



# EXPLORER'S GAZETTE

Uniting all OAE's in Perpetuating the Memory of U.S. Navy Operations in Antarctica 1839-1999  
Volume 4, Issue 3 Old Antarctic Explorers Association, Inc Summer 2004

## Worse Storm In 100 Years?

A series of storms hit McMurdo on 16 May 2004 with hurricane force winds that was the worse that had been seen, or felt in the previous 10 years. On Sunday 16 May a peak gust of 147 knots was recorded at Black Island. The McMurdo wind bird was lost to the storm, but the highest wind recorded was 82 knots before the wind blew the gauge away. On 18 May more storms were expected, but station personnel took advantage of a lull in the weather to repair downed power-lines and repairing damage done to building interiors that had been exposed by blown off bay doors. On the other side of the pass at Scott Base the Kiwis experienced similar storm damage.

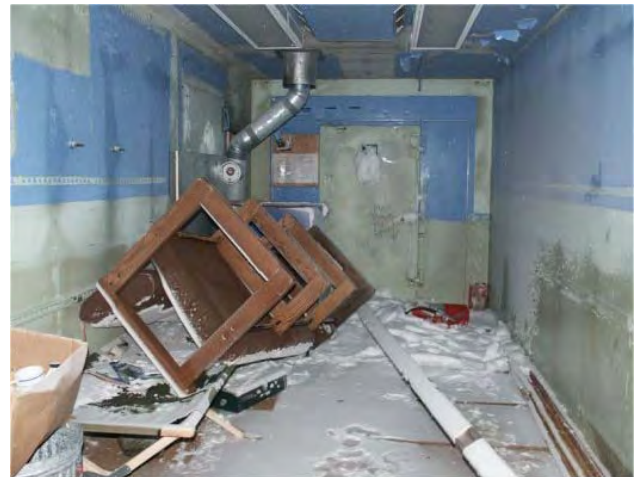
On 16 May 2004 McMurdo Station experienced one of the heaviest Condition One Storms that one observer reported as the worst he has seen in ten years. Another observer claimed that the storm has been called the worst in at least 30 years. While yet another source claimed that it was the storm of the century and likened it to the storm that resulted in the deaths of Captain Scott and his companions in 1912.



*Interior of Building with door blown in*

In the initial report the observer reported: We have not had a chance to get out and determine the extent of the damage in Town yet. So far, we know the new yellow bus-stop shack

at Derelict Junction blew over onto a parked pickup truck. The Power Plant hasn't had any problems other than hip-deep snow inside the building near the radiators. The wind-bird on B-165 blew away at 96 mph and the wind-bird on the lab stopped reporting at 116 mph.



*Black Island Communication Site KOA Building*

More damage will be located over the next several days. The Power Plant maintained electrical power throughout the entire storm. If it were not for the heat exchange system, we would have lost power because the radiators became packed with snow and froze up. Without the heat loop taking the heat from the engines, we would have experienced overheating and would have had to shut down the engines thus losing power to the entire Town.

On the morning of the 16th there was a period of about 8 hours when the average wind was between 80 and 100 mph. During this time the peak winds hit 125 many times, with a couple of spikes up to 160. Between 1230 and 1330 there was a slight lull, then back to those conditions for another hour. The winds were from the SW and SSW; temps hovered between about 0 and -5F. This was measured at the Radarsat building that is on one of the hills north of town and west of the Transmitter-site.

[Continued on Page 4. —See: Storm Damages]

## PRESIDENT'S CORNER

Jim Eblen — OAEA President

**TO ALL OAE'S** —Hope this finds everyone in good health and happiness and looking forward to lower gas prices.

I received a letter from the New England Coordinator, Marty Diller, announcing their intent to establish the New England Chapter of the OAEA (NEOAEA.) This Chapter covers the six New England States: Connecticut, Vermont, Maine, Massachusetts, New Hampshire, and Rhode Island. They are in the process of establishing bylaws, filing necessary paperwork, electing officers, etc. I would like to quote from Marty's letter "I believe this development will be a positive step for the overall health and growth of the OAEA, and hopefully will encourage OAEA members in other regions to organize for the greater good of the OAEA". I would encourage all of the Regional Coordinators to consider following suit. Best wishes to the NEOAEA.

Billy-Ace Baker and his By-laws Review Committee are hard at work and most definitely have their work cut out for them. We owe John Harris gratitude for developing the present bylaws at a time when they were needed. However, the full concept of the association and how we should be doing business were not fully known. Although there are several areas of concern in bringing the bylaws in line to conform to the needs of the OAEA and its members, one area that is fast approaching is the Section concerning election of officers. There is nothing in the present bylaws that provides for a nominating committee to accept and promulgate a slate of prospective candidates for the offices to be elected. Therefore, I would ask the membership to start thinking about members who would be willing to take office and submit names to me or Jim O'Connell prior to the upcoming Symposium/Reunion in January 2005. This will provide the Board of Directors with advance notice of those who wish to have their names considered in the election. Please submit names by October 1 2004. At the present time the following offices will be up for election:

- President
- Executive Vice President
- Two (2) Board of Directors

The next Symposium/Reunion is also fast approaching. Jim Maddox and his committee of three (I understand that he now has another volunteer to increase the committee to four) are hard at work and have a great time planned for all. For those who missed the last Symposium/Reunion, this will be a great chance to renew old acquaintances and exchange a few "Ice" stories. Again, more help would be greatly appreciated. Anyone in the Oxnard/Camarillo area, who would like to donate a little of their time, please contact Jim Maddox for details of how you can help. Also, anyone

planning to attend can also volunteer to assist at the Symposium/Reunion. Refer to the *Explorer's Gazette*, special edition, June 2004.

Well folks, this is the news 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

**PLEASE GO TO** the 11th Chapter of Genesis and read the last few verses. Look closely at verses 31 and 32. Nowhere have I encountered a more consummate tragedy than that described in the last five words of the text; "and Terah died in Haran." The tragedy lies not in the fact that Terah died, but that he "died in Haran." He had started for Canaan, the Land of Promise, had succeeded in getting three-fourths of the way there, and after living two hundred and five years—he died in Haran. Within scoring distance, he failed.



In the game of baseball, no one scores by getting to first base or by getting all the way around to third base. He scores only when he crosses home plate. So too, in the great and complex game of life, no one scores when he gets to first base (physical), or on second (mental), or even on third (moral and social). He scores only when, having touched the other three bases he crosses the home plate (spiritual).

Terah was a good man, but he failed to score; he died on third, and there can be no greater tragedy than that! To have a strong, clean body puts a man on first base; to develop a well disciplined mind gets him around to second; to play a game fairly, to live in harmony and in favor with one's fellow men, and to keep oneself morally straight advances him to third. What a tragedy if he dies there! To score, he must cross one more base, the spiritual; for without God at the center of it, a person just cannot live a satisfying life.

May God spare us the tragedy of Terah.

*Cecil D. Harper*  
OAEA Chaplain



## GROWLERS & BERGY BYTES

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

USASE 1939–41 Medals. Only 160 issued. **Award levels highlighted.** Story on page 5.

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Pensacola, Florida, 5 June 2004—*Explorer's Gazette* new feature: **Letters To The Editor.** See page 6.

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McMurdo Station, 16 May 2004—Cover story: **Storm of the Decade.** Related story on page 7.

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McMurdo, Antarctica—**Ice-Breakers Polluting Antarctica.** Story on page 7.

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Plover, Wisconsin—**OAE's On The Road.** Dave Peterson and his red Honda. Story on page 8.

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Nashville, Indiana, 12 May 2004—**Becky Bowen Love Penguins.** Story on page 10.

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Pensacola, Florida—**New Names Added to Donation Award Clubs.** List on page 12.

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Jackson, New Hampshire, 1 July 2004—**First Item of OAEA Merchandise** goes on sale at the Antarctic Connection web site. Story on page 12.

§

Woolwich, Maine—**1968 Weddell Sea Expedition.** Story on page 13.

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Pensacola, Florida, 15 May 2004—**New Full-Color OAEA Commemorative Coin** makes debut. Details on page 15.

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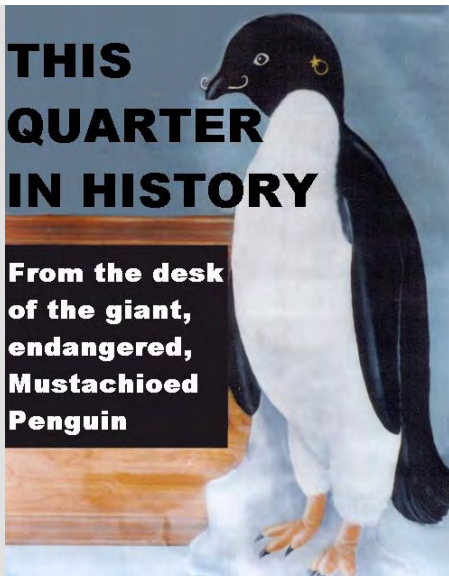
Pensacola, Florida—**New OAEA Members.** List of names on page 15.

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Niagara Falls, NY, 1843—Unknown adventurer goes over Niagara Falls in his waffle weaves. **What's In A Name?** Story on page 18.

## THIS QUARTER IN HISTORY

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



### July Events

- 29 Jul 1911 Scott's Northern Party consisting of Campbell, Priestly & Abbott go on short sledging party
- 15 Jul 1916 Surviving members of Mackintosh's party reach safety after death of Mackintosh & Hayward at McMurdo
- 23 Jul 1923 New Zealand claims the Ross Dependency
- 04 Jul 1967 Scott Base Kiwis capture McMurdo
- 06 Jul 1973 PM-3A McMurdo nuclear power plant in Cold Iron Status

### August Events

- 22 Aug 1908 Shackleton's party back at Cape Royds
- 11 Aug 1934 Byrd rescued from Bolling Advance Base
- 15 Aug 1936 George VI Sound discovered from aerial photographs
- 29 Aug 1960 First major SANAE sledge expedition
- 30 Aug 2002 Starving Yaks devour entire stock of Berg Field Center sesame seeds

### September Events

- 24 Sep 1902 Scott party en route Bluff Depot put-in
- 19 Sep 1908 Bernard Day & two other go on first BAE automobile ride in Antarctica
- 14 Sep 1911 Amundsen reached 80°S Depot before forced return to Franheim
- 28 Sep 1934 Crash of the *Pep Boy's Snowman* at Little America
- 24 Sep 1974 Scott's Cross restored on Ob Hill after being knocked down by severe storms



## Differences Between the Arctic and the Antarctic

### Arctic

- Ocean surrounded by land
- Daylight months are March to September
- Many ice-free areas
- Land, fresh water, and ocean habitats
- Many animals and hundreds of plant species, including dwarf trees; land mammals such as polar bears and Arctic foxes
- Original human population, including Inuit and the Lapps
- Land and nearby sea is part of national territories
- Oil, gas, and minerals exploited; fishing; hydroelectric power production
- Many military bases and growing military interest; can be used for weapons testing and storage of radioactive material
- Tourism well developed
- There are no penguins in the Arctic
- The Arctic is up there

### Antarctic

- A continent of land surrounded by ocean
- Daylight months are September to March
- Very little ice-free land
- Mainly an ocean habitat
- Fewer animal and plant species; no land mammals except for a species of wingless flies
- No natural human settlements; only temporary research bases
- Not owned by any country; under authority of the Antarctic Treaty
- Fishing industry in oceans; mining exploration/exploitation banned
- Set aside for peaceful purposes; a demilitarized zone; nuclear weapons and storage of banned radioactive material
- Little tourism but increasing
- There are no polar bears in Antarctica
- Not everything in Antarctica is at the South Pole

## STORM DAMAGES

[Continued from page 1.]

Other known storm damage include:

- Coast Guard Helo Pad blown away
- Flag Pole at Chalet bent over
- J-1 Tank, used to store tires in the Pass, had its entire roof lifted off in one piece and blown over to the J-9 Tank
- 40' milvan rolled in Fortress Rocks
- One Airporter bus had all windows blown out on one side. These are the large vertical windows where the passengers sit
- Frozen pipeline burst at B-159 resulting in a lose of 15,000 to 20,000 gallons of water

*Editors Note: Thanks to Anthony Powell, Don Brogan, Jordan Dickens and others who contributed to this article and special thanks to Bill Spindler who forwarded most of the stories about the storm.*



***Dormitory With Storm Damaged Siding.***

## THE US ANTARCTIC SERVICE EXPEDITION MEDAL

by Billy-Ace Penguin Baker

This is the second article in a series about United States medals struck in commemoration of Antarctic Operations. The first article covering the Antarctic Service Medal appeared in Volume 3, Issue 4, Fall 2003 of the *Explorer's Gazette*.



USASE Medal, front and back views.

The United States Antarctic Expedition Medal, 1939–1941—to give it its full name—while the third in this series of congressionally authorized commemorative medals, was the first to reward a government-sponsored expedition to Antarctica. (Admiral Byrd had obtained private backing for his two earlier Antarctic expeditions, but the one he led forth in 1939 was under the auspices of the U.S. Antarctic Service, which Congress had established that year.) Even then this expedition was partially funded by private enterprise. Initially it was hoped that the expedition would be a continuing effort. During his tenure the Navy Department eased Admiral Byrd out of operational control of the USASE and World War II brought an end to the expedition and all Antarctic exploration for the duration of the war. In 1940 this expedition established two Antarctic bases: West Base, or Little America III, on the Ross Ice Shelf, and East Base, on Stonington Island, off the Antarctic Peninsula. Both bases were to have been permanently occupied, but the events in Europe prompted evacuation in the early months of 1941.

In addition to disrupting the work of the U.S. Antarctic Service Expedition (USASE), World War II also delayed recognition of the participants. Congress, preoccupied with other matters, did not authorize a medal for this expedition until September 24, 1945<sup>1</sup>, several weeks after the end of hostilities. Then, in Public Law 185, the 79th Congress gave authority to the Secretary of the Navy to award gold, silver, and bronze medals for service with the 1939–1941 expedition. A total of 160 medals were created. Sixty gold medals were awarded for wintering over and 50 silver medals for participation in the summer operations of both 1939–1940 and 1940–1941. Another 50 individuals who had made only one summer trip received bronze medals. Recipients included the commanding



USASE 1939–1941 Medals

officers of the expedition's ships—Commander Richard Cruzen, USN, of USS *Bear* and Lt. Comdr. Isak Lystad, USNR, of USMS *North Star*—for their “meritorious service in transporting and evacuating [the men of the two] bases through treacherous, uncharted, ice-covered seas.”

<sup>1</sup> In contrast the Antarctic Service Medal was not issued until Deep Freeze was in its Eighth year.

As stated on its reverse, the medal was presented “By Act of Congress of the United States of America to [name of recipient] in recognition of invaluable service to this nation by courageous pioneering in polar exploration that resulted in important geographical and scientific discoveries.”

It has been said that the preliminary design for the U.S. Antarctic Service Expedition Medal, 1939–1941, was done in the heraldic office of the War Department. Obverse of the final design—which was modeled in plaster by Paul Manship—shows outline of Antarctica on a partial globe, with these names: South Pacific Ocean, Little America, South Pole, and Palmerland<sup>2</sup>. Above is a three-part scroll inscribed “Science, Pioneering, Exploration.”

Around the circumference appear the expedition's name and years. The ribbon has wide bands of Sistine blue at each edge and a white center band, on which are thin stripes of Old Glory red.

The USASE ribbon is worn after all World War II ribbons. It was

instituted in 1945. There are no authorized devices. There is a prescribed order of precedence for expeditionary medals awarded by the Navy. The USASE Medal is a listed as a Navy/Coast Guard award but several Army personnel were in the expedition.

<sup>2</sup> Before 1964 the United States referred to the entire Antarctic Peninsula as Palmerland.



## LETTERS TO THE EDITOR

Dear Editor: I took a color copy (Gazette Spring 2004) up to the JMOC and gave it to the guys up there. A Lcdr I talked to was a helo pilot with VX-6 and he "Summer'd" a couple times, I also talked to a female AF Major who had gone to the Ice as a summer support puke. Small world. I see Art Ellison joined as a Life member.

*Guhor Wick, WO DF-63  
USTRANSCOM*

Dear Editor: Another outstanding job with this issue of the *Explorer's Gazette* (Spring 2004). As always, it brought back a lot of great memories. As I was reading down the list of new members looking for familiar names I couldn't help but think (again) how helpful it would be to include the persons rate/rank (at the time they were on the Ice). There are so many names that are similar, and it has been so long since we saw each other, it would sure help us old guys with advanced CRS as we search for lost buddies.

*Ken (John) Henry, EN1(SS)  
WO DF-62 & 67.*

*Editor's Note: That information is not currently available to the Editor. Hopefully at some point in the near future it will be.*

Dear Editor: I am the one that donated the truck and hauled the Cat 66 Grader to Davisville R.I. For the Seabee Museum. Thank you for your support and Honorable mention. This was one way to give back to Seabee's and the U.S. Navy for all it has done for me.

*Frank Montgomery, via email*

Dear Editor: I received the latest edition of the *Explorer's Gazette* in the mail today and needless to say I dropped everything to read it. I extend to you a hearty thank you for the time you spend writing and editing the *Gazette*. Your knowledge about the ice amazes me.

As strange as it may sound, the time spent on the ice was without a doubt the best time of my brief Navy career. I always figured I'd re-up and make another trip South, but I didn't. The friendships made there have endured longer than I expected.

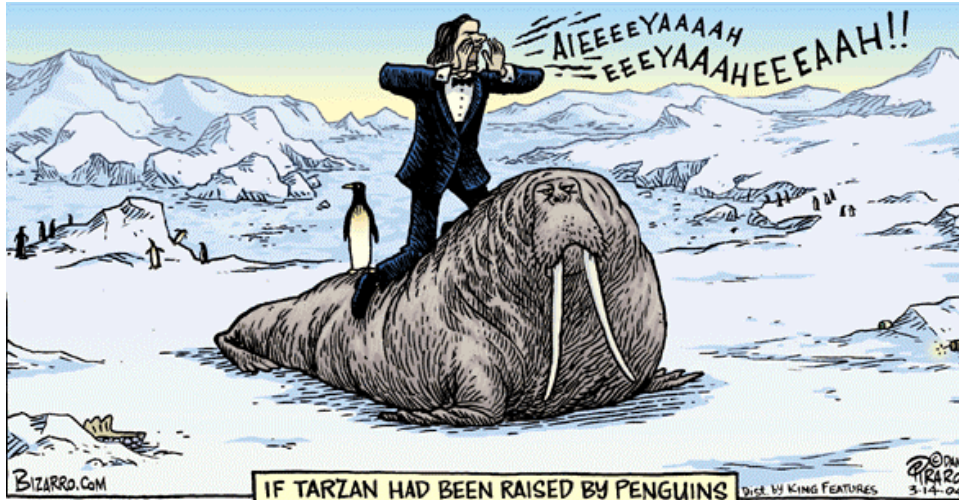
*Dale Cockrill, WO DF-70*

Dear Editor: I am enjoying your Vol 4, Issue 2 of the *Gazette*. One small correction to your Father Time 34 article. We did have two permanent fuel storage tanks at McMurdo erected by Chicago Bridge and Iron welders in early 1956 during that first summer on the ice--one was 250,000 gallon used for avgas and the other, I believe, was only 100,000 gal used for diesel. They were filled using a Marine assault fuel off loading system over the ice from the *Nespelen*.

*Dick Bowers, via email*

*Editors Note: Dick Bowers was the OIC of the construction crew that built the second South Pole Station (the first was built by Amundsen in 1911) and Dick is correct about the fuel tanks. However the YOGs were still vital to the mission because construction of the permanent fuel tanks was not completed until DF-61.*





## ICE-BREAKERS POLLUTING ANTARCTICA

Compiled by Billy-Ace Penguin Baker

From a news report originated in Paris—20 May 2004.

**T**oxic chemicals from the hulls of ice-breaking ships are polluting the seas of Antarctica, according to a report carried in an issue of the British weekly *New Scientist*.

The report claims that experts have found high levels of tributyltin, an ingredient used in marine paints to prevent ship's hulls from getting covered in barnacles and algae, at the bottom of the sea floor in McMurdo Sound.

The location is near a turning basin created by icebreakers which force a path through Antarctica's pack ice for re-supply ships used by the United States Antarctic Program. Ships carrying tourists and scientific personnel also use the basin.

The International Maritime Organization wants to ban tributyltin-based anti-fouling paints because they harm "non-target" organisms.

One of the victims is a species of mollusca called the dog whelk, also known as the *McMurdo Dogwinkle*. The chemicals cause females of this species to grow a rudimentary penis that prevents them from reproducing.



*Female McMurdo Dogwinkle With Rudimentary Penis*

## Storm Interrupts Romantic Interlude

**A** couple's romantic weekend in a cozy Antarctic chalet turned chilly over the weekend. Very chilly.

New Zealand medic Barbara Rennie and her American partner Derek Richards booked a small hut that doubles as a holiday chalet, two kilometers (1.2 miles) from New Zealand's Scott Base science settlement on the coast of Antarctica, for a weekend together.

But a blizzard slammed into the region with icy blasts driving snow into the hut and clogging its chimney— forcing the couple to turn off their diesel heater because of the danger of fumes while temperatures outside plunged to negative 50 degrees Celsius.

"We'd developed icicles all through the inside of the building. We had about 2 foot of snow on the carpet downstairs," Rennie told New Zealand's National Radio on Wednesday.

Within 20 minutes of turning off the heater, the couple's drinking water had frozen solid and the hut's batteries were dead from the cold, plunging it into darkness.

Winds strong enough to blow shipping crates about prevented the couple venturing outside to unblock the heater's chimney.

"If I'd sent Derek outside it would've been the last I'd (have) seen of him," Rennie told National Radio.

"When the building starts to shake and shudder and you're hoping it holds together, it gives you a great appreciation of the early Antarctic explorers and what they must've gone through without all our modern technology," Richards said.

Richards, from Anchorage, Alaska, is spending the Southern Hemisphere winter at McMurdo Station.

A team from Scott Base rescued them 16 hours later, when the storm eased. Antarctica New Zealand chief executive Lou Sanson said the storm was the biggest to hit Scott Base in 10 years.

# RECRUITING

by Les Liptak & Billy-Ace Baker

**LES LIPTAK** recently traveled to Branson, Missouri where he attended a reunion of a group called *Veterans of Underaged Military Service*. Having enlisted in the Navy at age fifteen, Les is a life member and asked the board for permission to address the group to make them aware of the OAEA. He was put on the agenda of the general meeting and talked to the group of 400 attendees for several minutes. After the meeting, four of the members asked for information on the OAEA so they could take it to friends they knew who had served in Antarctica.

We encourage everyone to follow Les' example. When you attend squadron, ship, or other military reunions take advantage of the situation and pass the word about the OAEA by asking to speak a few words as Les did or by taking along some OAEA membership applications. You can also direct people to our web side or provide them with the mailing address of the OAEA.

Les would appreciate it if any OAE knows anyone who enlisted in the military underaged, to put them in touch with him at email [LCLIPTAK@hightec.com](mailto:LCLIPTAK@hightec.com) or by telephone at (850) 492 1666.

This is a great way to enhance the recruiting efforts of both the OAEA and the Veterans of Underaged Military Service.



*Les Liptak age 15*

## OAEs ON THE ROAD

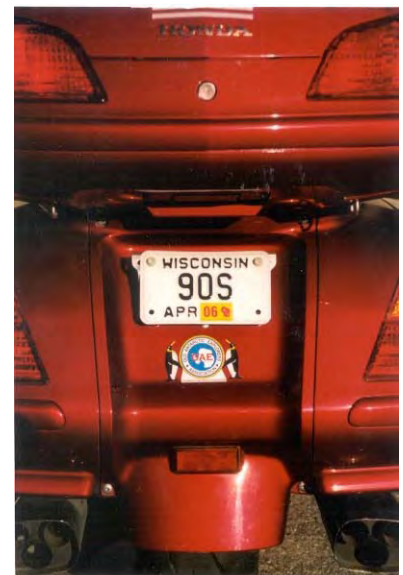
*Editor's Note: An unknown number of our members have Antarctic related displays on their vehicles and are seen traveling throughout the country. In the past a few of these vehicles have been displayed in the Gazette. If you have something special that you would like to see in a future edition you can send a digital copy to me via [upizauf@aol.com](mailto:upizauf@aol.com). If you are not equipped to send photos by email you can send a print or a CD to me by regular mail and I will return your CD or print on request.*

In this issue we feature Dave Peterson of Plover, Wisconsin, and his bright red Honda motorcycle. The motorcycle sports a 90S personalized Wisconsin license plate and a cutout OAEA decal.

Dave is a life member of the OAEA. He wintered over with

ASA at South Pole Station during DF-63 and DF-68 as the station Electronics Technician. From 1970 through 1975 he was the Field Team Leading ET with the

ASA/NSFA Summer Support Unit. In this capacity he traveled to all the US Antarctic Stations and field camps [including the Dry Valleys], and other remote locations.







## I N M E M O R Y

OAE Morton Rubin, age 86, died on 10 April 2004 at Sibley Memorial Hospital in Washington, DC, following hip replacement surgery. Morton was not a member of the OAEA. He wintered over at the Soviet Antarctic Station Mirnyy as the USARP Exchange Scientist during DF-II.

OAE Frank "Donkey" Bray, RNZN CWO, age 62, was killed in an automobile accident in Napier, New Zealand on 19 April 2004. Frank was not a member of the OAEA. He was a member of the NZ Antarctic Veterans Association. He served aboard the HMNZS *Endeavour II* as a Petty Officer Cook during DF-70 through DF-72

OAE Irving F. Bonney, age 76, of Preston Hollow New York died on 19 April 2004. Irving was not a member of the OAEA. He wintered-over with DF-70 as a UTC.

OAE Robert Gene Saner, USAF CMSGT, age 65, of Greenbush, Michigan, died 20 April 2004. Robert was not a member of the OAEA. He served with Operation Deep Freeze.

OAE Mortimer D. Turner, age 83, died on 1 May 2004, in Boulder, Colorado. Mort was not a member of the OAEA, He was a member of the American Polar Society. He served with the US Antarctic Research Program for a number of years.

OAE Duncan Carse, age 90, died on 2 May 2004 in England. Duncan was not a member of the OAEA. He served aboard the HMS *Discovery II* from 1933 through 1937 and with the British Antarctic Survey in 1961, 1973, and 1982.

OAE John "Irish" Fleming, age 70, died on 7 May 2004, in Long Beach, Mississippi. John was not a member of the OAEA. He wintered-over at McMurdo Station during DF-63 as an EO1.

OAE Ed White died on 10 May 2004 in his home in Roanoke, Virginia. Ed was not a member of the OAEA, but he was a member of the ADFA. Ed wintered over at South Pole Station during DF-III as a UT1.

OAE Thomas Quenton Winkler Jr., age 76, died on 23 May 2004, at his home in Pensacola, Florida. Tom was a life member of the OAEA. Tom served in VX-6 and was a crewmember of the P2V that crashed in the Oronoco jungle during DF-I.

OAE Bill Downs died in Jacksonville, Florida. Bill was not a member of the OAEA. He wintered-over at Little American Station V during DF-III and was a member of ASA Summer Support during DF-70 and 71 as an Air Controller.

OAE Glenn Wood, died in Jacksonville, Florida. Glenn was not a member of the OAEA. He served in Antarctica as an AG.

OAE Franklin T. Forrest, age 68, died on 26 May 2004, in Holden Beach, North Carolina. Forrest was a life member of the OAEA. He served with VX-6 during DF-63 & DF-64 as an AE1 on the Phoenix Six Super Connie.

OAE Christopher Damian Sheridan died on 13 June 2004, in Houston, Texas. Chris was not a member of the OAEA. He served with the NSF contractor as an Electrical Coordinator. He made nine deployments to the ice.

OAE Raymond "Rock" Roark, age 74, died on 24 June 2004, in Murrieta, California. Rock was a life member of the OAEA. He wintered-over at McMurdo with VX-6 Det Alfa during DF-IV as a PNC.

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## OAEA LOCATOR

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Les Liptak is looking for underage military veterans who are **not** already members of Veterans of Underaged Military Service. Les can be contacted by email at [LCLIPTAK@hightec.com](mailto:LCLIPTAK@hightec.com) or by phone at: 850 492 1666. See related story on page 8.

Marian Brooke is looking for Robert Burk who was on the ice in the early 70s. He married a girl from Rhode Island and settled there. Marian lost contact with Robert in the late 70s. Marian can be contacted by email at [mar@visi.net](mailto:mar@visi.net) or by phone at: 757 357 0484.

Stacy Maureen Mitchell is looking for Charles Famoso or Famosa. Charles served in VX-6 probably in the early 60s. He was stationed at NAS Lemoore in 1964-65 and also served in VAH-5. According to Stacy Charles was a good friend of her mother, Bobbie Sue Edmonds Verboon. Stacy can be contacted at 859 W 19<sup>th</sup> Street, #3, Costa Mesa, CA 92627, phone 949 500 4560 or email: [keslo@earthlink.net](mailto:keslo@earthlink.net).



Morton Beebe is looking for a recording of a broadcast that he made from McMurdo Station on 20 January 1958 to NBC Monitor in New York City. Morton was reporting on the success of the Fuchs/Hillary British TransAntarctic Expedition at the end of the 99-day journey. Morton can be reached at 150 Lombard Street, Suite 808, San Francisco, CA 94111, phone 415 362 3530 or email: [mbeebe@pacbell.net](mailto:mbeebe@pacbell.net).

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.

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# PENGUIN PAGES

## PENGUIN COLLECTOR

*From a story contributed by Sam Dryfoose*

**B**ECKY BOWEN loves and collects penguins. Her penguin collection got started about 20 years after she read the book *Mr. Popper's Penguins*. She enjoyed the book so much that someone gave her a stuffed penguin and now she has over 150 of them.

"I can't remember exactly when I became interested in penguins, but I imagine that it was when I was taking a children's literature class in college and read the book".



*Becky With Some of her Collection*

Becky finds her feathered friends almost anyplace you can imagine — at gift shops, jewelry shops, toy stores — almost everywhere. Once people know you collect them they start giving them to you as gifts. She will accept anything with a penguin motif including stuffed animals, carvings, statues, books, and notepads. She claims that they are so cute and collecting them has become addictive.

About nine years ago Becky won a grant that sent her to New Zealand. While there she visited a yellow-eyed penguin reserve. Her ultimate goal now is to visit Antarctica.

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### REUNION INFORMATION

*Editor's Note* Anyone having information regarding OAE group reunions, should send the information to Billy-Ace Baker at [upizauf@aol.com](mailto:upizauf@aol.com) for publication in the Gazette

**Naval Weather Service Association**, Atlantic City, NJ, 7–10 June 2004. Contact: Hugh Bucher, phone 609 693 3973, email [chaero@aol.com](mailto:chaero@aol.com). Numerous members of the NWSA participated in Operations Highjump and Deep Freeze.

**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, phone 412 373 3096, email [jmontecupo@adelphia.net](mailto:jmontecupo@adelphia.net). NMCB 71 participated in DF-72 and DF-73.

**USS Edisto (AG-89/AGB-2)**, Charleston, SC, 08–12 September 2004. Contact: Glenn Smith, phone 321 269 5637, email [deepfreeze61@bellsouth.net](mailto:deepfreeze61@bellsouth.net). USS *Edisto* participated in Operation Windmill, DF-I, IV, 61, 63, and 65.

**USS Philippine Sea (CV 47)**, Harbor Springs, MI, 12–16 September 2004. Contact: Ralph Lund, phone 215 345 6430, email [ralpml@aol.com](mailto:ralpml@aol.com). The USS *Philippine Sea* participated in Operation Highjump.

**USCGC Westwind (WAGB 281)**, Baltimore, MD, 17–19 September 2004. Contact: Robert Byer, phone 609 737 1645, email [rebeyer@prodigy.net](mailto:rebeyer@prodigy.net). The USCGC *Westwind* participated in Deep Freeze III, DF-67, DF-68, DF-71, and DF-84.

**USS Peterson (DE 152)**. Tampa, FL, 22–26 September 2004. Contact: Tom Lucas, phone 662 489 4746, email [lukegandy764@aol.com](mailto:lukegandy764@aol.com). The USS *Peterson* participated in Deep Freeze 60.

**USS Currituck (AV 7)**, Las Vegas, NV, 20–26 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.

**USS Wilhoite (DE/DER 397)**, Rogers, AR, 22–26 September 2004. Contact: Bobby Rider, phone 479 968 6659, email [canerday@arkansas.net](mailto:canerday@arkansas.net). The USS *Wilhoite* participated in Deep Freeze 61.

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

**USS Pine Island (AV 12)**, Branson, MO, 14–16 October 2004. Contact: Bob Buscher, phone 785 582 4460, email [kmbre@msn.com](mailto:kmbre@msn.com). The USS *Pine Island* participated in Operation Highjump.

**NMCB 1**, Port Hueneme, CA, 15–17 October 2004. Contact: Curtis Portinari, 524 Betz Ave, Jefferson, LA 70121, phone 504 831 1700. NMCB 1 participated in Deep Freeze I, II, and DF-62.

**USS Yancey (AKA 93)**, San Francisco, CA, 4–7 November 2004. Contact: George Clifton, phone 708 425 8531, email [clifs@ameritech.net](mailto:clifs@ameritech.net). The USS *Yancey* participated in Operation Highjump as part of the Central Group.

**USS Thomas J. Gary (DE/DER 326)**, Branson, MO, 9–12 November 2004. Contact: Ron Day, email [ronday@westelcom.com](mailto:ronday@westelcom.com), phone 315 344 8823, The USS *T. J. Gary* participated in Operation Deep Freeze 66 & DF-67.

**Old Antarctic Explorers Association (OAEA)**, Oxnard, CA, 26–28 January 2005. Contact Bob Gaboury, phone 805 388 4755, PO Box 1897, Camarillo, CA 93011-1897. Full details are also available on the OAEA web site at: <http://www.oaea.net>. Members of the OAEA participated in Operations Highjump, Deep Freeze and other expeditions to Antarctica.

**Antarctic Deep Freeze Association (ADFA)**, Biloxi, MS, 1–5 May 2005. Contact Bill Stroup, email [stroup597@aol.com](mailto:stroup597@aol.com), phone 228 864 3270, 100 Pampas Drive, Long Beach, MS 39560. Members of the ADFA participated in Operation Deep Freeze from the IGY to the present.



## OAEA Donation Awards

Submitted by Jim O'Connell

The various Penguin Club donation award levels were announced in the Spring 2004 issue of the *Gazette*.

As of 19 June 2004 the following donors have reached the award levels indicated. The asterisks (\*) indicate donors added to the list since the last report or donors who have reached the next level.

### Little Blue Penguin Club (\$50)

Baker, Billy-Ace  
Blackwelder, Billy  
Bolt, Ron  
Cordes, Fauno  
\*Dostal, W "Dusty"  
\*Hall, Richard M.  
Henley, Joseph  
Hilt, John W.  
\*Morris, Marion  
\*Munson, Evelyn  
\*Owler, Robert

### Bronze Adelie Club (\$100)

Baker, Billy-Ace  
Bolt, Ron  
Cordes, Fauno  
\*Hall, Richard M.  
Henley, Joseph  
\*Munson, Evelyn  
\*Owler, Robert

### Gold Adelie Club (\$500)

\*Baker, Billy-Ace

### 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**—The Pensacola group held meetings in April, May and June. See article in this issue concerning recent activities. For further information 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**—If anyone has any information on the PNW group notify the editor at: [upizauf@aol.com](mailto:upizauf@aol.com)

**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.



### OAEA MERCHANDISE DEBUTS

The OAEA has established a merchandising agreement with the Antarctic Connection and there are now polo shirts available that are embroidered with the OAEA logo. Other items of merchandise will be available at a later date.

A link to the Antarctic Connection is available on the OAEA website at: <http://www.oaea.net>. Identifying yourself as a member of the OAEA will generate a 10% commission to the OAEA on any other merchandise ordered from the Antarctic Connection when placing an order for OAEA polo shirts.

When ordering online identify yourself as OAEA in the text box labeled "Order Comments and Special Requests". When ordering by telephone just mention that you are OAEA.

**For members who are not Internet capable, OAEA polo shirts may be ordered by dialing this toll free number: 877 766 9423.**

**Shop soon and shop often.**

### PENGUINS THREATEN OLDEST BUILDING IN ANTARCTICA

—by Billy-Ace Penguin Baker

According to conservation experts penguins are ruining a wooden hut built in Antarctica in 1899, the first building on the icy continent. Penguin excrement is piling up against the shack built by Norwegian explorer Carsten Borchgrevink in 1895. He claimed to be the first person to set foot on the Antarctic continent on 24 January 1895 during the Bull Antarctic Expedition. In 1898–1890 Borchgrevink led his own expedition to Antarctica that became the first expedition to intentionally winter-over in Antarctica. This expedition was also the first to use dogs in Antarctica.

# 1968 Weddell Sea Expedition

By Marty Diller

In 1966, OAEA member Bob Dale had recently retired at the rank of Commander from a successful 24-year career as a Navy aviator—a career that included two tours in Antarctica—he served with Air Development Squadron Six (VX-6) during Deep Freeze-60 as an R4D and UC-1 Otter aircraft commander, and as the DF-60 winter-over OIC of VX-6 Detachment Alfa—he was also with NSFA as Operations Officer during DF-64 through DF-66. After retirement, he was hired into NSF's Office of Polar Programs in 1967, where his polar expertise was put to use in Antarctic expedition planning.

By that date, a planned International Weddell Sea Oceanographic Expedition (IWSOE) had been floundering for some time, facing funding issues and indecision over equipment and methods to be used to accomplish the task. As Bob's first project at NSF, he was put in charge of this failing endeavor, and directed to complete the project within time and budget constraints.

[Recently, Bob gave a presentation on his 1968 IWSOE to interested members of his local community. Bob resides in the mid-coast Maine town of Woolwich and offered his Weddell Sea experience in support of the 'Community Read Program' offered by public libraries in the mid-coast Maine region (<http://www.midcoastreads.com/>). The library's' most recent program centered on Alfred Lansing's book *Endurance*, which served to peak the community's interest in everything Antarctic. Bob's presentation on Antarctica was one of many videotaped by the local public access channel and has been aired with some frequency since then. I attended Bob's presentation and report on it here.]

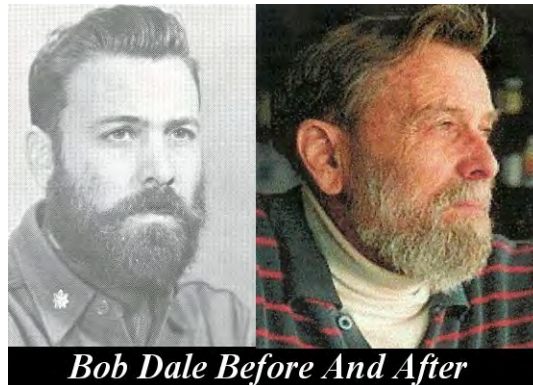
As the new Project Manager for the IWSOE, Bob immediately identified the USCGC *Glacier* (WAGB-4) as available for use, determining that basing the expedition around this 310-foot, 20,000-HP ice breaker would resolve both the budget and equipment/basing issues, and also provide the greatest chance for successful completion of the expedition. The primary goal of the six-week expedition was to allow Norwegian scientists to place an array of underwater current meters on the continental

slope beneath the Weddell Sea, supporting the Norwegian scientific effort to measure the flow of Antarctic bottom water—a very discrete category of water that rolls off the Antarctic continental slope and has been traced as far north as the latitude of New York City. The Norwegians wanted to determine how and when this flow occurs.



USCGC Glacier

Bob had the *Glacier*—the largest U.S. icebreaker at that time, capable of breaking through ice up to 16 feet thick—adapted for oceanographic research by installing oceanographic equipment, laboratories, and berthing facilities to house himself plus a dozen scientists. The *Glacier* had access to satellite photography, satellite navigation, special winches for lowering/retrieving equipment, an H-34 helicopter, and equipment to conduct underwater photography—much of the most advanced oceanographic gear of its day. He also gained the support of two other vessels, the Argentine icebreaker *General San Martin* and NSF's research vessel USNS *Eltanin*, to carry out the mission.



Bob Dale Before And After

During the six-week expedition, the Norwegians intended to deploy the current meter array to study the seasonal pattern to the bottom water flow, as well as to obtain water samples and biological data of the Weddell Sea, which at its closest point to the Pole is fed by the Filchner Ice Shelf. The scientists referred to the seasonal outputs of bottom water as “boluses,” depicting a blob of water that suddenly lets go and descends along the continental slope.

The expedition set out from Punta Arenas, Chile, in late January 1968, after an initial delay waiting for final deliveries of sensitive equipment and supplies. Most importantly, they waited for delivery of a special water-sampling instrument designed to remain underwater for 12 months. It had 36 glass tubes, one-inch diameter by 36 inches in length. The sampler was programmed to open one tube every 10 days over a 360-day period, to trap that water sample and hold it until the instrument was retrieved the next season. Also of importance was a

shipment of dry ice needed to preserve biological samples. Obtaining the dry ice shipment proved to be a major problem. To everyone's surprise the quickest and easiest solution was the procurement and installation of a dry-ice machine on the *Glacier*.

Once underway, the *Glacier* rendezvoused with *San Martin* at the Argentine base Esperanza on the Antarctic Peninsula. From there, the expedition proceeded directly south along the 40°E meridian to the point at which they planned to deploy the current meter array. Fortunately, the weather and seas cooperated and they encountered open water in the areas in which the current meters were to be deployed.



(Photo courtesy of Instituto Antártico Argentino)

The Argentine icebreaker General San Martín, which participated in the International Weddell Sea Oceanographic Expedition.

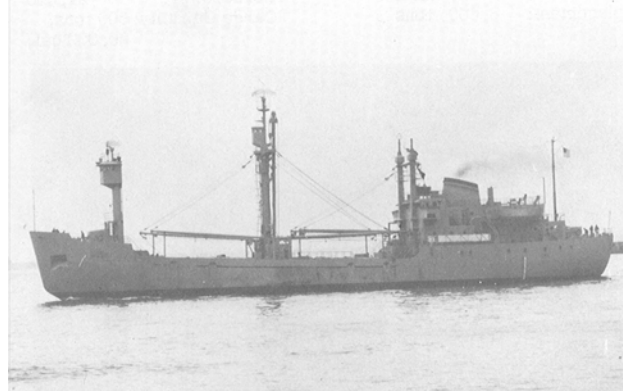
The current meters were anchored by steel railroad car wheels, and were battery powered—designed to record water current speed and direction, temperature, salinity, etc., for twelve months. The primary objective of the expedition had been accomplished right away, with only a five-day interruption of operations when a *Glacier* crewmember developed appendicitis. The *Glacier* delivered the sailor to the British Antarctic base at Halley Bay where there was a doctor.

While operating in the Weddell Sea, the expedition measured the bottom depth at 12,000 feet in some areas. It also obtained the first photographs of the Weddell Sea floor and the first underwater color photographs of Emperor penguins. (And Bob took numerous slides of shipboard operations, sea and marine life, icebergs, and of his ports of call, to share with his audience.)

In March 1968, after concluding operations in the Weddell Sea, the *Glacier* sailed west around the tip of the Antarctic Peninsula through the Bransfield Strait to Anvers Island and the brand new Palmer Station. They arrived in time for Bob, the scientists and crew to attend the March 20<sup>th</sup> dedication ceremony marking its opening.

Later that month, the expedition crossed the Drake Passage and returned to Punta Arenas.

The *Glacier* was slated to retrieve the current meter array and complete the mission the following year, during an expedition scheduled for February-March 1969. However, seasonal ice conditions that year did not permit retrieval of the current meters and water sampler instruments. The instruments were recovered a few years later.



USNS Eltanin

Bob did not return to the Weddell Sea with the *Glacier* in 1969, because in the meantime NSF had assigned him to monitor the building of RV *Hero* in South Bristol, Maine. During that project, Bob fell in love with the Maine coast and when he left NSF in 1975, he returned to Maine to enjoy his retirement.

In 1992, a joint U.S.-Russian expedition did similar research in the Weddell Sea, this time using science teams based on the sea ice. These teams drilled through the ice and collected data for weeks at a time without the dedicated use and expense of research vessels.

Background Information on Deep Ocean Currents are available from Integrated Publishing website:

<http://www.tpub.com/weather3/1-24.htm>

From NSF's "Ocean and Climate Studies" web page:

<http://www.nsf.gov/od/opp/antarct/treaty/opp02001/oceanclimate.html>

From NSF's "Ocean and Climate Studies" web page on shelf- and bottom-water formation.

<http://www.nsf.gov/od/opp/antarct/treaty/projsum01/html/oceanclim.html>

*Editors Note: A third phase of the IWSOE was carried out during DF-78 and was designed to do what could not be done on the second phase. Overall the IWSOE gave a better understanding of Antarctic Bottom Water. The IWSOE acronym has been used for other science projects in the Weddell Sea since the conclusion of the Bottom Water investigations.*



## OAEA COMMEMORATIVE COINS

A hand-colored, serially numbered coin has been added to the OAEA Commemorative Coin Collection. The colored coins are \$17 each, which includes postage, or two coins for \$30. The verso of this coin does not have **Task Force 43** in the ribbon at the bottom of the anchor, but instead has: **1955 ANTARCTICA 1999**.

**Serially Numbered OAEA Coins — Hand Painted**

**\$15.00 Each**  
**\$ 2.00 S&H**  
**\$17.00 Total**

**Includes Insurance**  
**Each Coin Shipped In Plastic Pouch**

The previously offered coins struck in various metals are still available in sets or as single coins. 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.

The antique pewter finish coin shown in the photo below is still available. 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.

**OAEA Commemorative Coins**  
**Antique Pewter Finish \$10 Each**

### 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.

## NEW OAEA MEMBERS

The below listed personnel have joined the OAEA since the Spring 2004 issue of the *Gazette*

Amos, Paul R.	Annual
Arcuni, Albert A.	Annual
Bradford, Mahlon	Life
Cornwell, James	Life
Dalrymple, Paul	Life
Danzl, David B.	Annual
Dryfoose Georgia "Sam"	Annual Associate
Gates, Roy	Life
Gatlin, Donald	Annual
Goolsby, Russell C.	Life Associate
Hazard, Anne	Annual Associate
Jennings, Jackson L.	Life
Malinowski, Ray	Life
Marretta, Albert	Life
Moran, Charles, J.	Life
Peterson, Dave	Life
Pope, Robert B.	Life
Schulte, Michael	Annual
Stoyles, Amy	Life
Sugermeyer, Neil	Life
Turner, James S. Jr.	Life
Wages, Joe	Life
Weikman, Edward	Life
Wentling, Edward A.	Life
Westbrook, Darrel E.	Life
Wolfe, Ronald J.	Life



## Rhode Island Hosts New England OAE Regional Meeting

by Marty Diller, New England region OAEA Coordinator

This year's second quarterly meeting of the New England OAEA (NEOAEA) region was held in Warwick, RI on Sunday, May 2, at the T.F. Green airport Radisson Hotel. Those who attended got a first-hand look at one of the facilities under consideration to host the 2006 OAEA National Reunion. Eager to impress our organization, the Radisson events planner provided a second-floor meeting room free-of-charge for our meeting, and even offered overnight accommodations for meeting attendees at a discounted room rate—an offer that a number of attendees took full advantage of.

For this meeting, a total of 28\* OAEA members, spouses and other Antarctic veterans made the trip to Warwick. This southern New England site is located next door to the now-closed bases of both Davisville and Quonset Point, from which the Navy staged much of its early Deep Freeze operations. The Sunday meeting date coincided with the Quonset Point Air Museum's annual spring Fly-in/Drive-in Breakfast, and some OAE's showed up early for that breakfast event, and to check out [the] museum. A solid, low overcast and heavy fog kept many fly-in aircraft from participating in the morning event, but there are plenty of warbirds and other displays at the QAM, and those who visited the museum that day to see some airplanes did not go home disappointed.

*\*Editors Note: Marty submitted a list of attendees, but due to space limitations I was not able to include it.*

### Quonset Air Museum seeks OAEA help

During breakfast, I was approached by some QAM staffers who would like the OAEA's help to establish an Antarctic display there. Although the museum is not a huge facility, an Antarctic display centered around some kind of equipment used on the Ice could fit in there. Perhaps a tracked vehicle of some sort or maybe a small aircraft like a UC-1 *Otter* or H-34 helo could anchor a display of Antarctic equipment and gear inside the facility. I fully support any and all OAEA attempts to acquire a ski-Herk for museum display, and the QAM staff are eager to get their hands on a Herk. It was my observation that an aircraft that big would really crowd the tarmac outside the QAM, but the QAM people are unfazed by this point. The important fact is that the interest and enthusiasm for a display to showcase the Navy's participation in Deep Freeze is very much alive at the QAM, and they are asking for the OAEA's help in making it happen.

### New England OAEA members take initial steps to establish regional chapter

In order to facilitate planning and finances to support the 2006 OAEA National Reunion, I proposed to the meeting attendees that the New England region should obtain official Chapter status under the OAEA. By doing so, the NEOAEA Chapter could then file for tax-exempt status as a charitable organization chartered under U.S. Code 501(c)3. (Current

OAEA By-Laws provides for/encourage the establishment of regional Chapters in Article III, and in Section IV of Article XI.) This motion was briefly discussed, seconded, and voted-in by those present. Many of the implications of such a step—such as the necessity of requiring Chapter member dues, electing Chapter officers, filing quarterly/annual financial reports and forms to OAEA National/IRS, and so forth, and establishing Chapter By-Laws to name just a few—were also briefly discussed.

At the time the Gazette is going to press, nomination forms have been collected, and officer election ballots are being developed for mailing to OAEA members throughout New England. It is expected that the ballot results will be presented at the next quarterly meeting, which will likely take place in early August. Stay tuned!

### Fund-raising

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 of course through continuing NEOAEA ballcap and polo shirt sales. In addition donations were accepted from generous donors and those who picked up copies of the NSF-published booklet on the Antarctic program that were provided by Charlie Bevilacqua.

### Correction

In the New England OAEA meeting report in the last Gazette, the next duty station of HMC Brian Steele, a SAR Helo aircrewman at NAS Brunswick, ME, was incorrectly reported. In fact, Brian has mid-July 2004 PCS orders to Marine Air Group Twenty-Nine (MAG-29), part of the 2nd Marine Expeditionary Force, and will be stationed at Jacksonville, NC. We wish Brian and his young family the very best in their new duty station.



May 2, 2004: OAEA New England region meeting Group Photo: Standing (L to R): Ed Weikman, Al Jones, Dick "Fess" Parker, "Hoot" Hartman, Andy Anderson, Joe Donahue, Hank Engberg, Charley Verba, and Bob Epperly. Sitting (L to R): Fred Santino, John Giro, Don "Squatty" Richards, Jim Heffel, and Don Leger. Kneeling (L to R): Dave Hazard, Marty Diller, Charlie Bevilacqua, and Chet Thomas. Not Pictured: "Mo" Gibbs.

## GULF COAST OAEA MEETINGS

by Billy-Ace Penguin Baker

This might be a good time to mention that the Pensacola *News Journal* and the Naval Air Station Pensacola weekly newspaper, *The Gasport*, graciously print notices of our local meetings. The *News Journal* usually gives us space in three different editions of the paper before the meetings. Back in April Mr. Russell Goolsby of the Warrington Kiwanis Club saw one of the announcements and gave me a call to ask if someone from the Gulf Coast OAEA would volunteer to be the guest speaker at one of their meetings. To make a long story short, I volunteered Billy Blackwelder to make the presentation. Billy is a past master at giving dog-and-pony shows about the Antarctic so he had no problem with my making a speaking engagement commitment for him. He did say something about "pay-back" being a mother.

Russell gave Blackwelder a choice of three possible dates and he selected the 27 May Kiwanis meeting to give his presentation. On the selected date Gus Shinn and I met Blackwelder at Sonny's Barbecue on Navy Boulevard and helped him set up his movie projector and slide projector—talk about hi-tech!

The Kiwanis Club gave the three of us a free lunch. After Blackwelder made his presentation, Gus and I spoke a few words about our Antarctic Experiences and Blackwelder opened the floor to questions. We had the answers even though most of them were based on experiences that happened over 30 years ago and in Gus' case nearly 60 years ago. Apparently Russell Goolsby was impressed as he joined the OAEA as a Lifetime Associate Member.

During the past quarter Gulf Coast OAEA meetings were conducted on the following dates:

- 2 April
- 7 May
- 4 June

**2 April Meeting**—TK Jones was the guest speaker at the 2 April meeting. He gave a lively presentation about his time on the ice and about running tractor trains in Antarctica during the 1957 summer operating season. His presentation was accompanied by a video.

A total of 33 OAE's, wives, and guests attended including Paul Dickson and his new bride Judy. First-time attendees were recognized and introduced themselves. Four of those attending for the first time joined the OAEA.

A 50/50 drawing was held and Cindy Liptak was asked to draw a ticket from the fish bowl. Sean Baker the Gulf Coast chaplain was the winner of \$45. Several people good-naturedly protested that the drawing was fixed since Sean was the one who collected all the money and placed the tickets in the fish bowl.

**7 May Meeting**—Charlie Mauck, OAEA Life Member and VXE-6 veteran during DF-71, DF-72, DF-77 and DF-78 was the featured speaker. His presentation was accompanied

by a slide show and an assortment of items that he brought back from the Soviet Antarctic base, Vostok Station.

Twenty-five OAE's and guests were in attendance including a guest and his wife who were visiting from the Netherlands.

The 50/50 drawing was won by me and I complained that the \$24.50 I won was only about half as much as Sean had won the previous month.

**4 June Meeting**—Retired NCIS Special Agent Al Marretta was the guest speaker. His topic concerned his trip to McMurdo and South Pole Station in 1976 to investigate a drug conspiracy. Al was stationed in Hawaii at the time and he was ordered to New Zealand for further transportation to the ice to conduct the investigation. Al joined the OAEA after he attended his first Gulf Coast OAEA meeting in May.

The meeting was attended by 27 OAE's and guests. There were five first-time attendees.

First-time attendee CUCM George Thau who wintered-over with NSFA Public Works during DF-73 was the winner of the 50/50 drawing and he pocketed \$35.

Before adjourning the meeting the forthcoming reunion and election of OAEA officers were briefly discussed. OAEA Education Foundation donation forms were passed out and it was announced that the next meeting would be held in September.

## TIDEWATER OAEA MEETING

by Ed Hamblin Tidewater Area Coordinator

On 5 June, a nice lively gathering of Tidewater OAE's got together for a couple of hours of socializing. Three "new" faces were present: Neil Sugermeyer, who flew Helos with VXE-6 for several seasons in the early 70's; and a husband/wife team—Pete and Dawn Parker. Pete's ex-Army, and he spent several seasons on the ice as a contractor during the mid to late 90's; [his] wife Dawn was the last Navy Ship's Serviceman (SH) to winter over in the mid-90's. Incidentally, Dawn is still active duty Navy, attached to USS *Saipan*. Neil, Pete, and Dawn all had new stories to add.

Besides the new faces, other attendees were Jim Pitnik (VX-6 early-mid-70's), Charlie Swinney (14 years with the squadron—60's and 70's), Homar Hall (NSFA, W/O DF-71), Ed Hamblin (NSFA, W/O DF-74, S/S 75-78), and Fred Nootnagle (VX-6, W/O mid-60's).

One of the more humorous things that happened and shows how time changes us all happened when Charlie Swinney and Ed Hamblin were talking, waiting for others to arrive. Jim Pitnik came in, and talked for a few minutes, and mentioned that he didn't know if Charlie Swinney would show up or not. Charlie and Ed looked at each other, and Charlie stuck his hand out and re-introduced himself to Jim.

As always, it was good to see some "old" acquaintances and ice buddies. Next get together is scheduled for Saturday, 11 September at The House Of Eggs Restaurant on Military Highway in Norfolk; time to meet/greet/eat is 1500 (3:00 PM).



## WHAT'S IN A NAME?

by Billy-Ace Penguin Baker

When I started selling copies of my *Annotated Antarctic Bibliography* it had never been proofread by anyone other than myself. I asked Gus Shinn if he would proofread it for me and he agreed to do so. Gus not only found errors in spelling, grammar and syntax, but he also found text that was of a nature that could get me sued.

When the position of editor of the Explorer's Gazette was turned over to me the notion that I might need a proofreader never crossed my mind, but having been a writer and editor of Navy Training Manuals and other publications I know that a second pair of eyes is vital in any proofreading endeavor. After my first edition of the *Gazette* came off the press Gus called me and pointed out the errors of my ways. I still didn't get the picture, so I continued with the second edition without a proofreader and again Gus called with his list of errors. This time I asked him if he would like to be my official proofreader and he agreed to do so even when he learned that it would be a thankless job.

Making Gus the official proofreader and fact checker must have triggered something in his mind because it only opened up the door for more constructive criticism of my abilities as a writer and editor. With red pencil in hand Gus revisited my second edition; he never got past the title. In his next call to me he asked me if the title of the *Explorer's Gazette* was meant to be possessive singular or possessive plural. Well, that was a good question and one that I didn't have an answer too.

My first step to solve the mystery was to ask Jim O'Connell who was the original editor of the Gazette. Jim didn't know the answer and he said that the Gazette masthead was actually designed by someone on the Steering Committee or the Board of Directors. None of the members of the BOD would admit to any knowledge of the origin of the Gazette masthead. I suppose they thought they would be in trouble if they admitted culpability. However, one member of the BOD suggested that the question be submitted in the form of resolution and the BOD could solve the problem by voting it away.

My next step was to get an educated opinion from several retired schoolteachers that I know. It was the consensus of the schoolteachers that the title of the *Gazette* as it now appeared was Singular Possessive and that the title should be changed to the Plural Possessive form. My mind was made up—the apostrophe in Explorers needed to be moved from before the S to its rightful position following the S. However, one of the esteemed

schoolteachers, who apparently questioned her own opinion, threw a monkey wrench into the works by giving me the *Reader's Digest* as an example. This seemed to contradict the unanimous educated opinion that again instilled a doubt in my mind.

Without further debate I headed for the Internet determined to get an answer to this daunting question.

Rather than solving the mystery my trip to the Internet only opened a bag of worms. The first site I visited was that of *Reader's Digest* and found exactly what the schoolteacher had already told me.



Next I visited another old favorite. The Farmers Almanac web site dispensed with the apostrophe thus avoided the possessive issue altogether.



However, it was a different matter with the Old Farmer's Almanac and the singular possessive apostrophe was back.



Even the Explorers Club avoided the issue and left the apostrophe out of the masthead of their journal.



There was only one thing left to do — search the Internet for the obvious — The Explorer's Gazette — so I did and I was surprised to find that there were two other

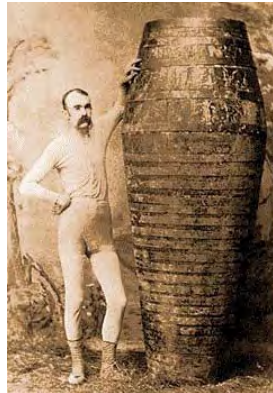
publications with that title. One going all the way back to the 1840s.

The first *Explorers Gazette* turned out to be the one from the 1840s and there was an entire issue posted on the web. The articles ranged from fan etiquette to a feature article about the Barrel Club that was an exclusive group of men who had gone over Niagara Falls in a barrel. Jeremiah P. Snodgrass, who was the proprietor of this version of the Gazette, didn't waste any apostrophes in his masthead

The other *Explorer's Gazette* is a book for children and the editor of this one chose the singular possessive form.

My web sojourn proved to be educational but counterproductive to solving the mystery of the errant apostrophe. Having exhausted my personal contacts and the resources of the Internet I decided that the next course of action was to consult the various style guides.

The first stylebook I consulted was *Elements of Style* by William Strunk and E. B. White—a timeless little book that I have been using since I started editing the *McMurdo Sometimez* in 1962. However, Mssrs Strunk and White only saw fit to explain the use of the singular possessive apostrophe.



I next opened up *A Manual of Style* published by the US Government Printing Office. Therein I found the following “The possessive case of a singular or plural noun is formed by adding an apostrophe and S. The possessive case of a singular or plural noun ending in S or the S sound is formed by adding an apostrophe only”. This information more or less appeared to confirm what I already knew.



In a similar statement *The Chicago Manual of Style* simplified what the government style manual had to say with the following: “The possessive case of singular nouns is formed by the addition of an apostrophe and an S, and the possessive of plural nouns by the addition of an apostrophe only”.

The last style manual I consulted was another all time favorite of mine: *The Gregg Reference Manual*. While Gregg agreed in principle with the others manuals, there was one big difference concerning the use of the apostrophe in organizational and product names. The bottom line in Gregg was: “In all cases follow the organization's preference. . . .”

In her book, *Eats, Shoots and Leaves*, Lynne Truss has the following to say; “At some point in the 17<sup>th</sup> century printers started to intrude an apostrophe before the S in singular possessive cases (the girl's dress), and from then on the whole thing has spiraled into madness.” She further writes that according to the *Oxford Companion to English Literature*: “There never was a golden age in which the rules for the possessive apostrophe, be it singular or plural, were clear-cut and known, understood and followed by most educated people.”

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With my investigation concluded and not having found a solution, I have decided to go with the flow and follow the old Navy axiom: If it ain't broke don't fix it.

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