



# EXPLORER'S GAZETTE

Uniting all OAE's in Perpetuating the Memory of U.S. Navy Operations in Antarctica

Volume 4, Issue 2

Old Antarctic Explorers Association, Inc

Spring 2004

## YOG-34



*YOG-34 Crew on arrival at McMurdo December 1955. Father Time 34 was the radio callsign for YOG-34.  
Standing L/R: RMSN John Zegers, ENC Rastery, MM1 Harold Lundy, Unknown, CMCN Michael Clay,  
AN John Tallon, "Moon Man" Clarko, Unknown, UTCN R.J. Brown, "Balay" Campbell, "Mule" Miller,  
Mess Cook Creacy, Unknown, Unknown, Unknown, SWCN Colon Roberts, "Nig Wig" Merrell.  
Knelling L/R: MM3 B.B. Duke, AN Charles Olivera, Jr, "Shaggy Chops #2" Rogers, LT Jehu Blades (CO),  
CS2 Raymond Spiers, AM3 Aubrey Weems, L.V. "Flags" Thomas, UTCN Donald Scott*

See Related Story on Page 15

**PRESIDENT'S CORNER**

Jim Eblen — OAEA President

**TO ALL OAE'S** — Hope this finds everyone in good health and looking forward to Spring.

The next Symposium/Reunion scheduled to be held in Oxnard CA on January 26, 27, & 28, 2005 is moving right along. I traveled to Oxnard in late January and met with Jim Maddox, chairman, and his Symposium/Reunion committee (all three of them). They are in the process of ironing out the details to put it all together. After the meeting to discuss the various aspects of what needed to be done, we toured the four hotels that will be available to house the attendees. They are as follows; Embassy Suites Hotel, located near the water in Oxnard; Residence Inn, Oxnard; Courtyard (old Radisson) Oxnard; and Casa Serena, Oxnard. Prices, enmities, distance to Convention Center and much more will be coming out in the first newsletter from the committee. Jim Maddox and I then toured the Performing Arts & Convention Center, where the activities will take place. It is a large facility with everything needed to ensure a good time will be had by all. It is also centrally located from the hotels. As I have stated in previous newsletters, the committee could use some more assistance, especially from the Oxnard area. Jim O'Connell and other members, who were involved with the last Symposium/reunion, have offered their assistance. I wish to thank those for coming forward. Look for the first Symposium/Reunion newsletter for all of the details.

I have received a few inquires, asking if I had heard of various reunions of Deepfreeze personnel. The last one was in regards to a reunion of VX-6/VXE-6 in the Chicago/St. Louis area. I know of no such reunion. If anyone knows of any reunions, please contact me so I can let folks know if they ask. *Editors Note:* There is a **Reunion Information** article in each issue of the *Gazettee*. See page 10 in this issue.

While at Oxnard, Jim Maddox and I went to Pt. Mugu, where LC-130 148320 is located. I don't know about the mechanical condition of the aircraft, but the outward appearance is deplorable. It was nice seeing the aircraft again, as this is the one that I was crew on for over 2 years. I hope that they take better care of her in the future.

Well folks, there isn't much news at this time, so will say adios for now. To those who have lost a loved one or a friend, our prayers are with you. For 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

There is nothing more stirring and pleasant than to feel that life has been good and that good things are ahead. On the other hand, there is nothing more depressing, more



unnerving, than to feel that life holds nothing of worth in store for you. "Is life over for me?" was the question that one who had grown weary along the way asked of a friend and counselor. The answer is found in the timeless promise to the church in Philadelphia (Rev. 3:8), "Behold, I set before you an open door." Life is never over for those who follow God.

This is especially true of the young. They have the incomparable chance of youth. They have the opportunity to learn life's great purpose, to learn how to do good, and to be good in the sight of God. The door is wide open. Five years from now it will be a little less wide open. In middle life it will be half shut. A little later it will be three quarters shut, and then, in time, so far as the opportunity to do good and be good in this world, the door will be closed. Therefore enter it now. "Work, for the night is coming."

But this is a promise of opportunity, which speaks not only to youth but also to those of any age in life. It has profound meaning for those who are conscious of past mistakes and omissions. Even the most thoughtful and careful will recall doors which they passed by, opportunities to speak for God and the truth, to warn someone about to make a serious mistake, or to encourage and help some troubled soul. But God opens another door. He gives us a second chance. For your own sake enter the open door.

We know that as long as there is a spark of yearning in our heart for God, or one chance of winning us from sin, that God will keep the door of repentance open to us, so that we might begin a new life with Him.

May God continue to bless us, and our nation.

*Cecil D. Harper*  
OAEA Chaplain



## GROWLERS & BERGY BYTES

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

Scott AFB Illinois, 05 March 2004—**Operation Deep Freeze 04**. US Transportation Command Activities In Antarctica. See story on pages 4 & 5.

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Corpus Christi, Texas—**Byrd Auxilliary Power Unit On Display**. Operation Windmill veteran uncovers hoax. See story on page 5.

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Honolulu Hawaii, 12 March 2004—**New Born Penguin** at Hawaiian Village Beach Resort. See story on page 8.

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Pensacola, Florida, 15 March 2004—**New Pewter Finish OAEA Commemorative Coin** makes debut. See details on page 9.

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US Exploring Expediton 1839–1842—**First US Navy Chaplain** arrives in Antarctica. See story on page 11.

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Pensacola, Florida, 17 February 2004—**Wyoming Hooker elected** by a landslide as first OAEOSS. See story on page 13.

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Operation Deep Freeze I—**YOG-34 arrives at McMurdo**. Cover photo and excerpts from oral history interview. See story and poem on page 15.

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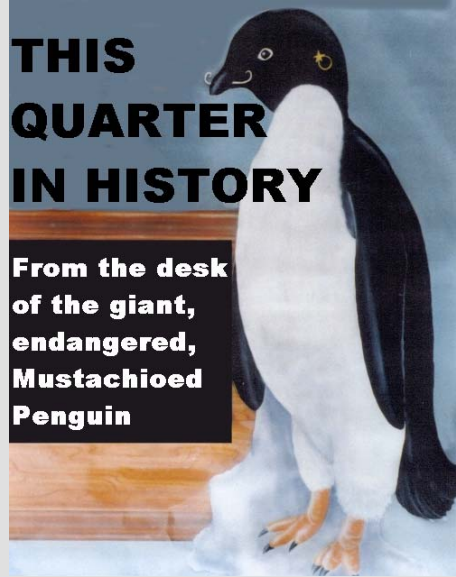
Pensacola, Florida, 28 March 2004—**OAEA Donation Award Levels Established**. The OAEA Board of Directors have established awards for members donating money to the Educational and General Funds. See story on page 17.

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Pensacola, Florida, 15 March 2004—**50<sup>TH</sup> Anniversary of First South Pole Landing**. Word has recently been received that the Citizens Stamp Advisory Group has declined to issue a commemorative postage stamp for the 31 October 2006 50<sup>TH</sup> Anniversary of the historic flight flown by Gus Shinn.

## THIS QUARTER IN HISTORY

**From the desk of the giant, endangered, Mustachioed Penguin**



### April Events

- 02 Apr 1902 Scott's *Discovery* depot party turns back due low temperatures
- 07 Apr 1916 Shackleton and crew board whale boats en-route Elephant Island
- 08 Apr 1821 *Sarah* lost at sea with 9 men aboard
- 23 Apr 1831 Carpenter on *Tula* lost overboard
- 28 Apr 1965 PM-3A nuclear power plant SCRAM due slipped control rod

### May Events

- 08 May 1916 Mackintosh & Hayward of Shackleton Expedition die at McMurdo
- 02 May 1958 Antarctic Treaty proposed by President Eisenhower
- 16 May 1967 South Pole Station personnel evacuated to emergency camp due to carbon tetrachloride fumes
- 15 May 1974 USARP Bio Lab Manager Greg Nickell killed in truck accident at McMurdo Station
- 31 May 2004 Memorial Day observed at McMurdo

### June Events

- 05 Jun 1898 Danco dies of scurvy aboard *Belgica*
- 12 Jun 1902 Scott decides to go for the Pole
- 07 Jun 1903 Seaman Ole Wenersgard of *Belgica* dies during winter-over
- 30 Jun 1912 Members of Deutschland Expediton return to ship after failing to locate New South Greenland
- 21 Jun 1967 McMurdo Dragon Watch Society release Sir Lofless during mid-winter day celebrations causing panic



## ANTARCTICA IS HOTBED OF USTRANSCOM ACTIVITY

Release Number: 040302  
March 05, 2004

By *LTJG Patrick Evans, USNR*

Submitted to the Gazette by:  
*RMC Howard "Guhor" Wick, USN (Ret)*  
*US TransCom Employee*

Scott AFB, Ill. March 5, 2004—The coldest place on earth is a hot bed of activity as the United States Transportation Command (USTRANSCOM) once again provides air, land and sea support for U.S. Antarctic Program (USAP), part of the annual Operation Deep Freeze (ODF).



**McMurdo Station—A C-17 Globemaster III approaches the Williams Field ice runway in Antarctica.**

Managed by the National Science Foundation (NSF), USAP encompasses U.S. Government-sponsored activities in the coldest, windiest and driest place on earth, lashed by winds of up to 200 mph and

the lowest temperature ever recorded,  $-126.9^{\circ}$  F.

Preparations began in late December and early January when the Coast Guard Ice Breakers USCGC *Polar Star* and *Polar Sea* arrived in the Ross Sea. Their mission was to smash open access to the Ice Pier in Winter Quarters Bay, where more than 10 million pounds of cargo and 8 million gallons of fuel were delivered in the shadows of Robert Scott's Discovery Hut.

Because some of the research in Antarctica focuses on changes in

atmospheric ozone levels, ocean ecosystems and the origins of the universe, "The military men and women involved have a huge sense of pride," said Col. Tye Beasley, USAF, Commander, Support Forces Antarctica. "We realize what we are

doing helps to rewrite the textbooks of tomorrow."

As Commander of Support Forces Antarctica, he is responsible for about 800 Army, Navy, Air Force and Coast Guard personnel whose mission is to move scientists and their supplies and research equipment deep into and out of the Antarctic continent. Col. Beasley calls this "the most unique job I've ever had in over 28 years of service."

"Even though we are fighting two major conflicts, we are still supporting peaceful scientific endeavors in the Antarctic," said Chief Master Sgt. Robert Lafaye, USAF, who helps plan and coordinate the Department of Defense's role in ODF via USTRANSCOM.

Some of the work being completed is Nobel-quality, "Twenty different nations conducting scientific research down there," said Lafaye, who works from USTRANSCOM headquarters at Scott Air Force Base, Ill.

Throughout ODF's August through February government-private sector joint operation, the NSF is responsible to USAP for overall management responsibility, including planning, funding and implementing the international program of scientific research. USTRANSCOM provides support to the USAP.

The NSF, established in 1950 by the National Science Foundation Act, is an independent government agency that promotes the progress in science, national health, prosperity and welfare and secures the national defense. The multilateral Antarctic Treaty, signed Dec. 1, 1959, provides for international freedom of scientific investigation in Antarctica and reserves the area exclusively for peaceful purposes.

## USTRANSCOM Support Is Essential

Air Mobility Command (AMC) and Military Sealift Command (MSC), both USTRANSCOM subordinate commands, supply the heavy lift into Antarctica, enabling USTRANSCOM to support the USAP by further moving scientific and support personnel and supplies throughout the treacherous terrain of Antarctica.

"By using the strength of U.S. military airlift and sealift resources, the NSF can attract some of the best scientists in the country into the field

and back out in a very quick time," said Lafaye.

Through ODF, USTRANSCOM also provides inter-continental logistics support, such as ski equipped LC-130s from the New York Air National Guard, helicopters from the USCG, stevedores from the Navy Cargo Handling Battalion One and air traffic services and weather forecasting and observing through the Space and Naval Warfare Systems Center in South Carolina. The USAP is also supported through contracted ski equipped planes and helicopters from the commercial sector.

USTRANSCOM was established in 1987 as one of nine combatant commands. As the single manager of America's global defense transportation system, USTRANSCOM's mission is to move people, supplies and equipment whenever, wherever and for as long as they are needed.

Meanwhile, in the Antarctic, planning is already heating up for Operation Deep Freeze '05 (2004 – 2005).

The USTRANSCOM team will make it happen.



## Adequate Earth

by Donald Finkel

The black rocks flecked with jet, tears of Erebus; glinting among them, shards of whiskey bottles, shattered beakers, yellow, green, prismatic, rose—

*Such heaps of broken glass to sweep away.  
You'd think the inner dome of heaven had fallen.*

And behind the nuclear power station, a grey-green patch on Observation Hill, a furtive, radioactive glacier snakes into the sound. The little black box chatters its ineffectual protestations.

But who are these suitors that flock to her bedside, only to feel her pulse, listen to her heartbeat, playing doctor, taking temperatures, examining stools?

*The pieces have to be wrapped up in tissue paper, then in a paper towel, then placed in a bag. Then you have to label the bag. I had repeated this so many times my hands were getting stiff: For some reason which I don't understand, I kept sitting on the cold cliff working .*

## OPERATION WINDMILL 1947–48 & THE BYRD AUX POWER UNIT

by Billy-Ace Penguin Baker

Officially called the US Navy Second Antarctic Developments Project. After the expedition was over it was nicknamed "Windmill" due to the large amount of helicopter exploration conducted during it. Its missions were:

- To train personnel and to test equipment in Antarctica
- As a follow-up to the objectives and achievements of Operation Highjump the season before
- To check on Little America IV
- To carry out scientific and exploratory work
- To survey from the ground 30 major features (most notably the Bunger Hills) which Operation Highjump had photographed aerially.

The 69-day expedition was carried out by Task Force 39, led by Cdr. Gerald L. Ketchum, USN. There were two icebreakers, the USS *Edisto*, commanded by Cdr. Edward C. Folger, and the USS *Burton Island* commanded by Cdr. Edwin A. McDonald. McDonald later become the Operation Deep Freeze Task Force 43 Chief Of Staff and later still was a prominent figure in the Antarctic tourist industry. Lt. Cdr. C.L. Browning was chief staff officer, and Capt. Vernon D. Boyd was among the 14 staff officers. There were three military officers and 10 civilians as observers. One of these was cartographer John H. Roscoe. The *Burton Island* carried two helicopters—a Sikorsky HO3S-1 and a Bell HTL-1. The *Edisto* carried an HO3S-1 helicopter and a Grumman J2F-6 amphibian airplane. Five hundred men took part in the operation, and four Weasels were used as land transport.

The *Edisto* left Boston on Nov. 1, 1947, for Norfolk, Virginia, where the observers and scientists boarded. On Nov. 6, 1947, the ship left Norfolk, and, via the Panama Canal, went to American Samoa, arriving there on Dec. 2, 1947.

The *Burton Island* left San Pedro, Calif., on Nov. 20, 1947, rendezvousing with the *Edisto* at American Samoa on Dec. 3, 1947. On Dec. 5, 1947, the two icebreakers, which made up Task Force 39, left American Samoa for the Antarctic, traveling 20 miles apart. Their first objective was to get to Scott Island, but this had to be abandoned 40 miles north of the island due to bad pack ice, which they reached on Dec. 25, 1947. Then they sailed around the Wilkes Land coast to the Davis Sea, did their work there, including surveying 9 points along a 600-mile stretch of coast-line in 23 days, as well as landing a team by helicopter at the Bungler Hills and other places. They fell short of the 30 points to be surveyed because of weather conditions. From the Davis Sea they went around the coast to the Ross Sea, then to Little America, and Peter I Island, and on to Marguerite Bay, Graham Land, where they provided relief to the Ronne Antarctic Research Expedition. The operation was generally a success, and established 17 geodetic positions, and conducted a considerable amount of oceanography. The *Edisto* arrived back at Norfolk on March 28, 1948, and the *Burton Island* arrived at San Pedro on April 1, 1948.

## BYRD AUX POWER UNIT

As previously mentioned one of the missions of Windmill was to check on the condition of Little America IV and report the findings to Admiral Byrd via radio. Admiral Byrd was scheduled to be standing by in the president's office in the White House at a pre-determined time to receive the radio message from Little America.



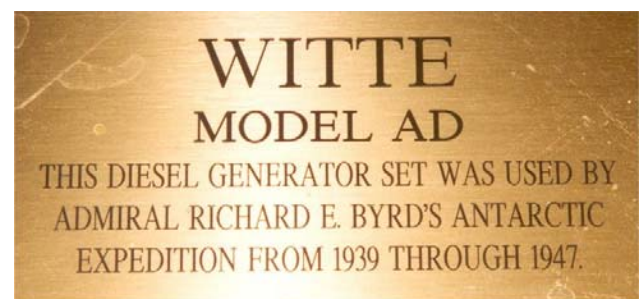
*Admiral Byrd's APU, or was it?*

Originally Commodore Ketchum was to make the radio call to the White House, but he was sick and remained on the *Edisto* and sent a helicopter and a three-man crew to complete the mission. Lt Lloyd Tracy (*See In Memory* on page 7) piloted the helicopter and the crew was Aviation Radioman Fisher and Aviation Machinist Mate Ray Felker. These three men had orders to fly into Little America, dig down into Admiral Byrd's radio shack, crank up the auxiliary power unit (APU) and the radio — and call Byrd in the President's office. Once they were in the radio shack Felker got the APU started, Fisher got the radio running and Lt Tracy read a prepared script and talked to Byrd there in the president's office.

Many years later Ray Felker, who resides in Corpus Christi, Texas, received a call from a friend who knew that he served in Antarctica during Operation Windmill. His friend told him that an Auxiliary Power Unit was on display at a certain industrial engine agency and that it was the same APU that was returned from Little American in 1947.

Ray was in disbelief. He had last operated that APU in late March or early April of 1948 had closed and latched the door to Little America and flew off in the helicopter with the belief that Little America would break off and sink into the Antarctic Ocean the following spring.

In order to clear this situation up Ray went straight to the place of display. The people there told him that they bought the APU in a lot of junk from a bankrupt company where they were told that it was the "same as the one Byrd used". It was also the same APU used by thousands of American farmers before, during, and after the Great Depression.



*Closeup of plaque at base of Aux Power Unit on display stand.*

*Editors Note:* Ray Felker is a life member of the OAEA and contributed to this story.

Apparently the entrepreneurs at the Corpus Christi agency took advantage of the Byrd connection for publicity purposes just like Admiral Byrd took advantage of the Operation Windmill Little America Inspection Team for publicity purposes.





## I N M E M O R Y

OAE James R. Lusk, age 66, died on 1 July 1999. Jim was not a member of the OAEA, but served at Little America V with the Navy Security Group Detachment during DF-I.

OAE Robert J. Bullis, died in Lake Geneva, Wisconsin on 16 November 2003. Bob was not a member of the OAEA, but served with VX-6 during DF-63 and DF-64.

OAE Lloyd Tracy, age 90, died in Olympia, Washington on 29 November 2003. Lloyd was not a member of the OAEA, but served as a helicopter pilot on the USS *Edisto* with Operation Windmill in 1947–48. (See related story on page 6.)

Armchair OAE Robert de Violini, age 74, died in Ventura, California on 15 January 2004. Bob was not a member of the OAEA, but he was a member of the American Society of Polar Philatelists and he supported Operation Deep Freeze through his philatelic cover interests and promotions; and the numerous articles he wrote and published in the *Ice Cap News*.

OAE Ruth J. Siple, age 89, died at her home in the Magnolia Care Center in Wadsworth, Ohio on 23 January 2004. Ruth was a life member of the OAEA. She visited the ice in 1975 for the dedication of South Pole Station. (See commentary and photo on page 17)

OAE Larry E. Edwards, age 57, died in DeFuniak Springs, Florida on 04 February 2004. Larry was not a member of the OAEA, but served on the USCGC *Westwind* during DF-68.

OAE Paul Aguirre Gallagher, age 66, died in Pensacola, Florida on 10 March 2004. Paul was not a member of the OAEA, but served as a journalist in NSFA during during DF-69 and DF-70.

## ORAL HISTORY PROGRAM

by Billy-Ace Baker

In late February Brian Shoemaker reported that the National Science Foundation (NSF) had turned down his grant request to conduct oral history interviews of U.S. Polar Programs personnel. Brian firmly believes that all OAEs (both Arctic and Antarctic) played a very important role in the development and exploration of the Polar Regions. He

further feels obliged to see to it that individual roles will never be forgotten.

The NSF has encouraged Brian to reapply for his grant in June. However, after he resubmits, the internal review process will take another six months before he knows if there will be money available for the interviews.

For more information contact Brian by email at: [shoemaker@presys.com](mailto:shoemaker@presys.com), or by telephone at (541) 756 9013.

## OAEA LOCATOR

Dick Spaulding is looking for members of VX/VXE-6 Para-Rescue Team (Antarctica 1957–1984). Dick can be contacted by email at [prcmret@earthlink.net](mailto:prcmret@earthlink.net) or by telephone at (352) 597 8706.

Arthur L. DeVries is looking for Chief Ralph Payne who worked in the VXE-6 Photo Lab in the mid-70s. Arthur can be contacted by email at [adevries@uiuc.edu](mailto:adevries@uiuc.edu) or by telephone at (217) 333 4245.

Elwin A. Vaughan is looking for RD2 Roy Vaughan (no relation) who served with him on the USS *Edisto* during Deep Freeze IV. Elwin can be contact by email at [jrevelle@bellsouth.net](mailto:jrevelle@bellsouth.net).

Linda Devlin is looking for John Herola who served in Deep Freeze I. Linda may be contacted by email at [ldevlin@infi.net](mailto:ldevlin@infi.net)

Jean Robinette Dittmyer is looking for Harold Herles who served in Operation Deep Freeze. Jean may be contacted by telephone at (619) 441 4877.

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## PENGUIN PAGES

### Newborn Penguin Welcomed At Hawaiian Village Resort

Honolulu 03/12/2004—Hawaii may be the last place one would expect to find penguins. But at Hilton Hawaiian Village Beach Resort & Spa on Waikiki Beach, a colony of Blackfoot Penguins not only thrives amid the palm trees and tourists, they're also raising a family.

Mana, a male Blackfoot Penguin, was hatched at the Village January 19. The offspring of Remy and Oreo, he is the fourth penguin born at the Village since penguins joined the resort's family in 1987. The eight-bird colony, which resides in an outdoor enclosure that includes dry land and a small pond, as well as small caves for shelter, are one of the most surprising and enjoyable attractions guests find at the 22-acre Waikiki resort.

Weighing just 60 grams at birth, Mana is now nearing 1.3 kilograms thanks to a steady diet of small fish hand-fed by the resort's highly trained wildlife staff. He'll reach his

full size of approximately three kilograms in another six weeks, which also is when his juvenile coat of fur-like grey and white feathers will replace the grey down that insulates him now.



*At five weeks old, Mana was as cute as his bedmate, a miniature Teddy bear.*

Mana's birth temporarily brought the Hilton colony up to nine penguins. Sadly, however, Mana's father, Oreo, died suddenly Feb. 2 when he inhaled some of the regurgitated food he was feeding Mana. Hilton's wildlife staff removed Mana from the colony and have been raising him in the resort's wildlife care facility.

This has let Mana become accustomed to human interaction as he scuttles about the facility while the Village's six-person wildlife staff tends to the needs of the more than 70 exotic birds that also reside at the Village. Mana has clearly bonded, in particular, with wildlife assistant Wendy Kuhns-Higashino, following her around the facility and watching her every movement, sometimes chirping for Wendy's attention even when another wildlife staffer is holding or tending to Mana.

"Under Mana's circumstances, intervention was necessary," said Kuhns-Higashino. "Although his responsiveness to me is cute, we encourage the behaviors that will help him adapt to life in the penguin colony."



*Mana being feed smelt by his surrogate mother.*



Mana's name means "Spirit" in the Hawaiian language, an apt moniker given the unusual parental circumstances the chick has had to overcome. "Mana's birth was very special. This little baby has shown tremendous spirit in fighting the early battle for survival," said the resort's general manager, Noel Trainor. "We wanted a name befitting that, and 'Mana' is a strong name for a strong little penguin."

After Mana grows his juvenile coat, the wildlife staff will begin to re-introduce the young male to his flipped family. He'll have supervised visits to the colony's outdoor enclosure, each visit longer than the previous, until it is clear the colony has accepted him. Then he'll take his place as one of the Village's avian ambassadors of aloha, delighting children and adults alike.

### NEW OAEA MEMBERS

The below listed personnel have joined the OAEA since the last issue of the Gazette

Alexander, Homer	Life
Brooke, Marian	Annual
Cash, Samuel	Life
Cassady, Jackie	Annual
Connell, Shelby	Life
Coor, Larry	Life
Denny, Minnie	Life
Dever, John	Life
Ellison, Arthur	Life
Emmons, Donald	Life
Eppart, Robert L.	Life
Johnson, Michael	Annual
Jones, Thomas	Life
Kelly, Steven L	Life
Kiel, Max	*Memorial
Lussier, Donald	Annual
McCreary, James	Life
Menster, William	Life
Owens, Edward	Reactivated as Life from expired Annual
Pinamonti, John	Annual
Pinckney, Darrell	Annual
Stroup, William	Life
Sanders, Maury	Annual
Swadener, Mark	Annual (reinstated from inactive)
Vogt, Allen A	Life
Webster, Mark	Life
Wilson, John E.	Life
Yow, Maxine	Life

*\*Editor's Note:* Petty Officer Max Kiel is the first OAEA Memorial Member. Max, a Construction Driver, was killed on 5 March 1956 when his D-8 tractor plunged down a crevasse in an accident on the Byrd Station traverse from Little America V. Max was nominated for membership by his sister Erma Stanton a resident of Oregon.

### OAEA COMMEMORATIVE COINS

A new coin has been added to the OAEA commemorative coin set. This coin has an antique pewter finish and is shown in the photo below. The price of \$10 includes shipping and handling and as usual part of the proceeds from the sale of this coin, and all OAEA commemorative coins, will be donated to the OAEA Scholarship Fund.



The previously offered coins struck in various metals are still available. Postage varies by number of coins ordered and class of mail service desired. Insurance is highly recommended. For instance a full set of the coins plus \$100 insurance would be \$7.00 for first-class postage.

#### OAEA Coin Price List:

- \$30.00 — .999 fine silver. 1 troy ounce in blue case
- \$25.00 — .999 fine silver. 1 troy ounce in snap case
- \$15.00 — Antique bronze. Bagged
- \$12.00 — Brass. Bagged
- \$ 2.00 — Aluminum. Bagged
- \$10.00 — 6 Aluminum. Bagged
- \$75.00 — Full set. 1 of each coin (\$9.00 savings)
- \$80.00 — Full set. 1 of each coin plus 5 extra aluminum (\$12.00 savings)

**NOTE: For a limited time only, 1 Antique Pewter Coin will be included free of charge with each \$75 or \$80 set ordered.**

Orders with payment should be mailed to the below address:

RMC Billy-Ace Baker, USN (Ret)  
 10819 Berryhill Road  
 Pensacola Florida 32506-6201 USA

If ordering from overseas or if ordering other than full sets please contact me first at the above address, or via email at [upizauf@aol.com](mailto:upizauf@aol.com) or by phone at (850) 456 3556.

## REUNION INFORMATION

*Editor's Note - If you have any information regarding individual OAE group reunions, please send the information to Billy-Ace Baker at [upizauf@aol.com](mailto:upizauf@aol.com) for publication in the Gazette*

**USS *Tombigbee* (AOG-11)**, San Antonio, TX, 13–16 May 2004. Contact William Waller, phone 757 217 2356, email [wallerwn@wbeach.com](mailto:wallerwn@wbeach.com). The USS *Tombigbee* participated in DF-63.

**Sixth Annual All Seabee Reunion**, Port Hueneme, CA, 20–23 May 2004. Contact: Edward Kloster, phone 626 280 9495, email [mccb@earthlink.net](mailto:mccb@earthlink.net), or call Casa Sirena Hotel 800 447 3529. Many of the Seabee Battalions deployed to Antarctica as units of the Deep Freeze task force.

**NMCB 1**, Port Hueneme, CA, 20–23 May 2004. Contact: Robert Ortiz at 11816 Alclad Ave., Whittier, CA, phone 562 944 3820, email [mccb@earthlink.net](mailto:mccb@earthlink.net). NMCB 1 participated in DF-II and DF-62.

**Cargo Handling Battalion One (CHB-1)**, Williamsburg, VA, 31 May 2004. Contact: Frank Kerry, phone 252 636 3015, email [fk1934@aol.com](mailto:fk1934@aol.com). CHB-1 participated in numerous Deep Freeze deployments.

**NMCB 6**, Saint Paul, MN, 23–27 July 2004. Contact: John Bevier, 5200 W. Sanborn Rd, Lake City, MI, phone 231 633 9450, email [jbevier@michweb.net](mailto:jbevier@michweb.net). NMCB 6 participated in DF-65 and DF-66.

**NMCB 71**, Warwick, RI 04–07 August 2004. Contact: Jerry Montecupo, 2548 Pitcairn Rd, Monroeville, PA 15146, email [jmontecupo@adelphia.net](mailto:jmontecupo@adelphia.net), phone 412 373 3096. NMCB 71 participated in DF-72 and DF-73.

**USS *Edisto* (AG-89/AGB-2)**, Charleston, SC, 08–12 September, 2004. Contact: Gene Fettinger, 1926 Parkway Drive, Crescent City, CA 95531, phone 707 465 5857. USS *Edisto* participated in Operation Windmill, DF-I, IV, 61, 63, and 65.

**USS *Currituck* (AV-7)**, Las Vegas, NV, 26–20 September 2004. Contact: Ron Curtis, phone 573 943 2349, email [gunner@directway.com](mailto:gunner@directway.com). The USS *Currituck* participated in Operation Highjump as part of the Western Group.

**NMCB 8**, Gulfport, MS, 30 Sep–02 Oct 2004. Contact: Ron Dougal, Sr., 6225 E. Des Moines St., Mesa, AZ, phone 480 807 3016, email [dougalsr@aol.com](mailto:dougalsr@aol.com). NMCB 8 participated in DF-64.

## ACTIVITIES BY LOCALE

**New England Area**—See article in this issue concerning recent activities in the New England area. The New England group meets quarterly. Contact Marty Diller at [mgdiller@blazenetme.net](mailto:mgdiller@blazenetme.net) or 207-729-0197 for additional information

**Gulf Coast Group**—See article in this issue concerning recent activities in the Pensacola area. The Pensacola group is now holding monthly activities—for information on these contact Les Liptak at 850-492-1666 or [lcliptak@hightec.com](mailto:lcliptak@hightec.com) or Billy-Ace Baker at 850-456-3556 or [upizauf@aol.com](mailto:upizauf@aol.com)

**Pacific Northwest Area**—Plans are still in the works to establish another regional group in the Washington, Oregon and Idaho area. As more information on this becomes available, all members will be notified.

**Tidewater Group**—See article in this issue concerning recent activities in the Tidewater area. Contact Ed Hamblin at [ehamblin@cox.net](mailto:ehamblin@cox.net) or 757-405-3362 for more information.



## CHANGE OF ADDRESS

Report all changes of address, both snail mail and email, to the OAEA Secretary/Treasurer:

By email: Send your old and new snail mail and/or email address to: [penguin64@worldnet.att.net](mailto:penguin64@worldnet.att.net).

For members who do not have Internet service. Send your old and new snail mail address to:

OAEA, Inc.  
4615 Balmoral Drive  
Pensacola, FL 32504

## First US Navy Chaplain In Antarctica

—by Billy-Ace Penguin Baker

Beginning as early as 1838 and continuing through the 1840s and the 1850s, several United States Navy exploring expeditions were sent to the Pacific. A number of scientists and artists accompanied these cruises. Usually there was at least one chaplain attached to each expedition.

The first of these expeditions sailed from Hampton Roads, Virginia under the command of Lieutenant Charles Wilkes on 18 August 1838. The Squadron consisted of the sloops *Vincennes* and *Peacock*, the brig *Porpoise*, and two small schooners. On board the *Vincennes* was the newly appointed chaplain, Jared L. Elliott. After visiting some of the islands of the South Pacific, Wilkes, with the *Vincennes* and the *Peacock*, sailed into the Antarctic Ocean in December 1839 and a month later sighted land, which he called the Antarctic Continent.

Early in August the *Porpoise* arrived from New York and the two schooners, *Sea Gull* and *Flying Fish*, took their places in the squadron. Small, and bandy-legged Chaplain Jared Leigh Elliott stumped aboard with a sizeable cargo of “the important means of grace” Bibles for each mess, a testament for each man, a fine selection of the publications of the American Sunday School Union, a complete set of the bound volumes of the Tract Society, and thirty thousand additional pages of assorted tracts—and voiced a fervent prayer “that every ship shall become a Bethel<sup>1</sup>.”

It was never intended for “Sloops” to be allowed Chaplains; consequently there were no accommodations for them. Chaplain Elliot was by necessity crowded in with his “luggage”, with the black stewards and waiters with no “State Room”, to flee to for repose. In his resignation from the Navy Chaplain Elliot reported: “If there is an officer in

the Navy who needs some privacy it is the Chaplain, and yet all the room I could be spared was about 4 feet square”.

By the fifteenth all was in readiness for the voyage south to Rio de Janeiro and the squadron, riding “gallantly abreast of Fort Monroe,” waited to sail with the first fair wind. All aboard were said to be “in fine spirits, elated with anticipations of the peaceful triumphs, not less worthy of the wreath of fame than those of ‘grim visaged war,’ which await the successful results of scientific research.” Up the coast at New Haven, a South Sea whaler docked with news of the French exploring vessels the *Astrolabe* and *Zelee*. On March 12 her captain had called at Port Famine in the Straits of Magellan to collect letters from the barrel set up on its barren shore for the convenience of mariners. He found that the expedition commander Dumont d'Urville had replaced it with a secure box and left his dispatches within. These told that his ships had arrived safely the previous December and would proceed south toward the end of the month, weather permitting.



*Vincennes watering ship from icebergs in Disappointment Bay*

The *Peacock* was first to sail into Rio's grand harbor, anchoring in the early morning of November 21. Daylight disclosed the frigate *Independence*, with Commodore John Nicholson aboard, swinging at anchor nearby, and at sight of the explorers her band struck up “Hail Columbia” in the early morning air. “The heart of every American on board responded.” That was the only

response the *Peacock* was prepared to make, her own band consisting of only “a drummer and an indifferent fifer.” On the 24th *Vincennes* appeared as did the brig and schooners, and three days later the *Relief*. The *Relief* had been bedeviled by calms and light airs, and lumbering along for days and nights together at no more than three knots, had made the passage in one hundred days, which everyone, including her rueful but loyal officers, believed to be a record for slowness. The feat destroyed what little confidence Wilkes had in Captain Long, whom he blamed for failing to find the trades. (Not one to lightly forgive, Wilkes went to the trouble some years later of compiling a list of passages from the United States to Rio and had the satisfaction of finding that indeed the *Relief* did hold the record for the slowest.)

The stay at Rio meant further delay before the squadron could continue its mission. But the condition of the ships, particularly the *Peacock*, made repairs imperative before rounding the Horn and venturing into the Antarctic. But if delay was inevitable, Rio was the best of all places to enjoy it. Although some of the less traveled were taken aback at first sight of ladies riding astride rather than sidesaddle, and Chaplain Elliott, alarmed at the prevalence of “French works of the most obscene and pernicious character,” predicted “scenes of Infidel Havoc” for the city, all such were silently rebuked by one of the petty officers who had seen rather more of the world and pointed out that “local custom is the only true standard of virtue and delicacy.” Which loosely translated means “when in Rome do as the Romans do”.

Wilkes' having sent the *Relief* ahead to Orange Harbor at the tip of Tierra del Fuego, the squadron got up their anchors on Sunday, January 6, 1839. On clearing the harbor both the *Vincennes* and the *Peacock* ran afoul of an English brig and, though no damage resulted, the officers, never before having

<sup>1</sup> A place of worship for seamen



witnessed such a mishap involving a vessel of the United States Navy, were "much mortified, because the thing looked lubberly—and right in the very face of everybody, among them all the men of war". Then the breeze failed just outside. Chaplain Elliott, who wanted to call a halt to the Expedition every Sunday, found a moral in these untoward events: "Any attempt to gain time by unnecessary work on the Sabbath is frequently defeated by some detention or accident".

Available records regarding the part of Chaplain Elliott had in this Expedition

are scanty. An examination of the log of the *Vincennes* shows that Divine Service was held with fair regularity on Sunday mornings, even after it was clear that the chaplain had been detached. The log of the *Peacock*, which had no chaplain, and the journals of some of her officers show that Divine Service was also held aboard this vessel almost every Sunday morning.

The *Vincennes* arrived at San Francisco on 24 August 1841 and departed on 31 October. It appears that sometime between those dates Chaplain Elliott was detached from the ship. He returned

to New York and reported to the Secretary of the Navy on 7 March 1842. His resignation from the Navy was accepted on 18 October.

**Editors Note:** Cape Elliot, Antarctica 65°52'S 102°35'E—An Ice-covered cape marking the North extremity of the Knox Coast of Wilkes Land. It fronts on Shackleton Ice Shelf, 28 miles South West of Bowman Island. Delineated from aerial photographs taken during Operation Highjump. Named for Jared L. Elliott, chaplain of the sloop *Vincennes* of the United States Exploring Expedition (1838–1842).

## Quarterly New England OAE Regional Meeting Held

—by Marty Diller  
New England OAEA Coordinator

Rainy early-March weather wasn't enough to keep two dozen OAEs from throughout New England from making the trek to Portsmouth, NH on Saturday, 6 March especially after snow forced the meeting's postponement two weeks before. And like March weather, this storm came in like a lion and went out like a lamb, as attendees were greeted with rapidly clearing skies and dry roadways for the late afternoon drive home. Spouses are always encouraged to attend, and in all, six wives accompanied their husbands for what turned out to be a very enjoyable afternoon of good times, good food, and good stories.

Of special note, HMC Brian Steele, a SAR Helo aircrewman at NAS Brunswick, ME, brought his family wife Christine, and son Connor (22 months) — along to the gathering. Brian, a VXE-6 Herk/Helo aircrewman during DF'94-97, was recently promoted to Chief Petty Officer and expects orders to Camp Pendleton, CA early this summer. We here in New England are hoping Brian gets his OAEA membership application in soon, and would like to see him and his family at the Point Mugu/Port Hueneme Symposium/Reunion in January. There are few active duty personnel on the OAEA rolls, and we welcome the diversity and youth they bring to the membership.



**Standing (L to R):** Robie Robicheau, Bob Epperly, Brian Steele, Hoot Hartman, Charley Verba, Squatty Richards, Jim Kelly, Chet Thomas, Dave Dubois, Dave Hazard, Dave Killian, Don Leger, John Dever, George Soulia  
**Sitting (L to R):** Fred Santino, Marty Diller, Al Jones, Mo Gibbs.

This meeting was held in the Cataqua Pub of the RedHook Ale Brewery, situated at the Pease International Tradeport in Portsmouth. We were given a roped-off corner of the busy Pub, which proved very satisfactory for all attendees to display and discuss the cruisebooks, photos and other memorabilia they brought to share. Of interest to all, Dave and Anne Hazard shared a laptop display of a preliminary New England Chapter website that is under development and it is expected to have a link to the main OAEA website, among others. It may be previewed at the following URL: <http://students.paeweb.org/ahazard/index.html>.

With the help of Dave Hazard, not to mention the generosity of the meeting's attendees, a significant sum was collected for our administrative fund — mostly through raffle ticket and door prize drawings, and polo shirt sales! Additional donations were accepted from those who got a copy of the NSF booklet on the Antarctic program (thanks go to Charlie Bevilacqua for these), and by generous members.

Continued OAEA membership interest in regional New England get-togethers remains high. Accordingly, in an effort to attract the interest of members who have not yet attended a meeting, plans are in work to hold the next gathering at a southern New England site. We're attempting to schedule this next New England OAEA meeting the afternoon of 2 May near Quonset Point, the same day as the

Quonset Air Museum's annual Fly-in/Drive-in Breakfast. Hopefully, the QP area will be a more convenient location for those southern New England OAEs who are reluctant to make the journey to NH for the meetings, and we encourage everyone to make a full day of it by starting out with the morning's aviation-related activities at the QAM breakfast.

Once again, don't hesitate to attend the next get-together in your area (or, of course, the upcoming National OAEA Reunion in Oxnard, CA this coming January). If you put it off, you may never get to meet some of these other amazing Ice veterans and to share the memories of Antarctic duty with your fellow OAEs. We're not getting any younger, so promise yourself to take the time and make a little effort to get out there at the next opportunity — you won't regret it!

## OAEs-and-FNGs eMail Group Elects First Official SHIT Stirrer

—by *Billy-Ace Penguin Baker*

Pensacola, Florida, 17 February 2004—Following a secret ballot Miss Suzie Ewe, also known as the Wyoming Hooker was elected by a landslide as the first OAEOSS (Old Antarctic Explorers Official Shit Stirrer) of the OneList (also know as the OAEs-and-FNGs). When her victory was announced Miss Ewe was still wintering in the high country of Wyoming and was unavailable for comment.

Forty years ago the submarine USS *Archerfish* made a port call to Wellington, New Zealand. What was unusual about the *Archerfish* is that the entire crew was composed of young, unmarried American Sailors. How does this event of nearly 40 years ago have anything to do with the election of the OAEOSS? Well, at that time Suzie Ewe was an 18-year-old lass living in Wellington, New Zealand. Suzie was born on a small farm near Auckland, New Zealand and attended the Auckland Girls Grammar School. Upon graduation she moved to Wellington and when the *Archerfish* visited Wellington she met, fell in love with, and was abandoned by one of the young Yanks.

What is really amazing is that the below letter appeared in the 17 March 2004 issue of the quarterly *Archerfish* Newsletter the *A-Fish-A-Blast*.

Dear Editor: Soon after leaving Wellington we were updating the Hog Logs with all the photos we had gathered over our stay in New Zealand. There was one picture in particular we were especially interested in adding to the collection but *das* Goat, Ken Sanderlin, would not part with it. He said that maybe in a couple of months he would let us add it to the Hog Logs, but in the meantime he wanted to keep her photo posted in the Radio Shack where he could stare at it while on watch and visualize about all those special hours they spent together during our stay in Auckland.

Four months later, Ken was transferred to *Blackfin*. After he was gone I checked the radio shack to see if he remembered to take her picture with him. Sure enough, he forgot her! I quickly took the picture, stuck it behind some others I had in my wallet, and then forgot about it. Many months later I was on a northern run on *Sturgeon* when I found the picture still in my wallet. By that time it was too late to put it in the Hog Logs so I tossed it in my cigar box of stuff (we all had one) that I didn't want to toss out, but really didn't know why I kept it.

The other night I was digging through the box when I found the picture. It took me awhile to remember who she was, as it had been almost 40 years since I had last seen her. When I finally remembered who she was I knew I had to send you the picture for the *Archerfish* Albums, as well as the story behind (no pun intended) the picture for our archives. —Mac McCullum [*Archerfish* 8/64–4/65]



*The Wyoming Hooker AKA Suzie Ewe*

*Editors Note: Ironically the photo submitted by MacCullum to the Archerfish archives is the same photo that Suzie Ewe has posted on her Yahoo Profile.*

See: <http://profiles.yahoo.com/suziewe>

## GULF COAST OAEA MEETINGS

by Billy-Ace Penguin Baker

Since the last issue of the Gazette the Gulf Coast OAEA Group held meetings on Friday 30 January and Friday 05 March. Items on the agenda for the 30 January meeting were:

- Adopt a Highway Program
- OAEA Scholarship Program
- Name Tags

The meeting was called to order at 1300 and a total of 30 members and guests were in attendance. Of these eight were attending for their first time.

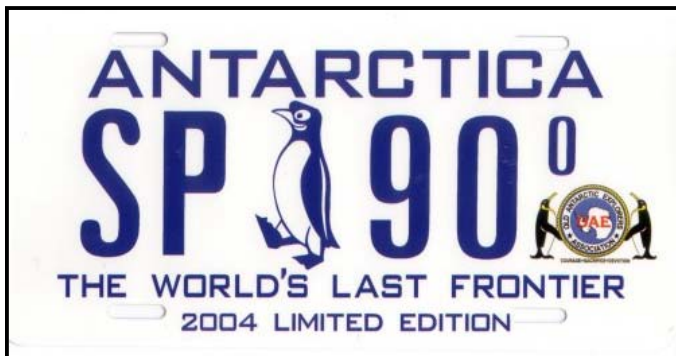
The Adopt a High Program was discussed and the group voted to do more research on the program before making a commitment. Literature concerning the OAEA scholarship program was distributed and briefly discussed. Les Liptak announced that he was looking into procuring nametags for the group.

Following all the announcements Frank Stokes gave a presentation and slide show on his winter at Little America V during DF-III. Frank was the Little America Communications Officer and was in charge of the detail that secured Little America V. Following DF-III Little America was closed and was not used as a Deep Freeze station following the DF-IV summer season.

After the presentation a 50/50 drawing was conducted to raise money for our local chapter and \$29 was raised for the



local group that included a \$5.00 donation. Charlie Might Fine Henke won the drawing for the second month in a row. While the tickets were being sold for the drawing Billy-Ace circulated through the room selling 2004 Limited Edition SP-90 License Plates and Antarctic Service Medal ball-cap pins. Part of the



money from the merchandise sells go to the OAEA Scholarship Fund and the OAEA General Fund.

There were 26 people at the March 5, 2004 Gulf Coast OAEA Meeting which included several guests and first time attendees. One couple had recently returned from a cruise ship trip to Antarctica and another couple were planning on making such a strip.

The meeting got started at 1315 with Les Liptak making a few announcements. A Name Tag list was circulated for everyone to put down what they wanted on their new nametag.

George Griffin was the guest speaker and his presentation, accompanied by a VHS tape was about his service on the Coast Guard icebreaker USCGC *Northwind* during DF-IV. George was a member of the Navy helicopter squadron HU-1 Detachment 31. During the early years of Deep Freeze Navy aviation units deployed on the Coast Guard icebreakers.



*Icebreaker Movie*

Sean Baker assisted by Joe Catone sold tickets for the Half-and-Half drawing for fund-raising for our local chapter to pay for postage, and other expenses. A total of \$43,00 was raised for the group, which included a \$5.00 donation. Patty Lawrence was the winner of the drawing and she collected \$38.

Following the raffle the meeting was adjourned. T.K. Jones volunteered to speak about his involvement with the Marie Byrd Land Traverse at the next meeting, which is scheduled for April 2, 2004.

*Editors Note:* Charlie Mighty-Fine Henke, our Gulf Coast OAEA Happiness and Bad News P.O./Chief Master at Arms contributed to this article.



## Father Time 34

—by Billy-Ace Penguin Baker

**Prologue:** *YOG-34* was a small gasoline tanker that was being taken to Antarctica to be used as a fuel barge. Although the *YOG* was self propelled it was slow with a top speed of about 8 knots, so in order to make better time it was towed from the United States to New Zealand by the *USS Glacier*. Top towing speed is reported to have been in excess of 17 knots. During the trip from New Zealand to Ross Island the *YOG* proceeded under her own power until she reached the outer ice limits and then she was taken under tow by the USCGC *Eastwind*. The two gasoline tankers, *YOG-34* and *YOG-70*, were essential to the success of the IGY and Operation Deep Freeze, since permanent fuel storage tanks were not constructed at McMurdo until DF-III.

*Editors Note:* This article is abridged from the Oral History Interview of Commander Jehu Dusty Blades. Captain Brian Shoemaker conducted the interview on March 12, 2000. The interview in its entirety is available at: <http://www.lib.ohio-state.edu/arvweb/polar/oralhist/interviewed.htm>.

I was hired by VX-6, to be a cargo helicopter pilot for Deepfreeze I. When I reported for duty at VX-6, I was going through the regular process of the naval officer's check-in. But in this process, in the first day or so that I reported aboard, I took a break during the day in visiting the different departments and while I was sitting in the ready room visiting with some of the other guys and having a cup of coffee, one of the officer's came in and said, "Who wants to be Skipper of a YOG?" Well, I didn't—I was a Lieutenant JG. I didn't know what a YOG was. I didn't even know it was a ship. In any case, I'd never been a Skipper of anything as a Lieutenant junior grade, so without any further thought of the matter, I said, "I do." And there wasn't much other response, and so as it turned out, they said, "OK. You'll be Skipper of the YOG." At that time I learned that a YOG was a small yard tanker. It was used in ports and harbors to transfer fuel from shore to ships in the harbor. It was a small ship—265 feet in length, as I recall and could carry in the neighborhood of 250,000 gallons of fuel.

The YOG never had a name. It had a callsign though, which was Father Time 34, but it didn't have a name. Just YOG-34. But in any case, the crew either called it Father Time 34 or just YOG 34. It was a self-propelled tanker. One of the problems with its self-propelling was its maximum speed was 8 knots. Task Force 43 was being formed at the time with the *USS Glacier*, brand new icebreaker as flagship and neither the flag nor the Skipper of the *Glacier* wanted to go on a 12000 mile journey at 8 knots, and so the plan was to tow the YOG.

I was given a crew of 25 Seabees to take the ship down—25 Seabees and myself. The Seabees were going down to build fuel farms, to build McMurdo Station, and so at the outset, nobody knew anything about ships.



*YOG-34 At Hut Point*

The YOG had recently been decommissioned and had been transferred to the Reserve Fleet in Norfolk. I located it at the South Annex and it was moored on the outer end of a series of ships. To get to it, I had to go across the decks from one ship to another. I got out there and let myself down onto the deck of the small YOG and I looked around for the crew or the Captain or whoever—anybody or somebody to report to, and nobody seemed to be around. There was a Sailor kind of lounging on deck and I asked him where the Skipper was and he says, "There he goes," and he pointed up to the higher deck of the ship along side which the YOG was moored and here was this Lieutenant pulling a sea chest on a rope up from the deck of the YOG. And I sort of called up to him. I told him who I was and said, "I was wondering if I could talk to you for a few minutes," and he said, "I'm sorry, I gotta go. I'm getting out of the Navy". And I said, "Well can't you just visit with me for a few minutes." He said, "I'm sorry. I would if I could, but I can't. I've gotta go." And I said, "Well where are the ship's records, and logs and then things I'll need to have?" And he said, "Oh, I shit canned them." And he disappeared.

Next I went up to Washington, to Deep Freeze Headquarters, to see whom I reported to and they sent me in to the Admiral. In any case, he said, "Well look. As far as not knowing anything about ships. Your crewmen being in the same boat. I'll tell you what you can do if you want to. You're welcome to go around and talk to the Skippers of any of the ships in the Task Force going down". There were a handful of ships going down together. And he said, "If you can borrow experts in whatever you need, why you have my authority to do it." And so that was a big help and I did get around to talk to various ships and I got myself a

good warrant boatswain who really knew his business—his name was Harold “Bud” Fisher, and so he became my Executive Officer. And I got myself a couple of good boatswain's mates who knew their way around the deck of a ship. I got a Chief Engineer—a Chief who knew diesel engines. This YOG had a 500 horsepower ancient diesel engine. I got a quartermaster. And a couple of other experts and so we wound up with a crew of about 30 men composed of Seabees, Fleet Sailors and a couple of Airdales.

I guess one of the next things I might mention was the crossing the line ceremony which both the *Glacier* and other ships of the formation all had their own celebrations. The exercise aboard the YOG was a lot of fun. Everybody got a kick out of it. A lot of creative costuming and acting went on. I must say that after that point, there was a—seemed like it might be a kind of a down side. The crew appeared very much like a crew of pirates after that. They got very attached to their head rags and other pirates kind of dress, but the YOG was a kind of informal vessel, so it worked out all right. Everybody enjoyed that. They wore their pirate's gear all the way to New Zealand.

Our trip across the Pacific to Littleton was punctuated by difficult conditions from time to time, but it was also smooth sailing and a pleasant time for many of us. The crew all really enjoyed the southern Pacific waters as they came into them sighting whales and new experiences for a lot of us. And in the evenings, on the quiet evenings after the evening meal, why all of us would get together on the mess deck and just talk and tell sea stories and what not

When we got underway from Littleton. There wasn't any towing involved in this stretch from New Zealand to McMurdo, but I just sailed in company and under the guidance of the USCGC *Eastwind* until we arrived and moored at Hut Point.



*YOG-34 Adrift Prior To Disappearing*

**Epilogue:** *When the YOGs arrived at McMurdo the crews went back to the units that they were originally assigned to. YOG-34 was frozen in outboard at Hut Point and remained there for several years. On 14 March 1961, YOG-34 went to sea after going adrift in a storm and was eventually lost with a reported 200,000 gallons of Aviation Fuel on-board. After going adrift the DF-61 winter-over flight crews used the YOG-34 to earn their flight pay. In order to log their flight time their mission was to search for, and to find the YOG, which they did on several occasions. Presumably after the darkness of the austral winter set-in further attempts to locate the vessel were abandoned and it disappeared.*

**T H E Y O G**

*by Don J. Scott Deepfreeze I*

I think that I shall never see,  
another ship like our Y.O.G.

She creaks and moans, she strains  
and groans, but still she can't be heard

For inside her rusty old hull, is a  
crew that is quite perturbed.

They bitch and gripe in their talk,  
but pray she'll hold together,

Cause she is their only way down to  
the cold Antarctic weather.

You've heard of her, now hear of them,  
those crazy bunch that call themselves  
men!

They work on her fore, they work on her  
aft,  
oh, those mixed up bos'ns. I don't think  
they'll last.

While down below in her engine room,  
is a bunch of snipes who would scare a  
witch off her broom.

To watch these guys turn to is a scream,  
especially when they light off  
Maybellene.

These specialists with all their fire and  
vim,  
are doing their best to see that she pulls  
in.

We'll break our tow line now and then,  
We care? Hell no, its just part of the  
game.

And if we get wet going over her side,  
There's not enough salt water to hurt  
our pride.

We're rough and ready men of the seas,  
Living up to our motto as fighting  
Seabees.

We're pretty proud for whats done and  
gone,  
For in our hearts are our memories  
prolonged.

If only someday someone would  
believe,  
We went to Byrd Land in a Y. O. G.

## RUTH J. SIPLE

**R**uth Siple passed away at breakfast time on January 23, 2004. She was 92 years old having just celebrated her birthday on January 16.

Most OAEAs members will remember Ruth as being the wife/widow of Paul Siple the Boy Scout with Byrd and the first Station Scientific Leader of South Pole Station during Deep Freeze II. But Ruth was also an OAE in her own right. She visited Antarctica in January of 1975 to attend the dedication of the new domed South Pole Station. Ruth was also very active in the Antarctic Society and she was a life member of the OAEA.



*Ruth Arrives at the South Pole January 1975*

Having joined the Antarctic Society shortly after it's beginning she became the President in 1977. When she became President she also took over as Treasurer and got rid of all the members who had not paid their membership dues in many years. In fact Ruth was the drive behind the Antarctic Society for many years doing everything except writing the articles. After someone succeeded her as president of the society she was designated as the Honorary President and held that position for the rest of her death.

Ruth was famous for putting small Post-It Notes with personal messages on the Antarctica Newsletter when she mailed them out. I had met Ruth in 1975 when she came to the Ice and I thought I was special in getting the Post-It Notes, but I later found out that almost everyone got that little personal touch from her.

She will be missed and I still feel special because of her thoughtfulness and kindness that she showed me.

§§

## OAEA Donation Award Levels Established

—by *Jim O'Connell & Billy-Ace Baker*

**I**n early 2003, this matter was a topic of discussion by the OAEA Board of Directors but never reached finalization. Throughout 2003, numerous steps were taken to promote the OAE Educational Foundation and solicitations for donations to this fund have now been publicized and donations are being received. Acceptance of designated levels will not only serve to recognize donors but also promote incentive for additional donations.

The original concept was initiated by Buz Dryfoose and, comments and suggestions were made by Steve Edelman, Jim O'Connell and Billy-Ace Baker and the resulting award levels below are a combination of these inputs and recent discussions on this subject. The \$10,000.00 level to be named after the first donor to reach this level and could entice corporate donations. Billy-Ace suggested the three Adelie levels to match the ascending order for multiple award levels of the Antarctic Service Medal with Winter-Over devices.

<b>Little Blue Penguin Club</b>	<b>First 100 \$50.00 Donors</b>
<b>Bronze Adelie Club</b>	<b>\$100.00</b>
<b>Gold Adelie Club</b>	<b>\$500.00</b>
<b>Silver Adelie Club</b>	<b>\$1,000.00</b>
<b>Emperor Club</b>	<b>\$5,000.00</b>
<b>* Club</b>	<b>\$10,000.00</b>

\*To be named after the first donor to reach this level

When a donor reaches the \$500.00 level the secretary will provide he or she with a framed certificate and when the donor reaches the \$1,000.00 level he or she will receive a plaque. As levels are reached, the Treasurer will provide this information to the OAEA Webmaster/Gazette Editor for posting and publication. The Treasurer will keep records to indicate cumulative growth of a donor to the next level.

These donations are tax exempt and although federal law does not require the recipient to provide the donor with a



receipt, it has become standard practice for the OAEA Secretary/Treasurer to do so and this practice shall continue.

Certificates will be made up here and mailed in a frame to the donor. Plaques will be made up at a local vendor and contain OAEA logo and appropriate wording and donor name. If possible, they can be presented to the donor by an officer of the OAEA or at a reunion/symposium if appropriate timing, otherwise mailed out.

The original concept was to provide the first 50 donors with the entrance level award; however, after reviewing the financial records, it has been determined that since inception, approximately 60 members have already made donations. Although a lot of these originated from dues overpayments, the member agreed to consider them donations vice returning the overage and they were recorded as such. Because of this, the numbers have been moved up to the first 100 members.

It is hoped that by advertising that the Bronze, Gold, and Silver recognition levels follow the award levels of the ASM might spark some competitive challenge pledges from members who earned winter-over awards, and multiple winter-over awards of the ASM. Knowing what the recognition levels represent might even generate some interest from potential corporate donors.

As of 28 March 2004 the following donors have reached the award levels indicated.

### Little Blue Penguin Club

Baker, Billy-Ace  
Blackwelder, Billy  
Bolt, Ron  
Cordes, Fauno  
Henley, Joseph  
Hilt, John W.

### Bronze Adelie Club

Baker, Billy-Ace  
Bolt, Ron  
Cordes, Fauno  
Henley, Joseph

## TIDEWATER AREA MEETING

A small get together of the Tidewater Group was held on March 6. John Strider (DFI, II), Jim Silverstorff (W/O 74), Homar Hall (W/O 71) and the group leader, Ed Hamblin (W/O 74, S/S 75-77) met for a couple of

hours of socializing at the House of Eggs in Norfolk. As always, Ed had invited about 15 or 18 other OAEs in the area. Although attendance was small, Ed did get regrets from Maury Unger and Charlie Thompson; Charlie works every other Saturday, and Maury travels out to the other coast regularly. Ed also spoke with Leo Paine, who lives about three hours away in Rustburg. Leo couldn't make it because he works every Saturday. Because of the low turnout the conversation was mostly about politics, health issues, and local traffic conditions. Homar Hall did show off his OAEA Commemorative Coins, and Ed talked some about the association and a little bit about the next reunion.

The next Tidewater Group meeting is scheduled for 5 June.

## THIRD HIGHEST ANTARCTIC PEAK CONFIRMED

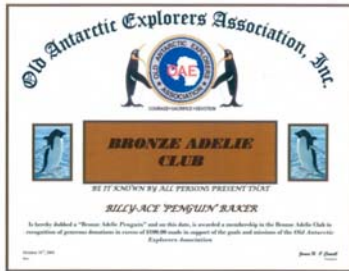
—by Billy-Ace Penguin Baker

Mount Shinn in the Sentinel Range of Ellsworth Land has been confirmed to be the third highest peak in Antarctica, following a series of measurements made on its summit in December. The determination of the peak's height, which is believed to be accurate to within centimeters, was made from the field by accessing a new, on-line computing system via satellite telephone, according to the Antarctic Non-Government Activity News.

Once on the summit, two climbers from Australia and Chile set up a Trimble 5700 dual-frequency Global Positioning System receiver and stayed there for seven hours recording signals, that length of time being needed to fix the height of the summit to within one meter.

Shinn's summit was computed at 4,660.5 meters (15,290 feet) above sea level, some 140 meters lower than original estimates. Shinn thus remains shorter than Vinson Massif and Mount Tyree, but only just beats nearby Mount Craddock into third place, the latter at the moment officially being 4,650 meters high.

*Editors Note:* Mount Shinn is named for Conrad Gus Shinn, pilot of *Que Sera Sera*, the first aircraft to land at the geographic South Pole on 31 October 1956. Gus is a life member of the OAEA. Mount Tyree is named for RADM David M. Tyree who was the task force commander during Deep Freeze (DF) 60 through DF-62. Mount Craddock is named for J. Campbell Craddock, a USARP during DF-61 and DF-63. Vinson Massif is named for Carl G. Vinson Chairman of the Armed Services Committee, whose active interest and vision played a large role in supporting Antarctic exploration during the period 1933–1961.



## WE FELT PRETTY LUCKY

—Submitted by Marty Diller with the permission of the author, Robert M. Epperly

In early 1959 toward the end of the summer season in Antarctica, the ice runway at McMurdo was breaking up. We flew our R4D-8, *Negatus Perspirus*, to McMurdo (from Little America V). There we removed the 1700 pounds of skis and placed them inside the cabin, gassed up and blasted off with eight bottles of JATO, and headed for New Zealand. Shortly after takeoff the remaining runway, already a mass of slush, was reported as “pretty much gone.”

About 50–75 miles out (of McMurdo), we heard an unusual noise emanating from the left engine. We knew or surmised that a cluster of exhaust stacks had broken loose from the cylinders. With the skis inside the airplane, there was no other place to land in Antarctica. We reduced power on the left engine so as to (hopefully) not burn through the firewall, and continued on.



About 14 hours later we landed in New Zealand with the firewall very hot but still “holding.” We felt pretty lucky as the aircraft, at least during the first third of the trip, was much too heavy to fly on one engine at METO<sup>1</sup> power. The skis, due to size and weight, were all but unjettisonable. The much-reduced power used on the left engine was enough to carry us through very nicely.

Our course from McMurdo was direct to RNZAF Wigram Aerodrome (ChCh) where VX-6 was based in NZ at that time. About halfway to ChCh, we altered course a few degrees to put us closer to landfall. As a result, we ended up flying over the South Island for quite a while before landing at Wigram. We didn't really consider diverting to

Invercargill since we were doing so well and were very light by the time we reached landfall. If we had had to shut down the engine completely, we would have diverted.

Among those aboard on this trip was the copilot, Lt. John Douglas; the Plane Captain, CPO Joe Long (I believe deceased); the Navigator, Sgt. Tom Southwick who I believe stayed for additional tours; the Radioman, Burkhardt (offhand, I can't remember the first name perhaps Bill); and helo pilot Buddy Krebs, the OinC at LA-V that season, who rode with us as a passenger. Cdr. Krebs is deceased. I did run across him at Roosevelt Roads a few years later where he was serving as Operations Officer. There may have been one other passenger aboard but do not recall the name.

*Editors Note:* LCDR Bob M. Epperly, USNR (Ret.) is a life member of the OAEA and resides in Worthington, Maine.

<sup>1</sup> Maximum Except Take Off

## COURAGE SACRIFICE DEVOTION

—by Sean Baker, Gulf Coast OAEA Group Chaplain

Listening to the world news on March 31, 2004, I heard of the four civilians contractors killed in Fallujah and Romans 12–1 came to mind.

“Therefore, I urge you, brothers, in view of Gods mercy to offer your bodies as living sacrifices, holy and pleasing to God this is your spiritual act of worship.” N.I.V.

For this act of terrorism to the Coalition Forces truly shows their hatred to us—for as we know that we must stay in country to “sacrifice” ourselves to the higher authority.

As our God sacrificed his son for us, let us not forget these courageous men and women and the sacrifices they have made for us. Let us not dishonor them. Let us support them. So we may preserve our way of life.

## THE ICE

Out of who's womb came the ice?  
And the hoary frost of Heaven,  
who hath gendered it?

The waters are hid as with stone.  
And the face of the deep is frozen.

—The Book of Job, Chapter 38, Verses 29 & 30

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