

# 'The Bellingshausen-Amundsen Sea Venture' Wellington Club Is Pleasant Experience

(Editor's note: This is another in the series of installments of Herb Grey's account of his trip to Antarctica. He spent about 70 days with the Navy on the Operation Deep Freeze 1960 expedition. Today's article concerns impressions of New Zealand towns, and boarding the icebreaker, USS Glacier.)

By HERB GREY  
Mail Tribune Advertising Manager

One of my early pleasant experiences in Wellington was a visit with Capt. McDonald, Comdr. L. C. Knowles, now U.S. Naval Attaché, and Col. Nichols to the exclusive "for men only" Wellesly club for cocktails and lunch.

Here I met a handsome elderly man with angular jaw and military bearing, Maj. Gen. Sir William Sinclair-Burgess, 80-year old hero of World War I.

American General John J. Pershing had, it seems, conferred upon this man the Distinguished Service Medal on June 9, 1919, for his command, with distinction, of the 4th Australian Divisional Artillery while it was in support of the 27th American Division during its operations near St. Souplet, east of La Solle River.

**Reading on Initial Citation**  
The initial citation read "your consummate skill as an artist and forceful determination in keeping your batteries well to the front were most potent factors in the success achieved."

General Sinclair-Burgess' home was destroyed by fire in May 1959. Hearing of the loss of his highly prized American Distinguished Service Medal, U. S. Army Attaché, Col. Maybry Griffin Miller, secured a replacement from the United States.

In a small, but unique, ceremony at the American Embassy in Wellington Jan. 14—41 years later—the coveted medal was again presented to the general, this time U. S. Ambassador Frances H. Russell doing the honors for "Blackjack" John Pershing.

Much of America's popularity in this part of the world may be attributed in a large measure, to the excellent job being done by Ambassador Russell, Consul Edith Stensby, Col. Miller, Comdr. Knowles and USA head, Blake Lanum.

I met these people, their families, and witnessed their personal popularity in official and non-official circles.

Although it was hardly in our honor, the members of the First Battalion, Wellington Regiment, marched through the city for the first time since World War II. It was a smart outfit of Territorials which took the salute of Wellington's Mayor Kitts.

**Flightless Bird**

When Comdr. Joe Morgan, Col. Herb Nichols and I visited Wellington's fine zoo, we had an opportunity to see Kiwi, the flightless bird that has become a national emblem in New Zealand. The zoo's caretaker, recognizing us as Americans, let us enter the large cage housing the three Kiwis, and examine the amazing birds closely.

The Kiwi is about the size of a domestic fowl and dates from pre-historic times, its survival due to the absence of predatory animals. One of the peculiarities is the large size of the Kiwi egg, comparable

**Atlas Missile Leaves Pad at Vandenberg**

Vandenberg AFB, Calif. — An Atlas missile rose from its fire-ready, attack proof "coffin" today and vaulted into the sky for a 4,300-mile flight down the Pacific Missile Range.

**NASTY PRISONERS**

Murphy, N. C. — Sheriff C. M. Anderson said Friday it wasn't his fault the grand jury accused him of running a sloppy jail. Just before the jurors made their inspection the prisoners threw food all over the jail floor, he explained.

nity, the home of several members of the U.S. embassy family.

I attended a meeting of the Lower Hutt Rotary club, and received a warm welcome from the 85 members and Secretary Paul Brunton. Greetings were sent to the Medford Rotary club.

The speaker for the Rotary luncheon was my Glacier cabin-mate, Artist Arthur

Beaumont, who libelously described Medford as a suburb of his own home city, Los Angeles. Later, he carried his community pride a bit far when he erected a "Los Angeles City Limits" on an ice floe in the Amundsen sea.

**Watch Cricket Games**  
Before leaving the Wellington Bay area, we watched several "sand lot style" cricket games on a great lawn-covered

playing field at Lower Hutt, large enough to hold a dozen football gridirons. Nearby, colorful bagpipe bands entertained an appreciative crowd of New Zealanders.

After taking on fuel at Howard Point across Wellington Harbor, the Glacier lifted anchor for Port Lyttelton.

On the trip down the coast of New Zealand, Comdr. Philip W. Porter, skipper of

the Glacier, invited me to join him for lunch. William Cable, head of the large engineering firm handling the installation of our ship's propellers, and Amory Waite were also guests. A highlight of pleasant luncheon conversation was Cable's graphic description of his experiences during World War II when his ship was torpedoed and he, with 56 other survivors, drifted in overloaded lifeboats for more than five days.

**Record Shows Activity**  
Although Captain Porter did not mention his own dramatic wartime experiences, the record shows that he had active service in the campaigns in Sicily, Salerno and African campaigns and later in the Pacific theatre of operations. He was awarded the Bronze Star and numerous

other citations.

At Port Lyttelton, drums of gasoline for the ship's two helicopters were loaded.

After several days on board we had all become familiar with the Glacier, America's fifth, newest and largest icebreaker. When we were in dry dock replacing propeller blades we had a good opportunity to see the unusual, keel-less, round bottom of this remarkable ship—a bottom that was clear of barnacles after scraping on Antarctic ice.

Although this unique construction makes the Glacier the original rock and roll champion, it enables the ship to sustain the crushing resistance of a 15-foot solid ice pack.

**Scientific Research**  
The 310-foot long, 8,600-ton craft, although mounting two

five-inch and four three-inch guns, is more an ocean-going community for scientific research. Laboratories built into the ship includes facilities for oceanographic, meteorological and photographic study.

The Glacier's 10 diesel engines generate 21,000 horsepower for two shaft-driving motors—the largest diesel electric system of its particular kind ever put into a surface craft. Carrying her full 800,000-gallon supply of fuel, the ship can cruise at 15 knots for 18,000 miles. Her top speed is 18.6 knots.

The hanger adjacent to the Glacier's flight deck houses two helicopters, a Sikorsky and a Bell, for ice reconnaissance, a 11-lifting personnel and for rescue work. A 36-foot Greenland Cruiser, designed for off-shore sounding

work, and two 37-foot landing craft for amphibious assignments are regular equipment.

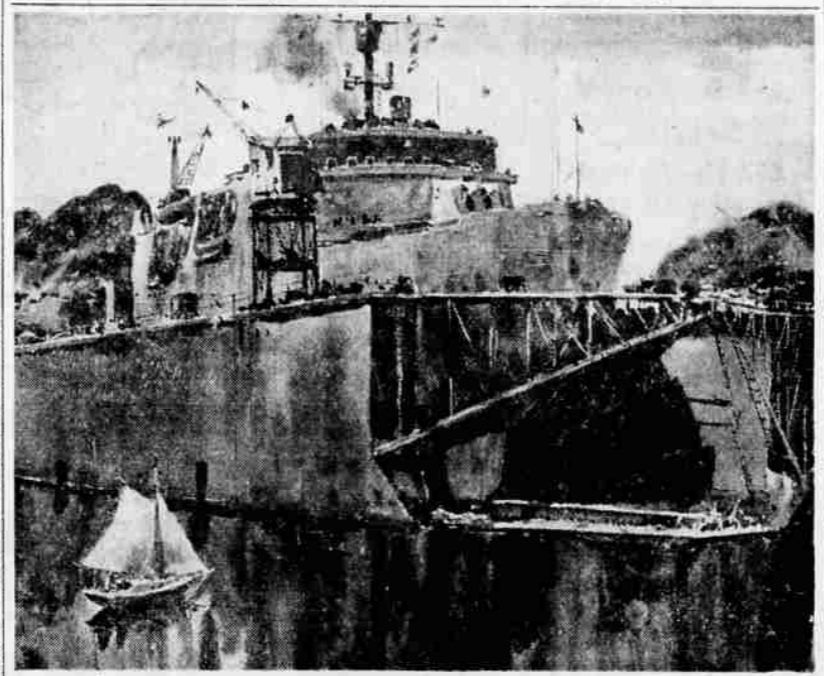
**Played Heroic Role**  
Although commissioned but five years ago, the Glacier has played a heroic role in Deep Freeze operations in Antarctic waters. Probably the most dramatic was the rescue of the Belgian expedition ship Polarhav early in 1959.

At noon Monday, Feb. 8, the Glacier steamed out of the snug, land-locked Port Lyttelton harbor into the South Pacific for her rendezvous with the USS Burton Island off Peter I Island near Thurston Peninsula.

This was it! The exploration in unknown water to un-mapped land was ahead—the Bellingshausen sea and the mysterious shores of Marie Byrd land.

## MEDFORD TRIBUNE

MEDFORD, OREGON, SUNDAY, APRIL 24, 1960



**IN DRY DOCK**—This reproduction of a painting by Navy Artist Arthur Beaumont shows the USS Glacier in dry dock in Wellington where new propellers were installed. Commander Beaumont accompanied the expedition force to Antarctica recently to capture the scientific data gathering team on canvas in oils or water colors. —(Official Navy Photo)



**STANDARD EQUIPMENT**—This is a view of the USS Glacier's two helicopters hovering near the ship's flight deck off Peter I Island and the Amundsen sea. The two tangerine-colored helicopters were used extensively to scout the way through heavy pack ice in the Bellingshausen sea and to transport scientific personnel to points on land for examination and study. —(Official Navy Photo)

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