

To unite in a common organization persons interested in Antarctica

T H E   A N T A R C T I C A N   S O C I E T Y

WASHINGTON, D.C.

Will hold an open meeting at 8 P.M

TUESDAY, MARCH 21, 1967

at the

NATIONAL ACADEMY OF SCIENCES  
2101 Constitution Avenue, NW

Members, their families, and all persons  
interested in Antarctica are invited.

HARRY S. FRANCIS, JR.

will give an illustrated account of

THE JAPANESE ANTARCTIC RESEARCH EXPEDITION VII, 1965-1966

Mr. Francis, U.S. Antarctic Research Program Representative to JARE VII, accompanied the expedition aboard the newly constructed Japanese Icebreaker FUJI. The Japanese station SHOWA (69°00'28"S. 39° 35'24"E.) which had been closed since February 8, 1962, was reopened, new facilities were constructed, and the eighteen man wintering over party adequately supported to carry on the Japanese Antarctic Research Program\*

Mr. Francis is the Program Director for International Cooperation and Information, Office of Antarctic Programs, National Science Foundation. He wintered over as a member of the scientific party at LITTIE AMERICA station 1957-58.

The 1966-67 Memorial Lecture GEOLOGY IN ANTARCTICA will be given by Dr. J. Campbell Craddock at 8 P.M. on Tuesday, 11 April 1967 at the National Academy of Sciences.

Refreshments will be served after the meeting.

GEORGE A. DOUMANI  
Secretary

Science Policy Research Division  
Library of Congress  
Phone: 783-0400 Ext: 8460

## THE FEBRUARY 21, 1967 MEETING

The meeting notices were late. The Smithsonian held a George Washington birthday party for the chiefs of the one hundred and seventeen Washington diplomatic missions. Commander Scott Carpenter delivered the annual Edwin A. Link lecture. In spite of the competition and late notice, Dr. Silverstein and Mr. Hollister made it a memorable evening for over one hundred members and friends of the Society with their illustrated account of The American Antarctic Mountaineering Expedition 1966-67.

Members in the Washington area that missed this meeting should make an effort to obtain tickets for the National Geographic lecture on the expedition to be given on 31 March 1967.

All members are alerted to watch for the June issue of The National Geographic Magazine for the complete story.

## VICE PRESIDENT PATER'S IMPRESSIONS ON REVISITING ANTARCTICA

To return to the Antarctic after several years absence is a rewarding experience. The land has not changed, but the manner of doing things has improved greatly. The ski-equipped Hercules has revolutionized logistics. Eight years ago, when I was last at McMurdo Station, no one went to the South Pole or Byrd Stations except on urgent business. Now there is a constant flow of persons back and forth. These same aircraft, of course, fly periodic cargo runs to all inland stations and are available to place scientists in the field just about anywhere they want to go. Actually, when I was in Antarctica between January 10 and 21, most of the season's cargo operations had been completed, and scientific parties were being returned from the field.

It is possible to visit either South Pole or Byrd for lunch. During my stay I managed both. With the possible exception of Hallett, which I did not visit, South Pole is the only station where one can still discern, even though there have been many modifications, the type of construction of the original IGY stations. The snow and ice, however, are moving in, and it appears only a matter of time before the station will have to be replaced. One solution to the snow and ice problem is the use of tunnels and undersnow structures, as in the Byrd reconstruction of 1962. Byrd is certainly a remarkable engineering feat, but to the nontechnical observer like myself, the task of keeping it up seems to require relatively large expenditures of effort.

Another novel experience "to me was a day spent in the dry valleys on the western side of McMurdo Sound. For sheer, stark beauty they are unsurpassed anywhere in the world. A visitor is tempted to play scientist "and collect geological specimens even if he is not very sure what he is picking up. Nowhere else does the desert quality of Antarctica seem quite so real. Other deserts I have seen all contain some vegetations cacti, mesquite, prickly pears. There is no visible life in the dry valleys, even though local investigators assured me there were micro-organisms in the soil.

The changes at McMurdo itself are impressive. No longer do ships moor out in the sound arid discharge their cargo on the fast ice to be hauled several miles to the station. This was a slow, time-consuming process. Today, the ships tie up to the Elliot Quay in Winter Quarters Bay, just below where Scott in 1902 erected his first hut. From there trucks haul the cargo over a graded road to the station. One of the great changes has been the substitution of wheeled for tracked vehicles. The variety of these vehicles is amazing. At Scott Base, the New Zealanders have a Volkswagen, and I had a ride in a Rambler station wagon. There are Dodge Power

Wagons, tractor-trailers, and buses. To make efficient use of these vehicles has necessitated considerable road building.

Physically, McMurdo Station has expanded greatly since my previous visit. Much of the construction has been of warehousing so that most supplies can now be stored under cover. This permits better inventory control and greater efficiency and economy. With a new personnel building to house 250 individuals under construction, there is hope that many of the Jamesways and other temporary structures may soon be taken down.

Such a building would probably be impossible without the water and sewage systems. The distillation plant went into operation in late December using its own steam as a source of energy. While I was at McMurdo, steam from the nuclear power plant was first used to produce fresh water. Not all buildings receive "city water", but many do. While even now water is not abundant, it is certainly much more plentiful than in the past.

The nuclear reactor has also become a reliable source of power for the station. The initial difficulties in its operation have been overcome. As elsewhere in the world, adequate power is a necessity for orderly community life. It may be said of McMurdo that, while accommodations are not luxurious, they certainly are comfortable,

#### CHANGE OF COMMAND, U.S. NAVAL SUPPORT FORCE ANTARCTICA

In a ceremony held at McMurdo Station, on 25 February 1967, Rear Admiral James Lloyd Abbot, Jr., USN, relieved Rear Admiral Fred E. Bakutis, USN, as Commander, U.S. Naval Support Force Antarctica, and Commander Task Force FORTY THREE.

Rear Admiral Bakutis has reported for duty in his new billet as Commander Fleet Air Alameda, with headquarters at the U.S. Naval Station, Alameda, California.

#### BIOGRAPHICAL DATA ON RADM ABBOT

Born in Mobile, Alabama, on June 26, 1918, son of Captain J. Lloyd Abbot, USN, Retired and Mrs. (Helen Buck Taylor) Abbot. He attended Murphy High School, Mobile, Alabama and Spring Hill College, also in Mobile, for one year, prior to entering the U.S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1935. Graduated and commissioned Ensign on June 1, 1939; he subsequently advanced in rank to that of Rear Admiral.

Following graduation from the Naval Academy in 1939, he reported on board the USS ENTERPRISE (CV-6) and in September of that year transferred to the USS GUMER (DD-233). Detached from that destroyer in March 1941, he had flight training at the Naval Air Station, Pensacola, and Miami, Florida, and on August 18, 1941 was designated Naval Aviator. He next served as Officer in Charge of Students with the Advance Carrier Training Group, Pacific and in November 1942 joined Scouting Squadron 1-D14. In March 1943 he assumed command of Scouting Squadron SIXTY-SIX and for outstanding service while commanding that Squadron was awarded the Air Medal.

1a March 1944 he joined the Staff of the Chief of Naval Air Training, with headquarters at the Naval Air Station, Pensacola, Florida, and while there had eighteen months as Engineering Training Officer and eleven months as Personnel Officer. He received a letter of commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy,

During the period August to November 1946 he had fighter refresher training

at the Naval Air Station, Miami, Florida, after which he commanded Fighter Squadron FORTY-WO. He reported in January 1949 as Head of Program Requirements in the Office of the Chief of Naval Operations, Navy Department, Washington, D.C., where he remained until January 1951, then assumed command of Utility Squadron FOUR. From August 1952 until February 1953 he was a student at the Armed Forces Staff College, Norfolk, Virginia, after which he served as Plans and Operations Officer on the Staff of the Chief of Naval Air Basic Training, with headquarters at the Naval Air Station, Pensacola.

In July 1955 he reported as Executive Officer of the USS LAKE CHAMPLAIN (CVAV39), which won the Air Force, Atlantic Fleet Battle Efficiency pennant for the fiscal year 1956, and in August 1956 joined the Staff of Commander Carrier Division TWO as Operations Officer. During the period August 1957 to August 1960 he was Executive Officer, Bancroft Hall at the U.S. Naval Academy, and in September assumed command of the USS VALCOUR (AVP-55). In May 1961 he became Commanding Officer of the USS INTREPID (CVA-11), which, under his command, won the Air Force, Atlantic Fleet Battle Efficiency Pennant for the fiscal year 1962. INTREPID was the recovery ship for Astronaut Scott Carpenter after his 3-orbit flight in May 1962.

In July 1963 he reported for instruction at the National War College, Washington, D.C., and in August 1964 became Director for Mid-Range Studies, Office of the Chief of Naval Operations, Navy Department. He was Director of Naval Warfare Analyses in that office from August 1960 until ordered detached in December 1966 for his present duty.

In addition to the Air Medal and the Commendation Ribbon, Admiral Abbot has the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the National Defense Service Medal.

His "home town" address is 910 Government Street, Mobile, Alabama. He is married to the former Marjorie Grubbs of Norfolk, Virginia, and they have three children, Ensign James L. Abbot, III, USN (Naval Academy, Class of 1965), Ensign Charles S. Abbot, USN, (Naval Academy, Class of 1966) and Mary Neville Abbot.

Articles by Admiral Abbot have appeared in the Saturday Evening Post, Naval Institute Proceedings, and Shipmate Magazine.

(Data furnished by the U.S. Navy Office of Information)

HONORARY MEMBER SIR CHARLES S. WRIGHT ABOUT TO RETIRE FOR 7TH TIME

Copy

Defense Research Board  
Department of National Defense  
Canada

Copy

Pacific Naval Laboratory  
H.M.C. Dockyard  
Esquimalt, B.C.

10 November 1966

Dear---- :

I was very pleased to get the enquiry tagged on the end of your Antarctic Society Notes. I wish I had been able to come in to Washington on International Antarctic Day, but things were very difficult then. I had even to call off a hoped-for attendance at the NSF Skyline activities last fall. And I was certainly sorry to miss Admiral Black's talk.

One difficulty is that I have decided it is time to retire,

but Professor Jacobs, Director of the Institute of Earth Sciences (note how modest a title compared with the titles introducing planetary and space science) is not having an easy time finding my relief. I want to turn over to him a 'going concern' which seems to take up a great deal of time.

I realize I am not pulling my weight (which keeps increasing) in the Antarctic Society, but I will surely let you know in advance if the opportunity comes to visit ONR or NSF in Washington.

Sincerely yours,

C.S. Wright

1 March 1967

Dear----- :

No replacement yet except on the nearly invisible horizon one associates with "white out". I have, of course, no objection to anything you would like to put in the "Antarctic Society Notes". A pretty blameless life, and such that no one will ever want to "debunk" me.

This time I will have to hang on a bit after 31 March to keep the pot simmering until some one comes to stoke up the fire. This will complete for me 56 years engaged in Defense activities of the UK, US and Canada, Only 3 of our shore party are now above ground.

The lecture business you mention is I think a good line, especially for the High School and College lads, but I could not help in this, at least until I am properly retired.

Sincerely yours,

C.S. Wright

#### A BRIEF BIOGRAPHICAL NOTE ON SIR CHARLES FOR OUR YOUNGER MEMBERS

Honors: K.C.B., C.B., 6.B.E., M.C., Chevalier of the Legion of Honor.

Born in Toronto, Canada 1887.

of Totonto; Gonville and Calus

Student, 1851 Exhibition Scholar).

Education: Upper Canada College & University

College, Cambridge University (Wollaston

Research at Cavendish Laboratory 1908-1910. Physicist British Antarctic (Terra Nova) Expedition 1910-1913; served with distinction in World War I, as Officer Commanding Wireless, II Army; 1919-1929 Admiralty Department of Scientific Research and Experiment, Superintendant, Admiralty Research Laboratory 1929-34; Director of Scientific Research Admiralty, 1934-46; Chief of Royal Naval Scientific Service 1946-47. Immediately after retirement, called on to act as Scientific Advisor to the United Kingdom's Defense representatives in Washington. Retired in 1955 as Director of the Marine Physical Laboratory, Scripps Institution of Oceanography, San Diego, California. Since 1956 Director of Pacific Naval Laboratory.

Publications: Scores of scientific reports.

ON THE LIGHT SIDE

During several discussions, there was general agreement that the "NOTES" could also serve to record Antarctic happenings that for various reasons would not be acceptable for use in Official documents or Journals. We hope that you will enjoy the slightly edited version of this item.

DEEP FREEZE 62 MEMORANDUM

From: Commander D.

To: Commander B.

Subj: Airforce Weasels, pilfering of

1. Subject weasels amount to three in number. Each is a recently over-hauled piece of junk fresh from the tender care and mercy of Davisville Construction Equipment Department. Each arrived in Port Lyttleton in USNS ROBINSON and was intended for trans-shipment in USNS MIZAR to McMurdo. Each is much the same as it was when it left McMurdo for Davisville one year ago.
2. The USAF at the time it descended upon McMurdo had pressing need for convenience type transportation. The group was therefore, issued one snow-cat and one weasel. Air Force Representatives in Christchurch, in the course of the Sea-Drome Inspection at Pt. Lyttleton discovered the presumably rejuvenated weasels awaiting transport to McMurdo. Mis-led by the new and still shining coats of bright orange paint applied in Davisville, the representatives reported to their superiors the presence of this hidden cache of gold.
3. Meanwhile, back at McMurdo, the assigned SnoCat and weasel were experiencing the usual McMurdo epidemics of down-time and mismatched parts. It was therefore proposed, and duly disposed, that "the Air Force carry four of the Lyttleton weasels to McMurdo at no cost to the Navy. In return for this munificence the Air Force would turn in its beat up SnoCat and over-tired weasel and keep three of the newer machines. As a bonus, the Navy was to receive the fourth weasel free for its own purposes. After some considerable confusion over this complicated program of exchange, the Air Force brought in and were given possession of the three weasels contracted for; after even more confusion, since no contractual documents bearing valid signatures could be found, the Navy retrieved the SnoCat. The original weasel has not yet been turned in,
4. Also, meanwhile, back in McMurdo, the Navy was having its own equipment difficulties. A weasel assigned to Commander Task Force 43, one Rear Admiral D.M. Tyree, U.S. Navy, was discovered to have a peculiar ability to become balky whenever the Admiral was not present. It began to seem that the Machine was aware of its intended and prestigious purpose and refused to run whenever the closest members of the Admiral's staff were aboard it. In fact on four separate occasions the engine was induced to freeze up through an absence of oil. No blame should, of course, be attached to the operators for this unruly behavior on the part of the weasel.  

was
5. Finally, this command/faced with the most momentous decision yet encountered in the Antarctic. The weasel assigned to the Task Force Commander, the reporting senior of CASA (Commander, Antarctic Support Activities), was enjoying its fifth sojourn in the repair shop; there were simply no parts available to make it operable, much less, congenial towards its usual operators; coincidentally, one of the Air Force machines happened to be parked alongside, also waiting upon repairs. Quick reflection disclosed that the Air Force was in possession of an exchange vehicle. Hasty reference to the book of signal numbers disclosed that no Air Force personage possessing rank or title exceeding the TFC's was within 6000 miles

of McMurdo. Temptation became too much; in the still of the night, when observers were thought to be sleeping the sleep of the just, the two engines were exchanged. It remains a mystery how the members of the Air Force unit enjoying tenant status at this command learned of the engine swap between two Navy vehicles. Particularly since the Air Force machine has not yet been returned to its usual assignee.

6. Retrospection indicates that the decision was a poor one and that temptation should have been resisted, for subsequent events have proved that balky Admiral's weasel (the weasel, not the Admiral) to be as recalcitrant as ever. It has succeeded two more times in mishandling itself to the point where in-shop repairs were required.

7. Since the Air Force is in possession of these weasels, per agreement, and all three are running, albeit one of the three is that original machine which was not relinquished at the same time the SnoCat was wrenched from the Unit's possession, it would seem there is no pause for inter service strife. The Air Force asked for three and has three. It would seem, however, that some cause for inter-service strife exists since this command is commissioned to render support to its tenants. To date it has been singularly unsuccessful in keeping the Senior Officer Present equipped with reliable transportation.

8. Your indulgence is petitioned.

Respectfully,

D.

Rep You Know Where Via 0002

1st Endorsement, Cdr. D's undated memo

Fm. Cdr "I'm on the ice" B.

To: Cdr Big "R" Chi Chi

Subj: Pilfering, one one-lunger from nation's only strategic air  
lift weasel!

1. Here's how it happened.

2. Its night now and I can hear the rain on the window panes - no, wait, I meant its night and the 9th T.C.S. is restless. The whole thing is a misunderstanding that has proved most embarrassing and I have barely averted an unscheduled airdrop. It all stems from too many sasparillas one night in Christchurch. Henry the Janitor there at Advance Hqtrs, Major U and I were sipping away when the subject of banana sleds came up.

3. I thought we had drifted to the subject of reprovisioning the Pole with the mere mention of bananas and dozed off, but not Henry and U. They made a deal, Big "R", honest Injun, I just found out this morning that the real Henry the Janitor is in McMurdo, in the guise of a Studebaker Rep poaching engines. The way it works, the Air Force flies these 4-F weasels down here, and makes a superficial display about their untarnished safety record between the camp and the strip (you know the one I mean - the strip you arrived on and departed from two days later).

4. Dame Fortune pulled a fast one when the Admiral's weasel developed congenital bunitis. CASA tried to pawn it off on the lead-footed aide. U saw his chance, alerted Henry who was up to his pits in 40 weight oil, and THEY LIFTED ANOTHER ENGINE - THIS TIME, THE ADMIRAL'S 4-Fer. The laugh's on them, Big R; they completed the lift, back-loaded the good engine on 0002 for quick cash profits in Invercargill, and delivered the clunker one-lunger to the aide, and the weasel

with no one-lunger to 1st Lt. B, the 9th TCS rec officer on the strip. B is no dummy and he spotted the lack of engine immediately and complained to Major S, the 9th TCS complaint officer. Major S used the bare minimum of noodle work, filed an official complaint with GIF 43 and that's where we stand.

5. I propose that we back load Henry on the MIZAR and drop the business, Major U is pretty embarrassed - mumbled something about his chances for next year's DEW LINE.

Respectfully

B.

#### COMMITTEE APPOINTMENTS FOR 1966-67

PROGRAM: P. Smith, H.M. Dater, R.A. Lenton, R.W. Mason

FINANCE: G. Pagano, F.G. Alberts, J.G. Dyer

MEMBERSHIP: L. Deroche, M.J. Rubin, A.P. Crary, A. Moldvay, E. Phillips

PUBLICITY: R.K. McGregor, H. Eklund, J. Renirie, L. Deroche

EDUCATION: W. Sladen, K.J. Bertrand, A.P. Crary, H.M. Dater

LOCAL AFFILIATES: G. Toney, R.B. Black, M.J. Rubin

#### OUR PRESIDENT ASSUMES NEW DUTIES

Albert P. Crary moved from his position as Chief Scientist, Antarctic Research Programs to that of Deputy Director of Environmental Sciences Division, National Science Foundation. The appointment dates from November 1966. At time of writing, Bert was wearing both hats pending the selection of a Chief Scientist for Antarctic Research Programs.

#### MOUNTAINEERING

The several mountaineering accomplishments of New Zealand scientists operating from SCOTT Base with AirDevron Six support are worth recalling. At the time the ascents were made support was dependent on the limited capability of aircraft then available and in addition Base Camps had to be established in very rugged terrain.

MOUNT HARMSWORTH 78° 41' S - 160° 56' E. The first (see Note) major peak climbed in Antarctica, Bernie Gunn, Arnold Heine, Guy Warren. Feb., 10, 1957

MOUNT HUGGINS 78° 17' S - 162° 28' E. Richard Brooke & Bernie Gunn. 26 January 1958. Claimed to be the best piece of mountaineering accomplished to that date.

MOUNT FRIDJOF NANSEN 85° 21' S - 167° 33' W. W.W. Herbert, P.M. Ottway, V.R. McGregor, K.P. Pain. Between 16 and 22 January 1962.

NOTE: MOUNT EREBUS which has been climbed a number of times is considered to hold little technical challenge to mountaineers.

#### A NOTE FOR YOUR CALENDAR

The Annual Memorial Lecture will be given at 8 P.M., Tuesday, 11 April 1967 at the National Academy of Sciences. Dr. J. Cambell Craddock, 1966-67 Memorial Lecturer. Subject - GEOLOGY IN ANTARCTICA.



DIRECTORY CHANGES

# New Member

#Dick CHAPPELL  
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#CDR R. DALE USN (Ret)  
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#Peter ESPENCHIED  
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Washington, D.C. 20390

#Louis DE GOES, Executive Secretary  
Committee on Polar Research  
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CDR Douglas W. MADISON, USN  
Public Affairs Officer  
CINCLANTFLT  
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Arlington, Virginia 22206

#John TUCK, JR. 180  
Devonshire Road Athens,  
Georgia 30601

Harry WELLS  
Route 3  
Irvington, Virginia 22480

MEMBERSHIP IN THE ANTARCTICAN SOCIETY IS OPEN TO ALL PERSONS INTERESTED IN ANTARCTICA

How to Join: Forward a letter to the Membership Secretary, 42 North Fenwick St., Arlington, Virginia, 22201. State that you would like to become a member of the Society which has as one of its purposes, the friendly and informal exchange of information and views on Antarctica. An additional statement about any Antarctic duty or experiences you may have had would also be appreciated. A check for three dollars takes care of the one dollar initiation fee and two dollar annual dues- (Federal Income Tax deductible).

FINAL - George Doumani's address and telephone number appear on the announcement to provide a contact for the newspapers, radio or TV stations that might want additional information about the program.