

# 'The Bellingshausen-Amundsen Sea Venture' Icebreakers Rendezvous; Reach Antarctica

## Life Aboard Ship Told; Expedition Moves Into Unknown

(Editor's note: This is another in the series of articles by Herb Grey on his impressions of a 70-day trip to Antarctica recently. Today's article deals with life aboard ship, the rendezvous with the Burton Island, and reaching the Antarctica.)

By HERB GREY  
Mail Tribune Advertising Manager

The first icebergs made their appearance on Thursday, Feb. 11. One rising 100 feet into the air like a giant marble cube was especially impressive as it passed on our port side. Quickly they multiplied in numbers, slipping silently by like snow-white floats in a parade. Some loomed high like majestic castles, others appeared as great floating plateaus.

Bob Starr's "Oceanographic Atlas of the Polar Seas" explains that Antarctic icebergs do not originate from narrow glacial tongues like those in Greenland and Spitsbergen, but are pushed into the sea along a broad front ice shelf. They may be as much as 100 miles in length and 200 feet above the waterline, box-like or tabular in form as opposed to the craggy forms of Arctic icebergs.

**Movies Shows as Usual**

Even though seas were heavy and the motion picture projector more than once fell over during the evening show, movies were shown as usual in the officers' wardroom and the crew's messroom. The higher the waves rolled, the lower was the attendance. Commodore McDonald and Capt. Porter were present, as usual, and popcorn from the Commodore's mess was munched as the audience cheered the hero and hissed the villain.

While scientists poured over prodigious volumes, officers, newsmen and crew members spent spare time puzzling along with Perry Mason over the problems of criminal law with an assist from Earl Stanley Gardner.

Entomologist Robin Reed's large insect nets whipped in the wind from the Glacier's rigging and occasionally notes would be slipped into one of them by a crew member. Most of those on board had, in fact, become so exposed to scientists that amateur geologists, entomologists, oceanographers and ornithologists were numerous.

The storm increased in fury the following day; it became a full time job to eat without having food spread across the floor, and sleep in the narrow bunks while the ship rolled and pitched. It was Saturday, Feb. 13, however, before the storm reached its climax.

Although cargo was well battened down, several drums of aviation gasoline broke loose in the morning's early hours and five were lost before the balance could be secured.

There were injuries among officers and men, but only one was recorded on the binacle list by Lieut. John Dalco, ship's physician. He was Seaman Elmer R. Tidd, storekeeper of Dayton, Ohio, who lost his footing while swabbing the mess deck and struck a hatch. X-rays indicated a fractured hip bone.

"For about one hour," the Glacier's captain, Comdr. Porter, said, "all hell was breaking loose, including the ship's pickup truck trying to skid off the flight deck, breaking several cables ordinarily sufficient to hold a vehicle much larger."

**Climax of Storm**

The climax of the storm was reached at 11:45 a.m. when the clinometer indicator showed a maximum roll of 47 degrees.

### Section B MEDFORD MAIL TRIBUNE

MEDFORD, OREGON, TUESDAY, APRIL 26, 1960



**ON EXPEDITION**—The two U. S. icebreakers which penetrated the heavy ice packs of the unknown Bellingshausen sea during Operation Deep Freeze 60. The larger ship, the USS Glacier, has 21,000 horsepower diesel-electric engines, the smaller USS Burton Island has 10,000 horsepower. Both ships carried scientists for oceanographic, geological, meteorological and topographic studies in the new area of Antarctica.

ment, physical properties, food, cold weather clothing, vehicles and tractors.

Warmest hospitality was accorded the U.S. visitors at that time; friendly cooperation has continued since, especially throughout the International Geophysical Year.

The name of this Russian station was borrowed from

Capt. Bellingshausen's ship, Mirny, which entered the sea, named for the famous Russian explorer, in company with the Vostok.

**Anything But Summery**

On Sunday, Feb. 14, the sea looked anything but summery. Ice swirled past the Glacier, the sleet swept down from darkening skies, and occasionally seals floated by on

chunks of smooth ice to cast their sad, inquiring eyes upon this intruder.

Church services that day were conducted by En. Douglas Richards, the ship's communications officer, and the Lord's Prayer was punctuated by jolting, jarring thuds as "growlers," solid ice chunks, collided with the Glacier's prow. The "Glazette," the ship's newspaper edited by Jim Gallo, J03, made its first appearance on this day with the first printed news of the "outside world."

Those who roamed the flight deck for exercise had to break out their long Arctic underwear and other cold weather gear as the Antarctic air crept in.

**'High on the Hawg'**

It was roast chicken in the Commodore's mess that day. "Actually, we had been living high on the hawg." One evening it was lobster, prepared to perfection by Cunningham and his galley boys. The lobster had been personally selected by Commodore McDonald; the next night it was delicious venison, personally shot by Capt. Roy Champion, popular harbor pilot at Lytleton.

Penguins, the strange "geese" reported by Magellan as he voyaged near the Patagonian coast in 1520, floated along majestically on great cakes of ice. These were emperor penguins, largest of the "little people" who, in formal attire, so closely and comically resemble humans.

Because of their amazing ability to withstand up to 70 degrees below zero blizzards, they are the undisputed rulers of six million square miles of Antarctica's land and coast.

Almost the entire crew of the Glacier was from the New England states as the ship is based in Boston. The only other Oregon representative was Ernest Dummore, aviation machinist mate third class, from Dallas, Ore. This handsome young Oregonian, son of Mr. and Mrs. Ernest Dummore of Dallas, and husband of the former Miss Rhoda Peak of Valseiz, Ore., helped to keep the Glacier's two helicopters in peak condition.

**Pleasure to Roam**

It was always a pleasure to roam the ship's flight deck with Ernie and indulge in a little "Oregon talk," since most conversation and gossip on board dealt with the eastern states.

Since Commodore McDonald's self-taught hobby is playing the accordion, the "music lovers" in his flag mess frequently gathered for pre-dinner concerts. His repertoire included many old-time favorites that brought pleasant memories of nice people and nice places.

On Tuesday, Feb. 16, the Glacier and Burton Island rendezvoused near Peter I Island at 104 degrees West, 71 degrees South. The two ships were moored together at sea.

John Cadwallader, Chief of Staff for Admiral Tyree and Antarctic Projects officer, and Comdr. Griffith Evans, skipper of the Burton Island, came over to confer with Commodore McDonald, Comdr. Porter, and Phil

**PORTER'S PINNACLES**—One of the hazards encountered by the two icebreakers, USS Glacier and USS Burton Island, when they penetrated the unknown Bellingshausen sea, Antarctica, during Operation Deep Freeze 60 is shown here. This rock in the uncharted waters was unofficially named "Porter's Pinnacles" after the skipper of the Glacier. Near this point the sea reached a depth of more than 700 fathoms (about 4,200 feet).

Smith, and to map the assault upon the Thurston peninsula and Bellingshausen sea. The expedition passed inside Capt. James Cook's track of 185 years ago just before noon.

It was to be an historic day!

**Approach Was Dramatic**

And the approach to the loneliest and least known sea coast in the world was dramatic.

Amazingly, open water off the ice shelf, sprinkled with brash ice and massive icebergs, confirmed reports that ice conditions here at the moment were the best in 200 years.

On the Glacier's bridge, Capt. Porter found the waters off this uncharted and unknown coast both tricky and treacherous. Nervously, the ship, with the Burton Island close astern, weaved through sharp and jagged pinnacles of rock as cautiously as slipping through a mine field. It was just as deadly!

On the Glacier's bridge continuous recordings of the sea on a sounding. Fathometer were called; when clearance seemed precarious all engines were stopped while cautious checks were made.

**Profile of Bottom**

The profile of the bottom of the sea in these waters appeared like the Grand Canyon. Jagged pinnacles and snags reached up from the ocean's depth. Readings went from 700 fathoms to 200 feet within the short distance of a few ship's lengths.

When deeper, safer waters were finally reached and tension lessened, the men on the bridge laughingly and unofficially christened these perilous crags "Porter's Pinnacles" as a gesture to the ship's skipper.

Land Fall Peak loomed

ahead at 71 degrees 56 minutes South, 99 degrees 10 minutes West at Cape Flying Fish forming a beacon to guide the two icebreakers as they cautiously crept toward the ice shelf. Eng. Charles Craft piloted Commodore McDonald aloft on a reconnaissance of the area designated on the map as Thurston peninsula. A landing was made on the low-lying land which stretched along the entire coast, the first ever made in this part of Antarctica!

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**AIRMAN OF THE MONTH**

Airman First Class Henry L. Sorrells, husband of the former Nancy Kerr of Medford and Ashland, was selected as airman of the month at Fuchu Air Force base, Japan, according to word received here by his wife's mother, Mrs. Jane Nesom, 2245 Corey rd., White City.

Tokyo rivals Venice as a city of canals. The Japanese capital has 1,300 miles of canals and 5,284 bridges.

**HUBBY LOSES OUT**

Westford, Vt. — (UPD) — Mrs. Elizabeth Grow was elected town school director, defeating her husband, James, 40-16.

Tallahassee, Fla. — (UPD) — A traffic engineer for the Florida Road Department reported Thursday engineers are experimenting with a rumbling pavement in hopes the noise will keep drivers from becoming victims of "highway hypnosis."

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