



The Bulletin of

THE ANTARCTICAN SOCIETY

NO. 3

FEBRUARY 1971

THE PRESIDENT'S MESSAGE

Each member of the Society has been sent a copy of the By-Laws, and each should have read them carefully. It is almost a sure bet, however, that some have never even glanced at them, and that those who did pursue them have probably forgotten the contents. For this reason, I would like to refresh your memory and then summarize succinctly how the Society's affairs are managed.

Officers and members of the Board of Directors are elected at the Annual Meeting in the Spring. Two major activities of the Society are meetings held by the Board of Directors to manage the affairs of the Society and lectures and informal meetings attended by the membership at large. The issues and affairs confronting the Board of Directors necessitate the appointment of committees in addition to the Program Committee and the Finance Committee required by the By-Laws.

Technically, as the change of administration is effected, the newly elected officers should start immediately to attend to the Society's affairs. It has been our practice to conduct some special meetings during the summer; but our experience has shown that the summer months are not conducive to satisfactory attendance by Board members, yours truly being no exception.

Immediately after the elections this year, I was requested by the Jordanian Government to assist in formulating policy guidelines for their newly established Royal Scientific Society. By the time the State Department approved the request, fighting broke out in Amman in June, and the official trip was postponed. Meanwhile, I proceeded on my annual leave which, ironically, took me to Amman during the month of August. Fortunately, I made it out of the country and back to the States before the situation deteriorated.

Back in Washington, a pile of paper was waiting on my desk, and in it was a letter of resignation from our newly reelected Secretary-Historian, Mr. Ronald McGregor. Ron's work load had become unbearable, and he felt that he could no longer serve the Society satisfactorily. Regrettable as this resignation may be, it is also understandable. Recently, it has become more and more difficult to obtain adequate service for the Society, as the membership grows and the pioneer members rise steadily in their respective professions and face the augmented duties commensurate with their higher positions. This phenomenon is at once wonderful and sad. Advancement and increased responsibility are a source of pride to us, and the resulting inconvenience to the Society is sad but tolerable.

This development brings me to the subject of member participation. The membership of the Society is such that, like similar organization, unless the individual members participate actively in the affairs of the organization, it will ultimately collapse. Carrying a membership card and just belonging to the Society in name does not entitle you to call yourself a participant. A member, individual or corporate, is expected to take part in the Society's activities in order to benefit both himself and others and to contribute to the health and growth of the Society. There have been occasions, during the years of my past service with the Society, when attendance at lectures was disappointingly low. Sometimes it was down right embarrassing, particularly when we had gone through the trouble of inviting an out-of-town speaker.

Your interest in the Society's welfare should be made manifest by your active participation. You do not have to be an officer or a member of the Board of Directors in order to render service and contribute to the Society. You were invited, in the first issue of this *Bulletin*, to write, make your views known, or contribute an item or two which is newsworthy, to your fellow members. That invitation stands, but it goes beyond the *Bulletin*. If you know of a person coming to Washington, a good prospect for a lecture, for example, let us know about him. If you have some constructive ideas that you think can improve the management or the posture of the Society, let us hear them. In short, we would like you to be thinking of your Society, critically and constructively, and to participate actively in furthering its-goals.

I shall not belabor the point. I simply wish to stress the fact that you, as individuals and as a group, make the Society what it is. The fact that you elected us as your officers does not absolve you from your responsibilities, and in no way should it be interpreted as a license for relinquishing responsibility and just "letting George do it." This George is going to do his damndest, but he certainly will need your help.

George A. Doumani

NEWS and VIEWS

Any members having items of interest concerning Antarctica, other members etc., are requested to address them to the Editor of The Bulletin Dr. Henry M. Dater

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HIGHLIGHTS OF LAST YEAR'S WASHINGTON ACTIVITIES

LECTURE SERIES

During the past season, members in the Washington area enjoyed several lectures at the National Academy of Sciences and a very successful annual Garden Party.

The first speaker was Mr. Robert B. Thompson, Superintendent of the Antarctic Division, Department of Scientific and Industrial Research of New Zealand. Mr. Thompson was followed in October by Mr. Richard Schirmacher, presently with Lufthansa in New York, and Dr. R. Regula, Chief Forecaster of Lufthansa in Frankfurt, Germany, and Chief Pilot and Forecaster of the "Third German Antarctic Expedition of 1938-39." The expedition was little known and equally little publicized, and the lecture provided the members with a new insight and very interesting details of this expedition.

In November 1969, Dr. Carleton Ray, Associate Professor at The Johns Hopkins University gave an illustrated lecture on polar marine mammals in their natural habitat, with very unusual under-ice photography.

To commemorate the fortieth anniversary of Rear Admiral Richard E. Byrd's first flight over the South Pole, the first lecture in 1970 was given by Colonel Bernt Balchen. Invitations were sent to other members of the Byrd expedition, and the lecture became a reunion as well.

In an era when oceanography has come to occupy a position of national and international concern, the Society enjoyed two appropriate films on the subject. The first film was the award winning "Oceanographer in Polar Regions," depicting the role of the oceanographer in Arctic and Antarctic regions. The second film was the timely record of the transit of the Northwest Passage by the ice strengthened tanker *Manhattan*, from Philadelphia, Pennsylvania, to the oil fields of Arctic Alaska in August and September of 1969.

As has become customary, a high point of the year were summaries of the scientific and the support activities in Antarctica during the season. Dr. Louis O. Quam, of the National Science Foundation, presented the summary of the research activities, and Rear Admiral David F. Welch, USN, summarized the activities of *Operation Deep Freeze*.

ANNUAL GARDEN PARTY

Most of you in the immediate vicinity of the District of Columbia have in the past enjoyed the annual outdoor get-together of the Society. This event started out as an annual party that was held at the home of Dr. and Mrs. Carl Eklund and later at the residence of Rear Admiral and Mrs. Richard B. Black. Later, the gathering developed into a family-style picnic held in nearby places like the Smithsonian's Belmont Estate at Elkridge, Maryland, and Great Falls, Virginia.

This year the Society members and their families enjoyed a wonderful time in the pleasant surroundings of the Stronghold Estate on Sugar Loaf Mountain near Dickerson, Maryland. Sugar Loaf is a lonesome peak that juts uniquely out of the plains and commands a beautiful view of the Maryland countryside, plus trail hikes through its wooded slopes and some steep rock climbing near the top.

BUSINESS MEETING

The annual business meeting was held on May 13, 1970, for presentation of the Officers' reports and the election of new officers and directors. The Officers duly elected were George A. Doumani, President; William Sladen, Vice President; William MacDonald, Treasurer-Membership Secretary; and Ronald McGregor, Secretary-Historian. Commander McGregor later resigned because of his heavy workload.

PRESIDENTIAL ADDRESS

At the conclusion of the annual meeting, Dr. Henry M. Dater, the outgoing President, presented a paper entitled "Antarctica—A Study in Technological Impact," which was subsequently published in the *Antarctic Journal of the United States*, July-August 1970, p. 145-149. Dr. Dater made an historical excursion back to the days of Captain Cook, whom he called "the real founder of antarctic history." Then he traced the technological innovations from the dog days through the days of mechanized and airborne exploration to the present era of the Hercules (C-130), the Starlifter (C-141), and turbine-powered helicopters. A radical change has been brought about in the Antarctic continent comparable to the change from the nomadic life of early man to the days of urban settlements. This change is manifest in the departure from temporary hutments to permanent stations, a change which brought with it familiar problems of hygiene and contamination. "Today," concluded Dr. Dater, "man finds himself struggling not only with how to live in harsh environments, but also against the products of his own presence."

BOARD OF DIRECTORS ACTIVITIES

The Board of Directors met periodically to conduct the business of the Society and attend to its administrative affairs. Emphasis during the past year was placed on increasing both corporate and individual membership and on the establishment of out-of-town affiliates. One important concern has been the Society's attempt at insuring preservation of the private papers of the late Rear Admiral Richard E. Byrd. A committee was established under the chairmanship of Rear Admiral David M. Tyree, and a dialogue commenced with the Byrd family in an effort to find ways and means to place the Byrd papers and memorabilia in an appropriate repository.

Another topic was the proposal by some members that the Antarctic Society should change its purely "southern" character and become bipolar to include the Arctic as well. A committee was established to study this proposal and to make recommendations commensurate with its findings. The committee, chaired by Captain John G. Stubenbord, III, USN, MC, (Ret.), reported that, following interviews with eminent members of the Antarctic Society and others interested in polar regions and with its various disciplines, it was recommended that the Society should continue as a separate entity, and that provisions should be considered for broadening its membership and strengthening its present foundation.

POLAR CENTER PROPOSED

The Arctic Institute of North America has proposed the establishment of a National Polar Memorial Center in Washington, D.C., in memory of the great Americans who have worked to explore and study the polar regions.

The proposed center would house the administrative offices of the Institute, and would include a polar science information center, a modern scientific library, an auditorium, conference facilities, limited museum areas, and office space for visiting scholars. The center would complement the resources of many government agencies which are involved in polar programs, operate in collaboration with educational institutions of the Washington area, and serve all the universities and academic centers in North America.

The Antarctic Society discussed this proposal upon a request from the Arctic Institute, and the Board of Directors adopted a resolution expressing the sense of the Society that such a facility is viewed favorably, with the proviso that by participating in the Center, the Society would not compromise its autonomy. Aside from this reservation, the Board of Directors considered the proposed center to be a most worthy concept.

ADMIRAL RICHARD E. BYRD POLAR CENTER

The Admiral Richard E. Byrd Polar Center was incorporated under Massachusetts law in July 1968 as a non-profit organization by a group of Bostonians interested in carrying on Admiral Byrd's life work of advancing knowledge of polar regions and in the creation of a memorial to the Admiral and his men. The Center is located at Central Wharf, New England Aquarium, Boston, Massachusetts 02110.

OFFICE OF POLAR PROGRAMS

Most of you are by now aware of the increasing importance of the Arctic since the recent discovery of oil on the Alaskan North Slope. A dramatic increase in research activities has resulted, particularly in ecological studies and disciplines directly related to the Arctic environment.

In keeping with the needs of the Federal Government, the National Science Foundation was charged with coordinating Federal Arctic Research, and the Office of Antarctic Programs was changed to the Office of Polar Programs. Dr. Louis O. Quam was designated Acting Head of the office, with Philip M. Smith as Deputy Head.

LAUNCHING OF THE RRS BRANSFIELD

The Royal Research Ship *Bransfield* was launched by Lady Fuchs, wife of Sir Vivian Fuchs, Director of the British Antarctic Survey, on Friday, September 4, 1970 at Leith, Scotland.

The Natural Environment Research Council ordered the ship for the use of the British Antarctic Survey to relieve and re-supply the seven Antarctic stations present maintained by the United Kingdom. Six of these are strung along the Antarctic Peninsula and its off-shore islands, the seventh, Halley Bay, lies 1,000 miles away across the ice-filled Weddell Sea. The ship will make her maiden voyage in time to reach the stations during the 1970-71 Antarctic season.

Bransfield, designed by Graham and Woolnough, is strongly built to withstand the stresses of navigation through heavy ice. She is 327 feet overall with a beam of 60 feet and draft of 21 feet. The hull is of all-welded construction, the scantlings are to Lloyds' "Ice Class 1" requirements, and the shell plating is 1 1/8 inches thick, increasing to 1 1/4 inches in vulnerable areas. The frames are 14 to 16 inches apart and side tanks up to weather deck level extend from the fore to the after peak. The rounded hull form will help her to rise above pressure ice which would squeeze a slab-sided vessel. To enable her to forge a way through pack ice the stem is heavily raked, in icebreaker manner, from above the loaded water line to a short vertical step at the keel.

The main propulsion system is diesel-electric. Two engines provide power for a single electric motor delivering 5,000-shaft horsepower. The variable pitch propeller enables this power to be used more effectively when operating at low speeds in ice. In open water her operating speed is expected to be 14 knots, with an endurance of 50 days at this speed. Bilge keels, which would be damaged by ice, have been omitted but a passive stabilization system has been installed, and the main mast immediately above the bridge provides access to a high crow's nest from which the ship can be controlled. There are three other conning positions, the wheel house and either bridge wing. Two radar systems can be interswitched and either will work a "slave" on the chart table.

Two marine biological laboratories lie under the helicopter deck aft. Fire precaution systems conform to the latest Inter-governmental Maritime Consultative Organization (IMCO) regulations and on each side she carries sufficient life boats to accommodate all on board.

The cargo capacity is some 120,000 cubic feet in three separate holds, and the 50-ft. after hatch will facilitate the carriage of large, bulky items. A 5-ton crane is fitted forward and a 15-ton Speed Crane derrick aft.

The *Bransfield* will carry a crew of 36 officers and men, all in single cabins, and 62 expedition members in 15 four-berth and 2 two-berth cabins. All living accommodations are above the weather deck.

The name *Bransfield* was chosen to honor Edward Bransfield who, on his pioneering voyage of 1820, may have been the first man to sight and chart a portion of the Antarctic mainland. [There is no need to revive the Bransfield-Palmer controversy in this Bulletin. Ed.] Otherwise, relatively little is known about him. Born between 1782 and 1784, either in Cork or County Cork, he was probably impressed into the Navy in 1803 and served in numerous ships during the war against Napoleon. By 1813 he was a Midshipman, and in 1814 was awarded his Master's certificate by Trinity House. At this time he was described as "an assiduous officer, an excellent navigator and a good pilot."

In 1817 he wrote to the Admiralty describing his methods of calculating longitude and sought an appointment as Master of any vessel sailing on a voyage of discovery in order to try it out. It was this which finally led to him visiting the Antarctic in the 1819-20 season.

ANNUAL DUES

A reminder to all members that dues are payable annually on October 1st. The annual dues are currently: Member \$3.00; Corporate Member \$100.00.

Antarctic Air-Operations, 1970-1971; Deployment

Over the years, the U.S. Naval Support Force, Antarctica, has developed a discernible pattern of air operations. The initial phase calls for the deployment of the summer support personnel, high priority cargo, including mail and fresh vegetables, and new crews to relieve those who have passed the winter at various stations. The first order of business is to reactivate the full facilities at McMurdo Station and its airport, Williams Field, followed by regaining physical contact with the inland stations. Except for administrative personnel and a few investigators whose projects require early field work, scientists come in a second wave beginning in late October, as do naval construction workers and others with summer projects. Distribution of parties inland begins during late October and early November, while at the same time ski-equipped Hercules of the Navy Air Development Squadron Six (VXE-6) commence the resupply of the inland stations.

This last activity continues throughout the season. Likewise, once begun, the support of scientific parties is a continuing activity for which Hercules supply and move those at remote field locations, while helicopters perform the same services for small groups in the McMurdo Sound area. A unit of 3 UH-1D turbo-powered helicopters annually provides field support for a scientific survey, this year, a geological and paleontological study in the Central Transantarctic Mountains.

Deployment is completed by late November and is the subject of the following paragraphs. During December and January, the concentration is upon resupply of stations and the support of the scientific effort. Finally, beginning in late January and continuing through February, the original flow is reversed and both navy men and scientists, except those destined to winter-over, pour out of the Antarctic on their homeward journeys. This last phase will be in full swing when the readers receive this issue of the *Bulletin*.

On October 8, the first aircraft arrived at McMurdo Station. Five Hercules and one Super-Constellation landed without incident. The seventh plane, a second Super-Constellation, was not so fortunate. When about two hours from McMurdo, well-beyond the point of safe return, a sudden storm blew-up. By the time, the plane arrived over Williams Field, visibility had declined to zero-zero and a heavy cross-wind was blowing. After making five passes over the field, the pilot decided to come in for a landing. He touched down; the Super-Constellation veered off the runway, tore loose a wing, and ripped over on its side. Fortunately, the 68 passengers and 12 crewman aboard tumbled out without injuries beyond a few sprains and bruises not worthy of hospitalization. The aircraft, however, was a total loss, and its unavailability affected operations throughout the season.

When the personnel evacuated the Super-Constellation, their ordeal was not over. So bad was the visibility that it took a considerable time for rescue vehicles to find the party, and then, progress toward the station was painfully slow, a man having to walk ahead of the vehicles to point out the road. The affair clearly emphasizes the unpredictability of antarctic weather and the dangers of antarctic air operations, even in this day of greatly improved equipment and techniques, and explains the emphasis continually placed on safety precautions by the Commander, U.S. Naval Support Force, Antarctica.

The storm continued for 48 hours before flying could resume. During the next two weeks, southbound flights

frequently encountered strong headwinds, and several had to turn back to New Zealand, delaying the movement of cargo and personnel into the Antarctic and further aggravating the situation caused by the loss of the Super-Constellation. Scientists and navy men with equipment and needed supplies began to pile up in Christchurch. Conditions brought to mind the remark made some years ago by Rear Admiral David M. Tyree. "In the Antarctic," he said, "we don't have schedules so much as objectives."

The I; k log began to be reduced late in October when two Hercules of the Royal New Zealand Air Force joined briefly in the operation lifting some 30 tons of high-priority cargo into McMurdo. Very soon thereafter, heavy transports of the U.S. Air Force began their annual peak-season operations. Included among them was a Cargo Master (C-133) bearing two helicopters, as the largest plane ever to land in the Antarctic. Air Force Starlifters made 12 round trips between the continent and New Zealand carrying another 220 tons of cargo and 168 passengers. Simultaneously, Navy Hercules continued their flights so that by the end of November 1,200 persons had arrived at McMurdo. Deployment for the season was complete.

Concurrent with this effort, Hercules beg in flights to inland stations, first to reestablish the two summer stations—Hallett, north of McMurdo at the cape of the same name and Brockton on the Ross Ice Shelf. These installations exist primarily to furnish weather information for flights between New Zealand and McMurdo or from the latter place to Byrd and Amundsen-Scott South Pole Station. Emergency landings are possible at both places, and Hallett Station because of its interesting flora and fauna, is visited by United States and New Zealand biologists.

On October 14, a Hercules landed at Byrd Station, the first flight to that isolated spot since the previous February 18, a period just a few days less than eight months. Needless to say, the grizzled veterans were delighted to greet the 18 persons come to relieve them and to receive 2.6 tons of cargo, which included their mail, fresh vegetables, and other delicacies. The authorities were especially anxious to reach the South Pole because of the presence of a navy man stricken seriously ill the previous July and urgently in need of hospital treatment. The young doctor, with only radio consultations to assist him, had carried the patient through, improvising where needed drugs that were in short supply or non-existent. No better illustration could be provided of the necessity for having a competent physician at each Antarctic station. The first effort to reach the South Pole, on October 20, was turned back by bad weather. Eleven days later, a Hercules made the flight successfully, 15 years to the day after the first landing at the South Pole, by Rear Admiral George J. Dufek. The patient accompanied the aircraft on its return to McMurdo, the initial leg of the long journey to health and home.

The first flights of the season are primarily to bring naval summer support personnel into the area. As soon as they can reopen the stations, set up the equipment, and make things ready, scientists start to arrive in the area, and it is possible to place them in the field, usually in late October or early November. Bad weather caused some ill-days in the original schedule, but by early December the principal field parties had been established. While completion of this phase hardly means the diminution of air activity, its successful accomplishment is necessary if the season's planned objectives are to be obtained.

OUR CORPORATE MEMBERS

It is the hope of the editor to present brief sketches of the corporate members of the Society, emphasizing the connection of each with cold weather activities. The generosity of these organizations has been of great assistance in sustaining the activities of the Society.

POLAR EXPEDITIONS, INC.

Polar Expeditions, Inc. (POLEXI), a commercial company organized in 1968 is affiliated with the Arctic Institute of North America. It was formed to serve government, industry, and the scientific community by providing professional services in connection with mounting field expeditions into the Arctic, Antarctic, and Alpine regions.

POLEXI's most recent task is a study of offshore ice and bottom sediments along the coast of Alaska in the North Slope oil field area. The purpose of the study is to provide information to a group of fifteen oil companies that will be useful in the resolution of offshore drilling and construction-engineering problems. Concurrently with this project, the Mackenzie Valley Pipeline Consortium contracted with POLEXI to obtain certain data pertaining to permafrost in an adjacent offshore area. Mr. Richard E. Ragle, on loan from the Arctic Institute, was appointed as Director of both projects. The field teams have been supported by two Super-Courier Aircraft under the direction of the Chief Pilot, Mr. Philip Upton, and occasionally a helicopter, all on lease to POLEXI. An aerial photo and sensor capability is included.

In addition to field work, POLEXI has exclusive franchises for certain specialized premium quality field equipment. Staff personnel are available for consulting services in planning support for cold weather field work.

BOOK NOTES

P. Briggs, *Laboratory at the Bottom of the World*, David McKay Company, Inc., New York, \$5.95.

Mr. Briggs is a journalist who made a brief visit to Antarctica during *Deep Freeze 70* and was tempted to write a book. He should have resisted the temptation, at least until he had assembled and digested more information. The presentation is uneven, and there are far more errors than are acceptable. It is a source of puzzlement why reputable publishers do not submit manuscripts for expert review before rushing into print. It is not recommended.

H. G. R. King, *The Antarctic*, Arco Publishing Company, New York, \$9.95.

Mr. King, the distinguished Librarian of the Scott Polar Research Institute, has prepared an introductory volume on the Antarctic. Covered in easily-understood, non-technical language are a description of the area, an outline of its history, brief accounts of the various scientific disciplines and their accomplishments, and a review of economic activities, whaling and scaling. Unfortunately, there are a number of small, un-

important, but annoying errors and occasionally a British bias is obvious. The book, however, is recommended for anyone who desires a quick over-view and serves as an excellent introduction to the study of Antarctica. It is the best overall presentation available, and therefore, deserves a place in any Antarctic library.

CDR A. R. Ellis, ed., *Under Scott's Command: Lashly's Antarctic Diaries*, 160 pp., illus., Taplinger Publishing Company, New York, 1969, \$4.75.

William Lashly was a leading stoker in the Royal Navy when he volunteered for Scott's first expedition. On his return, Scott urged that he be promoted, and Lashly became a Chief Petty Officer. In that capacity, he joined Scott's second expedition. The title of Stoker is misleading, because his principal function in the engine room was that of a mechanic rather than a coal shoveler. A country boy by origin, he was a jack of all trades and apparently could turn his hand to almost anything. At various times during the two expeditions, he worked as electrician, motor mechanic, carpenter, geologist, and mule tender. He became an expert sledge and trailman. In action, he was calm and resourceful. Scott on the first expedition and LT. Edgar Evans on the second, both credited Lashly with saving their lives.

Intermittently, he kept a diary noting down what seemed to him important. Most of the entries are short and laconic simply recounting the facts in a semi-literate English. The editor has fleshed out these bare entries with quotations from Scott, Wilson, Cherry-Garrard and others, as well as interpolating background material of his own to make the brief entries more intelligible. Lashly does not alter significantly the story as told by Scott, but he does add some interesting details. For example, when on the trail, he wore two shirts and each month changed them around, putting the one that had been inside on the outside. Lashly was greatly admired by both officers and men. It is to be regretted that he was not given to reflection because it would be interesting to know how the expeditions looked to those on the mess deck.

Robert Silverberg, *The Adventures of Nat Palmer, Antarctic Explorer—Clipper Ship Pioneer*, McGraw-Hill Book Company, New York, 1967, \$3.95. Children, Junior High School.

For the young reader, *Nat Palmer* recounts simply and clearly the story of an exciting life. The author handles the Palmer-Bransfield controversy sensibly by pointing out that, although the evidence is none too clear, whoever of them may have seen Antarctica first, both were skillful sailors and brave men. The vexing question of what Palmer and Bellingshausen said to one another is equally well discussed, but fails to note the possibility that Bellingshausen may have seen the Continent before either Bransfield or Palmer. According to the dust jacket, Silverberg is "one of the most prolific writers of children's books" and has "several dozen" in print. Such an author does relatively little research, and some slips in this volume attest to the haste with which he works. Even some adult Antarcticans, who know of Palmer's contribution to the Antarctic, will be interested in learning of his distinguished later careers in the China trade and as a pioneer designer of clipper ships. The book is recommended.

Books from New Zealand

The New Zealand firm of A. H. & A. W. Reed Company, one of the Dominion's principal publishers, has been pleased to make available to the members of The Antarctic Society, the three following books:

Thompson, *The Coldest Place on Earth*, \$5.25

Buiing and Mannering, *South*, \$7.45

Braxton, *The Abominable Snow-Women*, \$5.25

Prices are quoted in U.S. dollars. The books may be ordered from:

The Promotion Department

A. H. & A. W. Reed Company

Box 600 2, Te Aro

Wellington, New Zealand

They will be shipped by surface mail.

R. B. Thompson, *The Coldest Place on Earth*, A. H. & A. W. Reed Company, Wellington, New Zealand, 1969, \$5.25,

Bob Thompson, a New Zealander with two winters passed in the Antarctic, was chosen to head the joint Australian-U.S. party at Wilkes Station for the 1962-1963 season. Part of the plans for the campaign was an overland traverse south of Wilkes. When assured of U.S. aid by air-dropping fuel, Thompson decided to extend the inland journey to the temporarily abandoned Soviet Vostok Station. This book recounts the story of that heroic journey — 1,800 mile round trip. The narrative gives an accurate and enthralling picture of what antarctic surface travel is like in the era of cracked vehicles and radio communications. *The Coldest Place on Earth* is highly recommended.

Graham Billing and Guy Mannering, *South: Man and Nature in Antarctica*, Rev. ed., A. H. & A. W. Reed, Wellington, N.Z., 1969, \$7.45.

The first edition of this work was published in 1964. Revision was held to a minimum for the second edition being mostly in the form of updating information to make it as current as possible. The volume contains 89 pages of impressionistic text, followed by 207 illustrations, a great number in color. The author and illustrator approach their task from a New Zealand viewpoint, but not overly so. Publication was

done in Japan, a fact which may account for an unnecessary number of typographical errors. With Emile Schulthess, *Antarctica*, published in 1960, no longer in print, *South*, is probably the best picture book available in English, and the price is modest. It is recommended.

Dorothy Braxton, *The Abominable Snow-Women*, A. H. & A. W. Reed Company, Wellington, New Zealand, 1969, \$5.25.

Mrs. Braxton is a veteran New Zealand journalist who participated in a 1968 Lindblad tour to McMurdo Sound aboard the chartered Danish ship *Magga Dan*. She tells the story of the trip in clear journalistic prose with an eye for detail and an ear for the appropriate anecdote. The book is interesting and is recommended to anyone who wishes to know about Antarctic's newest and only expanding industry.

Reprints

Literature House/The Gregg Press, 121 Pleasant Avenue, Saddle River, New Jersey 07458, as announced that the following reprints are available:

Benjamin Morrell, *A Narrative of Four Voyages to the South Sea*, \$35.00

Charles Wilkes, *Narrative of the United States Exploring Expedition*, 5 vols., \$125.00

Morrell was in the Antarctic during the 1821-1822 and 1822-1823 seasons. On the second voyage he made the first known landing - a Bouvet Island, visited South Georgia and the Kerguelen islands, and reported a penetration of the Weddell Sea to latitude 70°14'S. Morrell's sightings of land between 62° and 69° South have since been disproved, and his account seems to be a strange compound of fact and fiction.

Wilkes' narrative of his great voyage was printed only in limited numbers during his lifetime. Its reprinting at this time is most welcome. Obviously, its importance transcends the Antarctic because, during the four years that the expedition lasted, only about four months were passed in antarctic waters. While the price is high for individuals, its acquisition by libraries specializing in geography, exploration, history of science, and kindred subjects is recommended.

THE ANTARCTICAN SOCIETY

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