

'The Bellingshausen-Amundsen Sea Venture' Rescue Missions in Antarctica Described

Argentine, Danish Vessels Caught in Giant Ice Floes

(Editor's note: This is another installment in the account of Herb Grey's trip to Antarctica earlier this year. Today's article describes rescue operations for two ships caught in the ice floes of the South Polar region.)

BY HERB GREY

Mail Tribune Advertising Manager

Before the Burton Island slipped off to port near Peter I Island and pointed her bow toward Chill, then home, Capt. John Cadwalader, USN, transferred over to the Glacier, and joined the Commodore's mess, a welcomed addition. Another new-comer to our ship was Comdr. Isaac Schlossbach, USN, retired, who was an official observer for the expedition.

Comdr. Schlossbach, rolling along a stormy deck of the Glacier, appeared like a character right out of the pages of a Robert Lewis Stevenson novel. I found him to be a kindly, soft-spoken man, a graduate of the U.S. Naval Academy and a World War I aviator before transferring to the submarine service.

He had worked with the famous submarine designer, Simon Lake, and was with Sir Hubert Wilkins, British explorer, when he probed the Arctic back in 1931. It was the first time a submarine had been used for polar exploration; her name had been borrowed from the father of modern fiction, Jules Verne. Another Nautilus has since fulfilled Wilkins' dream with the aid of the atom.

Now on board of the Glacier we have the only two men in history who have made eight expeditions to Antarctica. Comdr. Schlossbach and Amory Waite. Their first visit to this bleak continent was with Admiral Byrd in 1934. Ray Butler, U.S. Antarctic projects office representative, made his initial visit to Antarctica in 1939.

Sweeping past Peter I Island, an extinct volcano with deeply crevassed icy slopes rising over 4,000 feet into the white clouds, the Glacier pressed on toward the ice pack of the Palmer Peninsula.

It was the plan to skirt the pack as far as Adelaide Island, then swing down toward the ice-trapped Argentine ship, San Martin (pronounced San Marteen) battling for her life against pressure ice at 67 degrees 28 minutes South, 69 degrees 43 minutes West.

Palmer Peninsula was off the ship's port beam March 1, then Victor Hugo Island, named by French explorer Jean Charcot for the famous French novelist and poet, slipped by in a sea of pancake ice bearing seals and penguins.

Carefully Noted
The "beep" of the ship's fathometer was carefully noted on the Glacier's bridge as she moved through shoal-filled waters toward the tip of Adelaide Island and her third crossing of the Antarctic circle during this expedition.

Then going was tough! The ship's eight remaining available engines were on overload much of the time, visibility was almost zero during continuous whiteouts holding the orange-colored helicopters fast on the flight deck. Ice leads would open and close like a door as the fickle wind shifted. The rescue vessel bulldozed her way through great pressure packs, her double-thick spoon-shaped hull sliding off hard ice like a banking bobsled as she hurried toward the imprisoned San Martin 100 miles away.

Pressure on Ice Pack
The pressure on the ice pack was so great little progress was made as the week end neared. Snow fell and the Glacier became a ghost ship wreathed in whiteout mist. Again the crew became apprehensive and the calming voice of the skipper sounded over the public address system.

"The most useful virtue is patience," John Dewey, the

American philosopher once said. This is certainly true in the Antarctic! Thick ice under pressure is like solid rock and it takes patience to await the wind change that may open avenues of escape.

Grant Powers, artist and newspaperman and formerly a cartoonist on the staff of the New York Daily News, had been contributing to higher morale of those abroad with a series of king-sized cartoons which feature various personalities taking part in the expedition.

At night, before the movie show, Voice of America news broadcasts came through with varying degrees of clarity on Bud Waite's powerful short-wave receiver and were tape-recorded for later listening. The ship's dentist, endowed with a soft southern accent, Lt. John Savage carried on his nightly feud over the chess table with Lt. Roy Gadberr.

Regular Reports
We had been receiving regular reports from the San Martin. After earlier besetment in the treacherous Weddell Sea, she had been forced to turn around 180 miles from Baya Chica, mooring point for Argentine operated Gen. Belgano and Ellsworth bases. These bases were amply stocked, but the IGY base in Marguerite Bay had seven men marooned with but a 30 days supply of food.

Nightmare For Crew
It was enough pressure to literally tear the ship in two, a situation almost unparalleled in Antarctic navigation. The starboard propeller blade was sheared off, several frames amidships were smashed and the bow was forced five feet out of the water, causing a sharp list.

It was a nightmare for the crew, working desperately for 36 hours in a 100-mile an hour



MOORED — The Argentine icebreaker, General San Martin, is shown above moored alongside the USS Glacier off Palmer Peninsula in Antarctica after the Navy ship had rushed to her aid from the Amundsen sea.



SNO-CAT — Medford-made Tucker Sno-Cat shown on fantail of Argentine icebreaker, General San Martin, after that vessel escaped from grip of ice off Marguerite bay and Palmer peninsula. When tons of cargo were jettisoned to lighten icebreaker, highly prized Sno-Cat was not considered expendable by Argentines. Left, San Martin's boatswain examining Sno-Cat with Herb Grey, right. (Official Navy Photo)

gale in an effort to shore up bulkheads to resist the crushing ice. So that the icebreaker might ride higher and ease the pressure on her round bottom, more than 600 tons of cargo were jettisoned. One piece of major equipment not considered expendable was an Oregon-made Sno-Cat.

On March 1 there had been a break in the weather, affording the San Martin's helicopters an opportunity to hurry to the Argentine Marguerite Island base 85 miles away and rescue the seven men stationed there and six dogs. San Martin officers told us that the helicopters had made it back to their ship with hardly enough gasoline left in their tanks to fill a cigarette lighter.

A welcomed wind from the south came Saturday, March 5, opening up the ice and springing the trap that gripped the San Martin. It was the first time in two weeks that the icebreaker was able to tear herself loose from the clutches of the pack. She had covered nearly two miles when the Glacier came along her port beam in an open lead.

Relieved Crew
It was a happy day for the relieved Argentine crew. The two ships moored and Commodore Jorge Boffi of the Argentine Antarctic Naval Group, Capt. Antonio Revuelto, San Martin skipper and other officers boarded our ship.

"It was certainly a great boost to our morale, which was never too low, to know that the Glacier was on her way to help us," Commodore Boffi told us.

"We feel like we have been reborn, now that it's all over," was Capt. Revuelto's comment.

Commodore McDonald, Comdr. Porter and a few guests from the Glacier returned the San Martin call, inspected the German-built vessel and enjoyed warm Argentine hospitality. The dogs

After this picture was taken from a helicopter, the Glacier rushed to the assistance of the Danish polar ship, Kista Dan, also beset in the ice in the same region. (Official Navy Photo)

sea to circle the pack and re-enter closer to the beleaguered ship.

On board was Sir Vivian Fuchs, 52-year-old British polar explorer and leader of the British Commonwealth Trans-Antarctic expedition of 1958.

The Kista Dan was the first ship of the red-painted polar fleet built by Ivar and Knud Lauritzen, world acknowledged specialists in building cargo ships for Arctic and Antarctic seas. Her keel was laid in 1950 and her unique construction was based upon lessons learned as long ago as the 1890's by the Norwegian explorer, Fridtjof Nansen, when he crossed the north pole in his famous ship, Fram.

Strongest Commercial Vessel
When she was launched, the Kista Dan was the strongest commercial icebreaking vessel afloat. She even enjoyed a brief bit of Hollywood glamour when she was chartered by an American film company for a role in "Hell Below Zero." Polar expeditions are not new to her.

It was a sister ship, the Magga Dan, which two years ago took Sir Vivian Fuchs and his scientists-explorers and their equipment to the Weddell sea for the history-making trek from sea to sea across the South Pole. Other sister ships, Thala Dan and Erika Dan, are chartered by the Australian and Belgium governments for Antarctic research; the Australians will also use the Magga Dan in southern seas.

The Glacier plowed first through brash ice on a course set by the navigator, Barnard Koether, then into the ice pack with jagged tufts indicating great pressure. Emerging from a wide lead the ship came within viewing range of a tiny red dot on the expanse of forbidding white wasteland, dwarfed by towering icebergs. It was the Kista Dan, trapped at 67 degrees 54 minutes South, 71 degrees 32 minutes West!

The little Danish ship appeared lonely and lost amid several hundred square miles of 10 foot ice. And the last lap to reach her was the hardest of all.

Man Grows, Hews Own Timber for House for Family

New York — (UPI) — The average do-it-yourselfer is a mere apprentice when compared with John Madison.

Probably the nation's foremost do-it-yourselfer, Madison is building a new farm house for his family in the most unique manner. He grew all the timber for the house on his 240-acre tree farm near Trout Lake, Wash., harvested the trees himself, and saved them into lumber in his one-man sawmill.

Besides the lumber, shingles for the new house also will be grown. Cedar bolts are being hand-split to create attractive rough-hewn roofing. Even some of the furniture going into the new house will be fresh off the tree farm via Madison's carpentry workbench.

Maximum Use

The thrifty tree farmer believes in making maximum use of each tree he harvests. Wood shavings from his planer go into the cow barn for use as bedding material; other leftovers are used for firewood; the barn itself was built from lumber grown and milled on the farm.

And Madison's chores are not being made easy because of fast experience either. He had been an auto mechanic until the auto fumes got the best of him, and he was forced to the wide open spaces. He has enjoyed every inch of them.

So the next time you drive in a new nail around the house think of John Madison's doings before patting yourself on the back.

British Psychiatrist Appointed by State

Salem — (UPI) — The Board of Control has approved the appointment of Dr. Maxwell Jones, noted British psychiatrist, as director of education and research at the Oregon State hospital.

Britain Said Determined To Keep U.S. Satisfied in Trade

By LEROY POPE

New York — (UPI) — Now that he has at last succeeded in making Americans his best customers again, John Bull is determined to keep us satisfied with his wares, British auto magnate Lord Rootes said today.

Lord Rootes is here as co-chairman of the huge British Trade Exposition in New York's coliseum opening in June. His Lordship is also chairman of Rootes Motors, which makes Hillmans, Sunbeams, Humbers and several other British cars. He also is chairman of Britain's Dollar Export Council, which, by patient work, has succeeded in 10 years in balancing Britain's trade with the U.S., and making us Britain's biggest single customer.

Trade Expansion Planned

"Our aim from now on is to expand the trade both ways and keep it balanced," he told United Press International. "We don't hope for a substantial British advantage."

On the urgent question of how Detroit's compact cars are going to affect the little British car in the United States, Lord Rootes is not at all pessimistic.

"I feel we'll keep on selling you about as many cars and maybe a few more," he said. "Imports of British cars won't grow by leaps and bounds over here as in recent years, but we couldn't expect that to keep up indefinitely."

Lord Rootes said the future American market for Britain would be in "a wide range of consumer goods which we will sell you on design and quality—not price. You Americans have use for such a huge variety of things, and if we

keep on making things that please you and serve you well I am sure you will buy them."

Lord Rootes disagreed with those who think the split between the European common market and the outer seven, to which Britain belongs, is deepening and widening. "I'm happy to see, though," he said, "that you Americans are sharing our concern about the possible implications of common market policy on imports

of farm products from the commonwealth and other countries."

While not opposed to the plan of U.S. Ambassador Dillon to get the United States and Canada to take the initiative in bringing the common market and the outer seven closer together, Lord Rootes said he is "firmly against hasty measures" to that aim.

"Haste in such matters is more likely to lead to costly mistakes and failure than to success," he said.

Development at Salem Announced

Salem — (UPI) — Plans for a \$750,000 golf course, apartment house and subdivision development on 233 acres in the Keizer area near here has been announced.

Realtor Melvin O. Potts and Attorney William D. Miller said the site is on the McNary farm tract.

The 18-hole golf course, they said, will cover approximately 110 acres. The plans include a country club, tennis courts and a swimming pool.

Potts said the project should be under way by next fall. It is hoped to be ready for occupancy late next year.

RECORD GM EARNINGS

New York — (UPI) — The General Motors Corp. reported Wednesday net sales of \$3,657,972,071 and earnings of \$323,625,616, or \$1.14 a common share for the first quarter of 1960. Chairman Frederic G. Donner and President John F. Gordon said the sales were a record for any three-month period in GM history and the earnings were a new high for a first quarter.

He was more interested in talking about the coming exposition. "It will be the first time your new coliseum ever has been completely filled up—I'm told the Russians only used half the space for their show."

"We are not only going to show most of the products of British industry, we're going to have a fine cultural and educational exhibit of the original Lloyd's Coffee House in London, blocks of the famous 'penny black' post stamp, some of Lord Rutherford's original laboratory apparatus from Cambridge and many other interesting things."

He said the exhibits would take up so much space the entertainment features would overflow into Madison Square Garden, where 500 British troops and a huge corps of bagpipers and drummers would stage a "tattoo," a magnificent and peculiarly British military pageant, in the early days of the exposition.

The Duke of Edinburgh is coming to New York to open the exposition and Lord Rootes intends to fascinate Americans at the show so they will be glad to buy British goods for years to come.

WILL
SUCCESS
SPOIL
NOBODY'S
KID
BROTHER?




In January, Valiant (Nobody's Kid Brother) got the New York Couture Group's Design Supremacy Award. They just think it's the best-looking car on the road, that's all. In February, Valiant went to Florida. It had a road test scheduled with Falcon and Corvair. It left them behind in a big cloud of Valiant dust. In April, Valiant did it again, beating the carburetors off good old car "F" and car "C" in the Mobilgas Economy Run. Now, flushed with success, but totally unspoiled, Valiant is waiting for a chance to spoil you. And you will be spoiled—quicker than you can say Valiant, King of the Compacts!

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