



EXPLORER'S GAZETTE

Uniting all OAEs in Perpetuating the Memory of U. S. Navy Operations in Antarctica

Volume 3, Issue 2

Old Antarctic Explorers Association, Inc

Spring 2003

PRESIDENT'S CORNER

Jim Eblen – OAEA President

TO ALL OAE's. With our first Symposium/ Reunion behind us, preparations for the next one are underway. Jim Maddox is chairing this event and is researching hotels in the Oxnard, Ca area to get the best and most reasonable accommodations available. I urge those QAE's in the Oxnard area, to contact Jim and offer your assistance. Jim can be contacted at 2820 W. Dartmouth Drive, Lancaster, CA, phone (661) 945-0469, E-mail jmaddflynav@cs.com.

Walt Walters, chairman of the committee for Scholarship Programs, has been vigorously developing a program proposal and presented the first draft to the BOD. The BOD offered their thoughts, and Walt is working on incorporating their suggestions and presenting a resolution to the BOD for approval. More on this, as the program develops.

At the Pensacola Symposium/Reunion, several items of memorabilia were available to the attendees. One of these items was a decal of a lovable little penguin named "Puckered Pete". I thought that the membership might be interested in how "Pete" was born. Buz Dryfoose provided the following history of how he came to be. Ray Hall, an R4D pilot, was the father of Puckered Pete. While passing through Barbers Point, HI on deployment in 1956, he started toying with the idea, and came up with the existing Puckered Pete. The name was added enroute to the Ice that year and with the advent Ray's daily cartoons (which he posted on the bulletin board at midnight every evening while at McMurdo, and later at Little America 5, Pete became legendary.) Ray's cartoons are on file in the archives in the library at the Naval Aviation Museum in Pensacola. The first patches of Pete

were on white felt about 5 1/2 inches wide by 6 inches high with the words Air Dev Ron Six across the top and Puckered Penguin across the bottom. Pete of course was in the middle. The appearance of Pete changed little in the ensuing 42 years. The patch was worn and proudly displayed. (Politically Correct hadn't been invented in the days of Pete's establishment.) Hope you enjoy this little piece of history.

This is it for this time. To those who have lost a loved one or a friend, our prayers are with you. To those who are under the weather, we wish you a speedy recovery. Until next time.

Jim Eblen
President

CHAPLAIN'S CORNER

Cecil D. Harper - OAEA Chaplain

By the time you get this issue of the *Gazette*, we may be at war in Iraq, and our lives may change more than ever since 9-11

It is my opinion that we are blessed with a president that holds strongly to his faith and displays the strength of character that can come only from his deep faith in God.

Faith is a prominent word in the vocabulary of the American people at this time. It is usually mentioned in reference to faith in democracy and the need of ever keeping it in mind. It is more than faith in our Constitution and institutions, for it is faith in the people and their willingness to rule themselves by their own form of government. This is the kind of democracy we have faith in and for which we fight, hoping that all the world may benefit by its privileges.

This faith is vital when its origin is with the individual and indicates the influence of

religious faith in mind and heart. It increases the worth of the individual in service to country in war and peace.

St. Paul taught this truth in the text of his letter to the Ephesians, when he made use of the soldiers equipment as an illustration of his religious lesson. The shield of faith gave protection against danger and kept the soldier strong and efficient in every demand (Eph. 6:10-18)

This faith is not visionary or merely idealistic in its utterance. It is real religious faith, coming from God and becoming the model of faith and practice in meeting all conditions of the world. It illuminates the mind so that it is possible to see the world as it is and fortifies the heart for the fight for the right. It is the means of sensing the purpose of God in calling us to his service of righteousness. Let us take this shield of faith now.

Cecil D. Harper

OAEA Chaplain - OAE 72-73

EDITORIAL

Jim O'Connell – Editor

First off, for those that ordered the reunion cruise book, I want to thank you for your patience — you should be receiving it in the very near future. There was a communications breakdown between the reunion committee and the publisher that caused a delay but things are progressing well now. The publisher (Dunning Company, Inc.) has informed us that they will send a Book Card and order blank to everyone who attended the reunion, but did not order a copy of the book and anyone can call them (Dunning Company, Inc) and order a copy. Their toll free number is: (800) 846 6335.

There has been a significant increase in the amount of forwarded e-mails being sent to penguin64@att.net and I ask members to please keep this to a minimum. Although the name indicates the OAEA, it is a single address e-mail that goes strictly to the secretary and does not go to the entire membership. Also, I remind you that if you change any contact data including your e-mail address, please notify me. Without this information, the association has no way of contacting you. Thank you.

Have you recruited someone for a member of the OAEA? As in the last 2 years, a lot of folks are busy getting ready for summer activities and this results in a slowing down of

new members joining us. I ask each of you to remember the President's challenge of each member recruiting one new member by the end of 2004. If you have contact information and want to send it to me, I will write them a letter and send them an information package for you so feel free to pass the data on to me if you desire.

Jim O'Connell

Editor

LOCATOR - (Editor's note – members who are off line may contact the OAEA Secretary and he will put you in touch with the requester)

Stan Manning – If anybody knows where Stan has relocated to please contact Jim O'Connell at penguin64@att.net or the OAEA National Headquarters

Tom Reid. If anyone knows the whereabouts of Tom please have him contact me. Billy-Ace Baker at UPIZAUF@aol.com.

OAE Patrick Kempainen, who was an AK2 with VXE-6 and a member of the para-rescue team during DF-72, passed away in 1999 and his daughter Lauren is trying to fill in some of the gaps about his 'life on the ice'. She would like to talk to anybody that remembers him and you can contact her as follows:

Lauren Kempainen

2164 Mease Dr.

Reeds Spring, MO 65737

(417)272-1426.

princess_traug@hotmail.com

OAE Daniel R. McCrea's granddaughter Kara is trying to obtain documentation to verify Daniel's "Antarctic Experience" and would like to communicate with anybody that might have known him. Both, Daniel and his wife have passed away but Kara's family memories recall that he was stationed at McMurdo and was part of the ground crew for *Que Sera Sera* when it made the pole flight in '57. If anybody knew Daniel, please contact Kara at

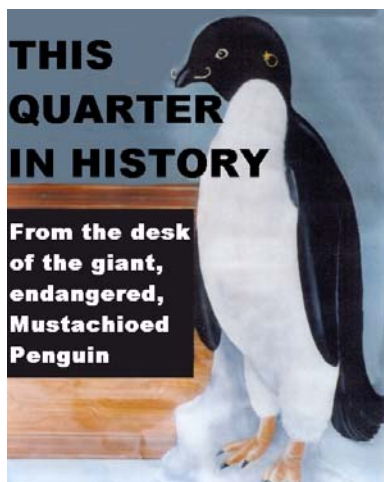
Kara Poates

885 Stammheim Dr

Millersburg, OH 44654

(330) 674-9964

kmac@daystarphoto.biz



By Billy-Ace Penguin Baker
OAEA Historian

	April Events
04 Apr 1912	Mawson erects first radio masts at Cape Denison
07 Apr 1916	Shackleton sights Elephant Island
12 Apr 1957	Vostok Station established by USSR
09 Apr 1961	VX-6 evacuates Leonid Kuperov from Byrd Station (first WINFLY)
01 Apr 1980	ITT takes USARP contract from Holmes & Narver
	May Events
30 May 1904	Charcot returns from first Antarctic picnic
06 May 1915	<i>Aurora</i> set adrift in ice flow at Cape Evans
08 May 1965	Carl Dish disappears at Byrd sub-Station
25 May 1979	DOE released NNPU site
01 May 1997	FCCM Chuck Gallagher dies at McMurdo
	June Events
13 Jun 1916	Pack ice prevents rescue ship from reaching Elephant Island
18 Jun 1967	First scheduled WINFLY
23 Jun 1971	10th anniversary of Antarctic Treaty
19 Jun 1980	D-17 AWS ceases transmission
28 Jun 1985	Footsteps of Scott Expedition set out for Cape Crozier

REUNION INFORMATION –

Editor's Note - If you have any information regarding individual OAE group reunions, please send the information to Jim O'Connell at penguin64@att.net for publication in the Gazette

Antarctic Deep Freeze Association (ADFA), Atlantic Beach, FL, 22-24 April 2003.
Contact: Jerry Nolen, 800 786 1059 or 904 242 8105, email jln@directmail.org
URL <http://www.oaedks.net/adfa.html>. ADFA membership is open to anyone who participated in Operation Deep Freeze.

USS *Tombigbee* (AOG-11) - Branson, MO, 8-11 May 2003. Contact: William Waller Jr., phone 757 217 2356, email newwaller@aol.com
The *Tombigbee* participated in Deep Freeze 63

USS *Sennet*, (SS-408) - Mount Pleasant, SC, 18-21 May 2003. Contact: Ralph Luther, phone 843 851 7064, email rsdluther@prodigy.net The *Sennet* participated in Operation Highjump (1946-47)

Deep Freeze 70 Winter-Over - St Louis, MO, 6-8 June 2003. Contact: Bill George, phone 248 437 6678, email wcgeorge2@yahoo.com
URL <http://www.asawinterover1970.org>. For Antarctic Support Activities DF-70 personnel, but personnel from other years are welcome.

USS *Burton Island* (AG-88 and AGB-1); USCGC (WAGB-283), Reno, NV, 9-13 June 2003. Contact: Greg Reel, phone 816 454 7991, email gmbreel@kc.rr.com The *Burton Island* participated in Operation Highjump (1946-47) and in numerous Deep Freeze deployments

Byrd Station Winter-Over DF-66, Seattle, WA 20-22 June 2003. Contact: Ron Sefton, PO Box 1107, Poulsbo, WA 98370, phone NA, email ronsefton@hotmail.com

USS *Curtiss* (AV-4) Association, St Louis MO, 3-6 September 2003. Contact: John Ekstadt, phone 952 891 5954, email jcekstadt@webtv.net
The *Curtiss* participated in Deep Freeze II (1957)

Navy Nuclear Power Unit (NNPU), Bay St Louis, MS, 21-26 September 2003. Contact: Roger "Duck" Talbert, phone 850 457 0998, email pm3aduck@aol.com The NNPU was in commission at McMurdo from DF-62 through DF-80

American Polar Society (APS) - Columbus, OH, 9-11 October 2003.
Contact: TBD
The APS includes both Polar Regions

USS Merrick (AKA-27) - Branson, MO, 19-23 October 2003. Contact: Richard Bonn, phone 503 982 7117. The *Merrick* participated in Operation Highjump (1946-47)

USS Philippine Sea (CV 47) - Reno, NV 28 October – 02 November 2004. Contact: Chuck Davis, phone 941 743 5460

USS Atka (AGB-3) - June 19-21, 2003, Pittsburgh, PA Contact George De Rosa, 188 Oak Ridge Rd, Hillsdale, NJ -7642. Phone: 201 664 2682. Email: waytogogm@aol.com

LOCAL ACTIVITIES –

If you are out and about this great country of ours and happen to be in the vicinity of one of the below scheduled get togethers, the host locations would be more than happy to have you drop in and share a period of fellowship and memories.

Pensacola Area – The Pensacola group had its regularly scheduled get together on Saturday, 1 March 2003. The significant topic of discussion was the unexpected visit of LC-130F 148320 to NAS Pensacola. 320 is current in service with VX-30 out of Point Mugu, CA. Although the crew was unable to attend the get-together, they sent their regards and a number of the crewmen were OAEs.

New England Area – Rumor has it that Marty Diller is planning another get together up there. Watch for more details on this one.

OAEA SCHOLARSHIP FUND –

Although the Scholarship Committee, headed by H. W. “Walt” Walter is working with the Board of Directors to iron out the details, the OAEA Scholarship Fund was officially kicked off during the reunion. Donations are tax deductible and are being sought to build the ‘nest egg’ for this endeavor. Make your checks payable to OAEA and indicate if you want the donation earmarked for the scholarship fund or general fund or split – also, if you make the donation in memory of somebody, please be sure to include that information.



IN MEMORY

OAE Patrick Kempainen passed away November 16, 1999 at Springfield, MO. Patrick was not a member of the OAEA but served in VXE-6 and was a member of the para rescue team during DF 72.

OAE Donald R. Miller passed away in South Kingstown, RI on February 12, 2003. Donald was a lifetime member of the OAEA and served with VX-6 during DF 63, 64 and 65.

OAE Milton F. “Mighty Fine” Henke passed away in Pensacola, FL on March 14, 2003. Milton was a lifetime member of the OAEA and served with VX-6 from November 1955 to June 1958.

OAE Richard W. Hendel passed away in Thousand Oaks, CA on March 31, 2001. Richard was not a member of the OAEA served with VX-6 1963-64

OAE Graham “No Hands” Crooks passed away in Auckland, New Zealand on September 14, 2002, in Auckland, New Zealand. Graham was not a member of the OAEA but he served as the Winter-Over Postmaster and Radioman at Scott Base during DF-71.

OAE Justin “Guy” Ballou passed away in Orange Park, FL on February 28, 2003. Guy was not a member of the OAEA but served with ASA during DF-66 as the OIC.

OAE George Llano passed away on board the tour ship *Akademic Ioffe* on 9 February 9, 2003. George was not a member of the OAEA but served with USARP from 1960-to 1977.

Glacier Restoration Log 23

02-28-2003

We have begun a very productive year. 2003 We logged twice as many volunteer man-days in than we had in the same period of time last year. The future looks very bright thank you all.

Our pre movement survey will be in the hands of the USCG this week and followed shortly by the tow plan and a target date agreed upon by USCG, SeaRiver Tugs, SFO Pilots, and our membership. Looks like the end of April or early May.

Our next workweek is March 10 to 14. Let's keep the pace up; we have lots to do to get ready to move. If you are a volunteer we will send you the detailed work list and some preliminary priorities.

We are completing several grant applications. If you know of someone who is qualified we could use more hands for this effort, and general fund raising.

Our vendor participation is growing with preliminary design efforts and specifications for the ship overhaul moving ahead quickly. Our team of doctors from Yale Medical School is drafting a medical plan and we are gaining in enlistments from leading scientific centers such as Byrd Polar Institute. Keep an eye on the web site for details of all the new "board members and their credentials." You'll find it very impressive indeed.

Major recent accomplishments put the following into operation: Quick acting watertight doors, running lights, forward crane.

Marine Safety International has made a very generous & significant commitment to provide training for our crewmembers to attain STCW certification. Access will be via application and scheduling at our head office. We will begin this process once the ship is alongside the pier and we have established the crew requirements and determined the bridge equipment & configuration. Meanwhile visit the web site: www.MarineSafety.com. You will be very impressed. Our crew will be have the very best training available. We have requests out to other schools for additional training programs that may be closer to your home.

Our membership continues to climb and our corporate support as well. Have you done everything you can to bear a hand? We need dedicated funds for berthing, mooring gear, fire protection equipment, and supplies. Once alongside we will continue with our Elderhostel Program. There are nearly 20 participants excited and waiting availability to join the crew aboard ship. **IF NOT A MEMBER NOW, JOIN TODAY WE NEED YOUR PARTICIPATION NOW TODAY!**

We are in discussions with SNAME to establish a joint program at the World Maritime Technology Conference and Exposition in San Francisco October 17 to 20. Visit www.SNAME.org corporate sponsorship opportunities will be available for this event that will be in downtown San Francisco.

Ben Koether
Chairman

Heavy duty champ turns 50

By Mark Sabbatini- Sun staff



A McMurdo Station worker, center, inspects two older D-8 Caterpillar bulldozers in front of the Chalet administration building Jan. 16 as mechanic Russell Magsig parks the machine nicknamed "Colleen." To the left is "MaryAnn," the oldest of the three remaining machines. Photo by Mark Sabbatini/The Sun Antarctic

For 50 years Mary Ann and her family have done Antarctica's dirtiest work.

They've been lost beneath the sea ice, abandoned in remote camps for the winter and seen newcomers with less ability take over their jobs – except for the hard ones. Even now, the old codgers are still the toughest hombres on the block.

They may be only machines, but for many in the U.S. Antarctic Program a set of antique

bulldozers – known by names such as Pam, Colleen and Big John – are like family. But their retirement is within sight and, as MaryAnn gets ready to celebrate her 50th birthday Sunday, the thought of losing them is crushing for many.

“I’d rather see an old D-8 here than Scott’s Hut,” said Russell Magsig, a mechanic who has been working in Antarctica for 15 of the past 19 years. “I could easily push (the hut) into the ocean and park it there.”

The D-8 refers to a bulldozer not produced since 1963, known as the Caterpillar SD-8 LGP. Caterpillar continues producing updated D-8 models (plus D-6’s, D-7’s and others), but none have quite the same heavy-duty features users outside Antarctica simply don’t need.

“They will pull a heavier, bigger load than anything else that we’ve got, across more difficult conditions without sinking in and without slipping,” said Larry Cook, operations manager at McMurdo Station.

Several decades of hard work and harsh experiences have taken their toll on the metal monsters, even with careful maintenance. Repairs are also getting harder, since many replacement parts are no longer made.

“The bottom line is these things aren’t going to be around very long,” Cook said. “We’ve reached a point where we can keep them going, but it takes a lot of effort.”

Hence the well-deserved 50th birthday party, even if two of the three guests of honor will be a bit shy of the half-century mark. Colleen and Pam will join MaryAnn in front of the Chalet administrative headquarters at McMurdo at 10 a.m. today for a party honoring the machines for their service.

Dave Bresnahan, the station’s National Science Foundation representative, will drive Pam to the event, bringing a cake and some other party nourishment with him. He’s driven other bulldozers during his many years in the U.S. Antarctic Program, but this will be his first time behind the levers of an old-fashioned D-8.

“Those machines represent so much history, not only of the program but the people in the program,” he said. “I consider it a real honor to do that.”



Dave Tuepker and Beth Henry set up a display detailing the history of the tractors, which still outperform newer bulldozers at tasks such as plowing snow and hauling heavy loads. Photo by Mark Sabbatini/The Antarctic Sun

An exhibit detailing the history of the bulldozers was displayed when MaryAnn and Colleen were parked in front of the Chalet last Wednesday. Cook said Mark Eisenger, a McMurdo crane operator, will perform a song titled “MaryAnn” he wrote about the machine. For the most part, the ceremony will be low-key.

“Part of the ceremony will include starting them up so those who don’t attend can also take part in the celebration,” Cook said.

Over the years those loved ones have been through a lot of abuse. Part of the affection of those who drive and work on the tractors has been their ability to withstand it.

Big John, a class of ’59 heavyweight, found himself partially submerged after falling through a crack at McMurdo’s Hut Point during August of 1990, Cook said.

“It went in shallow enough water that it only went halfway in,” he said.

Cook said they determined it was an eyesore and should be put out of sight.

“They decided to lower it by blasting the sea ice around it. In the blasting operation they pretty much blew up the machine, too.”

All was not lost, however. Crews retrieved the machine and fitted the cabin on Colleen, a class of ’59 tractor still at McMurdo, albeit in the repair shop

MaryAnn, the oldest of the current fleet, was buried in snow after making a traverse to the South Pole. It was dug out and returned to work

at McMurdo, although at the moment it is also undergoing repairs.

Pam is still used daily to clear snow and maintain the six-mile-long Williams Field road, service the ice runway, transport 5,000-gallon tanks of fuel to aircraft facilities and transport mobile buildings over the long road. Magsig said Pam has put in about 500 hours of work so far this year, less than the 1,000 she used to in her prime, but it's heavy-duty work other tractors can't manage.



An older model Challenger D-8 tractor clears snow near McMurdo Station. The bulldozers have a wider track than newer models, making them more suitable for such work. Photo courtesy of Larry Cook

“I know they’re putting a lot more than that on the Challengers, but they’re just flying up and down the runways,” he said, referring to a newer model of tractor being used.

The Caterpillar SD-8LGP – which stands for Stretch D-8 Low Ground Pressure – was built specifically for polar programs by Caterpillar, based in Peoria, Ill., during the 1950s.

“Most of the machines were purchased by the U.S. Navy and U.S. Army in the 1950s to 1960s era,” wrote Fred Kaiser, Caterpillar’s sales application engineer. “They were sent to Antarctica and Greenland to do the heavy towing work.”

They were designed to carry heavy loads across snow, featuring a special cold-starting ability and a 54-inch wide track instead of the 36-inch track found on modern equipment. They also had a drawbar pull capacity on snow of 30,000 pounds, compared to about 24,000 for the D-7 model.

“The design was optimized by increasing the flotation of the machine by installing a much wider track than a standard D8, but retaining the weight so high drawbar pull could be exerted

even in soft underfoot conditions as snow,” Kaiser wrote.

All the extra heft meant some trade-offs, which is why the newer machines don’t try to imitate them.

“Everybody would rather go 20 mph hauling nothing or hauling a little than 4 mph per hour hauling tons,” Magsig said.

Caterpillar stopped producing the machines because military orders for them stopped, Kaiser wrote.

The design life of Caterpillar equipment is 10,000 to 15,000 hours without a major overhaul, he noted. He said overhauls typically extend the useful life of machines and “I think it would be safe to say the D8 LGP machines at McMurdo have exceeded their design life many times over.”

Part of the reason the machines have lasted so long in Antarctica is driving on snow and ice put much less strain on the bulldozer’s drivetrain than soil and rock, which the drivetrains are designed for, Kaiser added.

Beyond the numbers are the names – and the history they blazed.

A train of the tractors transported construction cargo from Little America V in Kainan Bay to Byrd Station during the 1956-57 summer for the International Geophysical Year. The D-8 was also used during the 1960-61 summer to pull the first U.S. surface traverse to reach the South Pole.

There are also tragic parts of Antarctic history associated with the D-8 models. Williams Field, the skiway for planes coming into McMurdo during the latter part of the austral summer, was named for Richard T. Williams, a Navy tractor driver who drowned in 1956 when the D-8 he was driving broke through the sea ice and sank too quickly for him to escape. Another tractor driver, Max Kiel, fell victim to a huge crevasse during the same period while driving 250 miles southeast of Little America.

Magsig said only one or two of the tractors were running when he first arrived in Antarctica nearly 20 years ago. He said at the time he never would have expected the machines to last this long, but within a few years it became apparent

they were built to last and ideally suited for a “sledgehammer mechanic” such as himself.

“We were just as simple as one another,” he said.

But repairs aren’t as simple anymore. Mechanics are forced to make their own replacement parts, borrow them from other tractors or find other ways to piece together the tractors when they malfunction. That takes up an increasing amount of time and money, making them less efficient to keep here, said Bobby Werner, supervisor of the vehicle maintenance facility at McMurdo.

It’s possible the machines could be shipped off the Ice as early as next season, Werner said. He said he has mixed emotions about losing them, but noted they’re probably older than 90 percent of the station’s human population.

“I view them as nostalgic old machines that should be put in a museum somewhere,” he said. “But it’s time to modernize our fleet.”

New South Pole Seismic Station is One of World’s Quietest and Most Sensitive - NSF PR 03-33 - March 25, 2003

ARLINGTON, Va. – Data collected by a new seismic observatory at the National Science Foundation’s (NSF) Amundsen-Scott South Pole Station indicate that it is the quietest listening post on the planet for observing shudders produced by earthquakes around the world as they vibrate through the Earth.

The South Pole Remote Earth Science Observatory (SPRESO) is located eight kilometers (five miles) from the South Pole and the new seismometers have been installed roughly 300 meters (1000 feet) beneath the surface of the continental East Antarctic ice sheet in specially drilled boreholes.

The newest station in the Global Seismograph Network (GSN), operated by the Incorporated Research Institutions for Seismology (IRIS), a research consortium of 100 universities based in the Washington DC, is now recording some of the smallest vibrations on Earth, some as much as four times smaller than could previously be recorded in the frequencies that are crucial for monitoring earthquakes both in Antarctica and globally.

“The extraordinarily quiet conditions proved at the new SPRESO site open a new dimension for establishing arrays of seismic sensors for exploring Antarctica and the Earth,” according to Rhett Butler, who is the GSN program manager and the principal investigator for the project.

The new station, known by its four-letter station code “QSPA,” has been under construction for the past two Antarctic summers. The work included the drilling of three 300-meter (1000-foot), 30-centimeter (12-inch) diameter holes and the construction and burial of a 22 square-meter (240 square-foot) heated electronics vault.

Ice Coring and Drilling Services (ICDS) at the University of Wisconsin conducted the drilling for the project. Raytheon Polar Services Co., of Centennial, Colo., NSF’s support contractor in Antarctica, designed and installed the electronics vault as well as the power and communications links. Honeywell Technology Solutions, Inc. personnel, under contract to the U.S. Geological Survey, performed the station fieldwork and installed the seismic instrumentation.

The South Pole is a unique location for a variety of scientific research, notably astrophysics and astronomy, in part because it is located at the Earth’s axis, which allows for long-term observations of a single spot in the sky. But that unique attribute also makes the Pole an unrivalled seismic observatory.

Large earthquakes make the Earth ring in the same way a bell does after being struck.

Analysis of these vibrations reveals information about the Earth’s composition, especially when recorded at the axis of the globe, where the vibrations are free of the effects produced by the spinning globe.

The South Pole also is an ideal seismic observatory because seismographs have been operating there since the International Geophysical Year in 1957. Long-term data from high-latitude seismograph stations such as South Pole have helped to prove that the Earth’s solid inner core spins at a slightly faster rate than the rest of the planet.

Antarctica is also the continent with the smallest number of earthquakes. Since the new GSN station is so quiet, it will be possible to record much smaller Antarctic regional earthquakes than ever before, leading to new insights into the evolution of the Antarctic Plate.

Seismic data from a previous seismic station at the Pole already was in high demand by researchers, though the station that was in service prior to QSPA at SPRESO was located very close to South Pole and was subject to noise from construction and other work at the station. SPRESO is located in a specially designated quiet zone at the Pole.

Funded by NSF, QSPA at SPRESO is collaboration between the IRIS consortium and the U.S.G.S. Albuquerque Seismological Laboratory, which will operate and maintain the station. The IRIS Consortium has cooperated with the U.S.G.S. since 1986 as a long-term cooperating partner in the continuing effort to install and enhance the GSN

New Zealand Antarctic Veterans Association (NZAVA)

By Billy-Ace Penguin Baker

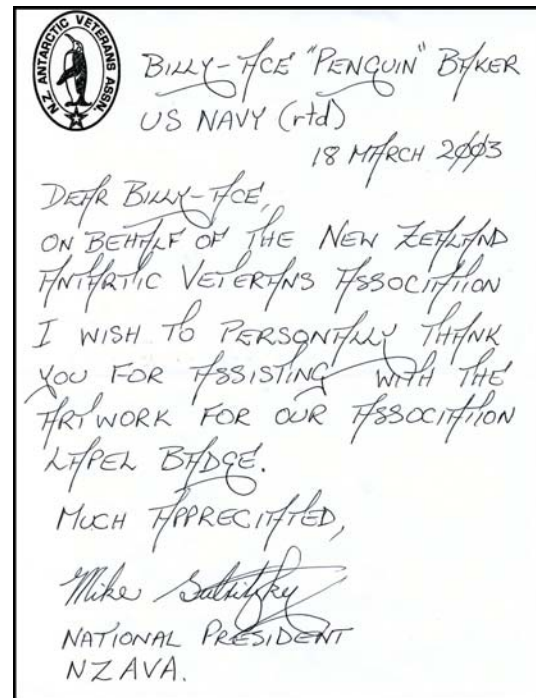


I recently had the honor of assisting the NZAVA in designing their Association logo and lapel badge. Actually Mike Subritzky, the NZAVA president, stole part of the design, the Emperor Penguin, from the OAEA logo and gave me credit for assisting with their logo design.

Membership in the NZAVA is open to personnel who served on the ice with Antarctica New Zealand (formerly the New Zealand Antarctic Research Program (NZARP). This includes scientific and support personnel who served at Scott base and Vanda Station; members of the RNZAF aircrews who served with Operation Icecube; crewmembers of the resupply ship the HMNZS Endeavour; the weather/picket ships HMNZS Pukaki and HMNZS Rotoiti and RNZA personnel who served with the Terminal Operations Department of Naval Support Force Antarctica (NSFA).

Many of the New Zealand Army cargo handlers formed lasting friendships with Operation Deep

Freeze Navy personnel in VXE-6 and NSFA. During their tenure of duty with the US Antarctic Program the New Zealand military personnel were awarded the United States Antarctic Service Medal (US ASM) by the US Navy. It is interesting to note that the Government of New Zealand (New Zealand Defense Force) does not permit these personnel to wear the ASM while in uniform. Because the New Zealand Government does not recognize the ASM the NZAVA has requested that the New Zealand Special Service Medal with an appropriate clasp, or ribbon color denoting service in Antarctica be issued to those eligible personnel. While this medal was not specifically designed for Antarctic service it has been suggested that the suspension ribbon for Antarctic service recognition be similar to that of the US ASM.



The NZAVA President, Lance Bombardier Mike Subritzky first served in Antarctica with Ice Cargo during DF-74. New Zealand Army personnel continue to serve in Antarctic in the capacity of cargo handlers in support of New York Air National Guard Operations.

The NZAVA web site is located at: <http://www.antarctic.homestead.com/Ind ex.html>

AMERICAN POLAR SOCIETY SYMPOSIUM

By Billy-Ace Penguin Baker

The Third Symposium of the American Polar Society will be held at the Byrd Polar Research Center at Ohio State University in Columbus Ohio, October 9-11, 2003. The thrust for the symposium will be focused on “The Past and Future Role of Women in the Polar Regions, Administrative and Operational.”

The names of the keynote female OAE guest speakers and full details of the symposium will be published in the next issue of the American Polar Society publication *The Polar Times*.

The newly elected American Polar Society officers will also be installed at the symposium. The results of the recent election are as follows:

President:	John Spletstoesser
1st Vice President:	Dr. Richard Cameron
2nd Vice President:	Dr. John Roscoe

Board of Governors:
 Mr. Billy-Ace Penguin Baker
 Dr. Robert H. Rutford
 Dr. Donn K. Hugland
 Ms. Lynn Tipton-Everett
 Dr. Charles R. Kremenak
 Capt W.E. West

OAEs ON THE ROAD

Editor's Note: A lot of our members have special Antarctic Related displays on their vehicles and are seen traveling throughout the country. If you have something special you would like displayed, please send a digital photo of it to penguin64@att.net

In the last issue, Lennie Bourgeois' Puckered Pete van was displayed and as it was passing through Jacksonville, it looks like it was spotted and caused a small OAE gathering. Pictured below are, from left: Tom Dunn, Fred Long, LennieB, “Pete”, Ron May, Bob Capling, Paul Panehal



Did anybody make it to this auction? A lot of equipment was brought up off the ice and was sold at this auction Oxnard, CA on March 29th. If anybody knows where some of this equipment wound up, it would make an interesting article for the next gazette.



3535 WEST 5th STREET • OXNARD, CA (SEE DIRECTIONS)



PREVIEW: THUR. and FRI., MARCH 27th and 28th, 10 a.m. to 4 p.m.
 10% BUYERS PREMIUM IN EFFECT. \$200.00 REFUNDABLE DEPOSIT COLLECTED UPON REGISTRATION.



Seattle Icebreaker returns from Antarctica – U. S. Coast Guard Press Release

SEATTLE, WA – The United States Coast Guard Cutter *Healy*, commanded by Captain David J. Visneski will be returning to Seattle this

Thursday, April 3rd returning from a 3-month emergency deployment to Antarctica.

Healy sailed from Seattle on January 9th in support of Operation Deep Freeze '03 after having completed around-the-clock preparations throughout the holiday season. The heavy ice conditions being experienced in McMurdo (the worst in 50 years) necessitated two icebreakers in order to ensure the successful re-supply of McMurdo Station, which is the logistics hub for the U.S. Antarctic Program. *Healy* joined the Coast Guard Cutter *Polar Sea*, which deployed earlier to the Ross Sea region.

Annually the Coast Guard deploys an icebreaker to Antarctica to break ice, and escort supply ships into the research station at McMurdo. *Healy* and the *Polar Sea* worked in tandem to escort the supply ship M/V *American Tern* through the 7-mile, highly concentrated ice channel into McMurdo Station. Both icebreakers continued operations to ensure that a separate fuel tanker could get close enough to the station, given the heavy ice, and transfer much-needed fuel ashore.

Healy is returning from Antarctica after a brief stop in Hobart, Tasmania for logistics and crew rest. While in Seattle, the ship will undergo intensive preparations for an upcoming Arctic East-West Summer science deployment, which will have *Healy* circumnavigating the North American continent.

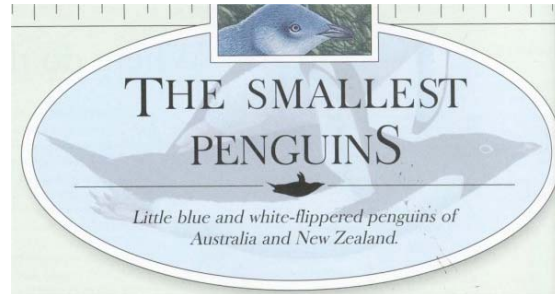
During *Healy's* return, members of the media are invited to ride the ship from Port Angeles, WA into Seattle. This will give a first hand look at the newest addition to the Coast Guard's icebreaking fleet, which was specifically designed for scientific support in the high Polar Regions. Interested media, please contact Senior Chief Todd Meekins at *Healy's* shoreside support office: (206) 217-6870 for details.

Further information about *Healy* as well as specifics about the current mission can be found on the world wide web at <http://www.uscg.mil/pacarea/healy>

PENGUIN PAGES

THE SMALLEST PENGUINS

Extracts from: *A Visual Introduction to Penguins*
By Bernard Stonehouse. Compiled & Edited
for the *Explorers Gazette* by Billy-Ace Penguin Baker



RELATIONSHIPS

Smallest of the family of penguins, little blues breed only in Australia and New Zealand. Australians call them “fairy penguins” — just right to express their size and delicate coloring.

Little blues vary slightly from one part of their range to another. Southern blue penguins are darker and more steely blue than northern. Those on the Chatham Islands are smallest, with stronger bills and shorter feathers.

White-flipped penguins breed locally on and near Banks Peninsula, New Zealand; they are larger, with silvery blue plumage and conspicuous white edges to their flippers.



WHERE DO THEY LIVE

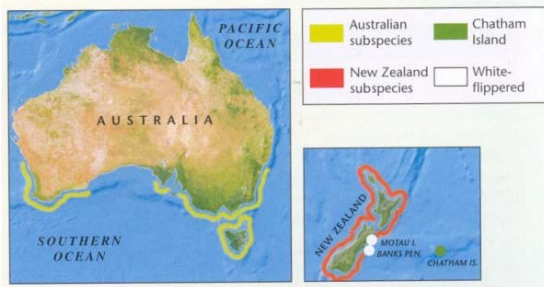
Little blue penguins breed at several points along the south coast of Australia, around Tasmania, and on the coast of New Zealand. Because they stay close to home all the year round and do not wander far, they form several separate populations, which hardly mix at all with each other. As there is little crossbreeding, each group has developed the slight differences that make biologists think of them as subspecies:

Australia

- Southern coasts, including Tasmania: *Eudyptula minor novaehollandiae*

New Zealand

- Northern coasts of North Island: *Eudyptula minor iredalei*
- Southern coasts of North Island, northern coasts of South Island: *Eudyptula minor variabilis*
- Southern coasts of South Island: *Eudyptula minor minor*
- Chatham Islands: *Eudyptula minor chathamensis*



Many nest underground, making them difficult to count, but estimates suggest that New Zealand and Australia each have around 30,000 to 40,000 pairs of little blue penguins.

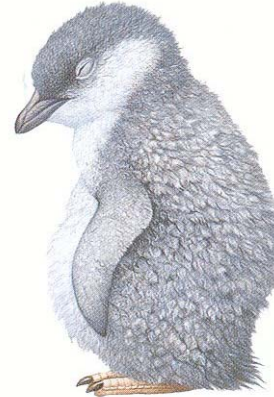
White-flipped penguins, which some regard as a sixth subspecies of little blue, breed very locally on Bank., Peninsula, Motunau Island and neighboring coasts along the eastern shore of New Zealand's South Island. There are probably only a few hundred pairs.

BREEDING

Little blues live close to their breeding grounds year-round. Pairs start courtship any time between May and October, and lay between June

and late September, with a peak in August and September. Each pair lays two smooth white eggs, in a burrow or under vegetation. The partners share the 36 days of incubation. The two chicks, brown-backed and white-fronted, take about nine weeks to reach full weight, molt into juvenile plumage and leave for the sea.

White-flipped penguins have similar breeding habits, but breed at slightly different times.



Little blue chick

PENGUINS ON PARADE

Little blue penguins seldom appear during the day. The best chance to see them is to find a place where they live. Local people always know, and footprints across the beach are a giveaway. Walk there in late evenings when they are coming ashore, and early mornings when they are leaving for the sea. Where there are many, they keep together in groups of a dozen or more. If you stand or sit very still, they may come very close. If you flash light around them or frighten them with noise, they will scuttle off into the darkness.

At Phillip Island, a breeding area close to Melbourne, Australia, the evening parade ashore has become a major tourist attraction. Lit by floodlights, which seem not to trouble them, hundreds of little blue penguins come ashore each evening, crossing the beach to the delight of several hundred spectators. Hundreds of thousands of people watch the “show” every year.

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