



# The Bulletin of

## THE ANTARCTICAN SOCIETY

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### A FEW WORDS FROM THE PRESIDENT

Like other parts of the world, changes occur in Antarctica. Some of them can be detected in *this Bulletin*. For example, one of our corporate members, Lindblad Travel, has felt it worthwhile to arrange for the construction of a special ship, *Lindblad Explorer*, designed to take tourists to the polar regions. The operations of the ship will be directed by one of our earliest members, Captain E. A. MacDonald, USN (Ret.). Tourism is not new but it is expanding, and all recognize that it is here to stay. Responsible authorities welcome this development and will continue to do so as long as tour ships and the tourists themselves do not interfere with scientific programs and obey the regulations for the conservation of natural resources and the preservation of historic sites. In practice, close cooperation between tour directors and station leaders seems the best way to handle local problems.

In a very different realm, the Navy expects to introduce the largest ship ever to operate in Antarctic waters, the tanker *Maumee*. In one trip, she will deliver an entire year's supply of bulk fuels to McMurdo Station, about 7 million gallons, and will replace two smaller tankers making six trips. This innovation would be impossible if sufficient storage capacity had not been built up at the station over several years. Another benefit accruing from the employment of *Maumee* is the reduction in the number of icebreakers needed in McMurdo Sound from three to two. It is such intelligent planning and the use of new equipment and techniques that has enabled the Naval Support Force, Antarctica, to maintain and, in some instances, to increase its level of operations and its science support capability despite rising costs. Increased efficiency and their resultant economics have thus far offset inflationary trends.

To me as a non-scientist, one of the interesting features, besides the introduction of women, which everyone understands, is the inclusion in the science program of two projects in the field of paleontology. An attempt will be made to follow up the discovery, two years ago, of the jawbone of a labyrinthodont (a freshwater amphibian), called by many the greatest fossil find of the twentieth century. Success in this endeavour will provide further substantiation for the theory of continental drift. Fifteen years ago, this hypothesis was held only by a few hardy and imaginative souls who were generally looked down upon by their colleagues. Today, it has gained great respectability and wide spread acceptance, largely owing to investigations carried out in Antarctica.

Perhaps, this development could be pointed out to those who question the value of antarctic research, unless, of course,

they are of the type who would only be impressed by the discovery of an oil field like that recently found on the northern slope of Alaska. After all, one of man's few redeeming features is his desire to learn and to know, his eternal curiosity about the universe which he is condemned to inhabit and how it got that way. If work done in the Antarctic expands significantly the area of human understanding, and it has, a sufficient return has been received for the expenditures incurred.

HENRY M. DATER

### BYRD'S FLIGHT OVER THE SOUTH POLE

November 29, 1969 will mark the fortieth anniversary of Admiral Byrd's epoch making flight. With a crew consisting of Bernt Balchen, chief pilot; Harold June, co-pilot and radioman; Ashley McKinley, aerial photographer, and himself as navigator, Byrd took off from Little America at 1538 on the afternoon of November 28 in a Ford Tri-motor, named the Floyd Bennett, and arrived over the South Pole at 0014 the following morning. On the return trip, a stop was made at a pre-positioned cache to refuel the aircraft. The plane returned to Little America at 1008 on November 29. Except for some difficulty in nudging the Floyd Bennett over the pass at the head of Liv Glacier, the flight went smoothly; a tribute to the piloting of Balchen and June and, most of all, to Byrd's careful planning and navigating.

Scientifically, the flight was important largely because of the 250 aerial photographs taken by McKinley, but Byrd himself declared that other flights, particularly those over Marie Byrd Land, were more productive for science and exploration. No other flight, however, so caught the fancy of the American people. Success in this venture made it possible for Byrd to organize a second expedition and, in 1939, to interest the Government in supporting antarctic exploration and research. From the last, it was a natural step to the post-war expeditions (*Highjump* and "Windmill") and finally to United States participation in the International Geophysical Year out of which grew today's permanent antarctic research program, managed by the National Science Foundation and supported by the Navy.

The Officers and Directors of The Antarctic Society are aware of the importance of this anniversary. They have arranged for the chief pilot to speak to the Society on January 13, 1970. The reason for the delay is simply that Colonel Balchen, along with Dr. Laurence M. Gould, who

was second in command of the expedition, expect to be in Antarctica on November 29 and, circumstances permitting, to fly to the South Pole on that date. Colonel Balchen felt, and the program committee agreed, that the interest and value of his talk would be enhanced if he were able to contrast the old with the new.

## THE ANNUAL MEETING

The annual meeting of May 12, 1969 included reports of the officers, amendments to the by-laws, and election of officers and directors for the new term.

Although during the past few month\* the membership of the Society has increased substantially, there are now four Corporate members, there is still the need for continued recruitment in order to enhance the aims of the Society.

The costs of the Society per member per year have been reviewed in the light of increased membership and the future omiay of funds for the cost of the Bulletin. It was found that average costs of \$1.90 leave very little for the general operating expenses of the Society. Therefore, the Finance Committee recommended that the initiation fees and the annual dues be increased, and the by-laws of the Society, Article VII, Sections 1 and 11, be amended to read:

### ARTICLE VII

Section 1. Initiation Fees. An initiation fee of two dollars (\$2) shall be charged, to be paid at the time an applicant submits his application. This fee is not refundable under any conditions after the applicant has been accepted as a member.

Section 11. Dues. The amount of the annual dues of all members, except Honorary and Corporate members, shall be three dollars (\$3), payable annually in advance on or before the first of October. Dues are not refundable under any conditions.

The Society members voted unanimously to accept these amendments, having been duly notified 30 days prior to the meeting, as required by the by-laws.

Activities dunnq the past year were also reviewed during the annual meeting. Members of the Society met on six occasions at the National Academy of Sciences. The annual garden party was combined with reunion of the Deep Freeze personnel held at the Washington Navy Yard.

The Society was pleased to have the French Embassy present the program for the March 20 lecture. Dr. Maurice Levy, Science Attache, gave a short review of the activities of France in the Antarctic. This was followed by a film narrative of the firing of high altitude sounding rockets from the French Antarctic station at Dumont d'Urville.

On April 24, we heard presentations from Rear Admiral J. Lloyd Abbot, Jr., and Albert P. Crary, Deputy Director of the Environmental Sciences Division of the National Science Foundation. A review of the science program accomplishments and summary of the logistic support activities that make the wide ranging Antarctic Research Program possible were presented.

Upon completion of the business meeting, George A. Doumani, Vice President of the Society, gave a lecture on the

work and way of life on the Antarctic trail. The lecture was illustrated with color transparencies showing living, transportation, and study and study programs on IGY traverses and geological expeditions.

Concurrent with these public meetings, the Board of Directors of the Antarctic Society was actively attending to the Society's affairs and legal matters. The Board held five meetings and discussed and directed the activities of the various committees. The major efforts concerned the soliciting of corporate memberships, the establishment of local groups throughout the country affiliated with the Society in Washington, the preparation and publication of the first Bulletin, and the important issue of dues. These activities resulted in a number of Corporate members and the adoption of the amendments to Article VII, mentioned above.

## WOMEN IN THE ANTARCTIC

With the decline of whaling, tourism may soon become the only economic activity in the Antarctic, and it is well known that women have made up a large proportion of those who have gone to the area on cruise ships. In fact the first woman known to have set foot on the continent may be called a tourist of sorts. She was Caroline Mikkelsen, wife of Clarius Mikkelsen, master of the Norwegian whaler, *Thorshaven*, who had accompanied her husband on a voyage to the Antarctic. The date was February 20, 1935. At that, Mrs. Mikkelsen won this honor somewhat by default. Two years previously, the wife of her husband's boss, the Norwegian whaling magnate, Lars Christensen, accompanied by a Mrs. Racklaw, had attempted to reach shore but had been frustrated by four miles of ice. Mrs. Christensen did not, however, fail to establish a record for females. In 1937, she became, as a passenger, the first woman to fly over the continent; Mrs. Racklaw was the second. There is no record of a woman piloting a plane over the area, although at least one, has applied for permission to try.

No other women are known to have landed on the continent after Mrs. Mikkelsen until the 1947-48 season, when the Ronne Antarctic Research Expedition reoccupied the American base on Stonnington Island. The British, who had set up a station nearby, were more than a little astounded when two women came ashore. They were Jackie Ronne, wife of the expedition leader, and Jeannie Darlington, wife of one of the pilots, and they stayed over the winter, thus far, the only women to have done so.

Beginning in 1955, with the first efforts in support of the International Geophysical Year, no exact count is possible of the number of women who have set foot in Antarctica. Soviet ships, for example, have women crew members and scientists aboard, and how many of them may have visited Mirnyy and other Russian coastal stations is unknown, although it is customary for them to do so. The author is aware of no women among Soviet shore parties. During the 1957-58 and 1958-59 seasons, the Argentine Navy sent three tourist cruises to Antarctica. Among the women passengers on one trip was a biologist who used every opportunity ashore to investigate the local flora and actually identified one of three flowering plants known to grow in Antarctica.

The Argentine Navy experience had shown antarctic travel to be practicable. In 1965, Lindblad Travel, Inc., one of The Antarctic Society's corporate members, revived tourism. For the most part, this form of activity has been concentrated in the relatively accessible Antarctic Peninsula area. In January and February 1968, however, the same travel agency sponsored two trips to the Ross Sea and put parties ashore at McMurdo and Hallett Stations, as well as on subantarctic islands. One of the women passengers was an ornithologist, but it is unknown whether others had scientific interests.

The sending this year of five women scientists to do field work in the McMurdo Sound area raises the interesting question of whether women have previously contributed to expedition programs. In other words, what about working women in the Antarctic? Mrs. Ronne kept records, wrote reports and press releases. On October 15, 1957, a chartered Pan-American Airways "Stratocruiser" landed at McMurdo with two stewardesses aboard. After about four hours ashore, the girls were rushed off the continent.

More important were the contributions of Mrs. Philip Law and Mile. Christianne Gilet. Mrs. Law, an Australian, and wife of that country's Director of the Antarctic Division, Ministry of External Affairs, accompanied her husband to Antarctica in 1960-61. A commercial artist, Mrs. Law was assigned to make a pictorial record of Australian antarctic activities. Although wife of the Director, she took her duties seriously and returned with a series of informative paintings. She was the first Australian woman to set foot on the continent, but Australian women scientists had previously worked at Heard and Macquarie Islands in the sub-antarctic.

Mile. Gilet, a Civil engineer, has been head of the technical bureau of the Expeditions Polaires Fran<sup>^</sup>aises. It was in that capacity that she accompanied the French expedition of 1962-63 to supervise the reconstruction of Dumont d'Urville Station, and for this purpose, she lived ashore during the summer season. She has twice since then revisited the Antarctic, and a French woman inospheric physicist, Mme. Genevieve Pillet, has also worked at the station on three occasions. In the autumn of 1968, the Argentine Naval Hydrographic Service sent four women biologists to the Antarctic Peninsula. They were Irene Bernasconi, Maria Adela Caria, Elena Martinez, and Carmen Pujals.

As for the United States, women scientists began working aboard the National Science Foundation's research ship *Eltanin* in 1962. It has, however, taken them until this year to make it ashore for a season. The first of the five to reach McMurdo Station, Dr. Christine Muller-Schwarze, is accompanying her husband and two assistants to carry out a study of penguin behavior. The other four, from Ohio State's Institute of Polar Studies under the direction of Dr. Lois Jones, form a team that will live in tents and conduct studies in geochemistry, glacial geology, and paleolimnology in the ice-free valleys west of McMurdo Sound. Dr. Jones points out quite reasonably that for some years she has been working with specimens brought back by male investigators and that she will obtain a more representative smaple if she can observe them *in situ* and select her own. She is being assisted by Kay L. Lindsay, Eileen McSaveney, and Terry Lee Tickle. A man and wife team from New Zealand will be in the same area. The girls insist that they are going to Antarctica as scientists rather

than women, yet there are few more pleasing novelties than a mini-skirted explorer, no matter how erudite.

## ANTARCTIC RESPONSE TO THE LUNAR LANDING

Antarctica was the only continent wholly without television coverage of the Apollo 11 voyage to the Sea of Tranquility. The event, however, was followed with keen interest by those on the White Continent, the isolation of whose inhabitants and the rugged environment in which they live make it the closest thing to the moon that Earth has to offer. This was evident in the remarks made by two McMurdo residents—Comdr. William G. Hunter, commanding officer of Antarctic Support Activities' winter-over contingent, and Mr. Aleksandr Vasilev, Soviet exchange scientist—who were interviewed over a special radio-telephone circuit as part of CBS-TV's coverage of the historic lunar flight.

On the July 21 (local time) interview, Comdr. Hunter described the reaction of McMurdo's personnel like this: "Well, the general reactions were, somewhat, awe, elation and wonderment [sic]. Some of the comments were, 'amazing', 'fantastic', 'I can't believe it', 'It just doesn't seem real'. Everyone was very excited and certainly had a feeling of pride and just a good spirit of accomplishment over what was taking place there."

Mr. Vasilev, a meteorologist, said: "My reaction was indeed like the reaction of all people who are living on this station in Antarctica and not only this station but all stations in ANtarctica and all people all over the world." Mr. Vasilev described that reaction as "excitement" over this "historical occasion". He added, "All people can be proud that mankind has reached" the Moon.

The comments were broadcast in the United States at 3:30 a.m. (EDT) July 21, approximately 4% hours after the astronauts exited their lunar module and set foot on the Moon.

The special communications circuit was arranged by the Navy at the request of the Columbia Broadcasting System, which wanted to recognize those in Antarctica as fellow explorers of the astronauts as well as to get the reactions from people all over the world. A planned effort to contact South Pole Station was forestalled by the expiration of the limited daily period during which quality voice communications can be maintained with that station, but later in the week the station's complement sent the following message to the Apollo 11 crew:

"The voyages of discovery. . . have not only re-dounded to. . . glory but to the improvement of human knowledge. . . ." — John Quincy Adams.  
Congratulations on the greatest voyage of discovery ever accomplished by man.

Crew  
Amundsen-Scott  
South Pole Station

## SYMPATHY FROM RUSSIA

A message of condolence was received from the USSR by the Office of Antarctic Programs, the National Science Foundation, on the Death of Dr. Paul Siple.

"There is no way that I can express my feelings at this moment," said Mr. N. I. Makarov who signed the message. "The words of our poet H. A. Nekrasov, spoken at another time and under different circumstances, may truly be applied to Dr. Siple: 'What a brilliant light has burned out! What a great heart has ceased beating!' Sadness of similar magnitude among polar scientists was occasioned only by the death of Admiral Byrd. The forty years that Dr. Siple devoted to polar research will be remembered for generations and centuries."

N. I. Makarov is a member of the All-union Geographic Association of the USSR Academy of Sciences, and a participant in Arctic and Antarctic Expeditions. He learned about Dr. Siple's death from the Antarctic Journal of the United States.

## BOOK NOTES

E. A. MacDonald, *Polar Operations*, U.S. Naval Institute, 1969, \$11

Captain MacDonald is a veteran of Navy expeditions in both polar regions, former Deputy Commander and Chief of Staff, U.S. Naval Support Force, Antarctica, and a member of The Antartican Society. He has written numerous articles on his polar activities and has now summed up his experience in polar ship operations in an important book. Some sections may be a bit technical for the general reader, but they are necessary to an understanding of icebreakers and other polar ships and their handling and navigation. The book is extensively illustrated with photographs, charts, and diagrams. Useful appendices include the plans for Wind-class icebreakers, cargo and traffic on sea ice, lists of icebreakers by nationality and of institutions coordinating polar research. There are a glossary,

bibliography, and index. *Polar Operations* is highly recommended for all those interested in the subject matter.

Seon Manley and Gogo Lewis, *Polar Secrets, a Treasury of the Arctic and Antarctic*, Doubleday and Company, 1968, \$4.95.

This book is a collection of excerpts from polar literature that have struck the compilers' fancy. It mainly stresses the Arctic but contains some material in the Antarctic. The selections are capricious and the editing careless. The book is not recommended.

U.S. Naval Support Force, Antarctica, *Introduction to Antarctica*, Government Printing Office, 1969. \$0.60.

Originally published in 1957, this useful publication has been revised to bring its basic information up-to-date. For the first time it is available for public sale by the Superintendent of Documents, Washington, D.C., 20402.

## Reprints

The Greenwood Press, Inc., 211 East 43rd Street, New York, N. Y. 10017, announces that the following reprints are available:

Sir Vivian Fuchs and Sir Edmund Hillary, *The Crossing of Antarctica; The Commonwealth Trans-Antarctic Expedition*, 1959, \$18.00.

John Giaver, *The White Desert; The Official Account of the Norwegian-British-Swedish Antarctic Expedition*, 1954, \$11.00.

U.S. Naval Photographic Center, *Antarctic Bibliography*, 1951, \$14.75.

It seems probable that anyone desiring to obtain the first two volumes listed above could find them at a lesser price by a diligent search of second hand book stores. The third, however, was printed only in a small edition and received limited distribution. While not without omissions and other flaws, it is the most complete bibliography on the period preceding the International Geophysical Year and is a invaluable research tool.

## THE ANTARCTICAN SOCIETY

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