

'The Bellingshausen-Amundsen Sea Venture' Port Stanley, and Buenos Aires Visited

Welcomes in Ports Said Impressive

(Editor's note: This is another in the series of installments of Herb Grey's trip to Antarctica when he was a guest of the Navy on Operation Deep Freeze 60. Today's article reviews the trip toward home, and a stop in Buenos Aires.)

By HERB GREY

Mail Tribune Advertising Manager

After a single day stop at Penguin Island, with its two-ton sea elephants, sea leopards and penguins, we sailed toward "Las Islas Malvinas," the forlorn appearing, but historically fascinating, Falkland Islands, located 300 miles to the east of the Straits of Magellan at the tip of South America.

The turbulent history of the Falklands dates back to 1784 when Viscount de Bougainville took possession in the name of King Louis XV and, about the same time, the British Admiralty dispatched Captain John Byron to take possession in the name of King George III.

Even to this day Great Britain and Argentina dispute the ownership of the East and West Falkland and 200 smaller nearby islands.

The Glacier had received a cordial invitation to visit the little island settlement of Stanley, with slightly over a thousand inhabitants.

Dropping anchor in the outer harbor, the British governor for the islands, Sir Edwin Arrowsmith and Lady Arrowsmith came aboard and were guests at our Commodore's mess. We were all deeply impressed by the sincere and eloquent welcome voiced by these two charming people.

Pilot Sam Roca flew Arthur Beaumont and me to the Port Stanley football field in the Glacier's tangerine-colored helicopter, where we began a tour of the little settlement.

By far the most pretentious building was the Government house, the mansion where we enjoyed a gay and colorful party that evening. Out in the inner bay at Sparrow Cove lay the hulk of the famous ship, the Great Britain, which, in 1842, was considered the most wonderful ship of her time.

Down the street from Government house was the post office, town hall and the Colony club. We were all made honorary members of this rather exclusive club which gave me an opportunity to become acquainted with the bar tender, whose claim for fame was drifting as a child in an open lifeboat for 54 days in the storm-tossed South Atlantic.

Important Pastime
Drinking, it seems, is an important pastime in Port Stanley. There seems to be an official "list" that, quite naturally, provides the source of much conversation and gossip. Those who over-indulge are placed on the list for 30 days; husbands may place wives, wives may place husbands on the taboo list.

Those I asked concerning this unusual procedure seemed reluctant to comment upon the repercussions that almost certainly would result.

Next to the Governor's mansion, the most imposing structure in Port Stanley is the brick and stone Anglican Cathedral, with a flower-filled garden surrounding a center structure of tremendous whale jaw bones. Close to the

lectern, the flag hangs overhead which was in use on the H.M.S. Achilles at the time of the Battle of the River Plate, the encounter with the Graf Spee in the early days of World War II.

Naval Engagement
It was during World War I, Dec. 8, 1914, that one of the most important and spectacular naval engagements in history occurred at and near the Falkland Islands thousands of miles from Zeebrugge.

Octend and other significant engagements of that war. The history of this great battle is interesting, especially when you can see evidences of it at Port Stanley.

It seems the Canopus was in the inner harbor embedded in the mud, placed there before the Battle of the Falkland Islands to defend the Colony.

Admiral Sturdee of the British Navy arrived at Port Stanley, Dec. 7 with the Invincible, Inflexible, Cornwall, Kent, Glasgow, Bristol and the armed liner, Macedonia. The people of the community had been previously evacuated, then returned just before the battle.

The German ships under Admiral von Spee were sighted on the morning of the 8th by a Falkland island defense force outpost. The transports were relayed the word through a third woman to Stanley (counterparts of the aircraft observers today).

Get Up Steam
The British ships, which were taking on coal, immediately got up steam and made ready for battle. The German ships Gneisenau and Nurnberg were greeted by gunfire from the Canopus,



AMERICAN PARIS—One of many reasons why Buenos Aires is known as the "Paris of the Americas" is the beautiful Plaza de Mayo in the heart of the city. On the square is situated the presidential palace, many famous edifices and the tomb of Argentine's hero, General San Martin.

then steamed away to join the Scharnhorst, Leipzig and Dresden which were to the southward.

Remaining British ships joined the Canopus in hot pursuit, and the battle was waged about 12 miles from Stanley. By nightfall it was over. The only surviving German ship was the Dresden.

Admiral Sturdee, it seems, never tired of telling his friends in later years how he received the warning of the approach of the enemy through the young women riding over the country to tell their mistresses what they had seen, and the alert mistresses who relayed it to him at Stanley.

In the Port Stanley cemetery, just east of town, the victims of the Battle of the Falkland Islands lie buried, along with three who lost their lives in the River Plate battle.

Heated With Blocks
The buildings and homes are heated with blocks of coal mined nearby. Gentoo, Rockhopper and Jackass penguins are found in rookeries near Port Stanley and, on outer islands, the Mollmawk or Black-browed albatross breed in large numbers.

With the exception of a submarine, the USS Glacier was the ship from North America to visit this remote and historic place. The hospitable Falkland

Islanders did not forget the Glacier's coldest men. A free dance was held for them at the Town Hall; all the ship's petty officers were granted honorary membership in the "Defense Force" club.

Not to be outdone in friendly hospitality, the Glacier held open house to the people of the community, especially the children. All afternoon her landing boats were busy. A movie was shown in the ship's crew mess room with the youngsters' favorite "Davy Crockett" having top billing. One little five-year-old became so enamored with bear-rasling Davy that he kept rushing up to the screen and trying to grab his hero.

Young men who might consider the U.S. Navy for a career or simply for a "hitch" would have loved the life of a sailor as the big icebreaker cruised north along the coast of South America during the next four days. Maybe it wasn't quite the same as a cruise on the Caribbean on a luxury liner, yet the weather was balmy, the sea like blue velvet, the sun just right for sunbathing. At night it was almost impossible to walk on deck without stepping on a sleeping sailor.

Land Sighted
Then, late in the afternoon of Friday, March 18, land was sighted, and the ship began to swing toward port. It was the mouth of the Rio de la Plata and off in the distance was Uruguay and the city of Montevideo. Here the German battleship Graf Spee had sunk in the ooze of the great muddy river.

Two sea-going tugs took the Glacier's lines and began the long 130-mile tow up the river to the "Paris of the Americas," Buenos Aires. Much of the time neither shore of the wide Rio de la Plata could be seen. A great copper-colored sun sank in the distance, accentuating the copper coloring of the waters.

It was morning when the tugs towed the Glacier along the "Costa Bonita" into the great harbor of Buenos Aires. At the entrance a large blue and white Italian liner, the Federico C. was fast in the mud and listing enough to empty her gleaming tile swimming pools. (Later she was pulled from the sill of the Rio de la Plata by tugs and docked near our own ship).

Familiar Ship
As the Glacier tied up at the Darsena A, a familiar ship was moored just ahead of us, the Argentine icebreaker General San Martin along with other Argentine Navy vessels. Alongside, on the dock, were two Tucker Sno-Cats.

A quarter of a mile away, dominating the water front area, stood a great white building, an unfinished hospital started by Juan Domingo Peron during his turbulent times as dictator.

The welcome extended the Glacier by the Argentines could hardly be warmer; the assistance extended to their ship beset in the polar ice was not forgotten. Many an official, and unofficial visit was paid our ship, crowds gathered at the dock, free transportation was provided

to officers and crew to downtown Buenos Aires.

My own impression of Argentine had been one of rolling pampas and dark-

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MEDFORD TRIBUNE

MEDFORD, OREGON, MONDAY, MAY 2, 1960

skinned gouchos, with flat-topped ponchos and gayly colored ponchos, dashing around on spirited horses. There is, of course, the pampas but Argentina also has steaming jungles to the north, vast blue glaciers to the south and great lakes and forests. The only gouchos I saw, aside from professional dancers, were depicted in colorful dolls in the city's smart shops and stores.

Convenient Location
Because of its convenient location, Buenos Aires' ultra-modern Plaza hotel and particularly the Bar Americano became our headquarters for seeing the town. The word "town" is hardly appropriate. It is a city of more than 6 million people.

Many bars, night clubs, cabarets, fine restaurants and beautiful theaters make night life lively and make Buenos Aires truly the "Paris of the Americas." Here music is much loved, a part of life, and the tango sounds different—and sadder—than anywhere else. As one native put it: "If an Argentine discovers he has gone bankrupt, his home burned down, his horse stolen or his girl married to someone else, he doesn't waste his time worrying about it—he sits down and writes a tango about it."

Juan Rawlings of the Argentine Navy took Arthur Beaumont, Roy Gaddberry and me on a tour of Buenos Aires and we were impressed with the beauty of the parks, pub-

lic buildings, racetracks and the water front of this city. The tour ended at the Argentine Navy club, occupying an impressive building in the heart of the busy business district at the corner of Avenida Florida and Avenida Corrientes.

Impressive Paintings
The Navy club's lounge is filled with deep, comfortable, leather-covered chairs and low coffee tables. Impressive oil paintings were on the walls, showing the men and events famous in Argentine's history since General Jose de San Martin lead the country in a war for independence in 1821.

In the corner of the big room was a small lighthouse and I questioned Lieutenant Rawlings about it. It is actually a warning light for mariners at play, just as a lighthouse near reefs and shoals warns mariners at sea of danger.

This particular light, it seems, flashes its warning beam when a young Naval officer forgets the club's rules and brings his "date" into the room reserved for men only. When the light flashes, voices become subdued and discrete.

Pittsburgh—UPI—United Steelworkers President David J. McDonald warned the rank-and-file Saturday it faces the prospect of being on strike seven out of every 10 days unless new ways can be developed to negotiate contracts.

Crash of Canadian Plane Investigated

Milwaukee Wis.—UPI—The Coast Guard and Civil Aeronautics Board Saturday investigated the crash of a crippled Canadian Air Force plane which went down in Lake Michigan killing all six aboard.

The B-25 crashed off fog-shrouded Milwaukee harbor Friday night while attempting to make an emergency landing. The plane, with one engine "running wild," smashed into the choppy waters with such force it led some people to believe there had been an explosion.

Youth Killed as Car Plunges Off Road

Heppner—UPI—A car plunged over a 40-foot embankment on a county road nine miles east of here Sunday, killing Eugene Donald Lesser, 18, and injuring two teen-age companions.

Injured were Cathy Swart, 18, a senior at La Grande high school, and Norman Howell, 17, a Heppner high school senior.

Washington—UPI—Budget Director Maurice H. Stans said Saturday night that if government spending continues to increase at recent rates the federal budget will be twice as high in 1970 as it is now.

Ike To Be Heard On Conelrad Alert

Washington—UPI—President Eisenhower and two top defense officials will be heard on a nationwide test of the Conelrad radio alert system Tuesday.

Their recorded messages will be part of a half-hour Conelrad program starting at 2 p.m. (EDT) which will open the 1960 operation alert civil defense training exercise.

All regular radio and television will be shut down for 30 minutes while some 2,000 Conelrad stations, broadcasting on 640 and 1240 kilocycles, will operate as they would in a national emergency.



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