*OAE CDR Robert "Bob" L. Dale, USN (Ret), 95, died on 22 June 2020, in Brunswick, ME. Bob wintered-over as the OIC of VX-6 Det Alfa during DF-60. During DF-65/DF-66 he was the Air Ops Officer on CNSFA staff. He served with the NSF from 1967 to 1975 holding various positions. He organized and carried out 1st international Weddell Sea oceanographic Expedition (IWSOE-68). Organized and carried out International Deception Island Vulcanological Expedition (IDIVE-71). Oversaw contracts for construction and operation of RV *Hero* and establishment of Palmer Station, serving as NSF Rep Antarctic Peninsula for nearly four years. Involved in Ross Ice Shelf Project (RISP). Dale Glacier is named in his honor. He was a member if the OAEA New England Chapter.

*OAE Dr. Paul Clement Dalrymple, 96, died on 24 April 2020, in Rockland, ME. Paul He was a trained geographer and he first deployed to Little American Antarctica in January 1957 as a member of the Army Quartermaster Corps and served as the winter-over meteorologist during DF-I. He stayed on through the summer and then Gus Shinn flew him to McMurdo in Que Que Sera, and then, on another R4D to South Pole Station, where he wintered-over for the second time. After being on the ice for two consecutive years. He flew out of McMurdo in December 1958 and once in the states he spent the next 10 years assembling the Antarctic weather data. Paul, with Ruth Siple as his assistant, was the editor of the Antarctic Society Newsletter from 1970 through the early 2000's. He also served as Treasurer for many years. Mount Dalrymple is named in his honor.

OAE Joseph Warren Digranes, 76, died on 6 May 2020, in Des Moines, IA. Joe visited Antarctica as a tourist, in which he endured the roughest seawaters on Earth, the Drake Passage.

OAE Robert Drafts, 89, died on 18 March 2020, in Apopka, FL Robert visited Antarctica as a tourist.

OAE Burton DuBoe, 85, son of Harry and Florence Dubofsky, died on 28 April 2020, in Chicago, IL, from the COVID-19 virus. Burton visited Antaretica as a tourist.

OAE Marc Engels, 54, died on 15 April 2020 from Coronavirus. Marc visited Antarctica as a movie sound engineer while working on the *Odyssey*, the biopic about the life of Jacques Cousteau.



OAE Thomas William Feely, 84, died on 11 April 2020, in Victoria, Canada. Tom visited Antarctica as a tourist.

OAE Noni Jean Fischer, 81, died on 20 April 2020, in Reading, PA. Noni visited Antarctica as a tourist. She loved the adventure of crossing the Drake Passage and seeing the penguins.

OAE Lester E. Fontaine, 87, died on 15 May 2020, in East Longmeadow, FL. Lester deployed to Antarctica on a ship while in the US Navy. Name of ship and year(s) unknown.

Betty Fort, died in late March 2020, in Albuquerque, NM. Betty was the wife of Robert E. Fort. Bob wintered-over at McMurdo during DF-64 as a member of PM3A Crew III as a CECS. He was a WO-1 in PM3A summer support during DF-67 and he wintered-over as a CWO-2 in Crew IX during DF-70

OAE PNC Richard W. Foust, USN (Ret), 88, of Columbus, NJ died on 20 April 2020, at Virtua Hospital in Mt Holly, NJ. Richard served in Antarctica on an icebreaker as a gunners mate. Name of ship and year(s) unknown.

OAE Christine M. Frizzell, 83, died on 8 May 2020, in Westland MI. Christine visited Antarctica as a tourist.

*OAE Eric Timothy Gardner, Sr., died on 29 January 2019, in Paragould, AR. Tim served as a PH3 in VX-6 and deployed to Antarctica during DF-66, and 67.

*OAE MSC Brenda L. Gourdin, USN (Ret), died in Longwood, FL. Brenda was a cook and served in NSFA Det Alfa during DF-86 winter-over and NSFA summer support from 1991 to 1994.

*OAE Richard A. Handy, 93, died on 8 May 2020, at Rivercrest/Newbury Court, in Concord, MA. Richard served as a US Army Specialist Third Class during DF-I at Little America Five.

OAE James O. Hawthorne, 92, died on 27 March 2020, at Jersey Shore Medical Center in Ocean Township, NJ. James visited Antarctica on a cruise.

OAE Inna Heilman, 100, died on 30 April 2020, in St Augustine, FL. Inna visited Antarctica as a tourist.

OAE George Ethelbert Hemmen, 94, died on 10 June 2020, in Southport, UK. George joined FIDS in 1952 first being stationed as a meteorological observer at Admiralty Bay in the South Shetland Islands where he wintered-over in 1953 and 1954. In 1955, he was appointed by Falklands Islands Dependencies Survey to the post of stores officer to organize the Royal Society Antarctic Expedition that established Halley Bay base in 1956, part of the research facility operated by the British, to study the Earth's atmosphere. Measurements from Halley led to the discovery of the ozone hole in 1985. Along with being a member of the Royal Society, he was appointed honorary secretary of The Scientific Committee for Antarctic Research. In 1985, Mr Hemmen was awarded the Polar Medal for his outstanding contribution to Antarctic exploration and research. his occupation was listed in court as a "retired Antarctic explorer" Hemmen Ice Rise is named in his honor

*OAE LCDR (CEC) Joseph Leo Henley, USN (Ret), 80, of Bedford, Indiana, 80, died on 8 May 2020, in Indianapolis, IN. Joe deployed to Antarctica and served as a Seabee with MCB-8 during DF-63 and DF-64. In DF-63 and was at Byrd Station and during DF-64 he was embarked on USCGC *Eastwind* to the future Palmer Station area to conduct harbor and topographic site survey. Joe was the NSFA Public Works Officer at McMurdo during the summers of DF-74 and DF-75.

*OAE BUC Harry Wesley Heverley, USN (Ret), 78, died on 18 April 2020, while in the care of staff at St. John's Regional Medical Center, in Oxnard, CA. Harry wintered-over three time during DF-61, DF-66, and DF-71. Twice at McMurdo Station and the third time at South Pole Station. Heverley Nunataks is named in his honor. Harry served on the 2005 OAEA Reunion Committee.

OAE Donald D. Hildebrand, 91, died on 14 April 2020, in Nashville, TN. Donald visited Antarctica as a member of the Eisenhower Foundation "People to People" program.

*OAE David J. Hirn, 68, died on 7 May 2020, in Sturgeon Bay, WI. David served in NSFA at McMurdo and Byrd Stations as an RM2. He made two deployments during DF-72 and DF-73.

OAE Carol Lee Hudson, 67, died on 29 March 2020, in Lakeway, TX. Carol completed her goal of visiting every continent. Her favorite place on the planet was Antarctica the ice and penguins were "mesmerizing."

OAE Norman F. Jay, Sr., 86, died on 13 June 2020, in Wheaton, IL. Norman served in Antarctica during DF-II in the USN.

OAE Anick "Nick" Jesdanun, 51, died of Corona Virus, on 2 April 2020, in New York City, NY. Nick was a first-generation American. An AP Internet journalist by trade and a marathon runner as a hobby. Nick ran 82 marathons around the world. He took some pit stops to check out the penguins, referring to the marathon he ran in Antarctica. He always brought a camera with him to capture spectators and the sights.



OAE LTCOL Montie Rex Keller, USAF (Ret), 82, died on 12 May 2020. Montie served in Antarctica with the USAF. Unit and year(s) unknown.

OAE Victoria "Vicki" Kennedy, 79, died on 25 March 2020, at The Samarkand Covenant Living Community in Santa Barbara, CA. Vicki visited Antarctica as a tourist.

OAE Edward Koenig, 91, died on 13 April 2020, in Fort Wayne, IN. Ed served in Antarctica as a member of Operation Windmill. He self-published *The Antarctic Journal of a Sailor on 'Operation Windmill'*, a memoir of his journey in the Navy.

OAE Peter J. Kron, 73, died on 10 June 2020, in Norman, OK. While in the US Navy Peter served in Antarctica as a weather guesser with ASA/NSFA SS at McMurdo, South Pole, and Byrd Stations during DF-62, 63, & 64.

OAE Paul Alfred Lage, 79, died on 20 June 2020, in Sparks, NV. Paul was an electrical engineer/researcher for the University of Nevada Reno/Desert Research Institute. He travelled for five days from South America on the RV *Hero* to Palmer Station Antarctica, where he helped install the first meteorological system. Year unknown.

OAE William Dorsey "Billy", "Dozer Bill" Lemley, 72, died on 15 April 2020, in Mount Morris PA. Billy served in Antarctica as a crew member of the USS *Glacier*. Year(s) unknown.

OAE John Furman Lohr, 97, died on 16 April 2020, in Mossy Head, FL. John served as radio officer for several seasons on the National Science Foundation Antarctic Research vessel, RV *Hero* out of Palmer Station. In September his widow will spread John's ashes at sea.

OAE BTC Robert Lee Long, USN (Ret), 82, died on 23 April 2020, in Norfolk, VA. Robert wintered over at McMurdo during DF-70 as a boiler tender first class.

OAE Royce Elgin Loshbaugh, 92, died on 29 March 2020, in Silverdale, WA. Royce visited Antarctica as a tourist.

OAE Carl John Marchefka, 85, died on 2 June 2020 at Baystate Franklin Medical Center in Hatfield, MA. Carl was trained as a Damage Control Specialist and served in Antarctica on the icebreaker USCGC *Eastwind*, during DF-60.

OAE LCDR Vernon "Dale" McDaniel, USN (Ret), died on 23 April 2020, in Christchurch, NZ. Dale was the OIC of NAVCOMMUNIT Christchurch until the NCU was disestablished and merged with NSFA Detachment Delta. At that time he became the AOIC Detachment Christchurch. During his tenure in Christchurch he made several trips to McMurdo.

OAE James Anthony Mucho, USAF (Ret), 83, died on 8 June 2020, in Dover, DE. James served in Antarctica as an aircraft crew member while in the USAF. Unit and year(s) unknown.

*OAE Captain Claude H. "Lefty" Nordhill, USN (Ret), 89, died on 28 March 2020, in Las Vegas, NV. Lefty flew the ski equipped LC-130 in Antarctica as VXE-6 operations officer during DF-70. During the following year he served as commanding officer of VXE-6, and the Naval Support Force Antarctica, Task Force 199 from June 1976 until June 1978. Mount Nordhill, on the Antarctic Peninsula, is named in his honor.

OAE CDR, Harry E. Obedin, USCG (Ret), 81, died on 11 June 2020, in Shoreline, WA. Harry served in Antarctica on the USCGC *Polar Sea*. Year(s) unknown. He also published a children's book, *Peter Penguin and the Polar Sea*, which started as a letter home to his small children to explain his time in Antarctica.

OAE Louise (nee Kassarjian) Ohanesian, 96, died on 16 April 2020, in Newington, CT. Louise visited Antarctica as a tourist. She often reminisced about her thrilling Antarctic expedition on an icebreaker with fellow adventurers Sir Edmund Hillary and his wife.

OAE Vasyl Omelyanovych, 35, died on 8 May 2020, at the Antarctic station 'Academician Vernadsky'. The National Antarctic Science Center reported that he had committed suicide. Vasyl was the cook of the 25th Ukrainian Antarctic expedition and he was on his fifth deployment to Antarctica.

OAE Allan R. Priddy, 73, died on 5 May 2020, in Pocatello, ID. Allan made 12 trips to Antarctica (between 1969 and 1991) for the National Science Foundation (NSF) as a construction coordinator (Holmes & Narver, Inc.) overseeing the building of remote geological field stations and housing camps for scientists and support staff. He also wintered-over at McMurdo during DF-71. Priddy Glacier is named in his honor.

OAE Norman Rakestraw, 92, died on 30 April 2020, in Pekin, IL. Norman served in Antarctica while in the US Navy as part of Operation Highjump.

OAE Terry Allen Richardson, USN (Ret), died on 14 May 2020, in Bowling Green, TN. Terry served in Antarctica as an LC-130 pilot with VX-6. Date(s) unknown.



OAE Robert Cruz Rios, USAF (Ret), 83, died in April 2020, in Helotes, TX. Bob served in Antarctica while in the US Coast Guard. Unit and year(s) unknown.

OAE Keith Alan Ross, 73, died on 10 April 2020, in Sister Bay, WI. Keith served in Antarctica while in the US Navy. Unit and year(s) unknown.

OAE Brian P. Sandford, 85, died on 21 April 2020, due to complications from COVID-19, in The Commons in Lincoln, MA. Brian was with the Department of Scientific and Industrial Research office in New Zealand, beginning his interest in Aurora. Australis and in 1959, he led a team studying aurora at Scott Base in Antarctica

OAE Dr. Paul William Schaefer, 80, died on 25 June 2020, in Elkton, MD. Paul served as a USARP entomologist at McMurdo in 1966 and 67. Mount Schaefer is named in his honor.

OAE Eugene J. Slabinski, RN, 90, died on 5 June 2020, at Hampton House, in Hanover Twp, PA. Eugene served in the US Army and USAF. He was a registered nurse and a USAF (Ret) senior master sergeant. He did service in Antarctica. Unit and year(s) unknown.

OAE Allene Sonntag, 88, died on 8 April 2020, in Ann Arbor, MI. Allene, also known as Betsy and Nana, visited Antarctica as a tourist. Antarctica was her favorite continent, because of it's unspoiled wilderness.

OAE SCPO Nicholas "Nick" J. Staub, USN (Ret), 83, died on 30 April 2020. Nick served in Antarctica onboard the USS *Atka* during DF-II as a DK3.

OAE John Anders Strand, 95, died on 5 April 2020, in Victoria, British Columbia. John was a member of the Canadianian Coast Guard and commanded the CGs icebreakers *Camsell* and *Polar Circle*. He was the first to navigate through the Northwest Passage from coast to coast in both directions. The Government of India hired him to take a research team from Mauritius to their Antarctic base station and back. Year unknown.

OAE Michael Gerry Uzzi, 75, died on 2 April 2020, in Lowry Crossing, TX. Michael served in the Coast Guard from 1967 to 1971 as a helicopter mechanic. One of his tours was on a USCG icebreaker that deployed to Antarctica. Name of ship and year(s) unknown.

OAE AKC John Eugene Vivian, USN (Ret), 81, died on 25 March 2016. John served on the USS *Glacier* during DF-II as an SK2 and during DF as an AK1/AKC in VX-6. He made two deployments? **(Editors note this is a corrected obit. See page 16 for more details)**

OAE Robert George "Captain Nice" Volk, 84, died on 31 May 2020, in Chillicothe, IL. Robert served in Antarctica as a electrician. Unit and year(s) unknown.

Chaplain's Corner

Johnnie Draughon—OAEA Chaplain

"Whoever dwells in the shelter of the Most High will rest in the shadow of the Almighty. ... You will not fear the terror of night, nor the arrow that flies by day, nor the pestilence that stalks in the darkness, nor the plague that destroys at midday." Psalm 91: 1, 5-6 (NIV)



It is a most unusual time for many of us as we seek to "shelter in place." Or, as we like to say in the South – "Hunker Down." Who would have thought that an invisible virus could bring all of our little gods to a standstill in such a short time? Sports, the economy, entertainment, and

recreation ... everything came to a screeching halt almost overnight. During this pandemic I have been thankful for many things but two especially give our family a leg up on many of our neighbors. Our faith in an unseen but ever-present God and many years of deployments throughout my career in the military. I never imagined that all those years in McMurdo and weeks and months at sea would be preparing us to wage war against a tiny little virus? Stay safe during this pandemic, practice all of the CDC recommendations to protect yourself and others, but don't live in fear. We serve a great and loving God who has promised to protect us from the "pestilence that stalks in the darkness," and "the plague that destroys at midday."

May the blessings be,
Johnnie Draughon, Chaplain



THE PHANTOM SWEDE

Submitted by Ed Hamblin

Kemper's Kartoon-McMurdo Life Winter Over 74

We were fortunate in that we had a very talented leading cook, a young first class Petty Officer named Rick Giusti (AKA "Papa G"), backed up by Ed "Moose" Runnels, Scott Reynolds, and our baker Eric "Poppin" Sweatt. When the winter over started, Rick did a self-help redesigning number on the mess



your wine or beer of choice to the meal. The winter over Supply Officer, Charlie Richardson had seen to it we had a very fine supply of dinner wines brought down late in the summer including white, red, and rose from Germany, Portugal, and New Zealand; but we also had such classics as Boone's Farm. So five or six nights a week during the winter, we sat down to almost formal dining for the evening meal ordering from a menu. This special dining kept up through the winter, and ended with the arrival of WinFly personnel. During the grand opening of the Winter Inn, we were greeted at the door and escorted to a table. For that special occasion, the resident sommelier was Charlie Richardson, and we had a strolling violinist in the form of Dr. Dave Console. Anyway, that is the way I remember it 46 years ago.



CS1 "Papa G." Rick Giusti

decks/dining area by adding some subdued lighting, art in the way of nice posters, shadow boxes, tablecloths, candles, curtains...and the dining facility was reborn as "The Winter Inn". Some other major changes came along with the décor, including a six entrée choice of menu, changed weekly, waiter service to the tables, and you were allowed to bring



CS2 Ed "Moose" Runnels

CS2 Scott Reynolds

Mess cooking was provided on a rotating basis among the Navy enlisted crew, E5 and below, sometimes "supplemented" by other volunteers. Every now and again on a Sunday, to give the cooks a break, special dinners were prepared by volunteer groups. During the winter on Saturday nights, Rick Giusti also offered a pizza delivery service after the evening meal to the lounges and clubs.

The very last meal Rick made for the end of summer support was lamb curry, which I seem to remember didn't go over very well and there were lots of steam trays of food left. Oddly enough, the first meal served upon WinFly arrival was lamb curry...

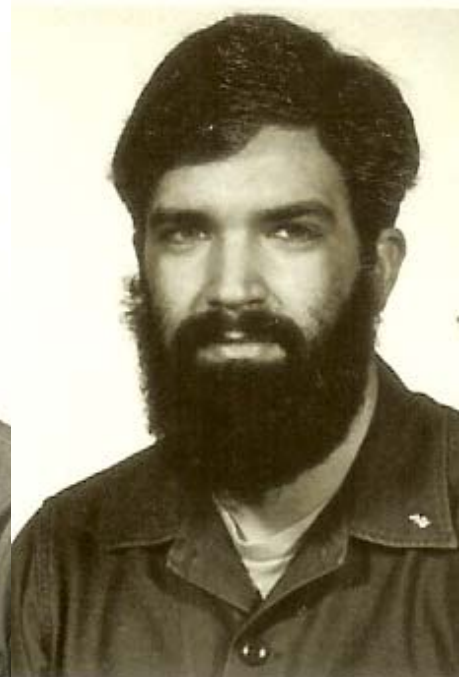
Editor's Note: All mug shots from the DF-74 Cruise Book.



CS3 Eric "Poppin" Sweatt



LTJG Charlie Richardson



LT (MC) David "Doc" Console



WYATT EARP

The Little Ship With Many Names

Compiled by Billy-Ace Baker
Editor Explorer's Gazette

BOOK REVIEW



Wyatt Earp. The Little Ship With Many Names. By Trish Burgess. Available from Amazon: Paperback \$29.95.

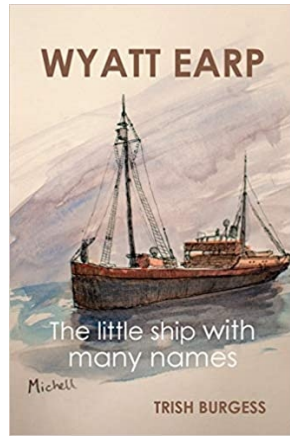
Why a book about a ship called Wyatt Earp?

The year 2019 marked the 100th anniversary since the launch of a solid, wooden ship built in 1918-1919 in Molde, Norway. At the time she was named M/S *Faneffjord* (Motorskip/Motorship). She was not built as a fishing vessel, as many have claimed, but as a useful coastal trading ship—an all-rounder! Initially carrying cargo from Norway to England, and then from England to France, she was then active trading around the European coast and as far north as Greenland. There was occasionally some fishing, particularly off Greenland in the summer of 1925, which was a notable season. *Faneffjord* was launched on 27 September 1919. A century after her launch, on 27 September 2019, the Australian Antarctic Division joined with the Norwegian Ambassador to Australia to host a luncheon in Hobart to commemorate this amazing little ship and her many legacies.

In 1933, after an uneventful career as a merchant vessel, she caught the eye of the Australian explorer, Sir Hubert Wilkins. He was searching for a suitable ship on behalf of the wealthy American Lincoln Ellsworth. Wilkins had already been part of expeditions and flights in both the Arctic and Antarctic. Ellsworth, too, had been involved in several Arctic journeys and now had grand plans for Antarctic voyages of exploration and aviation feats never before achieved.



From: Magnus Johannessen's Photo Album
Wyatt Earp alongside ice at Deception Island 1934



M/S *Faneffjord*, named M/V *Wyatt Earp* (Motor Vessel) by her new owner, went on to travel as far from her home port of Ålesund as was possible, making five trips to the Antarctic, four with Lincoln Ellsworth and Hubert Wilkins between 1933 and 1939 and one for the newly formed Australian National Antarctic Research Expedition in 1948–1949.

As well as commemorating the centenary of her launching in Norway, the Hobart gathering also recalled that on 24 January 1959, nearly 40 years after she was launched and 60 years before the centenary event, the ship grounded on a stormy night, on a

normally warm and sunny Queensland beach, never to sail again. It was to be her grave. (From the Introduction)

The Little Ship With Many Names

Review by Lee McCarthy

Editor: Rainbow Beach Community News

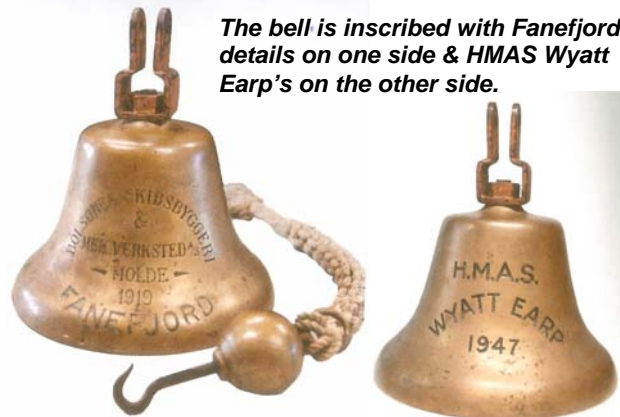
The *Natone* Shipwreck is part of Rainbow Beach's history. Lee McCarthy talks to Trish Burgess who has written about this world travelling ship.

Inspired by celebrations in Hobart last year to mark 100 years since *Wyatt Earp* was built and 60 years since she was wrecked on Mudlo Rocks near Rainbow Beach, Trish Burgess decided to find out more about her history.

Trish's book, *Wyatt Earp: The little ship with many names* was released by publisher Connor Court in mid May.

Trish said "This book brings together the whole story of *Wyatt Earp*'s many lives: her 1919 launch as M/S *Faneffjord* in Norway, through her four *Wyatt Earp* Antarctic voyages with American Lincoln Ellsworth and Australian Sir Hubert Wilkins; her time with the Australian Government and service as HMAS *Wyatt Earp* on the first Australian National Antarctic Research Expedition (ANARE) voyage

The bell is inscribed with *Faneffjord*'s details on one side & HMAS *Wyatt Earp*'s on the other side.

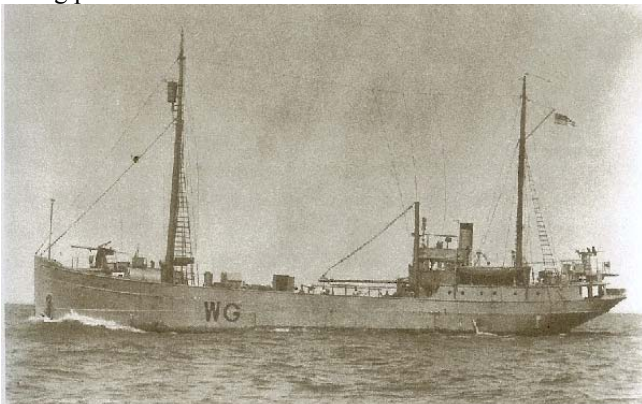




Courtesy Naval History Section
—Sea Power Center

Label pasted on the title page of ANARE HMAS Wyatt Earp's logbook kept by the First Lieutenant, LCDR W. F. Cook.

"Finally as *Wongala* and then *Natone* it tells of her work around the Australian coast and her grounding and final resting place on Rainbow Beach in 1959."



HMAS *Wongala*, 1940–1944. Note 12 pounder cannon/gun mounted on bow and Oerlikon machine gun on stern. Courtesy: Naval History Section. Sea Power Centre.

Growing up in a family with lots of Antarctic links meant Trish heard many stories about the men and the ships of the icy South. Her grandfather was manager of Williamstown Dockyard in Melbourne, from 1928 to 1938.

Royal Australian Navy hydrographers used offices in the manager's house when surveying in Port Phillip Bay, and Karl Oom, who sailed with Sir Douglas Mawson and later became Captain of HMAS *Wyatt Earp*, was one of these and a family friend.

Discovery II spent time in Williamstown before and after the rescue of Lincoln Ellsworth in the Ross Sea. Trish has made four trips, on small expedition ships, to the Antarctic – two from Ushuaia, to the Antarctic Peninsula and South Georgia, and two to the Ross Sea from New Zealand and Australia.

Trish said that she already had an interest in Antarctic history and research and so it seemed a good idea to find out more about *Wyatt Earp*.

"There are plenty of accounts of various parts of *Wyatt Earp*'s life but nothing that brings them all together and that was my aim.

"She had an amazing life, sailing through some of the roughest and coldest seas in the world but ending up on a Queensland beach!"

Burgess Shares Stories of an Adventurous Little Ship

By Helen Musa

Share Canberra's trusted news: THERE'S something counterintuitive about a book on an Antarctic ship named "*Wyatt Earp*" coming out of landlocked Canberra, but when author Trish Burgess explains her background, it makes sense.



Photo: Magnus Johannessen Norway. Bernt Balchen, pilot, Lincoln Ellsworth and Sir Hubert Wilkins in Dunedin, New Zealand, 1933, at the start of the first expedition.

Burgess is no stranger to publishing. A long-time administrator at UNSW Canberra and now volunteer researcher, editor and proof-reader in the Howard Library, she is also a former vigneron who co-authored "*Riesling in Australia*" with Ken Helm.

But a book about the Antarctic? It turns out that Burgess, a Canberran since the 1960s, is the descendent of a naval family.



The Author

Her grandfather was manager of Williamstown Dockyard in Melbourne, from which the British research ship “Discovery” set out in 1935 to find the American polar explorer Lincoln Ellsworth, who had gone missing in the Ross Sea. Burgess’ mother had met a young naval officer on the search ship who wrote to her for several years, sending details of the actual finding of Ellsworth.

Burgess helped her mother self-publish the letters from the young officer and it was the beginning of a lifelong infatuation with the Antarctic, culminating in a new book, “Wyatt Earp: The Little Ship With Many Names”, published this month.

The larger-than life Ellsworth flew 3500km across the Antarctic mainland in 1935 and his four Antarctic expeditions opened up Australian people’s thinking about the Antarctic, she says, but the impetus to tell the story in book form came with the commemoration in September 2019 by the Australian Antarctic Division and the Norwegian Ambassador of the 100th anniversary since the launch of a little wooden ship built in 1919 in Molde, Norway.

Initially named “M/S *Fanefford*”, she (you can tell Burgess is from a naval family by her casual use of the female personal pronoun) was built as a coastal trading ship to carry cargo from Norway to England and as far north as Greenland.

An ordinary enough start, but from there the modest craft enjoyed an adventurous life coloured by the personalities who steered her.

It helped that Burgess’ scientist husband spent 11 summers in 16 years in the Larsemann Hills, near Davis Station in the Antarctic. His daughter, Canberra-born artist Matilda Michell, who won the Waterhouse Natural History Art Prize in 2009, would go on to create the cover imagery for the book.

Following her husband’s retirement, Burgess made four small ship expeditions to the Antarctic, leading to a fever of researching and writing on the history of the region.

The story of Lincoln Ellsworth and his quaintly-named ship piqued her curiosity.

“Lots of people know a little bit about the ‘Wyatt Earp’, but nobody knows it all,” Burgess tells us.

She saw the material she uncovered as “an opportunity to bring real stories to life. She [the ship] had eight different names and there’s been a lot of misinformation about her over the years... but I had to keep reminding myself that it was the story of the ship, not of Lincoln Ellsworth”.

Not easy. Ellsworth Land, Mount Ellsworth and Lake Ellsworth in Antarctica were all named for Ellsworth, but the ship was her focus and connection began in 1933, The Australian Arctic and Antarctic explorer Sir Hubert Wilkins, had found M/S *Fanefford* as a suitable vessel on behalf of the wealthy American, who had plans for Antarctic voyages and aviation feats.

The eccentric Ellsworth, who claimed to own the hair-trigger six-shooter with which the ‘Gunfight at the O.K. Corral’ hero had fought, quickly renamed the ship the “M/V [Motor Vessel] *Wyatt Earp*”.



Wyatt Earp’s gunfight at the OK Corral six-shooter



An auction of memorabilia tied to legendary Arizona lawman Wyatt Earp drew more than 6,400 online bidders and more than 400 collectors to a lively, standing-room-only auction house in Scottsdale, Arizona. Headlining the auction was a Colt .45-caliber revolver that descendants of Earp say was carried during his time in Tombstone, Ariz., and possibly used in the shootout at the O.K. Corral. It sold to a New Mexico phone bidder for \$225,000, far exceeding the pre-auction estimated high value of \$150,000. The audience hooted and hollered appreciatively.

“After the famous frontier marshal of the West... one of my whims was to imbue the whole enterprise with the spirit of Wyatt Earp, the bravest man I ever heard of,” he said.

During her adventurous life to come, the boat would have eight variations of name.

“She” was to make five trips to the Antarctic, four with Ellsworth and Wilkins between 1933 and 1939 and one for the newly-formed Australian National Antarctic Research Expedition in 1948–1949.

Burgess’ book covers her early years, her four Antarctic voyages between 1933 and 1939, her sale to the Australian government and her wartime duties with the Department of Defence and the Royal Australian Navy, a time when she was lent to the South Australian Boy Scouts, commissioning for the first Australian National Antarctic Research Expedition, her life as a coastal steamer carrying explosives to WA and Papua, and her final days carrying cargo to Fiji, Papua New Guinea, Lord Howe Island and along the east coast from Tasmania to Cairns.



Courtesy Gympie Regional Library
**On the rocks on a dark and stormy night
 at Rainbow Beach**

**BRAVE COURAGEOUS AND BOLD!
 LONG MAY HER STORY BE TOLD!**



© Martin Riddle

ASV Wyatt Earp cruising past Shirley Island, near Casey Station. ASV Wyatt Earp joined the Australian Hydrographic Service in 1993

Although a new “Wyatt Earp” joined the Australian Hydrographic Service in 1993, the old one is no more.

In January 1959, on a dark and stormy night at Rainbow Beach near Fraser Island, the ship grounded, never to sail again.

“A warm and sunny place for the ‘Wyatt Earp’ to rest, Burgess says.

ABOUT THE AUTHOR

TRISH BURGESS worked as a University Administrator at UNSW Canberra and in the wine industry for many years. She was one of the first wine growers in the Canberra region and the first to open a cellar door. She has written on travel and wine for newspapers and journals and co-authored *Riesling in Australia* (with Ken Helm). She has also taken an active interest in



Trish Burgess

researching and writing about Antarctic history. Her grandfather was Manager of Williamstown Dockyard in Melbourne from 1928 to 1938. Royal Australian Navy Hydrographers used offices in the Manager’s house when surveying Hobsons Bay. They included Karl Oom, later commanding officer of HMAS Wyatt Earp, who was also a family friend. Discovery II spent time in Williamstown Dockyard before and after the rescue of Lincoln Ellsworth in the Ross Sea. Trish’s husband, a scientist, spent 11 summers in 16 years in the Larsemann Hills, near Davis Station, in the Antarctic. Following his retirement, Trish has made four small ship expeditions to the Antarctic: two from Ushuaia to the Antarctic Peninsula and South Georgia, and two to the Ross Sea. She currently works as a volunteer researcher, editor and proof-reader in UNSW Canberra’s Howard Library located at Old Parliament House.

GOOD LUCK CHUCK

Compiled by Billy-Ace Baker
Editor Explorer's Gazette

MOVIE REVIEW



Good Luck Chuck. Available from Amazon: DVD various prices.

GOOD LUCK CHUCK

Wikipedia Review

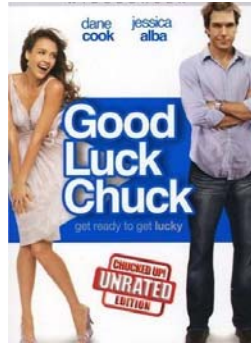
Good Luck Chuck is a 2007 American romantic comedy film starring Dane Cook and Jessica Alba. In the film, women find their "one true love" after having sex with a dentist named Chuck. Chuck meets a girl named Cam and tries to become her true love. While playing Seven Minutes in Heaven at a party in 1985, 10-year-old Charlie "Chuck" Logan refuses to kiss a "goth" girl named Anisha who attempts to have sex with him. In retaliation, she places a curse on Chuck, so that every woman he has sex with will break up with him and marry the next man who asks her out.



Chuck playing the Seven Minutes In Heaven game



Cam the marine biologist feeding the penguins



In the present, Chuck is a successful dentist in his thirties, and runs a dental practice in the same building as his best friend Stu's plastic surgery business. Chuck finds himself unable to tell his girlfriend, Carol, that he loves her, and she breaks up with him while having sex on the beach. Following the break up, Stu and Chuck decide to attend the wedding of one of Chuck's ex-girlfriends, Katie. At Katie's wedding, Chuck becomes enamored with Cam Wexler, a clumsy, yet attractive, and

friendly marine biologist. Their chemistry is apparent the moment they start talking. The wedding eventually ends, and they seemingly go their separate ways. While working at a penguin habitat, Cam accidentally slips and chips her tooth. When she visits Chuck to have it fixed, he asks her to go out with him instead of paying him. Though initially reluctant, Cam agrees. Meanwhile, Stu notices the pattern so he eventually convinces Chuck to embrace the influx of women who have learned of his pattern and visit his practice, arguing that there's nothing better than having lots of guilt-free sex. However, after having this so-called "guilt-free sex" with numerous women, Chuck decides he wants a serious relationship with Cam. However, just before he has sex with her, Stu informs him that each of the women Chuck has slept with have got married. Worried that the same thing will happen to Cam, Chuck begins to avoid her.



Chuck with Anisha, the lady who cursed him, when she was a little "goth" girl, and her daughter

Stu convinces Chuck to test the curse by having sex with an obese woman, and see if she marries afterward. Chuck asks Stu to ask the woman out to see if this results in marriage, and when it does not, Chuck concludes that the curse is fake, and has sex with Cam. Afterward, however, Chuck discovers that the woman Stu was supposed to ask out married another man. Chuck calls Stu, who confesses that he only pretended to ask the woman. Chuck gets mad because of Stu's betrayal but Stu doesn't care about the complaints. Chuck believes Cam wants to go out with Howard Blaine

who authored a book about penguins. Still convinced that Cam will hang out with him, Chuck tries desperately to get Cam's attention and asks her to marry him. His attempts, though, cause Cam to become convinced he's stalking her and she breaks up with him. After the break-up, Chuck attempts to track down Anisha in order to break the curse. Now married with a child, Anisha tells Chuck that they were just kids back then, and the curse wasn't meant to be real.



Chuck in penguin suit

Now deciding to let fate take its course, Chuck puts Cam in touch with Howard, and the two seem to connect instantly. Stu convinces Chuck to chase after Cam, who is now headed to Antarctica with Howard. After Chuck finds her, Cam reveals that Howard is already married to someone else, and that she's only leaving for a week. Chuck hands Cam a ring box containing a pebble, a reference to the penguin mating ritual in which a male penguin finds a stone and brings it to the female penguin he wants to be with and drops it in front of her. If the female penguin picks the rock up the two have sex. Meanwhile, Anisha is shown pulling a pin out of a voodoo doll, which signifies that Chuck is freed from the curse and has finally gotten the girl of his dreams. A year later, Chuck and Cam are in Antarctica together surrounded by penguins.

Later, Stu is shown with his now wife house-sitting for Chuck and Cam who are now married as well. They search for home-made sex tapes, and find a disturbing tape where Chuck is performing oral sex on a plush penguin while Cam is off-screen making sex sounds, implying that they might have made the tape and left it for Stu to find as a gag.

Only 5% of critics gave the film positive reviews, based on 114 reviews. The film had an average score of 19 out of 100, based on 23 reviews, indicating "overwhelming dislike".

Roger Ebert awarded the film 1 out of 4 stars, branding it "potty-mouthed and brain-damaged", whilst his reviewing partner, Richard Roeper also rated it poorly.

British film critic Mark Kermode named it the worst film of 2007.



Chuck and Cam at the penguin habitat

CAST

ACTOR	PART
Dane Cook	Dr. Charles "Chuck" Logan
Connor Price	Young Charlie Logan
Jessica Alba	Cam Wexler
Dan Fogler	Dr. Stuart Klaminsky
Troy Gentile	Young Stuart Klaminsky
Chelan Simmons	Carol
Lonny Ross	Joe Wexler
Ellia English	Reba
Annie Wood	Lara
Jodie Stewart	Elanor Skepple
Michelle Harrison	Anisha Carpenter
Sasha Pieterse	Young Anisha Carpenter
Jodelle Ferland	Lila Carpenter
Lindsay Maxwell	McTitty
Crystal Lowe	Cam's Wedding friend
Steve Bacic	Howard Blaine



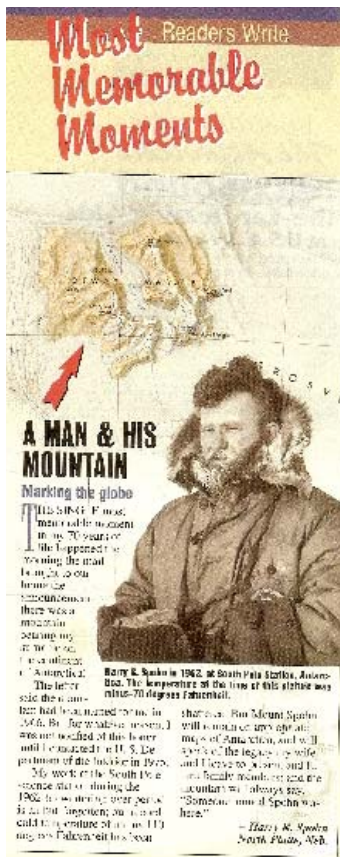
Chuck on the phone next to his penguin lamp and photo

PICTURES AND STORIES FROM DAYS GONE BY

SOME PEOPLE GET LANDMARKS IN ANTARCTICA NAMED FOR THEM AND SOME PEOPLE DON'T...

Compiled by Billy-Ace Penguin Baker

Over the years and a long time before the OAEA existed I collected many boxes of material related to Antarctica. Newspaper and magazine articles, copies of Navy messages (many, many) that I brought back from the ice. A lot of people mailed newspaper articles to me. Some from New Zealand going back to the early years of Operation Deep Freeze (DF) and the International geophysical year (IGY). A few members of the OAEA sent me their photos, slides, and newspaper articles and in later years I copied articles from the Internet. A month or so ago I was sorting through a box and found the below article that appeared in *The American Legion Magazine* in September 1999. The photo of Harry Spohn was taken in 1963 at South Pole Station in 1963. The temperature at the time the photo was taken was minus 70 degrees Fahrenheit.



My work at the South Pole science station during the 1962-63 winter-over period is all but forgotten; our record cold temperature of minus 110 degrees Fahrenheit has been shattered. But Mount Spohn will remain on appropriate maps of Antarctica, and will of the legacy my wife and I leave to present and future family members; and the mountain will always say, "Someone named Spohn was here."

**—Harry R. Spohn
North Platte, Neb.**

THE REST OF THE STORY

After I found the article I did some research on Harry. He was a Life Member of the OAEA and he had died on 15 June 2019 at the age of 90. His death notice appeared in the Apr-Jun 2019 issue of the *Gazette*.



Obit Photo of Harry Around the same time

Immediately after his 17th birthday, Harry enlisted in the U.S. Navy because he thought the Navy would give him the best chance of seeing the world, and that he did! He was assigned to the USS *Gardiners Bay* and served two years, returned home and was called back into service when the Korean War broke out. Harry sailed across the Pacific on a ship headed for Japan and ended up being in an airplane taking notes during flights over Korea. The captains on board acknowledged Harry for having great weather knowledge and radar experience. Harry's military service ended with his

**The Text of A MAN & HIS MOUNTAIN
Marking the globe**

THE SINGLE most memorable moment in my 70 years of life happened the morning the mail brought to our home the announcement there was a mountain bearing my surname on the continent of Antarctica!

The letter said the mountain had been named for me in 1966. But for whatever reason, I was not notified of this honor until I contacted the U.S. Department of the Interior in 1975.

honorable discharge in 1951 but his adventures were far from over.

While a member of the US Weather Bureau Harry wintered- over in Antarctica as part of the Deep Freeze 63 from 1962–63. In recognition of his service in Antarctica and by an act of Congress, Harry had a mountain named after him, Mount Spohn, located on the west side of Burgess Glacier. His experiences in Antarctica were featured on the Today Show when Harry was interviewed by Hugh Downs.

In 1968 Harry moved to Bonner Springs, Kansas, where he worked at the regional office of the National Weather Service in Kansas City, Missouri. In 1974 Harry's work brought the family to North Platte, an area that caught his attention as a youth while traveling cross-country on a passenger train. Harry achieved his career goal when he became the Official in Charge of the National Weather Service at Lee Bird Field. He went on to be Weatherman for KNOP TV from the mid '80s to 90s. Harry enjoyed living in North Platte and being a part of the community.

Harry loved what he did and took pleasure in serving the public.

In his free time, Harry enjoyed being outside putting in the garden or walking. He liked reading, square dancing, writing, and golfing. Harry was a kind, loving husband, father, and grandfather. He was friendly to anyone he met and was especially proud of his service to his country and fellow man. He said the best thing was to have people say, "We miss you." Harry will surely be missed in many ways.

His wife, Grace, preceded Harry in death

Farewell, 'Weather Bird'

By Job Vigil

jvigil@nptelegraph.com

19 Jun 2019

Harry Spohn was a man of many stories, as then-reporter Andrew Bottrell wrote in an article published in The Telegraph on 8 Dec 2013.

He was the "Weather Bird" at KNOP from the mid-1980s to the mid-1990s.



Andrew Bottrell / The North Platte Telegraph
Harry Spohn displays photos at his home in North Platte in 2013. The photos were taken during his time in the military.

Spohn began his work with weather during his stint in the Navy during the Korean War. His weather knowledge was a

great asset to the pilots who flew missions over Korea, and at the time Spohn was recognized for his expertise. Spohn began working for the National Weather Service as a meteorologist and traveled across the country and to the West Indies.

His best-known accomplishment was his work with the Deep Freeze Expedition from 1962–63 (DF-63) when he lived for a year in Antarctica. By an act of Congress, Spohn had a mountain named after him, Mount Spohn, which is located on the west side of Burgess Glacier in Antarctica.



Photo Credit: DF-63 Cruise Book
South Pole Station Weather Guessers Harry Spohn and Charlie Roberts

KNOP News Director Jacque Harms remembers him with fondness. "Harry was just starting at KNOP when I got my first production job with the station, which meant I was running cameras, helping make commercials, cleaning bathrooms," Harms said. "Harry let me make his maps."

The technology at that time, Harms said, was white board and markers. "So we would draw the temperatures on the map, we would draw fronts," Harms said. "It was just fascinating to listen to a man who had been all over the world describe the weather and let me be a part of that."

"That was probably my favorite story of Harry," Harms said. "My other favorite story is the production team loved to make Harry Spohn laugh. He has just this full-body chuckle that just made you smile."

Both Harms and Lewys Carlini, former KNOP production manager, said they had fun with Spohn on his on-air weather spots.

"The production team would put surprise video behind Harry on the big screen," Harms said. "So he would be in the middle of his forecast and they would pop up maybe some video of hogs in a muddy pen. He would just laugh and laugh and he just warmed our hearts."

It wasn't just those in the control room who were laughing, either—so were the viewers. "I'm going to miss him so," Harms said. "I'm going to miss him so."

Carlini said his dad, the late Ulysses Carlini Sr., approached Spohn about doing the weather. The elder Carlini was the vice president/general manager at KNOP at the time.

"Harry didn't have a whole lot of TV experience or on-air type stuff," Carlini said. "But he managed well, and he knew

his weather and that all fell in line.” Carlini said Spohn’s personality set up perfectly with the viewers.

“He never knew what picture we were going to put up behind him when he was doing the weather,” Carlini said with a laugh. “One time we had (North Platte) police officer Clark Masters filmed writing a ticket for an old junk car Harry had in his back yard.”

Spohn didn’t recognize it at first, Carlini said, but when he did, Spohn said, “Oh, that’s my car, that’s my back yard, and he’s giving me a ticket.”

“He started laughing so hard he couldn’t finish (the weather),” Carlini said. “We had to go to commercial break.”

Carlini said once it started, once a week the production team would pull something on Spohn, who always took it in his good-natured spirit.

Spohn was instrumental in reporting in advance the tornado that hit North Platte in 1989. A story published on 2 July 1989, highlighted his work that day.

“I would say KNOP saved our lives,” Warren Calhoun was quoted as saying after the storm. The article said Calhoun and his family heard the warning on TV and “headed for the basement of his Hillcrest home just before the roof was ripped off.”



(Source: Jacque Harms/Harry Spohn Family)
The KNOP-TV "Weatherman" for almost a decade at KNOP-TV, from 1984 to 1993, died at his home on June 15, 2019. He was 90 years old.

Spohn had been working since 7:55 p.m. on 27 June 1989, after he got a report a tornado had been spotted on the ground southwest of North Platte, according to the article published a week later.

The station went live at 8:04 p.m., then again at 8:12 p.m. as reports of trees down in Cody Park were received. Then the station went black. At that time the KNOP studio was north of town, and the tornado had passed between it and the city, knocking out power.

Harry Spohn, 90, dies at home in North Platte

By Jacque Harms

We knew him as the KNOP-TV weatherman. Harry Spohn was on weeknight newscasts for over a decade before he retired in 1993.

Harry traveled the world as a meteorologist. His Navy career took him all over the country and the world. He worked for the National Weather Service in nine locations,

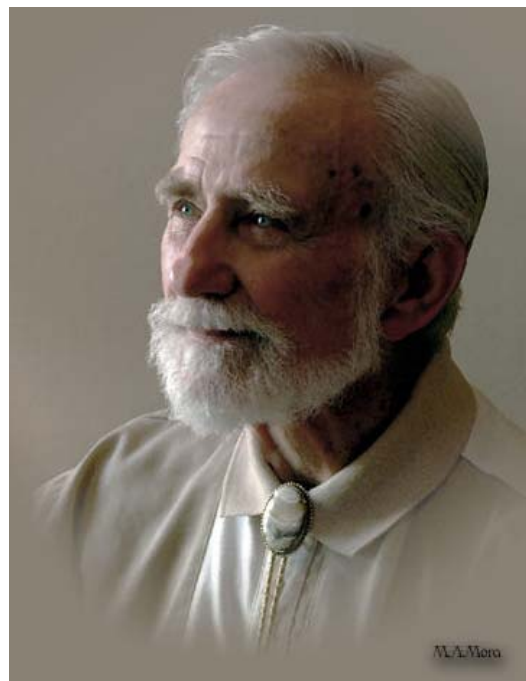
including the Antarctic. His final assignment was North Platte where says he achieved his career goal as the Official in Charge of the National Weather Service at Lee Bird Field.



Harry looking at a South Pole Station Group photograph of USARP Personnel

After he retired, he took on the role as Weatherman for KNOP TV. He was on air from 1984 until 1993.

The KNOP-TV "Weatherman" for almost a decade at KNOP-TV, from 1984 to 1993, died at his home on 15 June 2019. He was 90 years old. |



Harry the Hero at Home

NEW OAEA MEMBERS

Thanks to OAEA Guestbook, Elaine Hood, Obit Messenger, Antarctic Newsletter, Tom Henderson, Chuck Fegley, OAEA Contact Page, Marty Diller, PPHSGB, ICE Cap News, Bob McCauley, and Google 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 information to the OAEA Membership Chairman at: upizauf@aol.com, or 850 456 3556. The below list of personnel have joined since the previous *Gazette*.

*Denotes Associate Member

§Denotes Upgrade to Life or Renewal of Annual Member

ΦDenotes Upgrade to Regular Member

Bevan, Beau CIV	§Life	USAP Contractor McMurdo SS 2016- 2017
Church, Stephen HM1	Life	ASA Det Alfa WO DF-69
Fort, Robert CWO2	Life	USN NNPU/PM3A. WO DF-64, SS DF-67, & WO DF-70
Fowler, Thomas LT	Life	USN NSFA 1973. Also NOK of Captain AL Fowler, NSFA/ CTF-199. 9/72 – 6/74
Lackey, Larry CIV	Life	USARP/Geology DF-61, DF-63, & DF-66
Lewis, David AT1	Annual	VXE-6 1988-1992
Maish, Scott CIV	Life	USAP McMurdo
Moore, Paul ET1	Life	NSFA WO DF-79
Olin, Michael CIV	Life	USARP GFA 1985
Robinson, D. D. ASE2	Life	VXE-6 1969-71

REUNION & MEETING INFORMATION

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

NMCB-71: Harrisburg, PA, 13–19 September 2020. POC John Allsworth. John can be contacted at: jba843@aol.com, or at: 309-682-6158. NMCB-71 participated in DF-72 & 73.

MCB-1: Gulfport, MS, 15–18 October 2020. POC Peter Dowd. Peter can be reached at: 781 837 0393, or by email at: mcb1reunion@verizon.net. MCB-1 participated in: DF-II, DF-IV, and DF-62.

USS Mills: Gatlinburg, TN, 21–25 September 2020. POC Ben Laurens. Ben can be contacted at: 252-504-3733, or: nriver@ec.rr.com. The *Mills* participated in DF-65, 67 & 68.

USS Wilhoite: Buffalo, NY, 21–24 September 2020. POC Connie Mauldin. Connie can be contacted at: 405-354-9204, or at: cporetm@cox.net. The *Wilhoite* participated in DF-61.

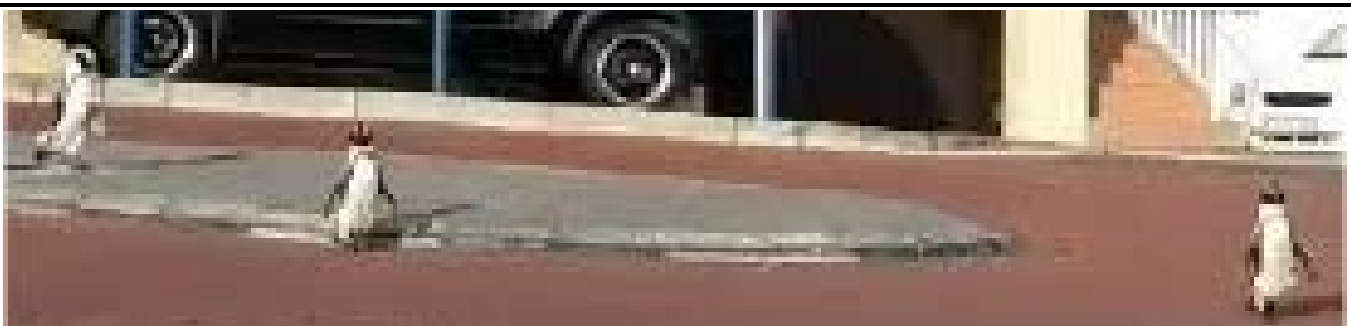
Belvoir Nukes: POC Bob Berkowitz. Bob can be reached at: 7 Drive, Monroe NY 10950, or at fixitbob3@uptonline.net.

OAEA: Jackson, TN, 21–24 September 2020. POC Dewey Painter. I can be reached at: 2-1928, or at: oea2020reunion@gmail.com

All Seabees: Pigeon Forge, TN, 25–29 October 2020. POC Harry Ray McPeck. Harry can be reached at: 865-776-1051.

Antarctican Society: Mystic Seaport Maritime Museum on 4-6 June 2021. POC Tom Henderson. Tom can be reached at: webmaster@antarctican.org or at: 518-209-4298.

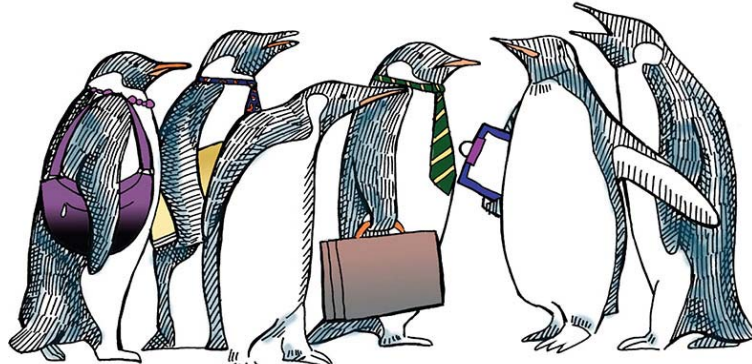
USCGC Eastwind: Portland, ME, 16–19 June 2021. POC William Morris. William can be reached at: 856-768-3961, or at: eastwindassociation@gmail.com. The *Eastwind* participated in: DF-1, DF-60, 61, 62, 63, 64, 65, and 66.



Where have all the people gone? What were the penguins wandering around on a quiet street wondering about? Probably they were thinking where all the humans went – or at least that is what has been suggested. A video of the trio waddling on the streets also made its way online and it has now prompted all sorts of reactions. A Penguin and Seabird rehabilitation centre shared the clip of the three penguins on Twitter. They tweeted that the birds are exploring the town amid lockdown under the watchful eyes of the penguins. In the video, the trio explores the empty street. At one moment, the penguin at the front stops, waits for the other two to catch up and then races off again. Where have all the people gone indeed.



OAEA CHAPTER & GROUP MEETINGS



When's our next meeting?

Compiled by Billy-Ace Baker

The OAEA Chapter and Group meetings for this quarter have all been cancelled.

West Coast Group:

Hi All OAEs on the West Coast. All is going fine here, Linda and I are still sheltering, healthy and staying safe.

Had a discussion with George Lusk about the upcoming meeting and our get together scheduled for the 23rd of May.

Both of us felt that with the distancing in place and being so little time after the schedule date of reopening certain places of business that we should cancel the brunch.

As I mentioned in a previous email, I have a conference room that we can have a virtual meeting at 11:00 AM on the 23rd. or we can reschedule for another time and date.

As of now the physical meeting scheduled for the 23rd as cancelled. And there has been little, or no, interest in a virtual meeting.

Gabby

My cell: 805 390 9212

I can be reached by email at:

bobgaroury@gmail.com

Gulf Coast Group Chapter:

All:

As was mention in the Jan-Mar *Gazette* the next meeting will be on a yet to be determined date

Billy-Ace Baker

My email: upizauf@aol.com

Telephone: 850 456 3556



Tidewater Group:

All:

As it was stated in the *Gazette* Jan-Mar issue there will not be a Tidewater Group meeting this quarter.

Ed Hamblin

My eMail: ehamblin74@verizon.net

Phone: 757-405-3362



Edwin

New England Chapter:

All,

Due to the continuing COVID-19 pandemic restrictions on large gatherings of people and continuing uncertainty over the timeframe for re-opening restaurants, the New England Chapter Board of Directors has decided to cancel our Summer Chapter meeting planned for 27 June at Conrad's restaurant in Walpole, MA. There is no plan to reschedule this meeting, so our next gathering is now planned for a Saturday in late September or early October at the Bull N'Claw Restaurant in Wells, Maine. Specific details about that Fall meeting will be sent to you during the last week of August.

Marty

We hope to see many of you in the Fall and in the meantime, please take appropriate precautions and don't forget to wash your hands frequently!

Marty Diller

Secretary/Treasurer, OAEA-NE

www.oaea.net/nechapter

Note: In my Chapter-wide emails to all members, your email addresses are hid in the 'BCC' field to deter access by potential spammers.



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.

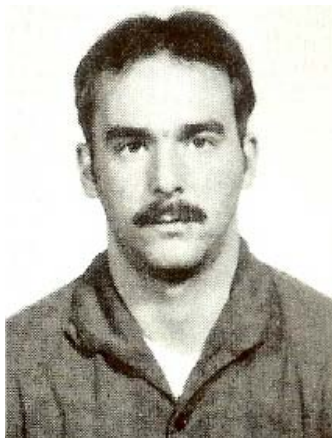
• UT1 James Sieber, USN (Ret), took a lot of photos when he was on the ice, but he is not able to locate them now. He has posted a notice on the OAEA Guest Book, which OAEA webmaster Bob Gaboury forward to me and resulted in email exchanges between James and myself. Which are as follows:

Hello Billy:

I was looking thru my photos. I was in summer support for four years, which was my first four in the military as a CB. I took a lot of pictures. But, I was wondering if someone else did, and most especially the Chapel before it burnt down. Inside were photos of all the winter over people that had been there before my time, almost from the beginning if I recall the dates. I can't seem to find any of those pictures I took. Had anyone else been fortunate enough to take them for prosperity, I hope. Just wondering. 1976 to 1980 summer support, met Senator Bird as well. Thanks for y'als service to the OAEA community.

James Sieber

Editor's Note: Gabby answered him and referred to all of the OAE gazettes and also the Facebook group, always lots of old pictures there. If you would like to see Gabby's answer, visit the <https://oaea.net/guest-book>. I also notified Sieber that the NSF has a web page with gazillions of Antarctic photos and so does the Antarctic Society. In the meantime I hope that he finds his photos. James can be reached by snail mail at: James Sieber 8 Northwood Drive Long Beach, Mississippi. 39560-3834, by telephone at: 228-864-6472, or by email at: 21jsieber@gmail.com



James Sieber from the NSFA DF-77 cruise book

• CDR Gordon Spence was the Public Works Officer, at Christchurch NZ from 1969 to 1972. He made a brief trip to Antarctica during the summer 1971. He would like to know what was the century club? He thinks that it had something to do with a taking a sauna and then fading out into the elements. The bragging started with the most extreme. That's one that Gordon is trying to get a handle on. He said: Ah, to be young and crazy and on the ice, Gordon can be reached by email at: Seebeeg@aol.com, by telephone at: 757-464-5096, or by snail mail at: 2616 W. Chubb Lake Ave., Virginia Beach VA 23455-1322.

• Rich Marquardt would like to contact any members from VX-6 in DF-63. He said that he is not seeing many references to his group in the last five issues of the newsletter. He would really like to know what happened to the guys he spent months with in ChCh and McMurdo. Rich can be contacted by snail mail at: 224 Covington place, Schaumburg, IL 60194, by email at: richardse@aol.com, or by cell phone at: 708-207-2782

Editor's Note: Below is a photo of Marquardt when he was a CHCH Bandito. He did the artwork for the VX-6 DF-63 Cruise Book. I have published several of his cartoons in previous issues of the Gazette. Below is another one plus the cover of the cruise book cover.



DF-63 VX-6 Cruise Book Cover



Marquardt in CHCH



One of his cartoons from the cruise book. I guess you had to be there to know what it meant.

Editor's Note: The following is from Dewey Painter who was the chairperson to be for the OAEA Jacksonville reunion that was not to be.



Dewey Painter in all his radiant splendor!



Dewey's winter-over patch

• As you should know by now the reunion in Jacksonville Florida for November 2020 was canceled due to the virus threat and the shutdowns that occurred. Jacksonville just recently opened restaurants to 25% capacity for dining.

For the reunion, I had 36 specialty watches made for sale at the reunion. When I announced the cancellation and noted we had the watches members started ordering them. These should now be collector items as only 36 were made. While supplies last they are \$55.00 each and \$10 for postage. Order as many as you like. 10% of the sale price will be donated back to the next OAEA reunion and the balance will be donated for a project to feed children in areas hurt hard by the virus in Uganda and the Philippines.

Pick out the one[s] you want and let me know if I can substitute if your selection is sold out.



#1

#2

#3

All are new and have a lifetime warranty, which you see, in the box behind the watches.

Please share this with other OAEA members, makes a nice Birthday or Christmas gift.

The LOGO on the face of the watch is this:



2020 Logo

We did not have the patch made, however, I did get an inquiry if any were made. I can have some made if I know how many people are interested in. I will get a quote for 24 and see what the cost will be.

Dewey Painter
 Reunion Chairman Dewey E. Painter, Sr.
 Winter Over Supply Officer '73
 Jacksonville Florida OAEA 2020 Reunion
 8568 Arlington Expressway
 Jacksonville, Florida 32211
 904-236-8339