



EXPLORER'S GAZETTE

Volume 3, Issue 3

Old Antarctic Explorers Association, Inc

Summer 2003

PRESIDENT'S CORNER

Jim Eblen – OAEA President

TO ALL OAE's – Hope this finds everyone in good health and happiness, as the first half of this year is now history. It seems that as one ascends in their “Golden Years”, the years go by faster than they did in earlier years. Also, I believe that whoever coined the phrase “The Golden Years”, had to be a Sadist, as the aches and pains become more prevalent as time goes by. Enough of the cheery side of life.

H.J. “Walt” Walter, Chairman of the Scholarship Committee, has presented the procedures for submitting an application for the OAE EDUCATIONAL FOUNDATION SCHOLARSHIP AWARDS, through the OAE EDUCATIONAL FOUNDATION. The purposes of the OAE Educational Foundation are to educate the public with regard to the history and present day activities of Antarctic scientific research and the role each organization involved, played in that research; to provide undergraduate educational scholarships to eligible students who are in need of financial assistance.

Scholarship Eligibility: To be eligible for consideration for receipt of an OAE Educational Foundation scholarship, an individual must be a high school graduate and be mentored by a current member of the Old Antarctic Explorers Association. Eligible applicants must be accepted for undergraduate enrollment at an accredited college or university.

To make the Educational Foundation a reality, there is much work yet to be accomplished. One of the main efforts will be funding of the Foundation. I see this as the next major effort of the committee and the BOD. Look for more information on this endeavor.

The Symposium/reunion committee, headed up by Jim Maddox, has settled on January 26-29, 2005 for the next Symposium/reunion. It will be held at the Performing Arts & Convention Center in Oxnard, CA. The time element was selected for a couple of reasons. First, hotel rates are the lowest at this time of year, and secondly, this will be the 50th anniversary of Operation Deepfreeze. Although the committee has been formed, they still need several more bodies to make the committee viable. I believe their total is 3 members at the present time. It doesn't take a rocket scientist, to figure out that they are several members short of those needed

The committee will be holding their next meeting on July 21, 2003 at Port Hueneme, CA. Those members residing in the Oxnard/Port Hueneme area, and want to get involved, are requested to contact the Chairman, Jim Maddox, at 2820 W. Dartmouth Drive, Lancaster, CA. 93536. Phone (661) 945-0469, E-mail jmaddflynav@cs.com.

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 speedy recovery. Until next time.

Jim Eblen
President

CHAPLAIN'S CORNER

Cecil D. Harper - OAEA Chaplain

For the most part the war in Iraq is over, yet much remains to be done. Centuries of cultural pride will play a large role in sorting out the best for the people of Iraq and the rest of the world.

The good and the bad are so intermingled these days that it takes a radical process of some kind to separate them. For example, the prospector's

nugget of gold has to be sifted out from its many foreign elements and then put through the refining fire before it is valuable. Likewise, the forces of both good and evil find their way into our lives; and unless we are willing to submit to severe testing, the good is sure to be lost, and with it goes personal character.

Job finally looked upon his suffering as a refiner's fire. Jesus bore the cross and told his disciples that they too would have to take up some type of cross every day. It has been the experience of many Christians that these crosses may come in what seem the very common experiences of life.

To leave home and journey to some far country, to move into a new and strange neighborhood, to be ignored by associates because of following high standards of clean living, may bring experiences of real testing in these days of modern high-tech living. However, there is the opportunity to become more self-reliant, to build up inner spiritual resources which alone enhance character.

Our nation, states, cities, towns, homes and individual lives are being put to the test today as never before. To face the uncertainties of every day, the things that we do not understand and over which we have no control, may tempt us to frustration and doubt. Yet, the routine of reading our Bible and of daily prayer may be a critical area of testing. We may be tempted to consider this forced spiritual feeding. But if we will hold to this practice, God will make Himself known to us, and will help us to be refined with far more value than gold. May God nurture our faith that we may be sufficient for testing in these days.

Cecil D. Harper

OAEA Chaplain - OAE 72-73

EDITORIAL

Jim O'Connell – Editor

The new OAEA logo decals have been distributed to all members and I have had a few of them returned because of invalid mailing addresses. If you did not receive yours or if you have moved recently and did not notify the OAEA, please let me know. It is imperative that you keep your contact data updated so we can keep you in the communications loop.

The OAEA is growing... We are now 700 strong and membership continues to increase through the efforts of its members. How many times have you said "I wonder whatever happened to old what's his name, that guy that played the tuba that wintered over with me in '60?" Well, I challenge you to answer your own question, get on the internet and chances are you can find 'old what's his name'. Once you find him, remember the President's challenge to all members to recruit at least one new member this year.

If you are an annual member and have not renewed your membership, please do so. If you lost the renewal application, please let me know and I will get another one out to you. Memberships expired on 30 June and most of the renewals have been processed and new ID cards sent out.

Jim O'Connell

Editor

LOCATOR -

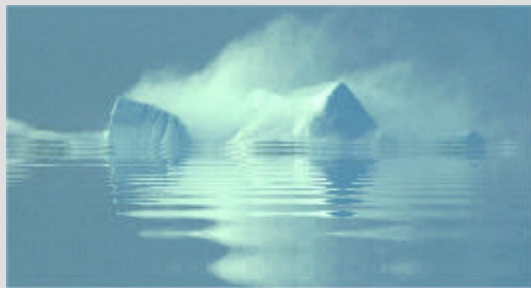
(Editor's note – members who are off line may contact the OAEA Secretary and he will put you in touch with the requester)

Dave Buddenhagen wants to locate any Antarctic Explorers who are also amateur radio operators. You may contact Dave at his ham e-mail: ka8snk@hotmail.com

If anybody is in touch with Harold McKoon, previously of Valrico, FL, or John West, previously of Dover, DE please have them contact the OAEA Secretary.

Rick Faller would like to hear from anybody that knew his father, Arthur (Art) Faller. Art was a Quartermaster on the USS Glacier (AG4), during Deepfreeze I and Deepfreeze II and passed away in 1991. You can contact Rick at rickdamnit@yahoo.com

The OAEA is looking for OAEs. If you know of an OAE that is not a member, take the opportunity to meet the OAEA President challenge for each member to recruit at least one new member during this year. If you are an OAE that has not become a member, please contact the OAEA Secretary at penguin64@att.net or any OAE for details.



GROWLERS & BERGY BYTES

*Odds & Ends Collected and Compiled
by Billy-Ace Penguin Baker*

San Antonio, Texas. 19 May 2003 **GAO rejects NYANG hardship pay for Polar Regions.** See story on page 16. Contributed by Peter Barretta, Jr.

Ross Sea, Antarctica. February 1940 **Dufek shoots rare bird and establishes bag limit for Arctic Tern.** See story on page 7. Contributed by Gene Van Reeth.

New York, New York. 22 March 2003 **For the explorer at heart. Book auctioned for \$10,000 at Explorers Club.** See story on page 6. Contributed by Rosemarie Keough.

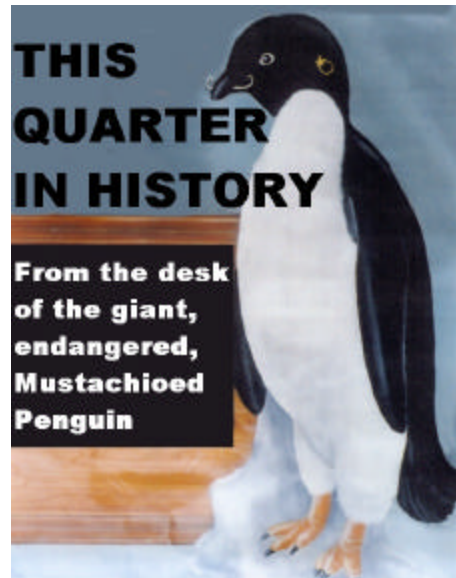
Indianapolis, Indiana. 31 May 2003 **Seventh Antarctic Deep Freeze Association Reunion.** See story on page 12. Contributed by Dick Bowers.

Washington, D.C. 8 April 2003—**Senate Rolls a Pork Barrel Into War Bill.** See story on page 16. Contributed by Billy-Ace Baker

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Felix de Weldon, an Austrian-born sculptor best known for his statue of Marines raising the U.S. flag on Iwo Jima, has died. He was 96.

His bronze bust of Byrd at McMurdo, commissioned in part by the National Geographic Society, was dedicated in 1965. Felix is probably the only artist with works on display on all seven continents.



July Events

- 21 July 1916 The *Emma* stopped by ice 100 miles from Elephant Island
- 20 Jul 1934 Party departs Little America to rescue Byrd
- 12 Jul 1957 Death of Nelson Cole
- 04 Jul 1975 Redcoats from Scott Base capture McMurdo Station
- 21 Jul 1983 New record low -129.9°F at Vostok Station

August Events

- 15 Aug 1908 Shackleton's party reach the Ross Ice Shelf
- 06 Aug 1910 Charcot sleeps for 36 hours
- 01 Aug 1911 Wilson, Bowers and Cherry-Garrard back at Cape Evans
- 03 Aug 1960 Fire at Mirny kills 3 men
- 11 Aug 1971 5.4 earthquake recorded in Balleny Islands

September Events

- 13 Sep C650 Polynesian canoe Te-ivi-o-Atea sailed as far south as the frozen ocean
- 17 Sep 1902 Scott, Shackleton, & Barne go to Minna Bluff
- 01 Sep 1912 Radio masts erected at Cape Denison
- 27 Sep 1933 4 man working party sets out from Little America to lay food dumps
- 04 Sep 1974 Mount Erebus erupts

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

USS Curtiss (AV-4) Association, St Louis MO, 3-6 September 2003. Contact: John Ekstadt, phone 952 891 5954, email jcekstadt@webtv.net The USS 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, 7-7 October 2003. Contact: Lynn Everett, phone 614 292 9909, email everett.2@osu.edu The APS includes both Polar Regions

USS Nespelen (AOG-55), Philadelphia, PA, 2-5 October 2003. Contact: Ed Orr, phone (479)248-7156, email ed_Phyllis_orr@yahoo.com The USS Nespelen participated in Deep Freeze-I (1955-56)

USS Hissem (DER-400), Myrtle Beach, SC, 5-9 October 2003. Contact: Bob Morstadt, phone (631)981-2584, email morstadt@optonline.net The USS Hissem participated in Deep Freeze-64 as a picket ship

USS Merrick (AKA-27), Branson, MO, 19-23 October 2003. Contact: Richard Bonn, phone (503)982-7117, no email The USS Merrick participated in Operation Highjump (1946-47)

USS Yancey (AKA-93), Corpus Christi, TX, 23-26 October 2003. Contact: Pete Owens, phone (708)425-8531, email clifs@ameritech.net The USS Yancey participated in Operation Highjump (1946-47)

USS Phillippine Sea (CV 47), Reno, NV 28 October – 02 November 2004. Contact: Chuck Davis, phone (941)743-5460, no email. The USS Phillippine Sea participated in Operation Highjump (1946-47)

Cargo Handling Battalion One (CHB-1), Williamsburg, VA, 31 May 2004. Contact: Frank Kerry, phone (252)636-3015, email

fk1934@aol.com CHB-1 participated in several Deep Freeze deployments

OPERATION DEEP FREEZE 70 WINTER-OVER REUNION

Billy-Ace Penguin Baker

Members of the Antarctic Support Activities Detachment Alfa DF-70 Wintering-Over party relived their shared Antarctic Experiences at a reunion in St Louis Missouri, 6-8 June 2003, which was held at the Drury Plaza hotel. OAES attending the reunion had wintered at several US Antarctic Stations and they came from all over the USA to attend the reunion.

Bill and Sue George organized the reunion and they arrived in St Louis early on Friday afternoon. The first meeting and official "Welcome Party" was held that evening in the Hotel's LaSalle Room. At this point almost all the 31 attendees and their guests had arrived. The OAES had brought along all sorts of memorabilia including old photos and scrapbooks. One of the more unique items was a Bunny boot that had been bronzed. The owner claimed that he had worn this boot for the entire year that he was at Byrd Station and that it and its mate make great door stops at his home.



Bill & Sue George

After everyone had a few drinks it was time to round up the OAES to pose for a group photo. Due to high spirits induced by the imbibed spirits this was no easy task but eventually everyone came together and as the men posed the women

took all of the photographs of a historic memorable photo shoot.



As previously mentioned about 31 OAEs were in attendance plus spouses and assorted family members. The entire group numbered just over 60. This number included the five IPOs (Instant Petty Officers) veterans from Gulfport, Mississippi who went thru the entire IPO and Deep Freeze experiences from start to finish together.

Saturday morning started out with a complimentary breakfast buffet provided by the hotel. After breakfast, almost everyone went sight seeing or shopping for the remainder of the day. Some of the more popular attractions in the area were the Arch, which was within easy walking distance of the hotel. The Arch is absolutely an engineering marvel at 630 feet at its tallest point. Underneath the Arch and below ground level, there is a concourse arcade that contains a museum, two stores, access to tram rides to the top, a movie house and ticket sales. Some of the other attractions that were attended included the Anheiser Busch Brewery, which gave free tours. There was Union Station, that is the old St Louis train station that has been restored and turned into a shopping Mecca for tourists. If shopping wasn't of interest, there were always the riverboat gambling casinos.

Saturday evening, the group met back in the LaSalle Banquet room for a buffet style dinner. Following dinner there was a "door prize" drawing. First prize was a sealed Operation Deep Freeze deck of playing cards (vintage 1969). The next two items were die cast scale models of a LC-130 outfitted for Operation Deep Freeze. After many more photos were snapped and the dinner concluded, the party adjourned around 11PM.

The next morning many of the attendees convened for the breakfast buffet. Some of the OAEs were staying for another day, and some were headed for destinations other than home

Gazette editorial note: Bill George contributed the information that I condensed to write this article and this final paragraph is his words: They say that laughter is good medicine for the soul. If that is the case, I should have a healthy soul for at least the next year because we had a lot of laughs. It was great to see everyone there and it was over too quickly. After 30 some years since the Ice we seem to be the same cohesive group and it is apparent that the brotherhood continues. There is already talk about a next reunion in maybe four or five years. I can't wait — Bill George

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 June 7th with 19 members attending and Les Liptak heading it up. During this meeting, the discussed meeting schedules and activities such as going to Biloxi, MS in a group. For information on future meetings contact Les at 850-492-1666 or lcliptak@hightec.com or Jim O'Connell at 850-478-6222 or penguin64@att.net

New England Area – Marty Diller says they will be having another together up there on July 26th. He will be putting out more details when he can get them nailed down but in the meantime, if you want to make sure you are on his list to be notified when details are finalized, contact Marty at mgdiller@blazenetme.net or 207-729-0197

Tidewater Area – 5 Tidewater area OAEs got together for laughs and lies and had a guest from the West Coast. Rick Heinley, who deployed to McMurdo during DF73 and DF74 was there. Rick was in Norfolk doing some work and heard about the get together. Besides Rick, Fred Nootnagle, Homar Hall, John Strider, Jim Silverstorf and Ed Hamblin attended and shared a good couple of hours...as always, more early Deep Freeze history came from John

Strider. Ed shared the reunion "cruise book" and they discussed that and other things.

They will get together again September 13th. As always, no business, no agenda, just strictly social and want to invite any visiting OAEs – see you at the House Of Eggs on Military Highway in Norfolk. At 3PM – Contact Ed Hamblin at ehamblin@cox.net or 757-405-3362 for more information

OAEA SCHOLARSHIP FUND IS ESTABLISHED BY OAEA BOARD OF DIRECTORS

In Board of Directors resolution Pensacola 07, the following scholarship mission statement and eligibility requirements were approved by the OAEA Board of Directors

"Purpose - The purpose of the OAE Educational Foundation is twofold

1) To educate the public with regard to history and present day activities of Antarctic scientific research and the role each organization involved played in that research.

2) To provide undergraduate educational scholarships to eligible students who are in need of financial assistance.

"Scholarship Eligibility - To be eligible for consideration for receipt of an OAE Educational Foundation scholarship, an individual must be a high school graduate and be mentored by a current member of the Old Antarctic Explorers Association. Eligible applicants must be accepted for undergraduate enrollment at an accredited college or university"

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.

For The Explorer At Heart

Antarctica: A Pictorial Adventure
By Ric Osuna

Submitted by Billy-Ace Penguin Baker

Gazette Editorial Note: The first of the specially autographed copies of *Antarctica* was auctioned at the Explorers Club in New York on 22 March 2003. The auction of this book raised \$10,000. With proceeds benefiting youth exploration programs. It is believed that if the audience had been better informed of just how special this book is, the proceeds would have been much greater. OAEA members who autographed this special copy are Conrad "Gus" Shinn, Charles Swithinbank, and Norman Vaughan

In 2002, *Antarctica*, which was published by Pat and Rosemarie Keough and is the inaugural volume in their Explorer Series, was unveiled at Saint James's Palace at a reception hosted by Prince Charles for the "Save the Albatross" campaign. Royalty from across the globe are among the collectors who already have acquired this book.

Antarctica is unlike any other book on the market. Indeed, one would expect its contents to adorn an art gallery's walls. Nevertheless, this oversized book is 17.25 inches in width, 13.5 inches in height and 2.5 inches in depth, and at 19.2 pounds (27.5 pounds when incased in its archival box) it weighs as much as a two-year-old child. The 336-page *Antarctica* contains 330 pages of full-color photographs and is printed on 100-pound cover stock. Using techniques that date back to the 15th and 16th centuries, *Antarctica* is elegantly bound in fine goat leather and presented in an archival box handcrafted from durable Dutch and Irish linen and French-flocked velvet.

Words do little justice for properly conveying the feeling you get from cracking open *Antarctica* for the first time. Because the imagery is so vibrant and lifelike, you can close your eyes and imagine the South Pole's brisk air hitting your face. From caves of ice to abandoned settlements, this mysterious land, which some call the last frontier, has never been covered in such glory or detail...until now.

The Keoughs, modern-day explorers, spent three years creating their visual masterpiece, which is already raising eyebrows. In fact, *Antarctica* has already received numerous accolades, including the Benjamin Franklin Award, which is the Oscar for the international printing and graphics community; the Craft, Art, Science Award from The International Association of Printing House

Craftsmen; and first prize at Canada's Applied Arts Awards in 2002.

Each book is autographed by Queen Noor of Jordan, the honorary president of Birdlife International since all net proceeds of *Antarctica* will help fund the foundation's "Save the Albatross" campaign. At \$2900 each copy, the Keoughs' *Antarctica* is a real find for book collectors, especially since there are only 950 copies available.



IN MEMORY

OAE Reverend John Coleman died in Christchurch, New Zealand on 9 May 2003. Father Coleman was the catholic priest at McMurdo Station for nearly 20 years.

OAE Ronald O. Hilton, passed away in Christchurch, New Zealand on 16 June 2003. Ron was not a member of the OAEA but wintered over at McMurdo during Operation Deep Freeze 67 with Antarctic Support Activities.

OAE Ralph Eugene Ash died in Kenai, Alaska on 16 April 2003. Ralph was not a member of the OAEA but served during DF 62 and was on the USARP 1200 mile McMurdo to South Pole traverse.

OAE Richard "Mac" McClendon passed away on 22 April 2003. Mac was not a member of the OAEA but participated in Operation Highjump.

OAE Claude F. Bailey passed away in San Diego, CA on 22 April 2003. Claude was not a member of the OAEA but he participated in Operation Highjump.

OAE Ron Ernst passed away in Anchorage, Alaska in March of 1985. He was not a member of the OAEA but served in VX-6 during DF 67 and 68.

Felix de Weldon, sculptor of the Byrd Bust died on 03 June 2003. See details in the **Growlers** sidebar.

STATEMENT BY DR. KARL ERB HEAD OF THE U.S. ANTARCTIC PROGRAM ON THE DEATH OF THE REV. JOHN COLEMAN REV. JOHN COLEMAN

On behalf of the men and women of the U.S. Antarctic Program, I would like to express our sadness at the death of the Rev. John Coleman, who served as the Catholic chaplain at McMurdo Station for almost 20 years.

John died of cancer in Christchurch, N.Z., on May 9 at the age of 71.



Rev. John Coleman at McMurdo Station.
Credit: NSF/Antarctic Sun

Since 1985, in the face of the harsh conditions and isolation that go hand-in-hand with service in Antarctica, he had been a source of inspiration and a steady presence "on the ice."

While John's ministry included a parish in his native New Zealand, he was best known to those of us in the program as our genial priest in a parka. In the station's Chapel of Snows, but also in the dining hall and almost anywhere else people gathered in "Mactown," John lent his ear to anyone who needed his understanding and guidance, recognizing that beyond the physical strain of Antarctic service, life at McMurdo can sometimes place a great deal of stress on families and marriages.

"We're not just about God," John once said of himself and the other spiritual leaders in McMurdo. "We're about the needs of people."

We are all very grateful to him for doing just that.

DUFEK'S "DUCK" by Herwil M. Bryant –
Submitted by Gene Van Reeth

It was February 1940. The barkentine USS *Bear* was waiting for the weather to clear so Rear Admiral Byrd, in his floatplane, could make an exploratory flight to try to locate the heretofore-unmapped Antarctica shoreline. The *Bear* was now further South in this geo-quarter than any ship had ever been, breaking a record set by Captain James Cook 150 years earlier.

A number of birds were circling overhead. As Expedition Biologist I was anxious to identify them. They appeared to be either Antarctic Terns or Arctic Terns, which are indistinguishable in the field. If they were Arctic Terns, a new distance record for bird migration could be set. Lieutenant Commander Cruzen, the ship's skipper, had told me that I could not use my gun on his ship, but I badly wanted one of those birds.

My shotgun was loaded with the proper birdshot and I took it with me on a trip to the bridge. Lieutenant Dufek had the watch. I pled my case. He was sympathetic but could not let me use the gun. I trudged out but carefully placed the gun beside the doorway. Returning to the aft deck, I resumed studying the terns with binoculars. Suddenly I heard a shot. Was he a good shot? Could he hit a flying tern? Then I saw two Sailors searching from a whaleboat. He most certainly could! The Sailors soon presented me with a dead tern. I skinned the bird and prepared it as a specimen, that much later reached the Smithsonian. There it was definitely recorded as an Arctic Tern.

I wonder if Rear Admiral Dufek ever realized that he could add the setting of a new world's record for longest bird migration to his list of achievements?

**Quest for "Puckered Pete" Patch
brings OAEs together in support
of one of their own.**

Jim O'Connell

On March 30th, I received a telephone call from Jerry Bernardo wanting to know if I knew where he could obtain a VX-6 patch. During the call, he informed me that Bill Singleton, one of his Nuclear Power Plant Operators from the early 60's, had suffered a series of strokes and Bill's

wife was attempting to make him a memory jacket of his past to help him in his recovery.

In response to Jerry's call, I posted his request to the membership and Jerry has informed me that the response exceeded overwhelming. Bill's jacket could not hold all the memorabilia and it was replaced by a "memory board" and it brings a tear to his eyes when he looks at it.

Jerry and Bill send a heartfelt "Thank You" to all that participated in this quest and once again, the bond of the OAE has surfaced, proving that OAEs are a special group of folks that look out for their own, no matter what the need.

In Jerry's own words "*Glad that I joined the OAEA and will encourage others to also join*".

Glacier Society Restoration Log

27 June 1, 2003

Editor's note – These logs are submitted by Ben Koether, Chairman, Glacier Society and if you are interested in contributing time or money to the restoration effort please contact Ben at

203-380-3474Direct

203-856-1469Cell

415-686-0350 Cell

WORK BEGINS Monday June 9th for two weeks, see you on board!

The ship will be ready to move after this month's effort that will complete the ultrasonic survey of the hull plates and the installation of the anchor gear. We will meet with USCG MSO, tugs, Pilots, and set a window for the move, SF Pier 80 remains the target.

I'd like to share just a bit of our mail with you, here are edited reports from the ship & others this past few weeks, and italics are my comments. I think you will gain an appreciation of the effect we are having. Please, if you cannot participate aboard ship, send in some cash to help these men and women who are bringing the Glacier alive. They need and deserve your financial support. Remember moving alongside the pier takes CASH DOLLARS as well as volunteers. Make a written reminder now...visit the secure web site and join or make your contribution on line...www.glaciersociety.org

Glacier Restoration Crew 05.14.2003 Jim Echoff (USCG Ret.) Reporting:

First thing..... We will get anchor chain tomorrow, Thurs 5/15.

Here is the drill: MARAD found some 2 1/4" chain, they started taking it off of one of the ships.... so we will get the chain right before or after (MARAD's) lunch. The crane will make sure we have the chain secured in the chain locker and are pulling it aboard. IF, we run out of time and there is still chain on the barge, at quitting time, they will take the remainder of the chain, and place it in front of the ship. Then, next month, the remainder of the chain can be brought aboard and put into the chain locker. As for today, work continued. Werner Pels, Frank Wright, Don Pomplun, Ernie Kelley, and myself were present. Worked on cleaning up deck areas, worked on alarms & tracing wire to vent motors. Placed 3 signal halyard lines on the port side, could only get 1 on the starboard side. It is going to take someone who wants to climb the stick and go out on the yardarms to finish this job. Ben has volunteered his son; we will complete preparations for the new flag bags in June. The new sets of signal flags arrived! We are ordering new service ribbon plaques to be mounted on the Bridge Wings.

Great effort today, both on the vent system & anchor chain projects. (*The exhaust ventilation fan on the Port side is now reinstalled and fully operational and the Port anchor chain is complete, we will finish the other in June*) Frank continued his rust cleanup and he and Ernie took lots of pictures. (*We are working to get these excellent photos of the chain loading this week at GS HQ*).

"Be sure and copy Brent (A new volunteer, Welcome aboard Brent!) on all the Emails - we may have him hooked"

Bill Jones

Krogh Pump Company Benicia, CA

"I should be able to help with some prep and the move. I have helped in the past (okay, only once), but I am making myself available to help with the move. Please keep the info coming."

-David Blackwell

ET3, USCG DF '80, '81, '82

"Elaine and I would like very much to be part of the move. Mike and Nancy Devine want to be part of this also. We are anxiously (but not more

anxiously than you, I'm sure) waiting the actual date so we can get reservations, etc. Would staying at the Best Western in Benicia be the most central location? Is there a better place? We're just full of questions that you will probably answer in due time."

Frank Brown, USN (Ret.) *Hospital Corps man who has worked on the restoration and helped keep our crew members alive and well in 1959, he and his wife brought the Devine family along, great fun to share this with them.*

Thanks to all volunteers:

I initially joined in order to forward your messages to one of your alumni, CPO Richard Zinser.

Thank you for your service to our country."
Ed Wood USCG (Ret.)
Sparta, TN

Old Sailors Never Give Up Hope!

Currently, June 9 - 20 are open for me, not accounting for falling in love.

Regards,
Don

Ben, Yes, I would like to join the crew for the cruise to SF. I expect I can be a more helpful volunteer once the Glacier is dockside in SF and available weekends. I mentioned to Jim, yesterday, I have experience painting and would be happy to contribute in that way. Also, I like to cook and would be interested in helping in the Galley with food service when you get to that point.
Cheers! Bob Nordhausen, USN, Ret.

Ben, I definitely want to be part of the crew for the move. It will be great to get her into San Francisco where we can work on weekends. Then I can put in much more time. I will stay flexible during this period. GREAT WORK, BEN!! (*He means all of you!*)
Mike Milligan

Glacier Restoration Log 28 July 3, 2003

Work resumes July 7th for two weeks, please join the Team!

1. We had a very productive month in June. Outstanding team of volunteers and a record number of people, both repeats and new. Please visit

www.glaciersociety.org/commmunicate/volunteer.list.htm here you will see all the volunteers listed. If your name is not there you know what to do! This month was a big highlight for the ships systems are coming on line smoothly. We have a great team of talented and cooperative man & women working smoothly together in spite of their great separations by time and space and the difficult working conditions. Before I left last week we sounded the ships whistle, piped the crew to take a break and get into the hammocks for a rest! We sounded the alarms, collision, chemical, etc. And they all worked! We are all proud of the engineers and skilled workers who designed and built such a magnificent ship. It is truly an amazing tribute to our country's character that this ship and all its systems are coming back after so many years of neglect with so little effort.

2. Big News! The ASME, American Society of Mechanical Engineers, has approved Glacier's nomination as a "Historic Mechanical Engineering Landmark" There is more work to do, but the award should be officially announced in the fall. This was a team effort lead by Joseph C. DeFranco, P.E. An outstanding example of what one fresh volunteer can bring to lead our members to new successes.

3. Both the Port & Starboard anchor chains are bent on and both windlass sets are working. Pelican hooks are set and the anchors are ready to run.

4. All ventilation fans are running in their proper directions. And the ship is full of fresh air. This is the first time I could smell no trace of musty orders. The ship is alive and feels ready to go!

5. We completed the ultrasonic and visual inspections of the hull plates and voids under the direction of Edge Testing of Benicia, CA. You can see photos of Joe Arvizu and his team on the web site. The measurements showed more than enough steel in the hull and welded closure plates. Most significantly, the voids were very clean with just surface rust and no scaling or structural degradation. Conclusion: Glacier will pass into class without a problem.

6. The Benicia Sea Scouts have reconditioned our MSB and they cruised me to observe Glacier from the waters edge. The next day they joined volunteers aboard Glacier and cleaned up the mess created when we lit off the ventilation fans.

GREAT JOB! Meeting these find youngsters made the past 5 years work all worth it! Each of you has helped, thanks.

7. All watertight hatches & void covers are closed except a few hatches we need to reach the engineering spaces to light off power for the windlass. All mooring lines are flaked out and ready to run. New flags and signal halyards are rigged; we are ready to move to the pier.

8. Visit www.glaciersociety.org/press/061003press.htm to see Congressman Simmons Award.

9. The IMC made a call for all hands last month for the first time in 15 years, PERFECTLY!

10. We are working out the troubles with the sound powered phone circuits, and expect volunteer assistance from Northern Telecom to fix our broken dial telephones. We should know about this next week. Pier 80 becomes available July 5th as the MARAD lease expires, we are hard at work to secure a lease, stand by.

PEGASUS REVISITED

By Mike Poole

Submitted by Billy-Ace Penguin Baker

McMurdo Station, 12 April 2003—I have been running a few recreation trips this winter at McMurdo. We went out to see *Pegasus* last week. She's pretty much buried in snow these days but we managed to dig out the United States Navy sign and take a group photo. After getting back to town. Ernie Gray found a photo taken before the crash. Seems we just missed uncovering the nose art emblem of the flying horse. Anyway we are heading back tomorrow to see if we can cut away enough ice to photograph the emblem.

The best I can tell is that nobody has seen it for at least 10 years and for all I know it may have been covered since the crash.


I've attached a copy of the photo taken last week and a copy of the poster I put together for this weeks trip to find the logo. As you can see she is pretty well buried these days. It took about half an hour to chop away enough ice to get the Navy sign. I'm not sure if we can cut away enough to see the horse, but it will be interesting to try.

Gazette Editorial Note: Apparently the dig was successful because Mike sent me a photo of the nose art.

Mike and Tim's Antarctic Adventures


Return to Pegasus

The Historic Expedition



UNITED STATES NAVY

Openings for 18 people to help us find the Pegasus name and emblem

LOOK WHAT WE MISSED → 



Antarctic Deep Freeze Association, Jacksonville Reunion, April 2003

By Dick Bowers

The 7th Antarctic Deep Freeze Association (ADFA) Reunion took place at the Sea Turtle Inn, Atlantic Beach, Florida, from Tuesday April 22 through Thursday April 24, 2003. We had 119 enthusiastic members and guests in attendance as well as some newcomers. It was a very good get together!

The Inn, which is located right on the Atlantic Ocean, was well suited for our purposes, providing excellent facilities, hospitality room, meeting room, dining facilities, and numerous tourist amenities, treated us with great care. Beginning on Wednesday morning Dian Belanger gave us an update on the oral history project and book. The oral history portion of the project has been completed; transcriptions of the interviews are being distributed. Her book is in its final stages and she is talking with publishers. We will keep you advised of her progress.

We were then introduced to a speaker new to our group, George Blaisdell, who was referred to us and recommended highly, with just cause, by NSF. George is an engineer with the Army cold weather research facilities in Hanover, NH, under contract with NSF for engineering matters including ice runway construction and operation. He is also involved with other projects of special interest to NSF such as a project to support South Pole Station from McMurdo by tractor train. This is prompted by NSF's desire to cut costs and reduce reliance on LC-130's for that purpose. He talked at length about his work, mind boggling to all, but especially to those of us who were involved with these matters during DF-I and II. He has spent many summers on the ice working on these projects, and had a wealth of experience. His presentation was most impressive. We'll be seeing more of him.

Thursday morning, Jerry Marty, known to us well since our reunion in Biloxi in 2001, gave us another super update on the status of the New South Pole Station construction project as viewed from his management position with NSF. His cohort, Carlton Walker couldn't attend, but Jerry gave Carlton's presentation as well, covering detailed construction matters from

the standpoint of the contractor. These two presentations were staggering considering the scope of the project. Planning and coordination necessary to assure that Scientific Programs will proceed unimpeded while construction is underway are unbelievably complex. The new South Pole Station should be completed in 2007, which is also the 50th anniversary of the IGY. Then concluding, Jerry arranged for a phone call to the South Pole from our meeting room. The connection was clear we were told the satellites were in the right position so quite a few of us talked to counterparts now wintering there. With questions being asked and answers being provided from both ends of the connection.



Members of the Antarctic Deep Freeze Association talk over phone lines with Bill Henriksen, a site manager for the contractor at the South Pole Station in Antarctica.

Thursday Afternoon we had an ADFA business meeting where the major item of business was election of a new Board of Directors. The new slate approved is:

- | | |
|---------------|--------------------|
| Jerry McKee | Chairman |
| Don Scott | Vice Chairman |
| Dave Grisez | Director |
| Colon Roberts | Director |
| Ken Waldron | Director |
| Bill Stroup | Treasurer |
| Dick Bowers | Historian |
| Ken Waldron | Historian (backup) |

Jim Bergstrom, Dick Bowers and Bill Stroup are completing their work as Project Directors for the NSF Funded Antarctic History Project.

We also discussed options of our next reunion and decisions were made to get it underway. See notes that follow.

The final scheduled event was our banquet Thursday evening. It was a memorable affair with over 110 in attendance. The food was marvelous as was Don Scott who auctioned off numerous memorabilia and artifacts donated by our members and benefactors. It was a most enjoyable evening.

50th Anniversary of Deep Freeze/50th Anniversary MCB(Spec)

Decisions were made concerning the time and place for the next ADFA reunion. Bill Stroup agreed to coordinate the event. With energy exhibited so many times in the past, Bill is already getting his committee together to plan and carry out an event commensurate with the importance of our anniversary.

The involvement of all ADFA members is important. Plan on bringing your memorabilia and tales of your unique experiences. We're interested in learning as much as we can about the early years as well as current activities. Tell Bill if you have something special to offer.

From Bill, the following:

To assist the ADFA membership, who may wish to attend this gala event, the following information is provided for planning purposes. The venue will be on the Mississippi Gulf Coast during late April or in early May of 2005. The specific time will be determined by the best hotel rates available during this period. To assist in determining hotel space requirements, such as estimated attendees, hospitality and conference space and the number of dinners, it is never too early to inform the reunion coordinator of your intentions to attend. Your on site coordinator, Bill Stroup can be contacted at 100 Pampas Dive, Long Beach, MS 39560. Telephone 228 864 3270 or email <stroup597@aol.com>. Suggestions for making this anniversary reunion the best to date will be taken under advisement. So mark your calendars and keep in touch.

Also, please do not hesitate to contact the ADFA Board members if you have any questions or suggestions.

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COAST GUARD HELICOPTER CREWS RETURN FROM SIX-MONTH ANTARCTIC DEPLOYMENT – USCG Press Release

USCG AVIATION TRAINING CENTER, MOBILE - Fourteen crewmembers and two HH-65 Dolphin helicopters, all assigned to the Coast Guard's Aviation Training Center here in Mobile, returned on 24 Apr 03. The personnel and aircraft are part of the USCG's Polar Operations Division based at the Mobile Regional Airport. The group, known as Aviation Detachment (AVDET) 157, departed last October and embarked the Coast Guard Cutter POLAR SEA in support of ice breaking and National Science Foundation (NSF) operations in and around Antarctica.

AVDET 157 spent approximately two months at McMurdo Station, Antarctica, providing helicopter support for scientific research sponsored by the NSF. Additionally the detachment was involved in two high profile search and rescue missions: one to recover the pilot of a downed commercial helicopter near Lake Fryxell, Antarctica and the other was to MEDEVAC a 16 year old female passenger in need of emergency care to Canton Island in the South Pacific. (See article below for details of cruise)

The AVDET 157 crews flew off the 400-foot Polar Icebreaker near Seattle and completed a cross-country trip back to Mobile. The crewmembers were LT Dean, LT Larson, LT Wilson, LT Branch, AVTC Cegalis, AMT1 Chaney, AMT1 Lamberth, AMT2 Mosler, AMT2 Perryman, AMT3 Scott, AVT2 Miller, AVT2 Lyman, AVT3 Pawlo, and AST2 Edmiston

US COAST GUARD CUTTER POLAR SEA RETURNS FROM DEPLOYMENT – USCG Press Release

US coast guard cutter POLAR SEA returned to its home port of Seattle, WA on Saturday, 19 April 03, after a five and half month, 21,000 nautical mile Antarctic OPERATION DEEP FREEZE 2003 deployment.

POLAR SEA faced demanding ice conditions this year due primarily to the presence of two

giant icebergs b-15 and c-19 (each approximately 100 miles by 20 miles) which are speculated to have altered local ocean circulation and lowered temperature. On Dec 29 the ship began an 11-day, 52-mile channel break-in through ice up to 13 foot thick into McMurdo station. Arriving on 9 January 2003, this single ship operation was the longest channel break-in since 1963 when the US Coast guard deployed three icebreakers to complete the task. The length of this year's channel was over twice the historic average. After refueling in McMurdo station, the ship departed to continue channel grooming operations in preparations for the arrival of an oil tanker and container vessel. These vessels provide almost all supplies for both McMurdo station and the South Pole Station, which operate all year. Due to extensive ice conditions USCGC Healy was dispatched to assist and arrived McMurdo Sound on 6 Feb. On February 10th POLAR SEA & HEALY jointly escorted the container ship AMERICAN TERN into McMurdo Station, where a week long offload of supplies began. Due to the unyielding ice conditions in the area, tanker RICHARD G. MATTHIESEN was unable to transit the full length of the ice channel, MATHIESEN remained hove-to along a makeshift ice wharf 3 nautical miles from McMurdo station. Fuel hoses were stretched the remaining 3 NM to successfully discharge 7 million gallons of fuel. Upon completion of the fuel offload, POLAR SEA escorted the tanker for 5-days and 400 miles through heavy pack ice to the open waters of the southern ocean. After two brief port calls in Melbourne and Brisbane, Australia, and while in transit to Seattle, POLAR SEA was notified and diverted over 900 nautical miles to a vessel disabled in the pacific waters surrounding the Phoenix Islands just south of the equator. The Republic of Kiribati motor vessel (M/V) TE TAOBE experienced engineering difficulties and was disabled and adrift in the Pacific Ocean with 60 people on board. Making the situation more urgent, the vessel was low on drinking water and food, and a 16-year-old girl was in need of emergency medical attention due to excessive bleeding. The Coast Guard joint rescue coordination center based in Honolulu, HI received a request from the Kiribati government to aid and assist the Stranded vessel. After a 2.5 day transit, POLAR SEA arrived on scene and sent a team of engineers over to the ship, reprovisioned the Vessel with food and water, and conducted minor surgery on a two year old girl from the vessel. The 16 year old girl was

medevaced to POLAR SEA. The TE TAOBE continued on to Tarawa Island under her own power. After a one-day transit, POLAR SEA arrived at Canton Island (KI) where the girl was flown off the ship by ship's helicopter. A Coast guard air station Barbers Point HI C-130 aircraft retrieved the patient and transported her to Western Samoa for further medical Attention.

The crew of POLAR SEA was greatly looking forward to some time off to spend time with family and friends once back home in Seattle after the most arduous DEEP FREEZE mission on record.

Editor's Note – On 23 May 2003 members of the OAEA had the opportunity to meet with the folks that provide helicopter support for the ice breakers and tour the Coast Guard facility in Mobile, AL – This is the homeport of the all the helicopter crews that support the ice breakers and they met with the members of the unit, most of which are OAEs. A special thanks to LCDR Bruce Decker for taking time out of his schedule to escort us around the facility.

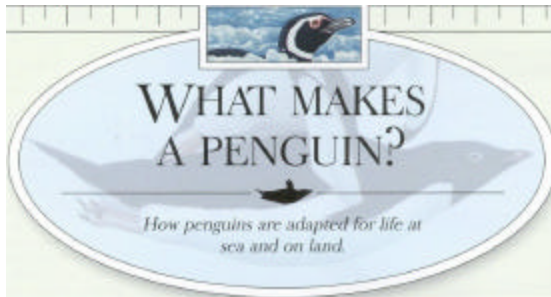


Past and Present OAEs meet on the Quarterdeck of the Coast Guard Facility in Mobile, AL- Left to Right – Billy-Ace Penguin Baker, CDR Paul Francis, unit XO, CDR Bob Kaylor, Chief of Polar Operations, Gus Shinn and Jim O'Connell

The Old Antarctic Explorers Association, Inc is a tax exempt charitable organization, chartered under U. S. Code 501(c)(3) and is dedicated to establishing and perpetuating public awareness of the Courage, Sacrifice and Devotion its members exhibited while supporting Antarctic Research for more than 55 years.

PENGUIN PAGES

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



ILLUSTRATED HERE are the biggest and smallest living penguins. Emperor penguins, the biggest stand about 35 inches tall and weigh up to 90 pounds. Little blue penguins, the smallest, stand little more than a third as tall, and weigh just over 2.2 pounds.



Why are some penguins big and others small? Big penguins find it easier to keep warm, because they produce more heat in their muscles and can hold their heat in more efficiently. So the bigger penguins live in cool or cold climates, the smaller ones in warmer areas. However, big penguins can also dive deeper and stay down longer than small penguins. The smallest penguins feed almost entirely in surface waters. Bigger ones catch food far below the surface. This may be a more important reason why they come in different sizes.

The largest penguins are no longer living. They are known only from fossil bones. Several species were much bigger than today's emperors. One in particular stood more than 5 foot tall, and probably weighed over 220 pounds.

PENGUIN EVOLUTION

The ancestors of penguins were probably small seabirds that, could fly, swim and dive. Their wings, with flight feathers along the trailing edge, were big enough to support them in the air, though small enough to push them through the water as well. Being able to dive even a few inches below the surface allowed them to fish beyond the reach of birds that could not dive at all.

However, flight feathers reduced their speed and efficiency underwater. Some that were born with much smaller flight feathers found that, although they could no longer fly, they were better at swimming and diving. These were the first true Penguins.

Once they had given up flight, penguins could become bigger, which helped them to dive deeper. By losing the ability to fly, they became the world's most efficient swimming and diving birds.

MALE AND FEMALE PENGUINS

In almost every species of penguins the sexes are very similar. It is hard to tell them apart just by looking at them. Males in each species are usually slightly larger than females, with slightly heavier bills. In any pair at a nest, the one that is slightly taller, with the longer and heavier bill, is almost certainly the male. This difference is most marked in the crested penguins, but often shows up in other species as well.

Another way of telling males from females is by their behavior. Males usually arrive at the colonies and take up nest sites first. In courtship they are more active and aggressive, more likely to fend off rivals, to make calls that attract partners, and to be involved in fights. In mating, the males stand on the females, never the other way around.

It is possible, too, to tell the sexes by examining the cloacæ (vent under the tail), but this involves handling the birds, which makes them frightened and upset, and alters their

behavior. Scientists can also tell by taking a feather and sampling the DNA. Male and female feathers show different patterns. However, this requires a well-equipped laboratory, so is not always very practical for fieldwork.

MOLTING

Feathers are made of material similar to hair and nails, and soft enough to wear out. They have to be replaced at least once a year. While most flying birds molt their feathers in small patches, penguins change theirs all at once, usually after they have finished breeding.



They go to sea for a few days beforehand to fatten up, then come ashore and find a sheltered corner to stand in. Within two or three days they start to look puffy. The new feathers are starting to grow, and pushing the old ones out. Then the old feathers start falling away, showing the tips of the new ones underneath. On a big colony there are feathers everywhere, as though thousands of penguins have been pillow fighting.

It takes three to four weeks for all the old plumage to be replaced. Then the penguins return to the sea, elegant in their clean new suits of feathers, and much thinner after their long fast.

SENATE ROLLS A PORK BARREL INTO WAR BILL

By David Firestone – Submitted by Billy-Ace Penguin Baker

Washington, D.C. 8 April 2003— The hour was late, the war in Iraq was raging, and members of the Senate simply wanted to pass the \$80 billion bill to pay for the war and go home for the night. In their haste, many senators never realized last week that they were also voting to send \$10 million to a research station at the South Pole that had had a hard winter.

The bill included an increase from \$320 million to \$330 million for a science research station at the South Pole. A spokesman for Senator Christopher S. Bond, Republican of Missouri, who inserted the provision, said Antarctica had had a difficult winter and the station needed to lay extra pipes to get oil from a tanker ship.

“I was really appalled,” said Senator John McCain, Republican of Arizona “Here, in the name of fighting the war in Iraq, they loaded up the bill with pork-barrel spending. I mean, I didn’t realize that Al Qaeda had reached all the way to the South Pole, but it’s an example of a process that’s simply out of control.”

Gazette Editorial Note: Whether there is a pipeline or not it’s another example of the media assumption that “South Pole” is synonymous with Antarctica.

GAO Rejects Guard Units Hardship Pay

By Times Staff Writer Rod Hafemeister

Congressional watchdogs have recommended against giving special hardship pay to the Air National Guard unit that flies to the Polar Regions.

Investigators also listed things the Pentagon should consider if it looks into offering hazardous-duty pay for such operations.

In an April 29 report, the General Accounting Office (GAO) said that creating a special exemption to the rule requiring at least 30 consecutive days of duty in a hardship area would set a precedent that could dramatically increase hardship duty costs to the Pentagon. The New York Air National Guard’s 109th Airlift Wing flies ski-equipped LC-130 aircraft to support scientific missions in the Polar Regions.

Antarctica and Greenland’s polar regions are designated as hardship-duty areas, qualifying for

the maximum hardship rate of \$150 a month. But airmen have to be in the area for a least 30 consecutive days to qualify and most supply and support missions do not last that long. (*Explorers Gazette* Editorial note: The missions last that long, but the reservists deploy for a maximum of two weeks)

In 2000, the 109th developed a proposal to dispense hazardous-duty pay to compensate for “extreme working conditions and exposure to medical hazards.” The wing said maintenance personnel often work in temperatures as cold as minus 59 degrees Fahrenheit without protection of hangers, exposed to hazards including frostbite, hypothermia and carbon monoxide poisoning.

The proposal never flew. Congress rejected a plan to grant an exception to the 30-day rule but asked the GAO to study the proposal.

“Allowing an exception to the 30 day threshold would result in minimal costs, but this exception could set a precedent for DOD personnel performing other short term missions”, the report said.

The exception would cost \$125,000 to \$130,000 a year based on deployment trends, the 109th estimated. Most of that would be paid by the National Science Foundation, which reimburses the Pentagon for support in the Polar Regions.

Congress also directed DOD to study special and incentive pays for reservists with duty in Polar Regions. The GAO said any such study should include:

- Extreme working conditions.
- Exposure of personnel to potential medical hazards.
- Retention data for personnel performing polar duty.

Officials with the 109th said they believed polar duty was hurting retention but didn’t have data to show it, the GAO report said.

From the Air Force Time, 19 May 2003
Submitted by Peter Barretta, Jr.

Gazette Editorial Note: Hazardous duty pay in the amount of \$150 per month was awarded to Navy personnel in the wintering over party from 1980 through 1998.

PICTURES OF TIMES PAST

Editor’s note – The OAEA is always accepting digital pictures any of its members might have. Please identify them in the file name and provide a brief history and send them to penguin64@att.net for possible use in the future.



First C-124 Globemaster on the ice – 1957



Unloading salvaged mail that was jettisoned from an Air Force C-130 while landing in a “White Out” during DF 64

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