

The Bellingshausen-Amundsen Sea Venture

Rescue Completed; Glacier Heads for Home

Sir Vivian Fuchs Interviewed After Kista Dan Freed

(Editor's note: This is another in the series of installments of Herb Gray's account of his trip to Antarctica as a guest and observer of the *Glacier*. Today's article describes the rescue of the *Kista Dan*. An interview with Sir Vivian Fuchs and a stop at Deception Island.)

By HERB GRAY
Mail Tribune Advertising Manager

It was not until 4:40 p.m. Sunday, March 8, that the *Glacier*, most powerful icebreaker in the free world, was able to smash her way to the side of the little maroon ship. In the tradition of the sea, flags were dipped.

Lining the rail of the Danish ship were the 81 scientists and members of the crew, relief showing in their faces. Sir Vivian Fuchs, who won fame in this bleak and chilling land, was on the bridge with the *Kista Dan's* captain, Kag Hindberg.

Far in the distance, nearly 100 miles away, we could see the rays of the setting sun on the white crevassed slopes of Alexander I Island.

Immediately the *Glacier* began an almost round-the-clock battle of freeing the beset ship. James Shippe list the *USS Glacier* as the world's most powerful tug with the power of 20 conventional sea-going tugboats.

This talent of the icebreaker could not, however, be put to good use. Her towline was too large to use because of the *Kista Dan's* hull construction. Twice the smaller cable of the Danish ship snapped in two when attempts were made to tow the vessel through the ice.

The alternative was to clear the channel through which the smaller ship might follow under power, utilizing the swirling backwash from the *Glacier's* churning propellers to help move great blocks of ice.

The unique heeling system of the American ship, designed to artificially roll the icebreaker 10 degrees, was in constant use to loosen the grip of the ice.

This sent 140,000 gallons of liquid ballast shifting rapidly from side to side when the vessel lunged on top of the ice pack.

When darkness fell, Sir Vivian Fuchs, Captain Hindberg and the scientists and crew of the *Kista Dan* paid us a friendly visit, and enjoyed a moving picture show on the two ships moored in the ice.

I met Sir Vivian in the captain's cabin on board the *Glacier* that night. He voiced warm praise for Medford-made Tucker Sno-Cats and I knew he meant it, having read his dramatic account of the crossing of the Antarctic continent in the National Geographic magazine and in his book.

The British explorer told us how the Danish ship had not moved for 13 days when a sudden northwesterly wind closed the ice pack like springing a trap. The stern of their vessel was raised five feet above the water line and the *Kista Dan* listed over 10 degrees because of the ice pressure. It was a severe test for her heavy all-steel, egg-shaped hull.

Wind Eases Grip
A change in the wind finally eased the grip of the ice, and the ship assumed an even keel.

"We began to feel that one leg was a little longer than the other," Fuchs told us with a smile. "We felt that a bit of help wouldn't do us any harm," he added.

Later in the evening the *Glacier's* captain was back at the ship's con-contrals, driving the icebreaker back and forth along the most difficult few hundred feet of the channel through which the Danish ship would be led the next day.

Below deck, hour after hour, the noise of the laboring engines was deafening; vibration shook the entire ship as the icebreaker hurled herself into hard ice like a great battering ram.

Change for Good
At daybreak the men of both ships nervously eyed the wind, which could tighten the ice in a giant vise and beset them for the long dark Antarctic winter just ahead. Fortunately, however, the change was for the good. The wind shifted around and swept off the Palmer Peninsula from the east and south. It helped to speed the rescue.

Using her orange helicopters to scout the way and lead the leads, the *Glacier* broke a trail of about 60 miles through the top ice getting the *Kista Dan* to open water. Much of it in the same route as took the *Glacier*.

Two days after noon, March 8, the two ships parted in the sea after a friendly farewell was poured by radio. The *USS Glacier* then turned her bow on the lower and headed north for the inland passage of the Palmer Archipelago.

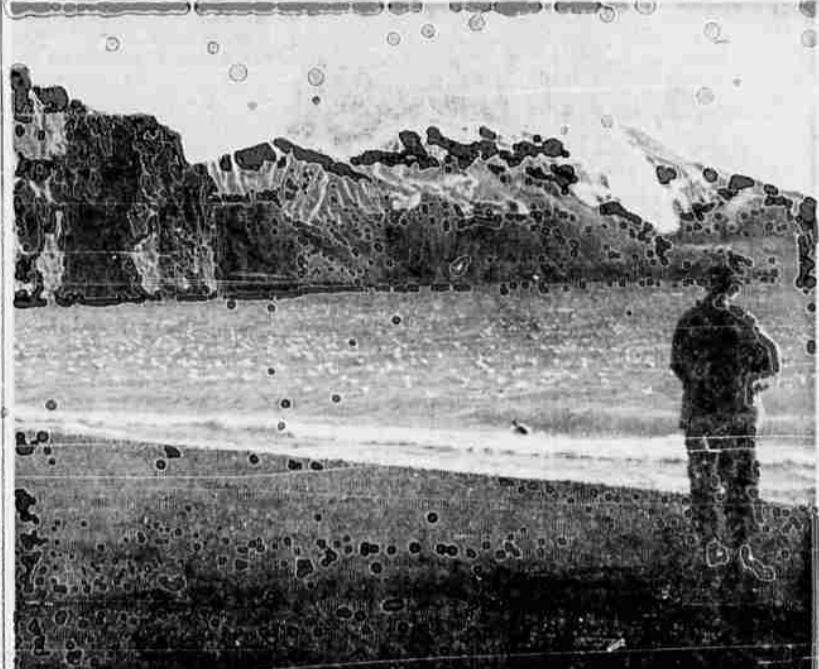
These computers talk about missiles being developed. They chat about whether a program is on schedule or not, what parts are in short supply, how the production line is performing and whether the project is within the budget.

They have a language of their own. They converse in this mathematical language at a rate of 75,000 "words" a minute.

By keeping track of all the details of building missiles like Thor and Atlas, the machines are expected to save \$50,000 a month.

Section C MAIL TRIBUNE

MEDFORD, OREGON, SUNDAY, MAY 1, 1960



ISLAND HARBOR—Glimpse of the harbor locked harbor. This picture was taken near the small British meteorological base, visited by Dr. Robert Cushman Murphy, of the American Museum of Natural History, New York.

On the island, operated by the United Kingdom, Argentina and Chile.

We visited the British meteorological station, near the old whaling station ruins along a beach lined with great bleaching whale bones. Seven men are stationed there in the summertime, five in winter, and our welcome was a warm one.

I am Jackson was station leader; Roger Matthews, meteorological officer and Flight Lieut. A. H. Lord, Royal Air Force and pilot of the little Beaver airplane on a small field nearby, and others who came and went, saw that we were entertained in the galley and small corner "pub."

Everything at this unique base is housed in a single building, with all activities radiating from the small living and sleeping room with its small peat stove.

Like the crew quarters of the Argentine icebreaker, General San Martin, photos of American movie stars are popular pin-ups. I found Over Roger Matthew's bunk was a life-size lithograph of Ava Gardner. Among the huskie dogs staked outside was old "Spud," a friendly old veterinarian.

Washington - (Science Service) - "A marvel in fish obstetrics" has been brought to light in a world-wide census of shark attacks now being conducted under the auspices of the Smithsonian Institution here.

A pregnant female shark containing 114 embryos, each about 10 inches long, was found off the Hawaiian Islands. The total mass of embryos amounted to about five gallons, probably a record for the fish race. Dr. Leonard P. Schultz, Smithsonian curator of fishes, reported.

The shark belonged to a species of the bramble shark, with a body covered with short, sharp spines. About 10 feet long, it is not really dangerous and dwells on the bottom in deep water, seldom coming near enough to the surface to molest humans.

As far as it known, the species is not especially numerous despite the apparently enormous birth rate.

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on who delighted in "snapping" for a while.

Clouds of steam
Strolling along the ash and pebbles beach, we found clouds of steam rising from the harbor waters with its numerous fumaroles. The water was a shade blue that Deception Island is a volcano. In 1839 an earthquake occurred here which lowered the bottom of the harbor 18 feet.

In the *Glacier's* little Greenland cruiser, we headed back to the ship by way of the harbor entrance so that we might inspect the wreck of a whaling ship impaled on the rocks. Although few ships visit this remote little land-locked harbor, two happened to meet at the same time in the narrow entrance, a rare quirk of fate. That was eight years ago and only one survived. There are reminders of other sea tragedies in the tiny cemetery near the British base.

With Ensign Philip Smith, *Glacier* gunnery officer, in command of the little cruiser, we headed back across the harbor, drenched with salty spray and riding high on the wind-tossed waves. Our visit to Deception Island will long be a pleasant memory - the hospitable Britishers, the fascinating history of the island, the picturesque setting.

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COMPARATIVE SIZE—This picture, taken by helicopter Magch 6, 1960, in the icepack off Marguerite bay, Antarctica, shows the comparative size of the *USS Glacier* and the smaller Danish polar ship, *Kista Dan*. The American Navy vessel interrupted exploration in the Bellingshausen and Amundsen seas to rush to the aid of the Argentine Navy ship, General San Martin. The rescue of the *Kista Dan* followed. (Official Navy Photo)



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