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BAS CLUB



MAGAZINE





BRITISH ANTARCTIC SURVEY CLUB COMMITTEE

OFFICE

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Chairman: acting	<i>Allan Wearden</i>	2021
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Treasurer:	<i>John Blunn</i>	2022
Magazine Editor:	<i>Keith Gainey</i>	2022
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Member	<i>Dog Holden</i>	2022
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Fuchs Medal	<i>Paul Coslett</i>	2021
Website Co-ordinator	<i>Andy Smith</i>	co-opted
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British Antarctic Survey Club

CONTENTS

	page
LETTER FROM THE CHAIRMAN	3
EDITORIAL	4
BAS CLUB NEWS	
Minutes and Records of 2020 AGM	5
Business Notice of BAS Club 2021 AGM	5
BAS Club Committee Meetings 2021	6
BAS Club Committee News – Anne Todd retirement	7
Ken Back – latest November 2020	9
Benevolent Fund	10
BAS Club online	10
New Members	10
Memorial Orchard at BAS Cambridge update	11
46th BAS Club AGM and Reunion Dinner	12
Marguerite Bay November 2020 Zoom Reunion	14
Signy 75 th Anniversary Reunion Weekend	15
FUCHS Medal	16
LAWS Prize	17
Update BAOHP 2020	17
Non-Oral Histories	18
MEMBERS WEBSITE	24
ANTARCTIC NEWS	
BAS News	26
UK Antarctic Heritage Trust	34
Antarctic Heritage Trust (New Zealand)	35
British Antarctic Monument Trust	36
SNIPPETS AND LETTERS	37
FEATURES	
Ken Blaiklock and the Shackleton Range Antarctica 1968-1969	
by Peter Clarkson	46
Slow Boat to South Georgia	by Alan Smith 48
BAS Medical Unit (BASMU)	by Jenny Dean 49
Looking Back During Lockdown	bu David Brook 51
Jim Franks Diary Part X	55
OBITUARIES, “IN MEMORIAM”; TRIBUTES	64
BOOK REVIEWS	
Claiming the Ice	reviewed by Paul G Rodhouse 103
Antarctic Affair	by Fergus O’Gorman 104
CLUB ITEMS FOR SALE	105

British Antarctic Survey Club

ACTING CHAIRMAN'S CHAT.



Dear club members

Due to the present COVID crisis the 2020 AGM and Reunion Dinner (in Dundee) was cancelled. The Club committee held an EGM, in June, using Zoom as its platform. Previous to the AGM the encumbant chairman Terry Allen had stated his intention to stand down from the committee. This made the position of chairman vacant, so, as there were no other candidates put forward in advance, I was voted in as acting chairman at the June EGM, in order to continue BAS Club business.

Certainly 2020 will not be remembered fondly and can we just hope that 2021 is going to be better? There will no reunions possible this year and all committee meetings will be held using Zoom platform. I do know lots of us have kept in touch by phone and online. I never expected to enjoy a garden zoom cocktail party in April but it was fun!

With the future still very uncertain I cannot confirm that next year's AGM and dinner will go ahead, but we are putting everything in place, with details in the magazine for members to book, but we won't ask for any payments until it is cleared to take place. An online AGM will be held if needed.

We do know that the 2022 event is already booked in Dundee with plans for the Forest of Dean in 2023. An organizer is now required for 2024.

I must pay tribute and thanks to Terry Allen for his many excellent years of service as the Club Chairman. His lasting legacy will be in organizing the committee into their various roles so that it runs more smoothly and hope I can do at least half as good job as he has done?

Tony Wincott has opted to stay on as Club Secretary. Andy Smith continues to run the club website and already making the website clearer.

As Alex Gaffikin was also standing down, Jenny Dean was co-opted as acting membership secretary with Alex staying on the committee as advisor until Jenny is ratified at the AGM. Together with Steve, Ellie and John Blunn they do help to bring the general age of the committee down!

Another committee member who has worked wonders is Dog Holden, assisted by Tony Wincott, in getting Kenn Back into the safe environment of the Sir Winston Churchill nursing home in Montevideo, which is especially for ex-pats and run by the British Society. Thanks to all the committee members for the work that they do especially Keith for another excellent magazine!

One person to whom the club do owe a great deal of gratitude to is Anne Todd MBE who has been a co-opted committee member since its inception in 1976 and stepped down this summer. Anne probably knows more about BAS club than anybody else and it has been a privilege to work with her. A suitable gift and card was presently to her recently by young Hope Stoneley [fittingly a Fids granddaughter]. Jo Rae, with Anne's cooperation, has compiled an article, with photos of her career, for this issue of the magazine. The oddest thing is she wasn't actually called Anne!

You may have seen the appeal from UKAHT, who are struggling at the moment, for funds as they won't be able to open Port Lockroy this coming summer, which does finance a lot of their work. The club, as a whole have made a donation, but others are always welcome to offer donation. The UKAHT did pay for a lot of the oral history interviews and they do look after some the old huts which some of us wintered at!

BAS will have a limited season south with the JCR sailing with a full complement of Fids, the first time for many years, with the air unit picking up the aircraft in the Falklands, some of which had already been ferried there. One 'Otter' had been left there to cover medevac during the southern winter. There is the first season of the *Sir David Attenborough* to look forward to in 2021 -- all being well.

Sadly far too many obituaries in this issue of the magazine with some real Fid legends leaving us this year!

All the best to everyone and keep safe:

Allan Wearden

British Antarctic Survey Club

EDITORIAL

Front cover – thought it may give a bit of cheer to everyone – lift up the ‘spirits’ a little maybe, at this time of year

There is one Book Review of published book and one early review of a forthcoming book – written by club member Fergus O’Gorman – to be published in Spring 2021.

John Edwards has been busy in this magazine – another ‘non-oral’ history, that of Peter Noble

There are quite a few in the Snippets/Letters section – I enjoy these little ‘things’ and letters – brightens up my day.

There are a couple of ‘Wanted’ pieces – please read and see if you can supply the information

Tony ‘Winkers’ has provided a new sales item of face Masks – relevant in these times



I think it’s time I mentioned Jamie Oliver at BAS and thank him for his cooperation in producing extracts from Icesheet, in particular sending me the photos in high resolution so that I can use them –

“No one has gone until they are forgotten” (spoken by Chris Eldon-Lee at Martin Pinders funeral Eulogy) very applicable as it is good that we not only remember deceased Club members but deceased ex-Fids and close working colleagues and that we endeavour to try to trace as much information about them as possible. There are quite a number of obituaries/memories in this magazine where ‘digging’ and ‘tracing’ information has been necessary. In particular, as an example, was this

On October 11th a news post was put on the Club’s website – SEEKING KEN ARCHIBALD

“Richard Scoffom, on behalf of Noel Downham, is seeking any info from Fids if they are in contact with, or have any news of the whereabouts of Ken Archibald. Noel has known and been friends with Ken from school days but has lost contact and would appreciate if anyone has any news, to please let him know.

As Ken had been a club member up to 2016, after which the club lost trace of him, as editor I did some research and tracking and have come up with quite a lot of information for his memory, all of which has been passed over to Noel etc.

Throughout the magazine there are quite a few mentions of Ken Blaiklock - found in Snippets; Features and Obituary/In Memorium.

I wish to give my thanks to all who have contributed to information in regards to all deceased Fids and to all who contributed to the Obituaries/ In Memorium section.

Jim Franks diary contains more photos than words. The reason for this was mentioned in earlier magazines. I think that the photos do tell a story.

NOTE: the cliparts are taken from Microsoft online pictures in ‘word’ programme



BRITISH ANTARCTIC SURVEY CLUB

Website: www.basclub.org

Email: info.basclub@gmail.com

Minutes & Records of 2020 Annual General Meeting

Due to the Government announced Covid restrictions the 2020 Annual General Meeting, due to be held in Dundee, was cancelled. The BAS Club committee held an EGM in 2020 instead of an AGM to ensure that the Club management could continue in line with the Constitution

LETTER FROM THE PRESIDENT June 2020 (which would have been spoken at the AGM Dinner)

Barry Heywood

The phrase “may you live in interesting times” is said to be part of a trilogy of Chinese curses of uncertain provenance. Since I spoke to you at the Annual Dinner last year, things have certainly been interesting - Brexit, which almost 50 percent of the UK population think is a curse, and Covid19, which everyone considers to be a curse, although those of us who have spent several months at a time in a pyramid tent with just one person cannot understand the reported panic over ‘self-isolation’! However, I am very saddened that we have had to cancel the 2020 AGM in Dundee and that I cannot address you in person. I think we all enjoy the privilege of meeting with friends, old and new, each year.

The Chinese trilogy of curses continues “may you come to the attention of those in Authority”. This has certainly not proved to be a curse for BAS and UK polar research. The BAS reporting on the significance and excellence of its research in Antarctica to both Houses of the UK Parliament in 2012 led to a very positive change in the BAS finances. Money became available for the rebuilding and enhancement of all extant BAS research stations and facilities, the building of that very advanced oceanographic ship, RRS *Sir David Attenborough* and to an important expansion of the BAS research Programme.

Work is progressing well in all these endeavours. The new wharf at King Edward Point has been completed in 108 days, three weeks ahead of schedule, even though environmental concerns regarding the breeding cycle of the local wildlife restricted the start date to January 2019.

To minimise the footprint on the seabed, the new wharf was designed as an extension to the pre-existing structure which is contained within a retaining wall of sheet piles driven deep within the sea bed. An adjacent ‘dolphin’ should afford protection against heavy berthing in poor weather conditions.

A total of 3,500 tons of locally sourced stone was used in the construction of the complex, which can accommodate vessels up to 130 metres in length. It has been jointly funded by BAS, the Foreign Office and the Government of South Georgia and South Sandwich Islands (GSGSSI). It will be used by the Royal Navy ships HMS *Protector* and HMS *Forth*, the GSGSSI fishery patrol vessel MV *Pharos SG* as well as the new BAS ship *Sir David Attenborough*. A new slipway will enable the launch of smaller boats in a wide variety of tidal conditions. It was very satisfactory end to two years of planning, design, and procurement.

Build of the new wharf and dolphin at Rothera was also completed this season. From design to completion this has been a 4 year-long project. The seabed at Rothera is in a relatively pristine condition compared to that at King Edward Point with the past history of a whaling industry in Cumberland Bay, so a different construction system was used to minimise the effect on the seabed.

It required the removal of the old wharf and the installation over two seasons of a massive steel framework based on 20 huge frames weighing over 1000 tons in total, pinned to a hard granodiorite rock protruding into the water. The whole structure is enclosed in sheet pile walls and backfilled with approximately 150,000 tons of rock blasted from a nearby cliff.

The wharf now has a berthing length of 76m and extends into water deep enough to enable the RRS *Sir David Attenborough* to berth alongside. The installation of a small crane for the launching of small boats, a personnel gangway and a floating pontoon from which to deploy scientific instruments will complete the installation next season.

Relationship between the large professional construction teams and BAS employees remained harmonious at both South Georgia and Rothera throughout often extreme conditions.

RRS *James Clark Ross* has been the first BAS vessel to use the facility for a normal ‘relief’ visit. The chartered MV *Billesborg* has also berthed there to discharge a cargo of steel and concrete for the new-build next year of the research station, which will be called Discovery House.

BAS Club News

There has also been good news from Halley Research Station. Although the Station is closed again for another winter, the net-work of 15 GPS units, installed to monitor daily any changes within the threatening crevasses, has shown that the ice shelf in the vicinity of Halley is currently unaffected by any development.

However the passage of a very large iceberg within a couple of kilometres off the tip of the Brunt Ice shelf in January 2019 did give cause for momentary concern; a collision could have caused serious damage to the structure of the Shelf.

The automatic micro-turbine power system has run smoothly throughout its first solo winter and provided uninterrupted power to the various science experiments. These included the very important Dobson spectrophotometry measurements of the ozone layer. The scientific data was successfully transferred back to Cambridge throughout the year via satellite .

So it is with confidence that three new experiments have been added to the suite of programs, which will boost the scientific output during this coming winter. These include monitoring of tropospheric chemistry for levels of atmospheric pollution and an additional method of measuring ozone levels.

Back in the UK, the RRS *Sir David Attenborough* was formally named on Thursday 26th September 2019 by the Duke and Duchess of Cambridge by the traditional smashing of a bottle of champagne against the hull. Sir David Attenborough was also present at the ceremony and at the three-day public celebration hosted by Cammell Laird and BAS.

The shipyard's car park had been converted to stage a science festival, the aim of which was to inform people about the importance of polar science to everyday life. Penguins in the form of 180 school children completed the scene, all hopefully inspired to make a career in polar research! The 70 journalists that were in attendance wrote over 3,000 press articles and the resulting social media articles were shared 54,000 times. All in all, the event was an outstanding success.

A month previously the ship's work boat, *Erebus*, had completed its maiden-voyage/sea-trials by sailing from Pembroke Dock to Cammell Lairds shipyard in Birkenhead. There, the testing of the scientific equipment installed proved successful. It will be a very capable support vessel.

On the RRS *Sir David Attenborough* work has progressed with final commissioning of equipment and facilities. Technical sea trials and scientific equipment testing will then take place before the ship's maiden Antarctic voyage later this year.

RRS *Ernest Shackleton*, which was acquired by BAS in August 1999 under a long-term charter was returned to her Norwegian owners, Rieber Shipping, in April 2019 after 20 years of polar service. However she will continue her polar service for her new owners, the Italian National Institute of Oceanography and Experimental Geophysics which is based in Trieste. The ship has been renamed *Laura Bassi*, after the world's first female professor.

RRS *James Clark Ross* is to be sold off on completion of the current season!

The Rothera Oceanographic and Biological Time Series programme, which started in 1997 by the NERC British Oceanographic Data Centre and now managed by BAS, has used ocean gliders this season to increase the scope of the sampling in Marguerite Bay.

This project involves the regular sampling of the water column parameters conductivity - temperature, depth, light, chlorophyll and suspended particles. The gliders sample automatically and work at high frequency night and day.

The gliders move through the water by using buoyancy changes. Forward motion is gained by battery-operated wings that tip the nose up and down and 100miles can be covered in a week. The oceanic environmental data is being used to interpret the near shore ecology and to test hypotheses regarding pelagic-benthic coupling and the environmental influence on the near-shore ecosystem.

The International Thwaites Glacier Collaboration (ITGC) research programme first period of scientific field work was completed this season. This major study of the stability of the Thwaites Glacier in Marie Byrd Land, West Antarctica has eight main components, and will involve about 100 scientists from UK and US leading research institutes as well as researchers from South Korea, Germany, Sweden, New Zealand and Finland.

The UK (BAS) and the US are the main providers of the logistics support, which are costly; the Thwaites site is approximately 900 miles from both Rothera Station and McMurdo Station

BAS Club News

The eight projects are:

- **Geophysical Habitat of Subglacial Thwaites (GHOST).** The sediment, hydrology and bedrock under the glacier will be investigated by using seismic and radar methods on the ice. A member of BAS is the UK joint leader.
- **Melting at Thwaites Grounding Zone and its control on Sea Level (THWAITES-MELT)**
Melting at the glacier's ice-ocean interface will be investigated to understand the processes involved and its potential for triggering increased sea level rise. A member of BAS is the UK joint leader.
- **Thwaites-Amundsen Regional Survey and Network (TARSAN).** How the ocean and atmosphere are affecting the glacier will be investigated by measuring ocean circulation and ice thinning beneath the floating part of the glacier using autonomous underwater vehicles and automated land-ice stations. A member of East Anglia University is the UK joint leader.
- **Geological History Constraints on Grounding Line Retreat in the Thwaites Glacier System (GHC).** Sampling bedrock beneath the ice sheet will identify if and when the glacier retreated in the past, how it recovered and how it is responding to current environmental conditions. The UK joint leader is a member of BAS.
- **Thwaites Interdisciplinary Margin Evolution (TIME).** What controls the width and speed of the glacier will be investigated by various techniques including radar and seismic analysis. The UK joint leader is a member of the Scott Polar Institute.
- **Thwaites Glacier Offshore Research (THOR).** Reconstruction of past changes in environmental conditions and the glacier's response to these will be studied by sampling sediments deposited in the seas near the glacier. This will aid predictions of future change. A member of BAS is the UK joint leader.
- **Disintegration of Marine Ice Sheets Using Novel Optimized Simulations (DOMINOS).**
Computer modelling will be used to examine carving and associated processes that could cause the rapid retreat and collapse of the glacier. A member of St Andrews University is the UK joint leader.
- **Processes, Drivers, Predictions: Modelling the history and Evolution of Thwaites Glacier (PROPHET).** Existing computer simulations of ice and ocean near the glacier will be combined to improve models and so reduce the uncertainty in the projection of the glacier's behaviour and subsequent contribution to future sea level rise. A member of Northumbria University is the UK joint leader.
- **Thwaites Science Coordination Office (SCO).** The results from the eight projects will be integrated to achieve efficiency and effectiveness and to foster wider science collaboration. Crucial science outcomes will be delivered to key stakeholders. A member of BAS is the UK joint leader.

A MELT team of UK and US scientists used hot water to drill through the ice within 2 kilometres of the grounding zone and a series of instruments were fed through the bore holes to measure the oceanographic conditions. A small remotely-operated vehicle was also deployed through a borehole and driven right up to the grounding zone to measure and map the melting and dynamics at this critical part of the glacier. A THOR team used the boreholes to extract five-meter-long cores of soft sediment, which will be used to construct past changes in ocean conditions and the glacier's response to them.

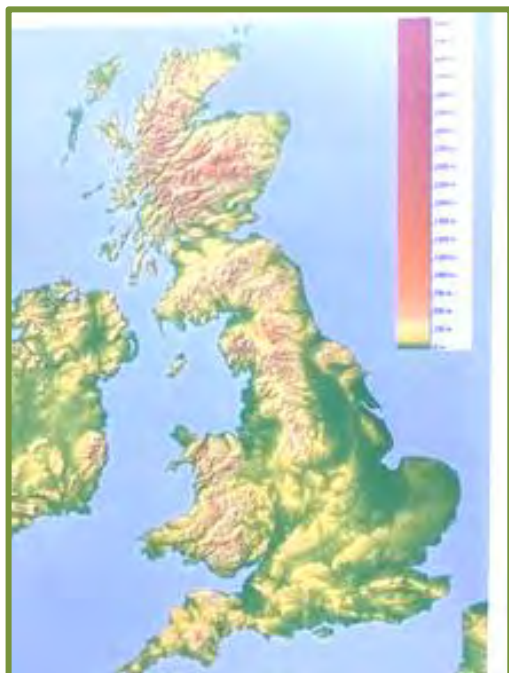
The oceanic conditions under the floating ice shelf were investigated by a TARSAN team using holes bored through the ice 30 kilometres out from the grounding line. A GHC team used these holes to obtain four samples of bed rock using a Winkie drill (a lightweight diamond-tip coring device). Parallel investigations were also being carried out by THOR and TARSAN teams from the US icebreaker *Nathaniel B Palmer*. All in all a very successful first field season!

BAS Club News

A parallel programme to understand how the Antarctic Ice Sheet varied under past climate states, the **International Ocean Discovery Program (IODP)** has also had a successful field season. Two members of BAS staff were part of the 30-strong international research team that sailed on RV *JOIDES Resolution*. This ship has the ability to drill thousands of metres below the sea floor. Sediment was collected from three sites in the southern Scotia Sea.

This area known as 'Iceberg Alley' is where icebergs from around the entire continent converge and enter the Antarctic Circumpolar Current. Iceberg-rafted debris falling to the sea floor will give insight to the rate of iceberg carving from the Antarctic Ice Sheet during the variations in climate over millions of years. Two further sites were drilled just south of the Falkland Islands. Here the sediments should reveal the varying impact of cold-water flow through Drake Passage on the overturning circulation of the Atlantic Ocean. The deepest sediments collected were thought to be 15 million years old!

The Chinese curse concludes "may the gods give you everything you ask for". This glaciology research project is attracting much publicity from Governments, Media and Public world-wide. In the UK senior members of BAS and of the UK Universities involved in the ITGC programme gave a special briefing to the UK All-Party Parliamentary Group for the Polar Regions last June.



It is to be hoped that Parliamentarians, Policy makers and the general public throughout the world will be taking onboard the disaster that will arise if the Thwaites Glacier and associated ice sheets collapse and the large volumes of Antarctic ice are released.

The effects of a one to three metre rise in global sea level on transport, food production, health and the environment will make our present concerns regarding Covid19 seemingly trivial!

On this chart the Green areas indicate the areas of the UK that would be submerged after a 3-metre sea level rise! "Oundle has a boat-building yard but the prices **start** at just over £250,000 and rise to over £5M. Anyone interested in sharing"

Plans for the return of BAS staff and BAM, Rambold and DMC building contractors from Antarctica were disrupted by the decisions of Chile and the Falkland Islands to close their borders and their airports because of the Covid19 pandemic.

Fortunately a tourist ship, MV *Hebrideam Sky* was lying

Covid-19 - free and empty in Stanley Harbour.

This was quickly chartered by BAS. Not every one could be returned from the Antarctic at the same time. So some BAS personal had to suffer the hardship of suffering the luxuries of the cruise ship for a month!

To help them withstand this ordeal they were entertained by the liner's Entertainment Staff (not to mention also by the quality of the food!!).

Planning the 2020/2021 season is presenting BAS with a challenge because of the many uncertainties re National gateways and other restrictions. There is also the task of keeping Antarctica Covid19 free whilst importing the necessary supplies and building materials.

But perhaps the biggest challenge will be to explain to those FIDS returning south for another season that the transport will not be so luxurious!!

BAS Club News

Business Notice of BAS Club 2021 AGM procedures

I wish to bring to the attention of the membership that this AGM may have to be held as a “virtual AGM” because of the Covid -19 restrictions that prevail. The committee held an EGM in 2020 as noted above. Should this VAGM prove necessary a revised business notice will be issued in the May 2021 magazine and on the BAS Club website.

In accordance with the Club Constitution the BAS Club Committee advise the Membership of the following information and procedures: -

1. The BAS Club 2020 AGM will take place on Saturday the 19th June 2021 at Waddow, Clitheroe, Lancashire.
2. Time of meeting will be 1730 hrs. Sharp!
3. **OR** there will be a virtual AGM held on Thursday 17th June 2021 via Zoom, Details of attendance will be published and posted on Club website during May 2021
4. The minutes of the 2019 AGM are available on the Club web site for perusal and published in the December 2019 magazine – there being no AGM for 2020.
5. The Financial Accounts of the preceding year will be made available on the Club web site and in the BAS Club magazine for May 2021, if available in time. Alternatively paper copies will be made available for those attending the AGM
6. Election of Committee Members and Officers:
The following Committee Members will retire at the 2021 AGM in accordance with the Club Constitution: -
 - a. John Fry; Portfolio; Heritage & Memorial Orchard
 - b. Paul Coslett; Portfolio for Fuchs Medal Secretary
 - c. Ellie Stoneley; Portfolio for Social Media aspects.

All three Committee members are willing to stand for another term. Each position is open to other members should they wish to stand and the selection will be by vote at the AGM

Following the deferment of the 2020 AGM and at an EGM, which was held in lieu, it was necessary for the following Committee members to be co-opted for a term of one year. This was to enable the management structure of the Club to be maintained in the interim.

It is necessary to ratify (or select another candidate should there be further candidates) the following co-opted Officers and Members :-

- c. Allan Wearden Chairman
- d. Jenny Dean: Portfolio for Membership Secretary
- e. Tony Wincott: Portfolio for Secretary.

The Portfolios of all can be viewed on the Club website.

It is essential to the sustainability of the Club that these positions are filled by members who are prepared to dedicate adequate time to manage effectively the Clubs business affairs.

To clarify the above: All positions are open for BAS Club members only to apply for selection

Applications are to be in writing (or email) to the Secretary with a proposer and seconder, eight (8) weeks before the AGM date will be accepted. Info.basclub@gmail.com

7. The list of Committee members and Officers and their due retirement dates are shown inside the cover of each magazine
8. Please be advised that the AGM is for Club Members **only** to attend.
9. The proceedings at the AGM will be audio recorded to facilitate correct reporting of events and reports.
10. The AGM Agenda will be issued in the May 2021 magazine and be placed on the web.
11. Should any member wish to propose amendments to the Club Constitution, these must be advised in writing to the Club Secretary ten (10) weeks prior to the AGM for inclusion on the Agenda.

BAS Club News

The Committee is keen to recruit new Committee members to manage your Club. Members are advised that remote conferencing systems i.e Zoom are now in place so that Committee business can be conducted via telephone and/or video conferencing wherever practical. This facility enables any member who wishes to join the Committee to attend meetings wherever they are based. The Committee wishes to encourage a younger fraternity to become involved with running the Club to ensure it progresses and endures.

Note 1: Members are reminded of the Committees wishrs to effect paperless AGMs and should make their own arrangements for copies of relevant documents they may wish to refer to. This will include the agenda.

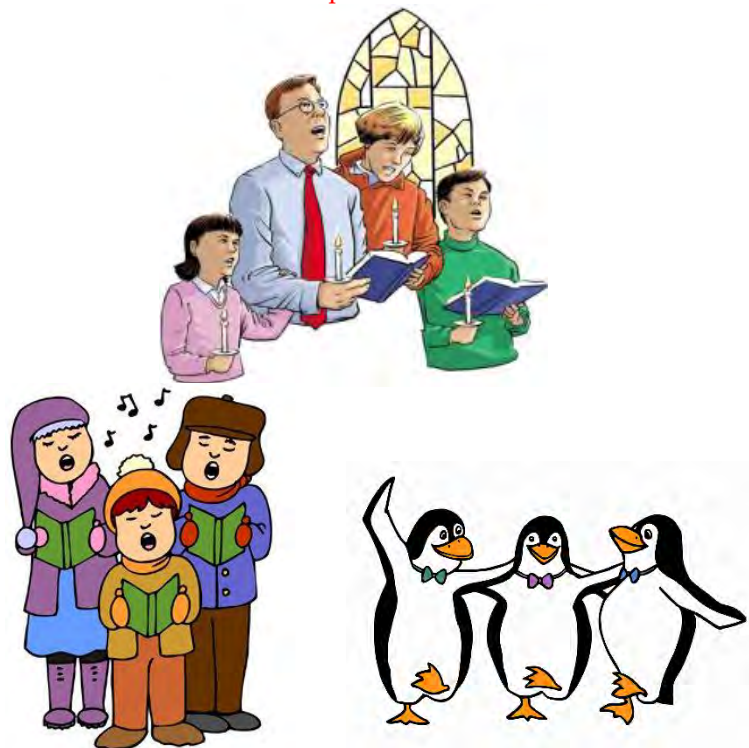
Note 2: The Chairman and Committee wish to advise the membership that the AGM is a very important meeting for conducting Club business. Accordingly, it should be recognised that background noise and conversations by attendees of the meeting cause unnecessary disruption especially as the meeting is now recorded for accuracy. AGM Attendees are requested to respect their Committee and the proceedings by conducting themselves in an appropriate manner. Your prompt attendance at the meeting would be much appreciated!

Note 3: Members are advised that questions posed to the Committee at the AGM by the membership present may be deferred to a general committee meeting to allow for full consideration of the context. (This will be at the Chairman's discretion.)

Tony Wincott BAS Club Secretary October 2020

BAS CLUB COMMITTEE MEETINGS – 2021

2021	18 March	Committee Meeting I location to be decided
2021	19 June	AGM & Reunion Dinner – Waddow Hall, Clitheroe, Lancs
2021	10 September	Committee Meeting II location to be decided



Committee singing his song and dancing to his tune

CHAIRMAN



BAS Club News

BAS CLUB COMMITTEE NEWS – retirement of ANNE TODD MBE

Marking the retirement of 'Anne' Todd from the BAS Club Committee By Jo Rae

Following Anne's decision to stand down from the Committee after 32 years, Allan Wearden asked if I would write an appreciation of Anne's work with FIDS, BAS and BAS Club. Having known Anne since I joined BAS in 1984 and been a beneficiary of her hard work, I was delighted to oblige.

Anne worked for FIDS/BAS for 35 years, and following her retirement in 1987, was co-opted on to the Club Committee in 1988 so that her detailed knowledge and understanding of the history of all aspects of the organisation was available to the Club and its members. She has been a Club member since at least 1976 and from 1978-1987 contributed most of the BAS News sections to the Newsletter.

Many of you will know that Anne's given name is in fact Evelyn. When she first joined FIDS in 1952 there was a typist in the office called Eve Wilford, so Vivian Fuchs declared that Evelyn should be known as Anne, after the British film star Ann Todd. The name stuck.

Talking with Anne recently, I was struck by the combination of personal interests and opportunities that led her to join the fledgling organisation and develop the skills that served so many so well over the years.

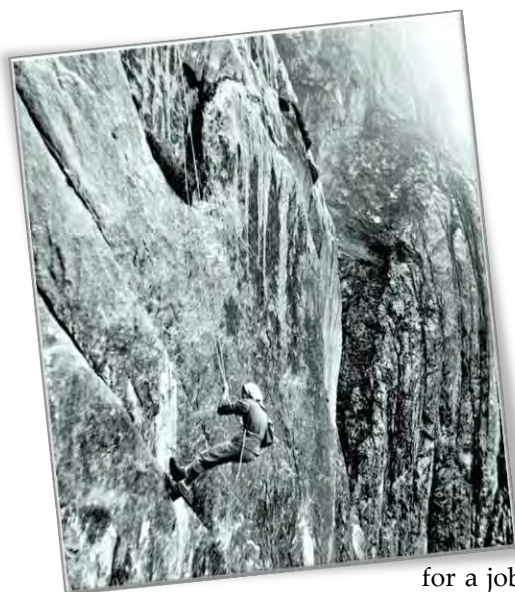
I also discovered that she has the adventurous and enthusiastic nature that is so common amongst fids. With a love of geography, geology and mineralogy, she took a geography degree at the University of Cambridge (Girton College) in the mid-1940s.

Attending lectures at SPRI by James Wordie, Alfred Stephenson and Frank Debenham she got the Antarctic bug.

Following graduation, she taught at an international school in Switzerland for a year. There she enjoyed skiing and mountain climbing, including an ascent of the Matterhorn. In fact, Anne continued climbing into her 40s, and enjoyed walking holidays in the highlands and islands of Scotland and, later, Iceland and Greenland.



the British



Anne 1950 Hornberg



Anne Abseiling on Wiltherhorn 1954

Back in the UK in the summer of 1951, Anne was captivated by the Antarctic displays and demonstrations of dog sledging and camping by Fuchs *et al* at the Festival of Britain. An advert for a job as assistant to Fuchs appeared in The Times later that year and after a successful interview, Anne started work on 7 April 1952 at the FID Scientific Bureau, set up in 1950 to manage working up and publication of scientific data.

Her responsibilities increased with the demands on the office, as Fuchs recognised her ability. While he was seconded to the Commonwealth Trans-Antarctic Expedition, 1955-1958, she worked with Sir Raymond Priestley, then Acting Director of FIDS, and they were soon joined by Bill Sloman as personnel officer.

BAS Club News

When Fuchs returned (as Sir Vivian) he became Director of FIDS (BAS from 1962), as the Bureau and FIDS Office were combined into a single unit at Priestley's insistence. Anne was appointed scientific officer in 1956, senior experimental officer in 1968 and senior scientific officer in 1971. Her job titles have included editor, publications officer, information officer and public relations officer.

Anne's work initially focussed on editing and co-producing the FIDS Scientific Report series and later the BAS Bulletins, and sending specimens out for research. This expanded to include overseeing/distributing base and field reports and maintaining a growing archive of reports and related papers, photographs, maps and cine films dealing with enquiries from staff, the media and public managing the lecture slide collection and organising exhibitions (notably a permanent one on RRS *Discovery* while it was moored on the Thames) writing articles on FIDS/BAS activities for various publications involvement in producing the BAS Annual Reports and working with the Foreign Office on the design of FID and BAT stamp issues.

She supervised moving the collections (including fragile glass plate negatives) five times over the next 23 years as FIDS/BAS changed location around London and Cambridge.

Anne's enduring value to FIDS, BAS and all interested in the same must be unique. Her in-depth knowledge and understanding of the organisation and its work, and of the records available as documentary sources for it, are not only based on years of using those sources but of living that history as it unfolded, knowing the people involved, at first hand, and building up the collections that continue to accumulate and provide vital resources for BAS's work today.

In her 1987 acceptance speech for the Fuchs Medal (see Newsletter 22), Anne said that she felt her real contribution was the continuity she provided and knowing where to look for information or who to ask. How true - and added to that, her attention to detail and excellent memory. Her legacy is continued today at BAS by the Archives and Press & Public Relations teams.

Anne has received well deserved accolades over the years.

In 1964 Todd Glacier, Fallières Coast, was named in her honour.

In 1978 she was awarded an MBE.

In 1983/84 BAS ensured she finally saw many of the places she had come to know so well, when she was invited by the Director, Dr Richard Laws, to go South in the first group of women working at HQ to do so. Aboard RRS *John Biscoe*, she visited the Peninsula and island bases, flew to Fossil Bluff for tea and experienced the unforgettable scenery and wildlife.

Anne herself comments: "it was a wonderful privilege to go South and see first-hand the great expertise and dedication of all Fids on board ship, at the bases and in the Air Unit, as well as at HQ, which has resulted in the superb organization it is today - we lesser mortals salute you!"

Anne 1984 in snow shoes at Rothera

In 1987 she received the Fuchs Medal which recognises outstanding devotion to the interests of the BAS, beyond the call of normal duty. The inscription reads "the fount of knowledge", reflecting the high regard in which she and her work are held.

In reporting Anne's retirement from BAS, Newsletter 21 states that "her thoroughness was the hallmark of her work".

So too have been her unstinting willingness, good humour and modesty. All of which have rightly earned her a respected and affectionate place in the fids community.

I'm sure we all look forward to meeting Anne at reunions in the years to come and thank her for her work on the Committee.



BAS Club News

A Letter from the acting BAS Club Chairman

Dear Anne

This is just to thank you for all the many years of enduring service to the British Antarctic Survey Club committee that you have put in since the inception of the club so many years ago.

You must have seen many changes over this period with the different committee members coming and going and the original thin 'newsletter' becoming now a full-blown magazine with colour pictures and containing much more material. I know you have always been the 'font of all knowledge' in all things concerning the club and will be sorely missed in this capacity. And will also be remembered for your help in setting up the Memorial Orchard at BAS

Sad that you have chosen to step down, but we can understand your decision, especially in these very strange times. Who would have thought a few years ago, when we would have all been struggling to keep in touch, that we would get used to being able to do so with the present technology! And a far cry from when you joined the small organisation near Victoria in 1952 then working with Sir Vivian and had your name changed to Anne by him because of the famous actress of the time as he couldn't deal with 2 Evelyn's in the office!

I'm sure I speak for all the club members in wishing you all the best in the coming years.

Kind regards

Allan

KENN BACK_LATEST November 2020 from Dog Holden

The large consignment of Polar and Patagonian Travel Books that Kenn has donated to BAS Club arrived at London Gateway Port ex Montevideo on the M/V Cap San Raphael on 13 November.

It was cleared F.O.C. by Seafast Logistics and our Club Secretary, Tony Wincott, collected it from Seafast's depot in Stanford le Hope, Essex on 17 November.

Winkers hired a van for this 1650 kg load and it arrived very well-packed and palletted and after an eventful drive across the delights of the Motorways of Southern England, Winkers delivered the books to Dominic Winter & Co., Auctioneers of South Cerney, Gloucestershire.

The firm will catalogue the books and put them up for sale sometime in the New Year, perhaps January. Club Members will have access to the catalogue although this will be an open sale and will not be limited to members only.

The Club has written to several people, mainly in Uruguay, who have particularly helped Kenn move from his difficult situation in Carmelo to the safe and comfortable billet he now has. Grateful thanks are also due to those numerous Fids who contributed so generously to the fund to help him. This was key and is currently being used for various services that are benefitting Kenn.

Kenn himself is doing pretty well in Sir Winston Churchill Home and has finally been reunited with the books he chose to keep, and his favourite paintings are now up in his room.

Kenn has an email address: williamtellhome@gmail.com but he cannot really use the Smart Phone he has been given. He must wait for a member of the Home's management team to come in and read the mail, then write out a reply by longhand which is then copied and returned. This can take time or not happen at all!

The Home is contactable on 00 598 2487 1020 ext. 2343 or 2340 but again, comms are poor. The main number is that of the British Hospital and some command of Spanish is useful to get from there to the home, not to mention from there to Kenn!

Note from Dog

Colleagues: At risk of embarrassing our Club Secretary, he did a terrific job collecting the books. They wouldn't let his 'barra' onto the M25, closed the Motorway in fact.

He was diverted via Cape Wrath, I think he said, then had Satnav failure on the M4 to Gloucestershire. For a non-sledger, he did well getting it all done in one gruelling day.

Ta, Winkers.

BAS Club News

BENEVOLENT FUND from Steven Dow

Gentle Reminder

A gentle reminder to all the membership that despite everything that is going on at the moment the BASC Benevolent Fund is still here, and was set up with the aim of providing assistance to any BAS Club Member or dependant who is in temporary financial difficulties that is not provided for by government or other agencies.

Whilst the Benevolent Fund was set up to provide financial support to club members it has been found that this is not always the type of support that is needed, and sometimes it is as simple as putting people back in touch with each other.

If you could do with some assistance or know of a fellow member who might, please do contact the Benevolent Fund Secretary.

All enquiries made to the Benevolent Fund are treated in the strictest of confidence.

Steve at email:- benevolentfund.basclub@gmail.com or [Tel:- 0747 9524597](tel:07479524597)

BAS CLUB ONLINE

FACEBOOK

www.facebook.com/BritishAntarcticSurveyClub

by Ellie Stoneley



The BAS Club Facebook page continues to be busy, with number of followers steadily increasing.

We share content from organisations such as SPRI and AHT, news items and club snippets of news, we've helped find lost BAS Club members and linked up old friends.

Always happy to share photographs of Bases, scenery and items of interest <http://www.facebook.com/BritishAntarcticSurveyClub>

WEBSITE www.BASClub.org

by Andy Smith

Members are reminded that if they have any problem to 'log in' to the website please contact the club membership secretary, Jenny Dean at membership.basclub@gmail.com for their password etc.

To keep members informed the website automatically sends an e-mail to all members whenever a new post or article is added



NEW MEMBERS

Since the last AGM the Club has accepted the following as BAS Club Members

BASC Ref	Title	Name	Surname	Other
2413	Mr	Ian	McLeod	Son of George McLeod
2414	Mr	Alan Arthur	Smith	FIDS 1952 to 1953 plus leave to 1955 1953 Base M, 1954 Base H. Left Signy 12/4/55. Scientific Assistant (Meteorology)

BAS Club News

Alan Smith



I Trained as Scientific Asst. (Met) in London 1950. Worked in Wick. I Joined FIDS 1952 and served at – South Georgia 1953, Signy 1954, Stanley part of 1955

I emigrated in 1957 and worked in Adelaide, Alice Springs, Maralinga, Willis Island (small island in the Coral Sea with staff of just 3 blokes), and Weather Bureau's HQ in Melbourne.

I moved to Australia Post HQ in 1971 and took early retirement in 1988.

I graduated from both Monash and RMIT Universities. I have been married to Joy for 61 years, and we have 4 daughters.

Bearded Alan, smoking a pipe at Signy 1954

Error in magazine 83 New Members list:-

In the previous magazine we printed an error in the new members list. The list included member No 2386 Mrs Helen Chappell – widow of Dave - this was incorrect as it should have read

No 2386 Mrs Helen Chappel - widow of Bernard Chapel

Our apologies to Helen

MEMORIAL ORCHARD UPDATE --- November 2020

By John Fry and Paul Ward

It has been a mixed year of fortunes for the orchard with the trees suffering from drought in the early Spring and of note was the paucity of apples. Last year's heavily cropping trees had little fruit, or sometimes none at all, and many of the younger trees are yet to fruit and are still unproductive. In spite of all this, some trees did have a reasonable crop.

Access to the orchard was not possible during the first lockdown and it was not until early summer that the grass was cut and the hedges trimmed. In addition to the lockdown 'no access', we had forgotten about the kestrels and the BAS biodiversity group! In previous years, kestrels have nested in a box sited on the west side of the building adjacent to the orchard.

There has been no prohibition of access to the orchard but this year we were told that there would be no access to the orchard until the kestrels had fledged. They fledged in early July giving orchard access at last.

Wooden stakes have been purchased to support some of the trees and branches, overburdened by the weight of the fruit and the windy conditions. It appears that some of the worst affected trees, potentially with shallow root systems, are sited on poor gravelly soil with clay below that layer.

A good fruit crop on an off-balance tree will probably pull the tree further over with the result seen in the orchard. This year there has been an excellent crop of greengages, with many pounds of fruit picked both by Paul Ward and my own Cambridge based family and by a few BAS personnel.



*BAS orchard greengages
photo John Fry*

*BAS greengage jam
photo John Fry*



Please do come and visit the orchard if you are either visiting Cambridge or BAS and don't forget the apples and greengages in the 2021 summer

BAS Club News

46th BAS CLUB AGM and REUNION DINNER

18th- 20th June 2021

Clitheroe, Lancashire

By Allan Wearden and Mike Leach

The 2021 event will be held at Waddow Hall, Waddington Road, Clitheroe, BB7 3LD Lancashire, in the beautiful Ribble Valley.

The Waddow Hall Estate was owned by wealthy cotton magnates until it was sold to The Guide Association in 1927. It has been run by them ever since as a training and activity centre. The original house was built in the sixteenth century, and was extended in the Georgian, Victorian and Edwardian eras, and also in the latter quarter of the twentieth century to provide meeting and conference rooms.

The bedrooms reflect the styles of all these times in history - some with huge Tudor oak floorboards, some with high Georgian ceilings, and many with Victorian fireplaces still in situ. The first floor rooms were used by the wealthy family members, whilst the top floor with its quirky beams housed the servants and children. Many of the bedrooms, and all the public rooms, have a stunning view across the front lawn, sweeping down to the river, the weir and over to Clitheroe Castle and Pendle Hill in the distance.

Waddow Hall is situated a mile outside the bustling market town of Clitheroe, at the heart of the stunning Ribble Valley in rural Lancashire. The town has a direct rail link to Manchester and good road access.

The town itself has much to offer, from the busy market, artisanal shops and Norman Castle and museum, which boast the smallest Norman keep in Britain. The area is perfect for walkers, as much of the Valley is a designated area of outstanding natural beauty, and provides miles of walks for all abilities, including the famous Tolkein Trail, as JRR Tolkein wrote much of *The Lord of the Rings* whilst staying locally. The town is noted as a food capital of Britain, with locally made sausages and cheeses being particularly popular.



THE HALL HAS BEEN HIRED FOR THE FULL WEEKEND!

There is a limit of 80 for the Saturday dinner although we can do an overflow option in another room of the hall if needed.

The AGM is to be held about 5pm, but this will be confirmed on the booking form. There is a 4 course dinner planned for 7.30pm. This includes a cheese board but not wine, which can be purchased before the dinner.

Due to the ongoing Covid situation, we are not offering menu details or taking payment at this time.

We are looking for a commitment to attend, and the type of accommodation required, for those wanting to stay in the Hall. The details of the accommodation available is shown below, along with costs for the main re-union dinner and an optional buffet on the Friday evening.

Accommodation at the Hall

Accommodation at the hall will be on the basis of B&B for two nights, at a cost of £110 per person for the weekend. *We are not accepting accommodation bookings for a single night.*

Room types at the Hall available are as follows:- **10 singles. 7 doubles. 13 twins.**

The Main Hall is suitable for wheelchair users and there are two ground-floor bedrooms and a first-floor bedroom suitable for guests with disabilities.

Note: some rooms have more than 2 beds so a family group could be accommodated – please contact Allan for alternative pricing in this case.

BAS Club News

Additional Facilities.

The hall has a large car park.

Camping can be arranged but motorhomes / caravans are not permitted. Please contact the hall directly to book camping. (01200 423186).

There are local caravan parks in the area.

The Weekend Events

- Friday Evening: an optional hot buffet and dessert, served at 7pm will be available at a cost of £21. With the Menu to be confirmed.
- Saturday Morning: Adrian Apps will lead a local country ramble on the Saturday leaving in the morning. A packed lunch can be ordered in advance if booked.
- Saturday Morning: Allan will lead a tour of Clitheroe from 11.30am which will include a pub lunch.
- Saturday 5pm: Annual General Meeting. Held in the Hall.
- Saturday 7:30pm: Re-union dinner. 4 course dinner at a cost £32 per person, wine not included. Menu to be confirmed.

Booking

Bookings can be made by contacting Allan Wearden

by phone:- 01254 247541

by e-mail:- allan.wearden@btinternet.com.

Snail mail: 18 East Lancs Rd, Blackburn, BB1 9QZ.

Please supply an e-mail address and/or phone number, and indicate the number of persons attending, the type of room(s) needed, and if the optional Friday buffer is required.

We will contact all those booked with updated information on menus and arrange for payment, once we are confident as possible that the event will go ahead.

If Allen is not available further contact questions can be directed to Mike Leach

phone:- 01200 859268

email:- mikeleach@compuserve.com)

Alternative accommodation in the Clitheroe area.

- Edisford farm caravan park: Telephone; 01200 427868.
This is a couple of miles away by road but shorter walking route
There is also a Camping and Caravanning Club site nearby.
- The Rose and Crown: 21 Castle St Clitheroe. Telephone:- 01200 442848:
Free onsite parking:
- The Inn at the Station: King St Clitheroe Telephone:- 01200 425464:
Free onsite parking:
- The Swan and Royal: Castle St Clitheroe Telephone:- 01200 423130:
No onsite parking, public parking nearby:
- Spinning Block [Holmes Mill]: Clitheroe Telephone:- 01200 407111:
Some onsite parking:
- Waddington village couple of miles from the Waddow Hall:
 - Higher Buck hotel: Waddington-Clitheroe Telephone;- 01200 423226:
Onsite parking:
 - Lower Buck hotel: Waddington-Clitheroe Telephone:- 01200 441218:
Nearby parking:
- Calf's Head: Worston [5 miles away] Telephone:- 01200 441218:
Onsite parking:
- Asheton Arms: Downham [5 miles away] Telephone:- 01200 441227
Onsite parking:
- Premier Inn: In Blackburn close to rail station. Late train available back from Clitheroe (on pre-covid timetables!); Onsite parking:

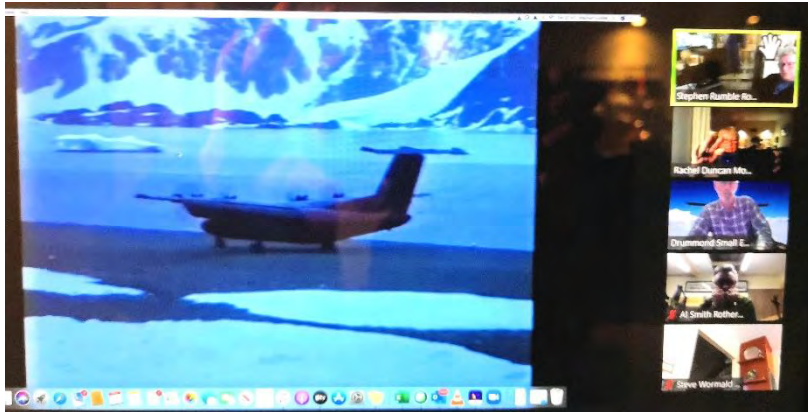
BAS Club News

MARGUERITE BAY NOVEMBER 2020 ZOOM REUNION

By Rachel Morgan and Steve Rumble

With the cancellation of the weekend at the Metropole due to Welsh Lockdown and Covid 19, you might think that Rachel and Steve had been let off the hook for their first year of organisation having taken over from Al and Jenny. But, instead, they decided to venture into online mingling. People were invited to offer short presentations. We had plenty of them but went with the first two offers.

So after some pre-amble chat Vicky Auld kicked off with a very interesting set of slides on being a pilot in modern BAS. Vicky is one of the few BAS pilots who knew what the job entailed before she joined as she had



already spent 33 months at Halley as a meteorologist. There followed discussion about how much change Vicky had noticed and others commented on the melt on George VI Sound during their time south. Inevitably things moved on to dog talk and onto the anecdote from the Adelaide dining table about taking turns at suturing up poor Mavis who ended up with a pleat in her tummy.

Screen shot – photo Rachel Morgan

There was a good cue for Steve Rumble's moving video of the last of the dogs being taken out on the Dash from Rothera in 1994. This elicited many tears and a very emotional discussion followed over the end of nearly 50 years of FIDS/BAS *modus operandi*, and nearly 100 years of dogs in the Antarctic. But we were able to hear a positive side of the dogs's final years in Canada from John Wright. Apparently it completely rejuvenated an interest in dog-driving and there are now four of heavyweight dog teams working very much in the BAS style, as a contrast to the Iditerod type of lightweight dog-driving. There was also speculation that the bloodline might have carried on through Wendy. There is some sperm from one of the other remaining dogs still in storage.

Nearly 50 people joined in during the evening and after five hours some diehards were still there, just like in the bar at the reunions. What was really great was that some were able to participate who cannot come to reunions, either through health issues or living overseas. We had representation from the Falklands, Australia, the US, and Canada



Screen Shot - photo Rachel Morgan

SIGNY 75th ANNIVERSARY REUNION WEEKEND BIRMINGHAM 17th - 20th MARCH 2022

From John Edwards

It's been a funny old year but plans are still well advanced for the next big Signy get-together and hopefully all talk of lockdown, Rule of 6, tiered local restrictions and mask wearing will be history by the time the weekend comes round in approximately 65 weeks time!

Elephant Seals at modern Signy Base Jan 2007 photo Matt Jobson



However, even if things are not completely back to normal, the weekend as planned should still be able to go ahead for the venue, The Edgbaston Park Hotel & Conference Centre, never closed during Lockdown, staying open for key workers, and then general public once restrictions were lifted. It is still hosting events where able, having evolved a confidence-giving '10 Point Plan' which, along with their "Stay with confidence"

The Edgbaston Park Hotel & Conference Centre brochure can be viewed at

<https://www.edgbastonparkhotel.com/welcome-back>

As well as these measures to ensure guests are as safe as possible, the promise of penalty-free postponement (should this be necessary) means the already-paid deposit for the venue, the Fry Room, is protected. Free of restrictions this can seat 144 people for banqueting, which should be adequate for our needs if past reunions are anything to go by.

These anti-virus precautions seem to be working. Someone working at the nearby Queen Elizabeth Hospital, who stayed there for approx 25 nights over 6 weeks, posted a review in July saying "Over this time it's become something of a home away from home for me and a very comfortable one indeed.

On first approaching the hotel, you're struck immediately by the setting. Right in the heart of leafy Edgbaston, it feels at once safe and welcoming to be amidst the beautiful landscaped gardens that surround the hotel, which sits comfortably back from the road."

This is not an exception: if you want to check how safe other visitors felt, you might want to read some of the other recent reviews on Trip advisor. www.tripadvisor.co.uk/Hotel_Review-g186402-d574684-Reviews-Edgbaston_Park_Hotel_and_Conference_Centre-Birmingham_West_Midlands_England.html

So, Signy Fids & friends can feel confident if they want to reserve accommodation, especially as the hotel is currently offering a 'Safe stay, your way' guarantee that if you don't get a good night's sleep they'll give you your money back! I've already booked my room and paid a deposit, even though I live less than 5 miles away, as I wouldn't want to miss a minute!

To reserve your place in the hotel, telephone Reservations on +44(121) 414 8888 and press Option 1, REMEMBER to quote the booking reference code of "75THAR"

This will entitle you to a 15% discount off the best-available standard room B&B rate at the time of booking.

The actual details of the weekend are still as outlined in Magazine 83 May 2020. It is now hoped to make a specially-brewed Signy-themed beer available to attendees.

With all the practice of Zoom meetings during the pandemic, the likelihood of a successful live link-up with those working at Signy now seems even more possible than it did 6 months ago.

Over 40 pages have already been completed for an Anniversary Magazine but, of course, there's room for more, so, if you have any story to tell or interesting photographs, please don't hesitate to send it to the editor, John Edwards, at jaejed@hotmail.com as soon as possible.

Please also get in touch if you would like to give a presentation, hopefully illustrated with some slides, on the Saturday. The actual Reunion Fee is yet to be finalised but is expected to be no more than £100, which would include venue hire, lunch and refreshments on the Saturday, the evening Reunion Dinner with wine, a 'goodies bag' and the magazine, at least in digital form.

Hope the Antarctic-themed haiku writing is coming on nicely!!

FUCHS MEDAL GUIDELINES

Eligibility

The award is intended to recognise outstanding devotion to the Survey's interests, beyond the call of normal duty, by men or women who are or were members of the Survey, or closely connected with its work. The recipients are normally chosen from those who have given sterling service over a long period of time, and/or those who have made an exceptional contribution in a particular season or seasons. More than one medal may be awarded in one year but only in exceptional circumstances.

Nominations

Nominations may be made by any members of the Survey (past and present) or anyone closely associated with its work, who can speak with personal knowledge of a candidate's contribution.

The proposer should act as a lead person and provide a detailed citation (a few lines are not sufficient). The citation may be supported by written submissions from supporters or by signatures to indicate a measure of broad support.

Bases may also make recommendations as corporate bodies, but they should not normally submit more than one name each year. If a Base does not wish to make a nomination in a given year, this should be reported. There is no retrospective limit to the award and a running list of unsuccessful nominations is kept. After a lapse of two or three years it is expected that past recommendations will lapse and may only be successful if they are repeated.

Exclusions

Members of the Fuchs Medal Award Committee will not themselves nominate candidates but may, if they wish, stimulate others to submit particular recommendations. Members of the Committee are disqualified from being candidates for the Fuchs Medal. The medal will not normally be awarded posthumously.

Timing of nominations

Nominations may be made at any time of the year, but must be submitted by 28th February 2020 to be considered for the 2020 award.

Inscription

The Fuchs Medal Awards Committee appreciates suggestions for the medal inscription in the nominations.

PLEASE ADDRESS ANY QUERIES IN CONFIDENCE TO PAUL COSLETT (BAS CLUB FUCHS MEDAL SECRETARY) AT BRITISH ANTARCTIC SURVEY, HIGH CROSS, MADINGLEY ROAD, CAMBRIDGE, CB3 0ET,

or PREFERABLY BY E-MAIL TO: phcoslett@yahoo.co.uk

FUCH'S MEDAL AWARD 2020

This year's Fuchs Medal was awarded to Jim (James) Scott - see May 2020 Magazine No 83.

The Medal has been sent to High Cross for Jim to collect.

Jim Scott Gets His Fuchs Medal from Tim Jackson

Here is this year's Fuchs medal winner Jim Scott. I had the great pleasure to present Jim with his medal personally in mid-October. He's incredibly proud and had huge grin on his face. The inscription on the back says 'Jim Scott, Antarctic Grafter'.

Congratulations to a very worthy recipient, and thanks again to Jim for everything you've done for BAS.

—



LAWS PRIZE update

By Mike Pinnock

Established thirty years ago when Dr Richard Laws, the then Director of BAS, retired the Laws Prize is one way of recognising the best of our young scientists through this prize each year underlines just what a store of talent BAS has. The prize is supported by an annual grant from the Government of the British Antarctic Territory

Laws Prize Award 2020 from Kate Smithson

The Laws Prize Committee met on the 12th June 2020, by video conference due to coronavirus restrictions – but this in no way impeded business. Current committee members are: Prof. Dame Jane Francis (BAS Director), Prof David Vaughan (BAS Director of Science), Prof Eric Wolff (Chair, Cambridge University), Prof Andrew Clarke (BAS Emeritus Fellow) and Mike Pinnock (BAS Emeritus Fellow and BAS Club representative).

In attendance, to present the cases for the nominees, were Dr Thomas Bracegirdle (BAS Atmosphere, Ice and Climate programme), Dr Andrew Meijers (BAS Polar Oceans programme) and Prof Peter Convey (BAS Biodiversity, Evolution and Adaptation programme). After making their presentations, these three left the meeting to allow the committee to deliberate.

The committee decided to award the 2020 prize to Dr Elise Biersma. Elise's work has focused on using genetic methods to understand the origins and evolutionary history of the biodiversity we find in the polar regions today. Just 3 years on from achieving her PhD, she is already producing work of international importance. Her PhD studies used mosses and her current work at BAS is on vascular plants, both studies using samples collected from around the continent and involving international collaborators. The picture emerging from long hours in the lab is surprising and challenging. The moss flora showed multi-million year occupancy by several abundant moss species in Antarctica. It provides very clear evidence for refugia existing during the maximum extent of the icesheet – a challenge to the glaciologists reconstructing and modelling the extent of the icesheet at glacial maxima. By contrast, the vascular plants show much more recent origin, resulting from multiple colonisation events from lower latitudes. This informs how the Antarctic Peninsula might “green” as climate change progresses.

Elise has completed field seasons in both polar regions (publishing results from both) and is currently leading an international project looking at how microbes and plants are recolonising newly exposed areas (after glacial retreat) on South Georgia. She is currently the holder of a Carlsberg Foundation Fellowship, held jointly at BAS, University of Copenhagen and the Danish Natural History Museum.

The medal will be formally awarded alongside a lecture from the winner in a ceremony at BAS Cambridge in October. (Due to covid this has not transpired, to be determined at a later date)

Congratulations to Elise.

It was striking that all nominees this year were engaged in Arctic and Antarctic work and were excellent communicators engaged in taking their science to the public. All were addressing “big picture” questions, typified by Elise's work on moss species that informed on the extent of the Antarctic icesheet. The sophistication of the methods employed in research, from such young scientists, argues well for the future of BAS science.

UPDATE ON THE BRITISH ANTARCTIC ORAL HISTORY PROJECT (BAOHP) Nov 2020 By Allan Wearden and Andy Smith

We are still in limbo as still not able to have our windup meeting in Cambridge, for obvious reasons. 240 interviews of series 1 of the BAOHP have all been transcribed with the exception of 1 that wasn't fit for purpose. We are slowly working through and transcribing the series 3 interviews, from prior to 2009 and from various sources, with over 50% having been completed.

There are more interviews cleared and waiting to be added to the BAS Club website, which could happen before the end of the year?

With many Fids now passing away and with nobody of their era to write about them the BAOHP database is proving invaluable in putting an obituary together.

Referring to my appeal for a postcard of the *Discovery* at Port Lockroy but not named as Lockroy I have still not been able to find one!

BAS Club News

Some interesting clips from these recent transcripts:

- Growing several trays of spinach at Signy in the 60's then finding when cooked it went down to about 1 serving!
- The rare visit of Russian/Polish research vessel to Signy in the mid 60's with a very attractive Russian actress on board and the demonstration of the *Highland Fling* in the base bar, with both Russians and Fids being involved!
- The question is often asked, where were you when Kennedy was shot? It seems the Fids that year had been watching a film on the *Shackleton* between Monte and Stanley, when they heard the news!
- While some Fid builders were working on the satellite tracking station in Stanley during the 60's a high-jacked Argentinean aircraft containing 40 armed terrorists landed next to them in a peat bog! They had come to liberate the Falkland Islanders with leaflets saying. *We, come not as aggressors but as liberators!* Rather bemused that nobody spoke Spanish in Stanley but English! After the aircraft was surrounded and watched for 2 days they surrendered and then finally shipped back to Argentina.

"Non-Oral" WRITTEN HISTORIES

These are a further enhancement to the British Antarctic Oral History Project (BAOHP).

All 'non-oral' (or written) histories are co-ordinated by John 'Percy' Edwards

All 'non-oral' histories will be published in the magazine. This ensures that a copy will be in the BAS Club archives as copies of all magazines are kept both in hard copy and electronic versions

The actual written history will be forwarded to BAS to include in their compilation of history

The British Antarctic Written History Project (unofficially BAWHP)

If you have not already been interviewed by the British Antarctic Oral History Project (BAOHP) team and feel you are unlikely to ever be asked in future, yet you would like your time South with BAS to be recorded for posterity, you might be interested in the "non-oral" possibilities that are available to all Fids of whatever era.

In 2014 the BAS Club committee agreed that written histories in a 'mock-interview' format (without any audio recording) would be a useful enhancement to the BAOHP, so if you feel you would be interested to contribute some or all of your memories this is what to do:-

- 1) Make contact with the BAWHP co-ordinator, John Edwards, preferably by emailing jaejed@hotmail.com
- 2) By return you will receive a list of questions, such as might be put to you by a trained interviewer, which you may answer in your own way, or decline to answer if you feel they are irrelevant to your situation. You can add additional questions of your own and of course answer them in the way you feel appropriate, maybe even adding the occasional photograph.
- 3) When you are happy with your completed answers, email them back to the co-ordinator who will endeavour to get them into BAOHP transcript style.
- 4) Before anything else happens to your answers, you will receive the transcript back, possibly with some additional questions or requests for clarification.
- 5) When you are completely happy with the "interview", email the transcript back a second time to the co-ordinator who, after a quick check over, will send it on to the editor of the BAS Club Magazine.
- 6) Unless you request otherwise, your 'non-oral' interview will be published in the magazine and the actual written history will be forwarded to BAS to include in their historical archives, although this will have already been ensured to some degree as the BAS Club archives contain digital and hard copies of all magazines.

By referring to diaries and journals you may have kept, these written histories may turn out to be even more accurate than the Oral Histories which, in some cases, have depended solely on the recollections that came to mind when the individual's interview was recorded. Several Fids have already completed this process and if you would like to tell your story (or stories) please get in touch with me, John Edwards via jaejed@hotmail.com

John Edwards has carried out one written histories recently – that of Peter Noble as follows.

BAS Club News

PETER NOBLE

FULL NAME: Peter Howard NOBLE **DATE OF BIRTH:** 2nd November 1943
PLACE OF BIRTH: Pudsey, Yorkshire, UK
ROLE WITH BAS: General Assistant / Mountaineer at Halley Bay, 1967/68 seasons

A.N.OTHER: *When did you first hear about the Antarctic?*

PETER NOBLE: As a child. I remember the John Mills film "Scott of the Antarctic" being shown at Sunday School, but if you mean when did I get interested in going south it was when I realised that, having gone from school to college and back to school as a teacher, I needed something very different to 'wake me up'.

A.N.OTHER: *What interested you in going there?*

PETER NOBLE: In 1965 I met George McLeod who had wintered a couple of seasons and had also just seen Lawrence of Arabia and loved the desert scenery. George said he knew a place of similar scenery but the temperature was a little different.

A.N.OTHER: *How did you apply and what happened?*

PETER NOBLE: I saw an advert in either the 'Times Educational Supplement' or 'Climber and Rambler' and I applied to BAS for a GA (general assistant) post.

A.N.OTHER: *What happened next?*

PETER NOBLE: I got the job even though I completely fluffed the interview with Sir Vivian Fuchs and Bill Sloman. I think they thought "if he's that keen and knows bugger all, we can use him".

A.N.OTHER: *What was your job specification or research plan?*

PETER NOBLE: As a GA to help build Halley 2 or 'Grillage Village' - so named because it stood on a net of iron grillage - no idea why as it wouldn't stop ice penetrating! And we also thought it was Halley 3, as Halley 1 was the IGY hut, now 50 feet down under the snow and this had been replaced by the 1964 huts, which were obviously Halley 2. Ours, built two miles away was surely Halley 3, so someone at HQ either can't count or doesn't know Halley history.

A.N.OTHER: *Did you have much previous experience / how old were you?*

PETER NOBLE: I'd had some alpine experience in my teens, crossed a glacier or two and had also been deputy leader of a youth expedition to climb in Norway. That leader gave me a pretty good reference I believe. I was 22 when I signed up with BAS and had my 23rd birthday on the *Biscoe* heading south.

A.N.OTHER: *What do you remember about sailing south?*

PETER NOBLE: It was pretty exhausting doing nothing so I was pleased when we were invited to take the daily sea condition and temperature obs. However, after Stanley we didn't go direct to Halley but visited South Georgia, Signy, Deception, Admiralty Bay and down to Anvers Island - the full 'Antarctic Cruise'... wonderful. I assisted Geologist Lawrence Willey on a few shore visits, carrying his gear and being his radio operator for emergency communication with the ship. I don't recall having much success with the old 'Sixty Eight Set' I think it was called. Fortunately there were no emergencies.

A.N.OTHER: *Did you have a celebration when you crossed the Equator?*

PETER NOBLE: The usual daubing with dinner left-overs and then being hosed down.

A.N.OTHER: *What do you recall about being "kitted out" in Port Stanley?*

PETER NOBLE: Two things:- First, some Fid said the issued sealing knife was pretty poor so I bought a good one in Stanley... and never needed a sealing knife at Halley. I used the issued knife a lot back home and the better one for bread when camping! Second, my cabin mate on the RRS (Royal Research Ship) John Biscoe and bunkroom mate at Halley was 'Big Al' Smith... all 21 stone of him (naturally I was top bunk and it never once rocked or moved with that anchor weight below me... I digress). Al had asked at Cambridge if the supplied kit would fit him. "We've kitted out bigger men than you" was the boast of a reply. Al's wife Kath didn't believe them so made him a set of shirts and sweaters and she was right. The Stanley kit was nowhere near his size.

A.N.OTHER: *Can you remember your first impressions of Stanley & Halley Bay?*

PETER NOBLE: Heaving sandbags into the bows of the *Biscoe*; walking up to the top of, what much later I learned was, Mt Tumbledown; seeing the wreck of the *SS Great Britain*; spending 10% of my annual salary on a camera and not enough film; talking nonsense to His Excellency's wife at Government House and then

BAS Club News

cartwheeling down the road because certain 'friends' had diluted my orange juice with vodka (I was not a drinker).

My first impression of Halley Bay was of sun-burned men waving a welcome and then of Halley ceasing to be a 'bay' as the headland broke away. I like to think I witnessed the birth of an iceberg but it just crumpled into the sea taking the Danish Flag with it. That flag was a welcome for J.Lauritzen's ship the *Perla Dan* that had accompanied the Biscoe on the final leg to Halley. Nevertheless, when giving talks about my 'Antarctic Adventure' I still suggest there's a patriotic little Danish iceberg somewhere in the South Atlantic!

A.N.OTHER: *Were there other people doing similar work to you on base?*

PETER NOBLE: There was a team of four GAs, three of us were new: Joe Porter, Nick Mathys and myself, all under the guidance of second year man Colin Wornham. We all fed the dogs and ran teams but we seemed to get different jobs too. I was apprenticed to the electrician Paul Wharton and earned the nick-name 'Neon' through one small error. I suppose one should switch off at the mains before wiring in a new fuse-board. Sparks everywhere, the generator groaned and the lights dimmed in every hut. I also learned to control the radar for tracking radio sonde (weather) balloons but lost a couple. However, initially, our main job was to build the base, Halley 2 (or 3!). Seven huts, 70 feet long, were sent down in kit form, and six went up in three weeks of continuous sunshine and no wind, so I sometimes was able to wear shorts and no sweater. The seventh hut was more difficult to erect in near blizzard conditions. Each had ten steel portal frames joined by heavy spars and clad in 4" thick insulated boards. There were no windows as the whole base would disappear under accumulated snow within two years. There were two huts that housed 20 bunkrooms, laundry, ablutions, surgery, dark room, clothing store and my field office/store. Two huts contained the kitchen, dining room, glaciologists' lab, library, lounge, B.C.'s office and radio shack. Two more huts were the garage, carpenters' workshop, and housed the two Rolls Royce generators. The final 'blizzard-built' hut was for the offices and labs of the meteorologists and other scientists. The loo was separate, a medieval 'long drop', 43 feet deep, under its own small hut. All the huts were linked by corrugate-iron tunnels with ladder access shafts to the outside.

A.N.OTHER: *What other research was being done while you were there?*

PETER NOBLE: We had geologists keen to get to rock, the nearest of which was 250 miles away; glaciologists studying the movement of the Brunt Ice shelf; ionosphericists interfering with radio communications; geophysicists with their highly sensitive equipment, measuring the earth's magnetic and/or gravity fluctuations in their private estate that no-one was allowed to enter. There were surveyors mapping anything they could see; Doctors studying penguins or people; Met men reporting, if not studying, the atmosphere and "Gash 'Ands" studying cook books on the cooks' days off.

A.N.OTHER: *Did you or the ship have problems getting to your base?*

PETER NOBLE: A few days delay in the Weddell Sea but no real concerns.

A.N.OTHER: *What did you spend most of your money / spare time doing on base?*

PETER NOBLE: I had no money on base and didn't need any, although I did order extra film from Stanley for the next year. Nor did I have much spare time, 'though I did turn a couple of bowls out of a whale vertebrae from South Georgia and I also made a large, coffee table type 'Uckers' board (Ludo to ordinary humans) for eight players. Inevitably someone added the 'F' on its first outing and oddly it wasn't the letter that offended me, it was that it had been scrawled in biro rather than copying the quality of my script! And then there was developing and printing photographs.

A.N.OTHER: *How did you celebrate Mid-winter's Day?*

PETER NOBLE: As the Scots among us had missed Hogmanay during the unloading / changeover, a few of us converted our tartan shirts into kilts and my fuzzy photos that recorded the event say it all. We also had a magnificent meal (see below). In addition, in the first year we had one hut that was not yet occupied, so we converted it into a theatre complete with stage, proscenium arch and curtains. Six or eight of us put on a show for the other thirty, which was great fun, with sketches old and new and I wrote several songs for the occasion - songs which are best forgotten!

A.N.OTHER: *What did other Fids spend their time doing apart from their work?*

PETER NOBLE: Mike Skidmore developing his painting skills and John Gallsworthy was making an excellent 1/12 scale dog sledge. Peter Pitts had his ham radio and Pete Mountford played his classical guitar. Other than that, we enjoyed reading, chat, photography and listening to records. I don't really recall other hobbies but there was the monthly 'Pengwinge' publication, to which many of us contributed articles and puzzles. Chris Sykes produced excellent topical cartoons for it as well (see front cover of BAS Club magazine no.78). Of course there were no computers or printers so it was hand typed with as many carbon copies as

BAS Club News

would fit in the typewriter. The bottom copies were scarcely readable. Actually I did write several songs about the journey south, life on base and sledging in addition to the ones sung at our midwinter show. The latter never published and now deleted from my computer!

A.N.OTHER: *Were there any awkward incidents or altercations on base?*

PETER NOBLE: I seem to recall a certain services corporal being proxy promoted to sergeant and pulling rank on the other corporal on base. A non-service fist sorted that very quickly.

A.N.OTHER: *Did you enjoy your time on base?*

PETER NOBLE: Very much indeed. In my second year I was i/c logistical planning and kit preparation for field expeditions, i.e. dog sledges, tentage, general equipment & rations. Fascinating work. I wanted to stay for a third year but realised I would deprive someone of the essential Fidget to Fiddle experience I'd had, as I would have retained my now more senior job depriving a first year man of inheriting it.

A.N.OTHER: *Which was better- summer or winter and why?*

PETER NOBLE: Summer because I was always out in the field, on the ice shelf, sometimes with a glaciologist, sometimes checking the route through the dangerous 'Bob Pi Crossing' of the hinge zone between shelf and inland ice. I also traversed to the Theron Mountains by tractor to continue the reconnaissance towards the Shackleton Range by dog sled. And, then, there was the highly successful tractor expedition there the following year. However, I did enjoy the winter too, getting on with jobs I liked doing. I even enjoyed dragging out fuel barrels from the buried fuel dump in the depths of winter!

A.N.OTHER: *What are your memories of the food?*

PETER NOBLE: Very good - actually pretty impressive. We dined well. The mid-winter spread was remarkable with specially iced cakes, one the shape of Antarctica with the BAS coat of arms on top, to follow a memorable traditional main course. We occasionally dined well in the field as well. On one occasion, 500 miles from base, I made an oven out of a large biscuit tin to sit on the primus and cooked a wonderful piece of pork accompanied by various veg and potatoes, followed by crêpe Suzette and brandy! The basic expedition rations were however just that, 'basic'. Some earlier explorer, maybe Scott, complained that they were given too much tomato soup and no oxtail as a consequence 40% of our field soups were oxtail and little tomato. In checking the 10 day ration boxes for the next season I modified them to give ten different varieties. There was an 'interesting' incident on the Shacks recce. My colleague Mike Skidmore complained of feeling unwell, his joints ached and he even said his teeth and gums were getting painful. Before radioing base for advice I said. "It sounds like scurvy but can't be as we have the vitamin C tablets in our daily rations." "Oh, is that what they are!" said Mike and swallowed a handful. He was better the next day!

A.N.OTHER: *Did any cliques form on base and, if so, did these cause any problems?*

PETER NOBLE: Inevitably on a base with four large huts to accommodate the day to day activities of 38 men, groups did develop but no-one was ever 'unwelcome' in any group. As an aside from that I also recall that we were very civil in language and behaviour. One might have expected loads of foul language and explicitly naked pin-ups everywhere but apart from the occasional picture of a scantily dressed maid and swearing with a purpose, it was quite gentlemanly. I liked that.

A.N.OTHER: *Did many people travel away from base and how did they travel?*

PETER NOBLE: Most people had at least one 'summer jolly' with a dog team or skidoo on the ice shelf (managed by an experienced driver) and the glaciologists were forever out surveying the ice, often with those needing a jolly. They were always back for the Saturday night film and beer (or stronger)! However, the GAs and 'Black Gang' (tractor mechanics) undertook the main expeditions, although we never called them 'expeditions' as it sounded too pompous - they were 'field trips' to us. The skidoos were unreliable early models and often had to be rescued after break-downs. The tractors we had were Bombardier Muskegs, originally designed for the muskeg swamps of Canada but with wider tracks they were excellent on snow - the forerunners of ski resort piste-bashers. We also experimented with the heavier, much more powerful, International Harvester bulldozers, making the second Shackletons trip such a success. Chas Platt, using a small petrol engine from I know not where, built a moving ride-able 'thing' out of an oil drum and some Dexion framing. Then there was also the aero engine, propeller-driven Lansing Snowmobile: a failure of a concept that was unsuccessfully resurrected several times. It was too fast and too frail for the hard bumpy ice of the shelf. Its 'write-off' for us was when electrician Geoff Smith tried to jump a tide crack in the sea ice (with the base commander Ricky Chin on board). It was wider than he thought and luckily made it, but he hit the far side hard, too hard and lost one of the vehicle's skis in the water.

BAS Club News

A.N.OTHER: *Did you have any particular "jollies" you remember fondly?*

PETER NOBLE: My "jolly" started when I left Southampton in October '66 and ended when I disembarked in May '69! However, the Shackletons trips, not "jollies" but serious work, must be mentioned. The first recce to the Shackleton Range in 1967/68 summer was technically a failure as we reached no rock, but, Skidmore and I on the furthest push south with our dog team did photograph and sketch unknown mountains never seen before and I realised, because of our 150 mile detour via the Theron Mountains and round the enormous Slessor Glacier, a shorter and safer route from Halley was possible. Sir Viv felt he had to be 100% certain of getting the surveyors and geologists to the Shacks the following year and so asked the Yanks to fly them to the known Western Shacks but then only one GA would then be needed. I persuaded our second year BC Chris Sykes to contact Sir Vivian explaining that if this happened, the other GAs and tractor lads would have nothing to do, and that the year after that all those with any experience of the route would have gone home. Sir Vivian relented, saying we'd only be a nuisance on base and told us to go prove my suggested route. Nick Mathys, the senior GA and now deputy Base Commander, offered me the choice of the air trip with the Americans or the tractor trip to the Eastern Shacks. I chose the latter and was asked to lead it. We made amazingly good time with four tractors and a caboose or caravan, known as "Golly's Folly" (fitted out by John Gallsworthy) instead of tents and dogs. Able to travel longer days and cook on the go we reached the mountains two weeks ahead of 'schedule', and were able to set up an advance depot at the foot of a prominent nunatak and explore the area. The peaks are modest but we climbed several and mapped the main escarpment and added some outliers that we couldn't visit. We named them for convenience, hoping to do a proper job of naming later. The one downside of the whole trip was the insult of not being consulted when the 'Place Names Committee' allocated quite irrelevant and silly names to the peaks we had found. A rounded hill that was deep red with garnets and called by us 'Red Hill' was given the name of someone we didn't know. Our 'Mt Shelleen' was named to honour our diesel mechanic and driver, Alan 'Dad' Etchells, our mentor without whom there could have been no expedition, he was that competent and experienced. Why Shelleen? Dressed in his long-sleeved vest and long-johns he was the image of Lee Marvin's 'Kid Shelleen' preparing for a gunfight in our favourite film 'Cat Ballou'. Sadly that fine peak was re-named 'Lundstrom Knoll'. I mean calling peaks 'Mt Optimus' and 'Mt Primus' is just as silly as our temporary names of 'Mt Branston' and 'Mt Keddie', but ours were relevant because we left our names in pickle jars of those brands on the summits. Then the final insult: our own names were allocated to minor pimples, only one of which we'd seen in the distance, and we were never even told of the 'honour'. Forty years later we found out accidentally at Dad's 80th birthday party!

A.N.OTHER: *Did you have to have any special training or get permission before you were allowed to make the trip?*

PETER NOBLE: None at all. I just handed in my notice at the school where I taught, which didn't please the head as he'd only just appointed me.

A.N.OTHER: *Apart from the fuse board incident 'Neon' did you have any other near misses?*

PETER NOBLE: Yes but most in retrospect. For instance in the dangerous hinge zone there were two or three 'if' occasions:- if that crevasse I accidentally slid over on my new very slippery skis had been a couple of feet wider....., if that snow bridge we discovered later had not held....., if this nine day blizzard blows my tent away....., and on the sea ice if I'd followed the tracks of earlier tractors crossing a slushy patch (where a seal popped its head up as I drove by).....! But there was one pretty frightening occasion but more in retrospect as I didn't have time to be frightened at the time. It was my birthday accompanied by a near full eclipse of the sun and we were crossing the high plateau en-route to the Thérons.

The warm Muskeg cabs were fully occupied and it was my turn outside so I decided to check the huskies that were being transported in makeshift kennels on the rear cargo sled, the third behind the tractor. To stop the dogs jumping out of the open top kennels, a wooden bar had been wedged across each and I saw that the bar over the front middle kennel had moved leaving a large gap. I stood on the front of the sled and pulled the bar and it snapped.

I fell backwards into the 'A' shaped tow bar, fortunately landing with an arm over each side of the A. At first I laughed as I wasn't hurt but then realised the situation: the tractor was still dragging the sled and me at the normal 2 mph and I knew that no matter how loud I shouted, no-one would hear me over the distance and the noisy petrol engine. Then I saw my horrendous demise if I let go the A frame, or even if I allowed my feet to drop back a little - the front of the sled was not only very close to the ice, it had some large bolts sticking down that we used for the lash-lines. I had to escape or be slowly disembowelled and crushed.

There has to be a God as obviously I did escape but I cannot remember how.

BAS Club News

A.N.OTHER: *What do you remember about the weather and the cold?*

PETER NOBLE: Yes it was cold, especially when running with the dogs early in the field season... late August/September. Our basic kit was army shirts, long johns and trousers with not too brilliant sweaters. Over this we had kapok-filled anoraks and then Ventile over-trousers and superb sledging anorak with its wolverine fur-edged hood.

The short hairs of the hood hugged the face and kept the wind out but you could see through the longer hairs that protected the eyes. You had to keep watch on your sledging mate's face as he sometimes wouldn't realise he'd got frost nip, a white patch on the cheek usually. I always felt it strike, like being flicked with a rubber band.

Another problem was keeping the hands warm and at one point I was wearing five pairs of gloves: silk for quick delicate work, woollen over them (always far too short), duffel mitts on top and the two pairs of heavy duty leather mitts, the outer with deep wide gauntlets attached to a harness that allowed quick removal of heavy gloves, for writing the log etc., without dropping them in the snow. Realising the woollen ones were too short and my wrists were vulnerable, I cut the feet off a pair of long socks, made thumb holes and wore them over my wrists, Norah Batty style, i.e. wrinkled. I was able to throw away the woollen gloves and my fingers were quite warm at -40°C.

From December to February we often travelled in just ordinary trousers with a shirt and sweater but I do have a photo of myself on the high plateau, standing on the caboose roof, driving my tractor by remote control ropes and wearing just trousers. Actually, instead of army trousers and sweater, I was lucky as I was testing a new product called 'fleece' clothing made by Hermann Mehren. It was really good and I used it back in the UK for many years for winter climbing and caving.

A.N.OTHER: *What about the winter darkness?*

PETER NOBLE: No problem for me.

A.N.OTHER: *What happened when you left your base for the last time?*

PETER NOBLE: Tears. See chapter 1 of my book "Dog Days on Ice". I ate 12 fried eggs at one sitting on board the Perla Dan, and experienced a duvet on my bed for the first time. However, the journey home was again via South G where Skidmore and I disembarked and camped for two months of geology work around Prince Olav Harbour, some 40 miles west of Grytviken. It was a great experience, getting close to various Albatrosses and seals that had never seen humans and had no fear.

A.N.OTHER: *Have you ever sailed South again, with BAS or as a tourist?*

PETER NOBLE: No. Mike Skidmore did so as a tourist and said that although it was very enjoyable, it was also a disappointment - an anti-climax as he was a voyeur and not part of the action. However, I'd love for my wife to experience something of the place.

A.N.OTHER: *How much time did you spend with BAS back in the UK?*

PETER NOBLE: This is one of my major regrets. I naively thought that 'that was that'. I went home and never contacted BAS again. I never thought to enquire if there were UK jobs with BAS but I would love to have had Derek Gipps' job looking after general equipment supplies. But of course Derek already had that job so I went back to teaching. However, I had learned my lesson and I avoided the indoor classroom, moving into outdoor education and I ended up heading up a new outdoor pursuits centre in the Peak District.

A.N.OTHER: *Did BAS get their "moneys-worth" out of you?*

PETER NOBLE: Oh definitely. Unlike a couple of guys on base who openly said they were there for a holiday and refused to do anything outside their 'duty' (which they did reluctantly) I was totally committed and would do anything. I honestly believe I was a damn good investment.

A.N.OTHER: *What did you get out of your time with BAS?*

PETER NOBLE: Self awareness, confidence, an experience working with and talking to non-school people with wider horizons and experience. Plus a passport into any outdoor centre.

A.N.OTHER: *What caused you to leave the Survey?*

PETER NOBLE: End of contract.

A.N.OTHER: *Have you stayed in contact with other Fids?*

PETER NOBLE: A few. I attend some of the reunions and occasionally see three of the old Shackletons team.

A.N.OTHER: *Do you have any regrets about your time with the Survey?*

PETER NOBLE: Only that I didn't have a career with them.

Members Websites

I HAVE HAD A GOOD RESPONSE FOR MEMBERS WEBSITES AND A FEW HAVE BEEN ADDED INTO THE MAGAZINE. I'M SURE THAT THERE ARE MANY MORE THAT COULD BE ADDED SO ANY MEMBER WHO HAS A WEBSITE PLEASE SEND ME NAME: WEBSITE DOMAIN NAME AND THREE OR FOUR LINES OF BRIEF DESCRIPTION PLUS PHOTO AND CAPTION. THIS WILL BE A PERMANENT ENTRY IN THE MAGAZINE



Michael Warr -Deception Island 1964 and Adelaide Island 1966

www.antarcticmemoriespublishing.com Contains history of Michael and a Book of his experiences down South "South of Sixty" - Will soon be adding another book (fictional) "Murder in the Antarctic"

Yalour Island and me – Dec 2007

Andy Smith

Halley Bay 1971

BAS HQ ID picture 2001

www.zfids.org.uk Andy Smith provides a website ----Z-fids: Halley Bay, 1956-present. It contains a mass of information about the base, though more contributions are always welcome. There are pictures of and stories about Halley over the nearly 60 years since it was established by the Royal Society International Geophysical Year Expedition in 1956. Each year's wintering party is listed and a group photo provided, together with events that happened then, and links to any relevant websites or blogs.



Peter Noble

Halley Bay 1967 and 1968

www.peternobletalks.co.uk is a pot-pouri of writings that perhaps sum up Peter better than a CV. There are pages dedicated to his book "Dog Days on Ice", includes photos; his Antarctic poems and some observations on faith & religion. He also lists a number of illustrated lectures he presents in aid of charity.

Venice 2010

James Fenton

Sygný 1976

June 2012

www.james-hc-fenton.eu This is a repository of various things I have done over the years: a *pot-pourri* of essays, stories, books, music and pictures. I do run a small environmental consultancy in Scotland, so the website also tells people about this. If you know where to look, there are also various cartoon pages of penguins hidden about the site. See <http://www.james-hc-fenton.eu/index.html>

I have recently added a blog, which gives my take on various nature conservation issues in Scotland. See <http://www.james-hc-fenton.eu/blog.html>



Members Websites



Sue and Mark Hamilton

The Fan Hitch

www.thefanhitch.org

The focus of *The Fan Hitch*, launched in 1998, is on the aboriginal landrace Inuit Sled Dog. It has since evolved from a stand-alone quarterly (December, March, June, September) online publication to become the foundation of a comprehensive, broadly informational website.

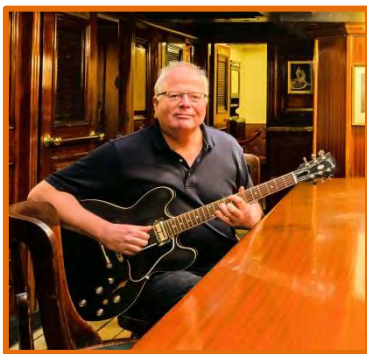
Topics revealed by visiting the [Index of Articles by Subject](#) include: Inuit culture and traditions, health and behavior; scientific research; exploration, adventure and history; film, book and product reviews; tips,

poetry and recipes. Many of the over [300 contributors](#) have been FIDS/BAS Doggy Men. Talk to us! mail@thefanhitch.org or gimmig@snet.net

Ashley Perrin

Boating Officer KEP and Rothera

www.antarcticicepilot.com is a website for Ashley Perrin's (ex boating officer at KEP and Rothera) business taking large private vessels on expeditions in the Patagonia Canals, Falklands, South Georgia and Antarctic Peninsula. Eventually her blog from time with BAS will be integrated into this site.



Steve Garrett

Rothera 1981-1984

<https://stevegarrettguitar.com>

Born

in London, I have lived and travelled across the UK, Antarctica and North America working as an earth scientist, and now call Scotland home.

I now am a full-time musician, playing guitar music re-imagining jazz, folk, rock and classical music. Live audiences hear my solo guitar work as serene, focusing, calming, beautiful, haunting and hypnotic.

My 2015 album 'Even Song' had a reflective mood mirroring the fading light at the end of the day. My album 'Discover and Endure' was inspired by stories and experience of landscape, exploration and human endurance, The launch event, in April 2019, was at RRS Discovery, Dundee, where we talked about the expedition southern journey of 1902-3 which was some of the other Antarctic inspiration for the music. Both albums have received positive reviews online and in music magazines.

This music will feature in my August 2019 lunchtime show 'Guitar Discovery' at artSpace@StMarks (Fringe Venue 215) as part of the Edinburgh Fringe Festival.

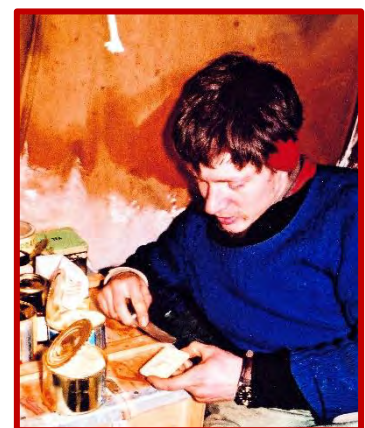
Lewis Jukes

Halley Bay 1964, 65

www.lewisjukes.co.uk

A rambling website, mainly featuring reminiscences from an earlier and very different era. As a geologist with BAS in those days my working transport was a dog team, and with the logistic situation at Halley Bay the main field season involved more than six months continuously away from the Base. There's scope for some unusual memories in that combination.

Most items posted so far are on the Antarctic but there are other themes such as my schooldays in South Africa and my work in the steel industry in Britain. The target is to add at least one new item per month; who knows how long I can keep that up?



(snacking in a tent)

There are more members with their own website – please send yours with a photo of yourself, taken at any time in your life, and 5 to 6 lines of a brief description

Antarctic News

BRITISH ANTARCTIC SURVEY NEWS

PLENTY TO BE POSITIVE ABOUT from Dr Anna Jones (Directors Office)

Now that the clocks have gone back, it feels as if we've transitioned to a new phase of 2020. The evenings are dark, and there's a sense that we're heading towards winter.

I don't need to mention the uncertainties that Covid-19 brings to our daily lives and our future planning, especially with the second lockdown beginning at the time of writing. But it's also important to emphasise the continuing positivity among BAS staff and the achievements that are moving the organisation forward.

The departure of RRS Sir David Attenborough from the Cammell Laird shipyard, ahead of a year of sea trials, is a huge milestone and something to be truly celebrated.. The Antarctic field season is underway! A first transiting aircraft has gone through Rothera in support of the Italian programme; the James Clark Ross has departed for Antarctica; and the Halley season will be delivered with a reduced crew and work-programme, but nonetheless, a real win.

In the UK, the science teams continue to produce fantastic output with high-impact publications, funding successes, scientific meetings online, but ongoing... So, we are doing really well!

For those still working from home, do remember to take a break, go for a walk, stretch, and grab some sun if and when it shines. We need to look after ourselves and our colleagues as the days draw in, and make sure we stay healthy, connected, and positive.

SUE LAWREY REMEMBERED

By Mike Dinn

It is with great sadness we have to announce the passing of BAS Medical Unit (BASMU) Practise Nurse, Sue Lawrey. Sue, who started in nursing in April 1973, became the administrative assistant to BASMU in September 2000, very early in the Plymouth medical contract.

For a number of years, until her mobility became restricted, Sue would teach on the Pre-deployment Training BAS First Aid Course as part of the faculty where she got to know a great number of BAS staff. Those of us that made the annual pilgrimage to Plymouth for Doctor/Station Leader meetings, the infamous Two Bridges, developed a longer-term friendship through to her retirement in June 2020.

Sue not only supported medical matters, but was the voice of the office for those update phone calls from Antarctica. She was always current with the gossip south and kept many of our doctors abreast of what was happening back in Plymouth and at the other stations.

Sue will be sorely missed by us all, not least by her husband of 43 years, Peter.



RRS SIR DAVID ATTENBOROUGH

SDA Thrusters Tested by Emily Neville

RRS Sir David Attenborough is getting ready for action. At the end of June her thrusters were run for the first time! The four thrusters, built by Tees White Gill, will enable the polar research vessel to manoeuvre and position extremely accurately, even in challenging weather conditions. This will be critical when the ship is carrying out scientific research, cargo operations and berthing.

The thrusters can be controlled individually, in pairs or by the Dynamic Positioning System where the thrusters, propellers and rudders work together to hold the vessel in a fixed position – or even follow an underwater vehicle. With these thrusters, the ship will be able to hold her position with a 35-knot, or 40mph, wind blowing side-on to the vessel.

Thruster are go!



As well as being designed to emit low levels of noise, the thrusters

are flush with the ship's hull, reducing turbulence and allowing the sensitive acoustic equipment to collect accurate data.

The SDA's thrusters can rotate their thrust through 360° and can also be used as a backup propulsion system if required, allowing the ship to return safely to port.

RRS SDA Goes Into Dry Dock by Emily Neville

At the start of August, RRS Sir David Attenborough took a step closer to completion as she moved into dry dock for painting of the hull and superstructure, steel work and engineering works.

While Cammell Laird carried out some operational logistics to take her into dry dock, she spent the weekend berthed at Liverpool Cruise Terminal, attracting a lot of attention from the local media and members of the public

The Big Sail! RRS SDA Leaves Cammell Laird by Linda Capper



On Wednesday 21st October, RRS Sir David Attenborough sailed out of Cammell Laird's shipyard for the first time under her own power. An event that looked effortless marks an incredible engineering achievement and the start of a new chapter for BAS. After spending a few days berthed at Liverpool Cruise Terminal waiting for bad weather to pass, the ship has now headed out to sea for two weeks of technical sea trials. One of the first tests was the ship's compass (after the coffee machine and dishwasher!).

Departing the shipyard

During the trials, the shipyard engineers and BAS mariners will put the ship through its paces, performing operational checks on the propulsion, steering, engineering and navigation systems. When the technical tests are complete, the BAS crew will take over the ship and spend 50 days at Holyhead Port getting to know everything about operating the ship and undertaking a suite of intensive training and testing, before embarking on operational and scientific equipment trials around the Irish Sea.

It was a bitter-sweet moment for our friends at Cammell Laird. Apprentices, managers, contractors and yard workers stood on the quayside watching the ship move away. The SDA is a game-changer for BAS. The benefits to UK polar science and to our operation will reveal themselves over time. Getting this far has involved a huge amount of work from people right across UKRI-NERC and BAS.

RRS Sir David Attenborough heads up the Mersey for the first time



The ship's departure attracted local, national and international media attention; up to 1 billion people around the world had the opportunity to see, hear or listen to news reports about our magnificent ship.

SCIENCE PAPER OF THE MONTH: May-June 2020

By – Elise Biersma

Multiple late-Pleistocene colonisation events of the Antarctic pearlwort *Colobanthus quitensis* (Caryophyllaceae) reveal the recent arrival of native Antarctic vascular flora

A new study shows that the Antarctic vascular flora has likely only dispersed to Antarctica since the Last Glacial Maximum (LGM) – in contrast to all other groups of terrestrial organisms, which include endemic species that have survived in Antarctica for hundreds of thousands to millions of years.

The native Antarctic vascular flora is composed of only two species: the Antarctic pearlwort *Colobanthus quitensis* and the Antarctic hair grass *Deschampsia antarctica*. While many groups of terrestrial organisms (e.g. mites, springtails, mosses) include species with a long-term (million-year) Antarctic persistence and high endemism, the age and origin of the vascular flora was until now not yet known.

Findings from a new population genetic study reveal that the Antarctic vascular flora is of likely late-Pleistocene origin. It is the first identified terrestrial group of completely post-LGM origin. The study hereby also revealed that Antarctica is the only continent with such a young vascular flora.

Surprisingly, analyses of *C. quitensis* showed two different populations in Antarctica, derived from two independent dispersal events. This suggests that Antarctica is less isolated than previously thought.

FAREWELL ED KING AFTER 34 YEARS

By Andy Smith

Ed retires after a long career

After 34 years with BAS, Ed King retired at the end of June. Although the ICESHEET isn't the usual place to mark such a milestone, with BAS Cambridge still in lockdown, the more-traditional ways to say goodbye aren't currently available to us.

Ed had begun his Antarctic career long before arriving at BAS, through his PhD at Birmingham University.

At BAS, he has led so many aspects of our Antarctic work, especially in developing over-snow seismics and, most recently our ice-sounding radar system known as DELORES – it is the world-leader in what it does and is very much Ed's creation.

As much as for these achievements, Ed will be sorely missed as a close colleague, mentor and guide, and as a good friend to many. Ed has been a great help and support to others when they needed it and a supporter and leader for BAS as an organisation. There will be a big Ed-shaped hole in the Cambridge corridors and even in the Antarctic itself, for a long time to come.

With retirement now a reality, Ed and his wife Janet are itching to visit their daughter Alice in America, but hopefully he will find time to keep in touch with us and also perhaps to call in at BAS sometime in the future for a more-typical, cake-fuelled farewell.



SCIENCE PAPER OF THE MONTH: July-August 2020

By – – David Newnham

Spatial distributions of nitric oxide in the Antarctic winter-time middle atmosphere during geomagnetic storms

A new BAS-led study reveals how nitric oxide (NO) abundances in the polar middle atmosphere evolve during geomagnetic storms. Recent work recognises the importance of energetic electron precipitation (EEP) in producing NO and other chemical species that react catalytically with ozone in the stratosphere and mesosphere.

Ozone changes affect the radiative balance, temperature, and large-scale dynamics of the atmosphere; thus EEP and NO provide a link between space weather and natural climate variability. However, understanding the atmospheric effects of EEP is challenging.

NO distributions during 17 winter-time geomagnetic storms in 2008-2014 were investigated using observations by the Solar Occultation For Ice Experiment (SOFIE) on the Aeronomy of Ice in the Mesosphere (AIM) satellite. The regions above Antarctica showing the largest NO increases coincide with high fluxes of precipitating electrons. Significant NO over the Antarctic Peninsula may be produced by electrons from the radiation belt slot region.

In the mesosphere, strong eastward winds at the upper reaches of the polar vortex rapidly transport NO-enriched air around Antarctica over one-to-three days. Although more NO is produced by EEP above 90km, redistribution is slower in the lighter winds of the lower thermosphere.

CELEBRATING WORLD ALBATROSS DAY AT BIRD ISLAND

By Alex Dodds

On 19th June 2020 the first World Albatross Day (WAD) was celebrated on Bird Island and internationally. Launched by ACAP (Agreement on the Conservation of Albatrosses and Petrels) this year was the first day of celebration of the albatrosses of the world with the aim of raising awareness about these intrepid ocean wanderers, engaging a wider audience and highlighting the threats they currently face.

In total, 21 out of the 22 albatross species are classified as globally threatened, and two as Critically Endangered, according to the IUCN Red List. Although the black-browed albatross is the only species currently classified as Least Concern, the local South Georgia population has been declining in recent decades and is one of only nine ACAP Priority Populations out of hundreds of populations, worldwide, of ACAP-listed species.

The theme of WAD 2020 was eradicating island pests.

Thankfully after a very successful rodent eradication programme in South Georgia a few years ago, the birds here no longer face that threat. However, many other albatrosses do still face threats from introduced rodents, cats and pigs. Introduced island pests are not the only threat to these magnificent birds – interactions



with domestic and high-seas fisheries results in tens of thousands of fatalities annually. Monitoring at BI helped to highlight this problem in the 1990s, and the population and tracking data continue to inform international conservation efforts to mitigate these threats.

The WAD campaign was very successful and engaging, with activities for people to get involved in wherever they were, including a bake off, photo competition and photos of WAD banners from breeding albatross islands, fishing vessels and research institutes.

Grey Headed Albatross



MODERNISATION PROJECTS COMPLETED AND ONGOING

By Joe Stebbing

Last month (April 2020) we welcomed home the project teams from both Rothera and KEP, marking the end of a challenging season and a long voyage home onboard the Hebridean Sky and James Clark Ross.

This occasion was marked by a letter from Martin Bellamy, Managing Director of BAM Nuttall, personally thanking everyone at BAS for their efforts in safely repatriating the team back to the UK in such a challenging time.

While the site at Rothera is winterised, work continues apace in the UK – planning forthcoming seasons and closing out the design of the Discovery Building. This includes planning the furniture and equipment fit out which is being led for BAS by Jake Martin.



Visualisation of Discovery House's open-plan office (Image: HBA)

Antarctic News

Last season Jake completed a detailed site survey cataloguing furniture, equipment and historic artefacts to be transferred into the new building. Jake will be working with the building's responsible owners and architects to plan and visualise how these items will fit into the building's internal layout and purchase any new furniture and equipment.



This July we will be welcoming Dave Brand back as BAS Rothera Modernisation Project Manager, and unfortunately saying goodbye to Ramboll Project Manager Rebecca Grady. Rebecca has been with the project for over four years, working tirelessly to support BAS and will be sorely missed by everyone in the construction partnership.

The cargo tender in front of the newly-completed dolphin at KEP

The wharf project at KEP was completed successfully in time for the end of the season. The effort from the project team meant that the wharf and the dolphin were completed and installed three weeks ahead of schedule.

Rothera Modernisation Update by Katie Handford

Our BAM construction team, as well as technical staff from Sweco and Ramboll, will soon be heading down to Rothera Research Station to continue work on the Antarctic Infrastructure Modernisation programme.

Visualisation of the new Discovery Building at Rothera

Before heading south, the teams will enter a two-week quarantine period in a hotel, including regular coronavirus testing, to ensure there is no infection onboard the ship. Throughout quarantine, BAS will be giving online pre-deployment training to the team on topics like biosecurity, media, science, wildlife and more. While onboard the ship BAM will be rigorously briefing the team on the risk assessments and method statements.

Once the construction team reach Rothera they will continue the work from last season including the installation of ground anchors, drainage and the foundations for the new Discovery Building. There will also be work done to finish the remaining tasks on the Rothera Wharf and to commission the Wharf Crane.

There has been a huge effort by BAS Operations and the AIMP partnership team to plan and prepare for this short season at Rothera, ensuring that it goes as smoothly as possible. Good luck to all that are heading south and we'll see the team back in the UK in April 2021

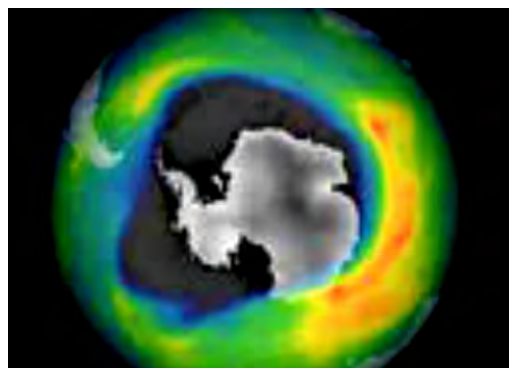


THE 2020 OZONE HOLE – by Jonathan Shanklin

The BAS Dobson at Halley automatically started making ozone measurements at the end of August. Throughout September readings dropped day by day and they reached a minimum for the year on 4th October.

This year's ozone hole

The calibration will need checking when the summer team arrives at the station, but it looks as if this was the deepest ozone hole recorded at Halley for about a decade. This does not mean that the Montreal Protocol to protect the ozone layer is not working. When the right (or wrong) combination of circumstances occurs, ozone amounts can still drop to very low levels, despite the ozone depleting substances



Antarctic News

in the atmosphere going down. It is equivalent to thinking that with climate change we will never get a snowy winter in Cambridge again, then along comes a beast from the east. From space, satellites can measure both the depth and area of the hole and these measurements show that it covered nearly 25 million km² in late September. This compares with the 14 million km² of the continent. Last year the hole only just managed to cover the continent and this variation from year to year shows why continued monitoring is so important. So, a big thank you to the BAS teams responsible for automating the Dobson and providing it with power throughout the year. – Jonathan Shanklin

ALBATROSS CHICKS SCANNED

By Alex Dodds

A novel piece of work is being undertaken on the Bird Island albatross chicks this season, accompanying research into the impact of fisheries on albatross populations and the long-term recording of litter (non-fishing and fishing related) brought back to bird colonies. Grey-headed, black-browed and wandering albatross chicks and their nests have been scanned with a metal detector to survey for ingested fishing hooks.

The metal hooks will have ended up inside the bellies of chicks after being unintentionally ingested by foraging parent birds and subsequently fed to their young. The 100 black-browed and 100 grey-headed chicks surveyed earlier in the year did not appear to have ingested any metal, however this has not been the case for our wanderers. Fifty wandering albatross chicks have been surveyed every month since April and several of them have now been fed metal by their parents. Before fledging, wandering albatross chicks regurgitate a bolus of indigestible material, primarily cephalopod beaks, and it is hoped that the metal hooks will be regurgitated through this process.

This is an unconventional use of a metal detector but hopefully this project will add another layer of understanding and evidence to the impact we are having on global albatross populations.



EGG-CELLENT START TO THE SEASON– by Alex Dodds

The mollymawk breeding season is in full swing here on Bird Island and love is truly in the air. For the amorous albatross, September was a month of reconnecting, nest renovations and plenty of canoodling.

The first eggs of the season for the grey-headed and black-browed albatrosses were recorded on 8th and 16th October, respectively. By the end of October, 275 grey-headed and over 300 black-browed eggs had been laid in the main study colonies, including one nest with two eggs due to a trio parenting team, with more black-browed eggs still to come.

Pair of grey-headed albatrosses with egg layings in full swing

The only smaller albatross species not regularly surveyed for eggs is the light-mantled albatross as they nest on cliff ledges along the island's coastline.

In mid-November a survey will be carried out to locate them. It's great to see some of the birds who fledged several years ago return to Bird Island for the first time and start raising the next generation.



SCIENCE PAPER OF THE MONTH September 2020 by Melody Clark

Deciphering mollusc shell production:

The roles of genetic mechanisms through to ecology, aquaculture and biomimetics

Since time immemorial, humans have been fascinated by sea shells. Very few people can walk along a beach without picking up the odd shell as a souvenir, and as for their nutritional value... it takes a lot to beat a decent moules marinière or coquilles St Jacques. However, molluscs have been in the news more recently because they are thought to be highly vulnerable to changing oceans, particularly acidification, which can dissolve their shells. But, are they really that vulnerable? And how do molluscs make shells? Well, to be honest we still really don't know and there are a lot of gaps in our knowledge. Filling in some of these gaps was the aim of the CACHE (CALcium in a Changing Environment) project. This was a BAS-led €3.7M EU-funded Marie Curie Initial Training Network (ITN) encompassing six countries and 10 partners.

We also trained 16 Early-Stage Researchers during the four-year project. We wanted to study how molluscs build shells at the molecular level, how this process is affected by environmental conditions through to the implications for aquaculture in our changing world.

The project has now ended, but as a summary, we wrote this extensive review to showcase the work and emphasise the importance of a multidisciplinary approach to future mollusc biodiversity.

–

SCIENCE PAPER OF THE MONTH October 2020 by – Louise Sime

Sea-ice-free Arctic during the Last Interglacial supports fast future loss

High temperatures in the Arctic during the Last Interglacial (LIG) – the warm period around 127,000 years ago – have puzzled scientists for decades. In this manuscript, we used the UK Met Office's HadGEM3 climate model to compare Arctic sea-ice conditions during the LIG with the present day.

During spring and early summer, shallow pools of water form on the surface of Arctic sea ice. These 'melt ponds' are important for how much sunlight is absorbed by the ice and how much is reflected back into space.

The new HadGEM3 model contains the UK's most advanced physical representation of the Earth's climate and incorporates sea ice and melt ponds. This is the first time that the CMIP6 version of HadGEM3, one of the first fully melt-pond enabled models, has been used to simulate the LIG. The ponds make a big difference and result in a much earlier loss of sea ice.

A uniquely good match between LIG Arctic temperature observations and model output, provides confidence in the accuracy of the HadGEM3 results. A simulation of the future using the same HadGEM3 model indicates that the Arctic may become sea ice-free by 2035. The work is a great example of how we can use the past (ice core and sediment observations) to evaluate the importance of mechanisms and new models for the prediction of polar change.

NEW BAS SCIENCE FUNDING by Michaela Boak

BAS has successfully secured over £800K via grants from NERC and other funding providers that help to support our science. Congratulations go to the following:

NERC Joint Strategic Response

- Dominic Hodgson (BAS led) – Drilling Subglacial Lake CECs in Antarctica – iCECs – Antarctic Ice Sheet at subglacial Lake CECs

WWF

- Peter Fretwell (BAS led) – Directed – Walrus from space

NZ: Ministry of Business Innovation & Employment (MBIE)

- Mark Clilverd (University of Otago Led (C Rodger)) – MBIE – Solar Tsunamis: Space-Weather Prediction and Risk Mitigation for New Zealand's Energy Infrastructure

Portal deutsche Forschungsschiffe

- Katrin Linse (Senckenberg am Meer led (S Brix)) – Pandemic special tender for the research vessels METEOR and MARIA S. MERIAN – Icelandic marine Animals meets Diversity along latitudinal gradients in the deep sea of the Atlantic Ocean

EU

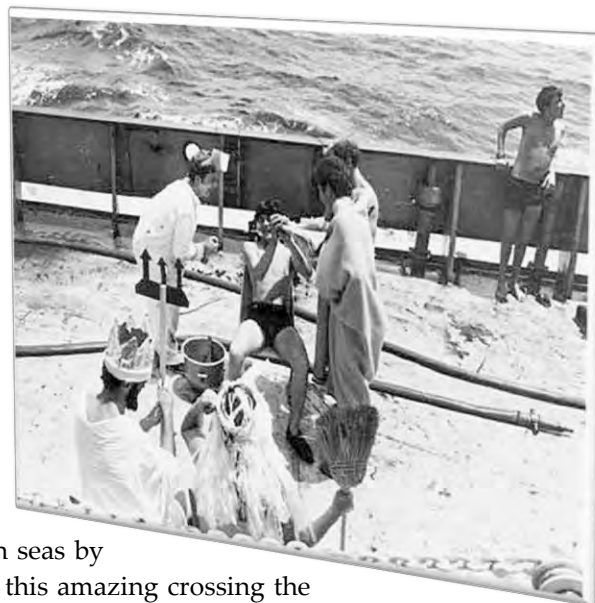
- Pete Convey (University of Rennes led (D Renault)) – Biodiversa – ASICS Assessing the combined effects of Species Invasions and Climate changes on Shifts in species distributions in cold environments

PICTURES FROM THE BAS ARCHIVES #83

By Kevin Roberts

Brian 'Kirk' Kirkpatrick, who died earlier this year, served as steward aboard RRS John Biscoe and RRS Bransfield in the late 1960s and early 1970s.

His first BAS duty was aboard the Biscoe for the 1968/69 season. On 4th November the Biscoe crossed the equator, a nautical first for Kirkpatrick and many others onboard. To mark the occasion in accordance with nautical custom, the uninitiated were brought before Neptune and his court to answer charges of trespass and other offences.



After being summarily punished for their infractions Kirkpatrick and his colleagues were granted freedom of the high seas by 'Neptunius Rex' – as recorded in this amazing crossing the line certificate co-signed by King Neptune and the ship's master Malcolm Phelps.

This unusual certificate, along with Kirkpatrick's diary and photograph album, have been kindly donated to the BAS Archives [accession reference 2020/31].



PLACE-NAME OF THE MONTH – #57 by Adrian Fox

Blaiklock Island in Marguerite Bay (67°32'40"S, 67°01'07"W) was named for Kenneth Blaiklock, pioneering surveyor who died at the end of September 2020 aged 92. He was a surveyor at Stonington 1948-50, including surveying the Dion Islands – at that time site of an emperor penguin colony, and the area around Blaiklock Island, in November 1949. He later worked at Hope Bay 1952-54, but is best known as Surveyor on Sir Vivian Fuchs' 1955-58 Commonwealth Trans-Antarctic Expedition. He was driver of one of two dog sledges to reach the South Pole for the first time since Amundsen in 1911, undertaking reconnaissance surveys along the route including the western end of the Shackleton Range.



Blaiklock Glacier, Shackleton Range (80°34'59"S, 29°39'58"W) was named by the APC in 1962. He joined a Belgian Antarctic Expedition 1959-61 and worked for BAS in the 1960s, doing a final summer in 1968/69. He was awarded the Polar Medal with third clasp, and an OBE, and it is unusual for a person to have two place names in different areas.

Antarctic News

ANTARCTIC HERITAGE TRUST NEWS

UK Antarctic Heritage Trust's work will ensure that the legacy of the pioneers of Antarctic science and exploration is preserved in perpetuity to be enjoyed and valued by a global audience.



COVID-19 & UKAHT We need your support

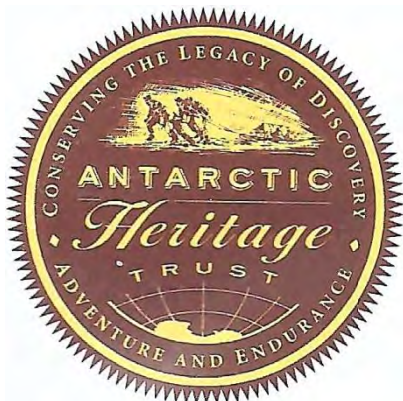


The ongoing situation with Covid-19 and its global impact continues to put pressure on us and charities like ours. Because we are unable to operate a normal season at Port Lockroy this year, we are facing a significant loss of income which could jeopardise our ability to continue our vital work to deliver our conservation programme and continue to inspire audiences with content like you see above. Due to the nature and location of our work we find ourselves ineligible for the support that has been made available by government and the major funding bodies. These are critical times, and we need your support, now more than ever

If you have given, and many of you have, thank you from the bottom of our hearts, we are so grateful. However, we are still in a precarious position and need ongoing help to get through this difficult period. As for most of us who work in Antarctica, the impact of the virus is going to last longer than this winter.

Our address to send donations:-

UKAHT (UK Antarctic Heritage Trust)
High Cross
Madingley Road
Cambridge CB3 0ET



THE ANTARCTIC HERITAGE TRUST (NEW ZEALAND)



ACHIEVEMENTS 2019–2020

With the help of our supporters, the Antarctic Heritage Trust has made exciting progress over the year. Several notable achievements include:

- Our conservation team located conservation gear on-site and completed the field camp and substantial building materials positioning at remote Cape Adare for major planned conservation works on Antarctica's first building.
- In addition a number of artefacts from Cape Adare were digitized for an augmented reality application being developed.
- We worked with UKAHT at Port Lockroy on the Antarctic Peninsula to document 12,000 artefacts from Base A.
- Seasonal maintenance and monitoring programme completed on Ross Island huts.
- The Trust's virtual reality experience of Sir Edmund Hillary's Antarctic hut was finalised and exclusively previewed at the New York Explorers Club ahead of its official launch.
- **THE FROZEN WILD** exhibition opened at New Zealand's Christchurch International Airport. The exhibition expertly captures the sights and sounds of Antarctica's wildlife and icy land and rich seascapes. Stunning photographs and excerpts from their diary entries record the impact of their experience. **The exhibition (including the soundscape) can be viewed online by visiting www.nzaht.org.**

In Memory SIR ROB FENWICK

We acknowledge with deep sadness the passing of a great New Zealander, Sir Rob Fenwick, following a long illness. Sir Rob was a towering figure in New Zealand.

He was, above all else, a passionate and prominent advocate for the environment who championed environmental sustainability.

Sir Rob also made a substantial contribution to New Zealand's Antarctic interests over a long period of time spanning various entities and roles, including chairing at various times Antarctica New Zealand, Antarctic Heritage Trust and the New Zealand Antarctic Research Institute.

Sir Rob was an Independent Trustee of Antarctic Heritage Trust from 1994–2005, and again as an Ex-officio Trustee during his tenure as Chair of Antarctica New Zealand, 2008–2015. These were unpaid trusteeships and Sir Rob gave generously of his time and expertise.

During his five year tenure as Chair of Antarctic Heritage Trust in the early 2000s, Sir Rob was instrumental in the oversight of the creation of an international campaign to preserve the huts of the early explorers.

We are so grateful for his passion and commitment to our Trust amongst the myriad of other causes and passions throughout his remarkable life.

Sir Rob's generosity, wisdom and kindness will be missed by many.

Antarctic News

BRITISH ANTARCTIC MONUMENT TRUST

By Rod Rhys Jones

Correction:

The report on the Antarctic Monument in the last edition of BAS Club Magazine wrongly attributed its cleaning during the austral spring of 2019 to Mike Harris Base T winters 1974 and 1975. Mike points out that "all the hard work, sourcing and purchasing materials and polishing should in fact be credited to Ian Bury ex of Halley Bay 1971 - 1973 and Adelaide Island winter 1974, currently resident in the Falklands." Apologies to Ian and thanks to Mike for pointing this out and taking some very useful photographs of the surface corrosion that requires the monument to be cleaned a couple of time a year.

SUMMER 2020

The replacement for the Antarctic Monument is being shipped by BAS to Stanley on board the RRS James Clark Ross and is expected to arrive on 11 December. Passivation treatment and other changes to the casting regime arranged by the manufacturers Pangolin Editions prior to completion should ensure a trouble free life. – although occasional but regular polishing will be required.

The plan was to test the monument in a marine environment was disrupted by the CV19 pandemic but it has withstood several months of daily buckets of salt water being thrown over it at the works in Chalford, Gloucestershire.

The photographs show the monument in the yard waiting to be crated up for shipping and the crate being loaded.



COPIES OF THE POLAR RECORD

Rod Rhys Jones has some copies of Polar Record donated to the British Antarctic Monument Trust by Ken Gibson, Deception 1957, Admiralty Bay 1958, former Trustee of the [British Antarctic Monument Trust](http://www.britishantarcticmonumenttrust.org). These copies are available at £5 o.n.o. plus p+p for charity.

Volume 10,

No 65 May 1960, No 66 September 1960, No 67 January 1961, No 68 May 1961,
No 69 September 1961

Volume 12

No 77 May 1964, No 78 September 1964, No 79 January 1965, No 80 May 1965,
No 81 September 1965

Volume 13

No 83 May 1966

If anyone wishes to purchase any or all of these please contact Rod Rhys Jones email:-
rod@rhysjones.com

British Antarctic Monument Trust 27 Sullivan Road London SE11 4UH
Mobile:- 07768680006

Snippets and Letters

Return of the Sun

ED's note:- *Allen (Flowerpot) Clayton started a chain of emails concerning the 'return of the sun' to Halley. With so many Fids adding to this I thought it appropriate to include in this magazine*

My Greetings to you all.

No-one is in Winter residence at Halley VI these days to witness that memorable event, the Return of the Sun, returning to the skies on its due date of the 9th. of August, (although in 1969 it was just visible two days earlier due to refraction)!

In the 'old days', we would carefully compute, using almanac and log tables, the precise time when we could expect to see the glimmer of the sun's upper limb appearing over the horizon.

The druidic-like ceremony of bringing out the Campbell-Stokes sunshine recorder from its three months' storage and raise a brand-new Union Jack on the flagpole may have looked something like this very amateur pictorial composition of what the occasion might have looked like half a century ago when we were all troglodytes at Halley Bay.



"Here comes the sun ..." (Beatles)

Cheers,
Allen (Flowerpot) Clayton

Chris Gostick

Well remembered, Allen.

Yes, putting the flag back up again really did feel like the start of a New Year. Sad to think of Halley VI being so empty - and likely to get only the shortest of maintenance visits this coming summer according to the latest BAS news. How things have changed!

'Malky' Malcrae

A reminder of how we were; thanks.

I don't recall the calcs and sunshine recorder part of the significant date - somebody else did that (you and the Met men I suppose)?

I do recall that the flag-pole had been in the workshop - some welding and a lick of paint - and had to be re-erected on the 'main shaft coaming'.

I *think*(?) we did that 'on the day' ('just in time' might have been invented at Halley??) - I do recall that it was quite cold (around minus 50??) and we needed a few extra 'hands' to get it set up - so Keith Chapel was roused out (on the quick). I think his prep might have been compromised, 'cos he appeared to succumb to the 'cold' and managed to get his foot trapped by a bracket at the bottom of the mast and the main shaft wood-work (luckily it punctured only his Mukluk and not his foot!).

Once released he disappeared inside and we set up the pole - then (or the next day??) we proceeded to carry on welcoming the sun back.

It was a psychologically significant moment - one can understand the Druids a bit I guess??

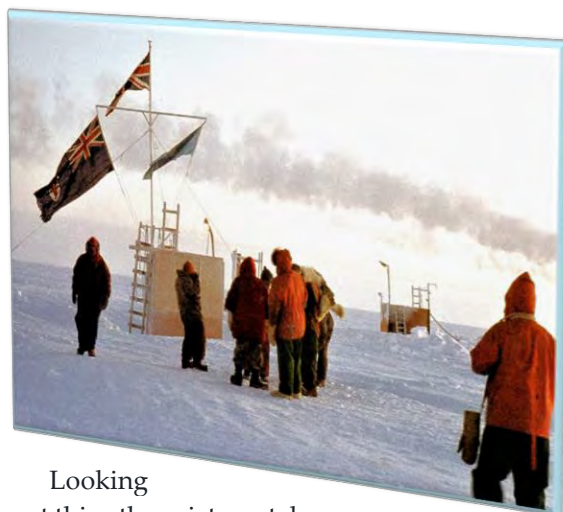
Snippets and Letters

Ron Gill.

Many thanks for your Greeting

Allan and the memories that it has brought to mind. How times have changed since the "Good old days" at Halley II. On this day in 1970 I remember waiting on the surface hoping that the sun would show itself for a brief moment and I think that I may have taken the attached picture on the day.

I also remember that it was a very cold day and fail to see what else the group shown standing around could have been waiting for then.



Looking at this other picture, taken on a different day, has often made me wonder, whatever happened to the bicycle?



Ian 'Fin' Smith

Thanks very much for the reminder Allen.

It was indeed a memorable event, and I'm sure I have the photos to prove it (somewhere !).

I congratulate you on the image, I'm sure I can recognise Grot, Graunch and Mike T very clearly, but I don't remember the communist era tannoy speakers.

Christopher Sykes

Great memories®. I remember people climbing onto the roof of tractors or other high places in order to be first to see the sun. Then off to raise the flag,, but first to lower the winter longjohns that had flown from the mast all winter. I had made a circle of welding rod to fit the longjohn waist band then another across the diameter to attach the halyards. Having flown bravely all winter like a two legged airfield wind-sock it had stretched. Now from a narrow waist the hips spread to a very feminine shape and with long slender legs they looked rather attractive. They reminded me of something but I'd forgotten what.

Denis Wilkins

Great reminder, Allen.

In my diary on the day: "Watched film 'Tread Softly Stranger'. It was rubbish." I also noted that xxxxx had a chest X-ray. Possibly because both of us were bored.

Roger Tiffin

1969 - I remember the sunshine recorder ceremony – I think it was DEF who carried it out and put it in place. I have a link in my diary back to May 1st:

" Last day of the sun but missed it as in bed (on nights). Night:-Disaster!! Set the Met Office on fire at 4 in the morning by knocking out my pipe in the gash bin. Luckily I was raised from nightly stupor by smoke and flames - emptied the cats' litter tray all over it – the mixture of smells was pungent to say the least. Didn't use fire extinguisher as didn't fancy clearing up the mess. Had to break off halfway through the fire-fighting as Inga trying to eat Dillon". (I'd opened the door to the shaft (and pup tunnel) to try and reduce the smoke.

Happy days!

Snippets and Letters

Dave French (DEF)

Dear All 69 winterers,

I am responding to Allen (flowerpot)'s nostalgic email. This time from a met man's perspective. FYI Today (12 August 2020) the maximum temperature in East Berkshire is a balmy **PLUS** 34.4°C.

Rewind 51 years.... to an ice-bound existence at WMO No 89022 Halley Station. 75deg 35S. 26deg 30W. You may, (or probably not) be interested in the following observations around "Here comes the SUN" Where **MINUS** 34°C was commonplace.

AUGUST 1969 89022 37M. Amsl approx. (Temperatures in Deg. C)

Date	Max.	Min.	Average.
08	-34.4	-49.2	-41.8
09	-31.0	-43.8	-37.4
10	-33.0	-46.9	-40.1
11	-33.6	-50.2	-43.3 (Coldest Day of the year)

Once a met man always a met man, just a bit greyer now

I do remember the Fire in the Met office but not the ceremonial placing of the Campbell-Stokes recorder. Thanks for the artwork, glad to see my signpost. According to Jim Chalmers probably the only item to be moved from Halley II to each subsequent version and now at Halley VI. I hope the summer 2020 party can still find it! A photo would be good.

Now where is the ice for my G + T?

Bob Wells

Thanks for the memories Def.

The mentions of Campbell-Stokes reminded me of a framed display of burnt sunshine recorder cards showing a very long (5-6 days?) period of continuous sunshine. I strongly suspect that this must have been at Halley Bay, but, if so, I can't spot the frame on the wall in my blurred photos of the pin-ups on the met office or in smoke-filled lounge. I haven't had any joy trying to trace this with Google. Can anybody help?

Does Halley hold the record for the longest period of continuous recorded sunshine? Did it ever? Have I gone doolalley? (No need to answer that one!).

Dave French

Hi Bob, Re sunshine trace at Halley. Seem to remember there was about 120 hours of continuous sunshine in early Jan. 1968 at Halley I. Somewhere I have met records so will hunt through archive on my hard drive. I visited Cambridge in 2011 to collect and photograph the met official records. Will contact you again.

I suppose anywhere above 70 degrees latitude, between the three summer months, given cloudless sky could achieve this figure. I expect Amundsen-Scott will have this record.

If you are stuck for any Christmas meals then try this one

I am sure many Fids will remember !!!!!

SPECIAL BAR RATION HF/5 Approx. 6 oz (170 gm)

In Emergency can be eaten uncooked

For Stew Crumble 1-oz (28gm) of Bar into 4 fl.oz. (110 ml.) water. Bring to boil, stir about 5 minutes.

Add salt and broken Ration Biscuit if desired.

For Soup increase water to 14 fl.oz. (400 ml.), simmer for 15 minutes.

HORLICKS LTD., SLOUGH, ENGLAND

Snippets and Letters

(MARK VIII)

LOOK before you COOK

EXCEPT FOR BISCUIT OR BREAD WHICH YOU SHOULD HAVE DRAWN SEPARATELY, THERE IS ENOUGH FOOD IN THIS BOX FOR 10 MEN FOR 1 DAY (OR 5 MEN FOR 2 DAYS, 3 MEN FOR 3 DAYS)

SUGGESTED MEALS—10 MEN FOR ONE DAY

TYPE "A" COMPO	TYPE "B" COMPO	TYPE "C" COMPO	TYPE "D" COMPO
Breakfast Oatmeal Blocks Bacon Biscuits or Bread	Breakfast Oatmeal Blocks Sausage Biscuits or Bread and Marmalade	Breakfast Oatmeal Blocks Ham and Eggs Biscuits or Bread	Breakfast Bacon and Beans Biscuits or Bread and Marmalade
Main Meal Soup Corned Beef Veg. Salad in Mayonnaise Mashed Potatoes Tinned Fruit Biscuits or Bread	Main Meal Soup Stewed Steak Carrots Peas Mashed Potatoes Mixed Fruit Pudding Biscuits or Bread	Main Meal Soup Steak and Kidney Pudding Peas Diced Mixed Veg. Mashed Potatoes Rice Pudding Biscuits or Bread	Main Meal Meat and Vegetables Jam Roll Pudding Biscuits or Bread Lemonade
Tea Meal Salmon Cheese Biscuits or Bread Margarine Jam	Tea Meal Luncheon Meat Cheese Biscuits or Bread Margarine Jam	Tea Meal Hamburgers Cheese Biscuits or Bread Margarine Jam	Tea Meal Rich Cake Cheese Biscuits or Bread Margarine Jam
TYPE "E" COMPO	TYPE "F" COMPO	TYPE "G" COMPO	
Breakfast Sausages and Beans Biscuits or Bread	Breakfast Oatmeal Blocks Bacon Sausage Biscuits or Bread and Marmalade	Breakfast Ham and Eggs Biscuits or Bread	
Main Meal Soup Irish Stew Ginger Pudding Biscuits or Bread	Main Meal Soup Casserole Steak and Onions Beans Carrots Mashed potatoes Tinned Fruit Biscuits or Bread	Main Meal Mutton, Scotch Style Apple Pudding Biscuits or Bread Orangeade	
Tea Meal Ham and Beef Cheese Biscuits or Bread Margarine Jam	Tea Meal Luncheon Meat Cheese Biscuits or Bread Margarine Jam	Tea Meal Ham and Beef Cheese Biscuits or Bread Margarine Jam	

IN ADDITION EVERY BOX CONTAINS :—

TEA, SUGAR, MILK, CHOCOLATES, SWEETS, MATCHES, LATRINE PAPER, CAN-OPENER, SOAP, SALT, PALUDRINE TABLETS AND TWO RECLOSURE LIDS.

IMPORTANT

The seven menus "A", "B", "C", "D", "E", "F" and "G" are intended to avoid monotony. You should, therefore, ensure that you receive a different type each day

SEE OVER

44158 44013

Wt 39085/7944 85100 7/57 WOP

THIS IS GOOD FOOD—

DON'T SPOIL IT!

BY BAD COOKING

COOKING INSTRUCTIONS

HOW TO COOK YOUR MASHED POTATO POWDER :—

Use an empty 1-lb. can as a measure.

To 2½ measures of boiling water, add ½ measure of cold water and one half teaspoonful of salt. Sprinkle in the whole contents of the Potato Mash Powder can, stirring well until reconstitution is complete.

NOTE

The quality of the product can be improved by :—

- (a) adding ½ measure of cold milk (equal parts of tinned milk and water) instead of cold water.*
- (b) melting a pat of margarine in the boiling water before addition of the cold water.*

RECLOSURE LIDS

The two lids included in the pack are for re-closing cans which have been only partly consumed. You will find these lids particularly useful for the large tea and sugar tins.

OATMEAL BLOCK

Your Oatmeal has been supplied in the form of a biscuit which can be eaten cold and provides a handy munching bar on the march.

HOW TO MAKE SOUP

The contents of the Soup Powder tin will make 4 pints of soup. Measure water carefully and divide the powder if smaller quantities are to be made. According to the quantity required, add one quarter of the powder to each one pint of COLD water and mix. Bring to the boil while stirring and simmer for two minutes. The soup is then ready to drink.

NOTE

The smaller section of a mess tin filled to centre of lower rivets equals one pint.

DON'T WASTE

-

DON'T FEED FLIES

Letter from Peter Noble in regards to the front cover of Magazine 83

Hi Keith,

Hope you are surviving and healthy, and would you consider the following as a letter to the magazine:

I remember that ladder up to Perla Dan's foredeck (issue no.83) and battling through the blizzard, and thank God there was no Health and Safety Act to hamper us. I can imagine the message back to HQ nowadays,

"Sorry but we're abandoning the lads on the ice in the blizzard because we can't allow anyone to climb a 20 foot ladder" or even "There's a bit of wind here and we're not letting anyone outside to lower a ladder, the lads on the ice are not my responsibility."

I recall some years ago being shown around the garage in Cambridge and being told proudly that vehicles in Antarctica could be shut down remotely from Cambridge if there was a problem. The only problem

Snippets and Letters

I could see was a lack of trust in their diesel mechs on base, a sentiment I expressed and which received a blank expression of incomprehension.

There was a time when we were trusted to have initiative and be sensible, sadly those days are gone. Some years after BAS I ran an outdoor education centre in the Pennines: climbing, canoeing, sailing, caving, all led sensibly by instructors I trained, and operating at agreed sites suitable for our school children; and then HSE struck... My centre was checked out by one HSE officer who said he was sorry for schools that were being made to bend to a law designed for the mining and steel industries. That law effectively switched the concept of responsibility to one of blame and bosses ran scared to the lawyers who rubbed their hands in glee. Hiding behind the biggest defences they could muster my bosses demanded that every instructor possess a high national instructor qualification in every activity they led; I don't think there's anyone in the country so qualified! So we stopped most of the activities, clients stopped coming and the centre closed... and kids went without that valuable personal development experience, possibly their Antarctica.

I just hope that the initiative that BAS allowed in the 'old days' is not totally dead

INFORMATION WANTED IN REGARDS TO
DON 'Diesel' ATKINSON
ex HORSESHOE ISLAND 1955 -1956

**The Club has had a request from Rich Atkinson rich@airteam.com.au
the great-nephew of Don (Diesel Don) Atkinson) for any information on his life. Rich is writing
a family history**

Rich writes

I grew up in Cornwall and knew Don while I was a child and he lived in Ponsanooth. I also knew his brothers Eric and Tom, my grandfather. Don used to look after me sometimes, but he moved to Spain in the early 80s after his wife died and the family electrical company went bust. Donald and his wife Doreen didn't have children, and so I have taken it upon myself to learn and document as much about him as I can!

Donald's fascinating story, published in 1958, "Antarctic Holiday". (The table of contents is clickable: <https://www.frcc.co.uk/wp-content/uploads/2016/01/Vol18-2.pdf>), was only recently introduced to me by my uncle, his nephew (Malcolm). Malcolm was very fond of Donald and has many stories; although being "second hand" and from 60+ years ago they are somewhat thin in detail.

I have collected stories of his mountaineering exploits, and some anecdotal stories about his time in FIDS (building cairns, naming peaks, unloading the JB only to lose the equipment as the ice broke off, overstayng because the JB couldn't get in)... but I have very little colour around those stories.

**I would love the opportunity to speak to anyone who knew him and I would also dearly love to see the
film Richard Taylor made during Don's first year!**

CONTACT Rich Atkinson rich@airteam.com.au



A Stainless Steel Whale Tagging/ Marking Dart

**Terry Lay would like to purchase one or have a photo copy of one – any club
member who has or knows the whereabouts of one please contact
TERRY by email terry.lay1@btinternet.com or Telephone 01243 430120**

Snippets and Letters

WANTED

JOHN BLAIKLOCK is looking for information on the
'LOCATION OF THE ORIGINAL TAE ODOMETER'.

John remembers this from his childhood, and it is/was left on the last measurement recorded by the TAE.

Are there any Club members who know of its whereabouts.

Please contact Steve Dow, Benevolent Fund Secretary

British Antarctic Survey Club

BAS Club Benevolent Fund on email benevolent.basclub@gmail.com

Sent in by Michael Taylor Mid-Winter Menu – reminiscence of Martin Pinder



Martin Pinder's obituary can be found under the Obituaries section

Snippets and Letters

A Sonnet for Betty from Alan Smith

*Bill Turner, the Doc, did appreciate
you being responsive and game. He apprised
the dogs and suggested which you should mate.
He thought your offspring would be highly prized.*

*A member of our best sledging team
and a celebrated caring mother,
you were held in the highest esteem,
with those dark eyes and ancestral colour.*

*To me your welcome was always a treasure,
paws on my shoulders, your breath on my face,
a greeting of genuine pleasure
that I'm pleased to mentally retrace.*

*And until my, now numbered, days end,
"I thank you, my Signy Island friend."*

Ken Archibald and Arch from Keith Holmes

George Kenneth Archibald was the First Officer aboard RRS Shackleton in the years 1959 to 1962, and then served ten years aboard RMS Darwin on her journeys between the Falkland Islands and South America. He was born in 1933 and was a Club member until 2007.

The only anecdote I have about him is the occasion early in 1962 when he went ashore from RRS Shackleton to Wordie House (Base F) in the Argentine Islands.

At the time, the men were trying desperately to mate 'Roo' with 'Dart', a process in which Ken got enthusiastically involved.

The result was a splendid litter of pups, one of which was appropriately named '**Arch**' – the others were Lola, Lotus, Rasmus, and Tuxen.



Arch, on his dog card in BAS Archives

Snippets and Letters

As an aside, here is a list of dogs that were named after Fids, or their associates.

Dogs Named After Fids

Dog	Born	Person	BAS Experience
Abdul	Z68	Geoffrey Smith	Z67 Z68 Z69 M72 M73 Electrician
Arch	F62	Ken Archibald	RRS Shackleton
Ari	Z70	Harry Wiggans	Z68 Z69 GA
Booboo	Z61	Colin Dean	Z61 Geophysicist
Boot	T73	Steve Wellington	F73 E74 DEM
Bryn	D58	Brinley Roberts ??	Y57 E58 Radio Operator
Bunny	Z69	Vivian Fuchs	Director of BAS
Carys	R81	Carys Williams	BAS HQ Cambridge
Chico II E	E64	John Cheek	Radio Operator D59 D60 D61,E64
Dad	Z68	Alan Etchells	Z63 Z64 Z67 Z68 Tractor Mechanic
Dwarfy	E65	Tony Marsh	E63 E64 Geologist
Fergy	E73	Fergus Anckorn	E73 E74 Geologist
Frosty	D63	David Turnbull	Master of RRS <i>Shackleton</i>
Gerry	E66	Gerald Cutland	F56, F57, Chief Steward RRS <i>John Biscoe</i>
Herm	E73	David Singleton	E72 E73 Geologist
Jockali	T72	David Brown	Aircraft mechanic
John	E73	John Yates	E72 E73 Surveyor
Kelly II D	D63	William Johnston	Master of RRS <i>John Biscoe</i>
Mac	D58	Don McCalman ??	D58 D59 Surveyor
Malky	E73	Malcolm Macrae	Z69 KG70 E73 DEM
Margaret	E73	Margaret Clark	BAS HQ
Muff	Z71	Mike Warden	Z70 Z71 GA
McNab	J57	Don McNab	F56 Meteorologist
Myriam	R77	Myriam Booth	Port Stanley
Petra	D57	Petra Searle	DOS
Shrap	R78	Alan Stevens	R77, R78
Soopsey	E66	David Vaughan	E63 E64 DEM
Tom III E	E66	Tom Woodfield	Master of RRS <i>John Biscoe</i>
Tom III E	E74	Tom Woodfield	Master of RRS <i>John Biscoe</i>
Twiggy	E73	Chris/Dick Walker	T70 KG71 Z73 DEM

Dogs were also named, I think, after Hazel Corlett and Freda Salmon (both of Port Stanley) and Lisa Walker (Twiggy Walker's future wife)

FREE TO A GOOD HOME! -

**A complete set of TAE Scientific reports plus a boxed set of all TAE maps.
Contact Jonathan Walton, 07970 702084. Email: jonathan@the-waltons.co.uk.**

If I can't get any takers I will put them into a silent auction at the next BAS club or Marguerite Bay reunion. I just can't bring myself to destroy them but I really have no use for them. I am having a purge and trying to get rid of an excess of "clutch".

Features

KEN BLAIKLOCK AND THE SHACKLETON RANGE, ANTARCTICA, 1968–69

By Peter Clarkson

Geologists from Halley Bay, the British Antarctic Survey (BAS) base on the Brunt Ice Shelf had completed the geology of Heimefrontfjella to the east and, in the 1967–68 season, had completed the geology of the Theron Mountains to the south. The plan was to move farther south to the Shackleton Range to continue the geological mapping that had been started by Jon Stephenson during the Commonwealth Trans-Antarctic Expedition (CTAE) in 1957. However, it was apparent that the Shackleton Range was too far for a tractor party to support geologists working with dog teams in the mountains in the same season. The distance from Halley Bay to the Shackleton Range was 600 miles, due to having to round the head of the Slessor Glacier that was uncrossable in its middle and lower reaches. It was decided that the geologists on base, Michael Skidmore and Peter Clarkson should, instead, go north-east to Vestfjella in Dronning Maud Land.

Sir Vivian Fuchs, Director of the British Antarctic Survey (BAS), was discussing BAS field plans with the Americans at the X SCAR (Scientific Committee on Antarctic Research) Meeting in Tokyo during June 1968. He spoke of the intention to go to the Shackleton Range. The Americans said that they had trimetrogon aerial photographic coverage of the range and wished to make a map but did not have any surveyors readily available to go into the field to put in the ground control. Sir Vivian said that he would have no difficulty finding surveyors but explained the logistic complications to place field parties there. The Americans replied that they could get there with their Hercules aircraft so why not establish a joint field programme. Suddenly the Shackleton Range was within reach.

Sir Vivian telexed Halley Bay and asked for preparations to be made for a 4-man party to go into the field; two general assistants from the base who would be joined by two surveyors who would fly in with the Americans. The Base Commander replied that, as there were already two geologists on base they should have priority. Sir Vivian agreed but said that the deal was for two surveyors or there would be no flight; perhaps the geologists could be added as excess baggage! Field equipment was cut to the minimum, most of which was repacked in lighter weight containers, and eventually the geologists, a third dog team with all the necessary food and equipment, were squeezed into the weight limit for the aircraft.

Sir Vivian had asked his old friend Ken Blaiklock if he would be able to go and continue the survey that he had begun a decade earlier. On 22 November 1968 a Hercules landed at Halley Bay with Tony True, a young, newly recruited surveyor and Ken Blaiklock aboard. The aircraft was soon loaded with 6 men, 27 dogs, three sledges and camping units, and all the necessary supplies for a 3-month stay in the mountains. As we flew south the weather deteriorated and visibility was very poor. The first attempt to land was very bumpy, probably crossing large sastrugi, but a second attempt was successful. We were on the ground and quickly tipped out of the rear of the aeroplane with all our gear. The navigating officer told us we were on the south side of the range, on Recovery Glacier, and Mount Greenfield was about 11 miles to the north. Within 45 minutes the aircraft departed in a flurry of snow and paraffin fumes and quickly disappeared into the cloud.

The weather cleared over night and Tony took a sun shot to determine our latitude. Mount Greenfield was actually about 30 miles to the north so we were a long way out on the glacier. It was decided we should spend several days moving everything about 20 miles nearer the mountains otherwise each resupply trip to the main depot would take 2 extra days, assuming we could locate it so far from any landmarks. By 3 December the new main depot had been established and the following day Ken and Harry Wiggans with the Beatles dog team, set off for Mount Greenfield, while Nick Mathys and Tony with the Mobsters, stayed at the depot to measure the line to Mount Greenfield. Mike and Peter with the Hobbits left for the western end of the range to familiarize themselves with the geology described by Jon Stephenson.

The survey work was proceeding gradually but a week later came to an abrupt halt when Nick broke his leg. Ken and Harry joined Nick and Tony after a few days and then they began the task of sledging Nick back to the main depot, where Mike and Peter joined them. A new plan was needed. Ken and Harry would continue the survey traverse while Tony would stay camped at the depot with Nick. There Tony would make a long series of sun transit observations to provide a very accurate latitude and longitude position on which to base the triangulation network. The geologists would continue with their geological mapping.

Ken and Harry sledged to the last survey station where they left the tellurometer slave unit. Then they sledged to the next survey station where Ken would camp in the pyramid tent while Harry returned alone to the previous station to camp in the emergency 'pup' tent. He operated the tellurometer slave unit while Ken measured the line and while Ken did the theodolite triangulation, Harry sledged back to join him. Then the

Features

process would be repeated. This was all very much slower than the original plan when the two survey parties would leapfrog one another from station to station.

At one stage, Ken and Harry were sledging north across the centre of the range towards Mount Lewis. When their target came in sight they headed straight for it. Suddenly they stopped and turned to one side as they realized they were about to sledge over an icefall. Ken had looked at the original CTAE map earlier and wondered why there was a dogleg in the traverse. 'Now I remember!' he said.

Later in the season, Ken and Harry changed their *modus operandi*. They took the Beatles and the Mobsters so that they could leapfrog each other as originally planned. Of course, this meant a lot of solo sledging by both of them. They made sure that this was not officially reported. Much later we learned that Sir Vivian realized from our reports what was happening but, having great faith in Ken and Harry, decided not to forbid the solo sledging because he hadn't been formally told! Ken did say that he was always relieved when he heard Harry come on the radio each evening.



*Shackleton Range Survey and Geology party, 1968–69.
Left to right: Tony True, Ken Blaiklock, Harry Wiggans and Suaq, Mike Skidmore,
Peter Clarkson and Nick Mathys
Photo Peter Clarkson*

It was a tremendous privilege for us to be in the field with Ken. Not only did he have a wealth of experience but he also had a wonderful fund of tales to tell from previous field seasons, as well as one from the beginning of this season. The aircraft that brought them from McMurdo Station had landed to refuel at the US Amundsen–Scott Station at the South Pole. Everyone disembarked to stretch their legs and visit the station.

A young American approached Ken and said 'Say! I suppose this is your first trip to the Pole.' Ken replied 'Actually I came here with a dog team once!' He would tell us stories of being stranded at Stonington Island in 1948–50 and numerous stories of CTAE, especially that dreadful first winter living in the Sno-cat crate. He also told us about the luxurious life on base when he spent two winters with the Belgians.

The American Hercules arrived in the early hours of 26 January 1969 to collect us. The crew expressed amazement on seeing Nick with his leg in plaster and asked why we hadn't requested air evacuation for him. The truth was that we were afraid that such a request could well have resulted in the entire party being evacuated.

Looking back, it was an amazing field season with its various trials and tribulations but one that was ultimately successful. That it was so successful must largely be credited to Ken who, though he never claimed to be the leader, was quietly in charge, guiding the various decisions that had to be made. It was a pleasure to work with him.

Features

SLOW BOAT TO SOUTH GEORGIA

By Alan Smith

Harold (Smith) and I boarded the RRS John Biscoe, it was due to leave at 16.30, bound for South Georgia and Stanley. We had been informed, that the trip would be a slow one as the Biscoe had come off second best in an encounter with some ice and that its propeller shaft was bent.

The date was the 12th of April 1955.

My two previous trips on her were memorable for the smell of the wardroom. It was a mixture of fuel oil and boiled cabbage. This time there was an additional smell and I queried what it was.

A voice said, "That'll be Roger's (Banks) Limburger cheese!"

Roger offered me a piece.

My rejoinder was, "If it tastes as bad as it smells, then, "No thank you."

In a wire cage on the aft deck was a small group of Adelie penguins. Roger had brought them aboard with the intention of presenting them to the London zoo. They were a sorry looking group and Roger admitted that they were not eating. I joined, with several other Fids, in persuading him to release them. At first, he was loath to do it, but finally he came round to our way of thinking.

A day or so later Eric (Salmon) addressed those in the wardroom. It was a challenge to a game of Chess, which was greeted by a series of moans and a few ribald comments. He repeated the challenge with the same result. Obviously, he had the measure of the lot of them.

I could play. However, I gave the game away when my younger brother consistently beat me. I reasoned that to play would pass some time away so I said that I would give him a game. He was happy and I noticed that we had several on lookers. I beat him! He noisily demanded another game. Reluctantly I agreed and in front of a larger audience I beat him again. He wanted another game but I rejected the demand. I did not want to jeopardise my reputation.

The RRS John Biscoe briefly called in at King Edward Point to take on two exiting Fids. I was also able to catch up with several "locals" whom I knew from my sojourn there in 1953.

There were three operating whaling stations on South Georgia at the time. They were at Grytviken, Husvik and Leith Harbour/Stromness, of Shackleton fame.

At Leith Harbour there were two floating docks, which could easily handle the requirements of the whale catchers and tow boats but the RRS John Biscoe was a different matter.



*RRS John Biscoe in the dry dock at Leith Harbour
– photo Alan Smith*

She was very carefully guided into the larger of the two docks but protruded beyond the front and rear ends of the dock and when the water was pumped from the tanks her keel was still below the sea level. The engineering people constructed a temporary timber platform to enable them to get at the propeller shaft and set to work.

On the third day the Biscoe slowly reversed out of the dock and belatedly departed for Stanley.

Features

BAS MEDICAL UNIT (BASMU) – The evolution of Medical Support Services

By Jenny Dean

Sue Lawrey, the long serving Practice Nurse with the BAS Medical Unit (BASMU) passed away in July 2020 (see obituaries). This sad news prompted interest in a short article that describes the significant behind the scenes role of BASMU support staff in assisting, preparing and caring for staff deployed on Antarctic service. To give a flavour of BASMU's responsibilities this article describes Sue's day to day work and her significant contribution. This is followed by a brief history of the evolution of BAS medical support services over the decades.

Sue joined BASMU as Practice Nurse over twenty years ago. She was previously an Accident & Emergency Sister at Derriford Hospital, Plymouth. She acted as a conduit between her 'patients' i.e. BAS applicants and appointed staff and BASMU medical staff (Senior Medical Officer, General Practitioners and Consultants). She ensured that medical issues identified from potential recruits, deployed and returning staff were followed up and resolved. This included booking scans, x-rays and other essential specialist appointments. Many BAS staff due to travel South in part owe the opportunity for their Antarctic adventure to Sue's tenacity to spot and resolve problems and chase down outcomes in a timely fashion so as not to delay or risk their departure. Sue's pre-BASMU time at Derriford Hospital and her deep knowledge of NHS processes and procedures allowed her to navigate the system to follow up issues.

Along with her BASMU colleagues, Sue assisted in mentoring the newly appointed BAS doctors during their pre-deployment training in Plymouth. This developed good working relationships that created excellent day to day contact on all routine issues throughout the doctors' time on bases and ships. She freely advised from her nursing perspective, recognising that nursing, and to an extent pastoral care, are important remits of the remote care medic that some won't necessarily have experienced.

As with all BASMU staff it was important for Sue to understand precisely the special relationship that has to exist between the Medical Unit and delegated non-medical staff at Cambridge. A trusted balance needs to be maintained that is always non-intrusive and deferential to the rights of the 'patient' and protocols of confidentiality.

Sue compiled and maintained medical records including immunisations, along with advice on protections required and recommended. She monitored monthly medical reports, followed trends and, keeping "a weather eye", helped identify potential areas of concern. She assisted in the production of statistics to advise BASMU and BAS senior management.

BASMU are responsible for First Aid training and the provision of medical supplies and Sue supported these essential requirements that contribute to duty of care for staff and visitors both pre- deployment and while travelling to and serving in Antarctica.

Sadly, despite Sue's 23 years' contribution in the development and success of BASMU, personal circumstances prevented her from fulfilling her own ambition to experience 'South'.

History of BASMU

Prior to the 1980s medical support was obtained from a devolved range of sources: London, Aberdeen, local Cambridgeshire ex BAS GPs, various medical specialists around the country and industrial pharmaceutical suppliers. If any back up advice was requested by Medical Officers in Antarctica, this would have been relayed via radio sheds, often via Stanley or telex. It could take some time before an answer to a medical question was received.

Terry Allen, (BAS Club Committee Chairman until this year; and Medical Officer Adelaide Base T 1969), remembers that in late 1968 there was virtually no prior preparation for the job in hand. They went to the National Institute for Medical Research (NIMR) at Hampstead and had a lovely time, but it was about setting up research, and there was no actual instruction about medical challenges that might occur. They were at the Senior House Officer (SHO) level for medical training i.e. Terry had done the usual year of house jobs, and then a further year split between 6 months' casualty and 6 months as a surgical SHO plus several short G locum jobs. However, in those days junior doctors were much more "in at the deep end" with a lot of decision-making and more hands-on experience than today. So, going as a FID doctor without much additional training and support was not too daunting.

Features

BASMU formed as a coordinated medical unit by degrees in Aberdeen, led by Prof Nelson Norman (MO, Halley, 1959) at the Centre for Offshore Health (COH) under the Robert Gordon Institute of Technology (RGIT), now the Robert Gordon University. The BASMU acronym first appeared in the very early 1980's. Richard Hanson became a principal point of contact at BAS as the medical liaison between BASMU and BAS from early 1983, a responsibility currently held by James Miller. Alan Milne (MO, Physiologist, Adelaide Base T 1970 & Joint Services Expedition to Elephant Island) became its first official appointed SMO circa 1984.

This system was formalised in 1986 through the official establishment of the BAS Medical Unit (BASMU), within the RGIT in Aberdeen.

At that time the provision of an integrated system of healthcare included much of what continues to be provided today:

- Pre-employment medical examinations for all personnel in order to establish medical fitness to work in or visit the Antarctic
- Recruitment and preparation of medical staff to work on the Antarctic stations and the ships
- First aid training for non medical personnel
- Emergency and other less urgent specialist and routine back up in Aberdeen for medical staff working in the Antarctic, via voice, facsimile and telex satellite communications.
- Determining requirements for medical supplies and equipment for use on the stations and the ships and for field parties, aircraft and emergency stores.
- An overall advisory role including development, on all medical matters relating to BAS activities.
- Facilitation of Doctor's research programmes

In 1996, BAS was required, by public accountability regulations, to formally tender the BASMU service. The contract was awarded to Plymouth University Hospitals NHS Trust (Derriford Hospital), effective from April 1997. The bid was led by a team that included Denis Wilkins (MO, Physiologist, Halley Bay, 1969), Chris Andrews (MO, Physiologist, Adelaide, 1973), The Derriford Medical Director, Iain Grant (A&E Consultant, Plymouth Hospitals NHS Trust) and Peter Marquis (GA, Rothera 1986-88, BC & Field Ops BAS with 8 seasons south). Peter was recruited to manage the unit, which he did until he retired in 2019.

Subsequently Plymouth University NHS Trust successfully retendered to retain and develop provision of remote care health services to BAS.

The continuing evolution of BASMU medical support services benefits from the communication, technological and logistical revolutions of recent years and adjusts to changing regulations and of people's rights and expectations.

Beyond the dedicated duty of care described above new challenges will always arise, whether it is a new issue within the context of routine provision or even advice and procedure in the advent of a global pandemic!

The BASMU team in Plymouth today consists of:

- Clinical Lead Matt Warner
- Clinical staff: Drs Anne Hicks (past clinic lead), Dave Farrance
- BASMU Fellows: Drs Jenna Plank, Alicia Tomkinson
- MOD affiliates: Drs Si Horne, John Lowe, Dave Potter
- Current Deployed doctors: Drs James Bowyer, Klara Weaver (R) Kat Ganly, David Silley, (KEP), Rachel Varnam (JCR)
- BASMU Manager: Mike Dinn
- Practice Nurse: Alison Hunt

This article has focused on medical support services and in tribute to *Sue Lawrey*. The importance of the role and experiences of doctors deployed South and other medically related topics, for example medical research, are acknowledged and deserving of longer separate account.

Thanks are extended to those who provided background on Sue and BASMU.

Features

LOOKING BACK DURING LOCKDOWN

Dr David Brook OBE

It is now 16 years since I retired and about 10 years since I last carried out consultancy work after my retirement. I have not been totally inactive during the time since then as I have been involved with the HCNRG, the Harrow & Hillingdon Geological Society, the Harrow Natural History Society, the Geologists' Association and the London Geodiversity Partnership. However, I have gradually withdrawn from active participation in most of these groups so lockdown has not been too different from my normal life.

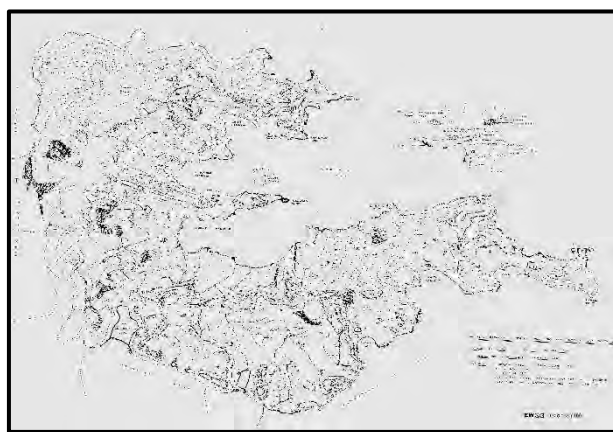
In thinking about what a retired geologist does in lockdown, one thing I have been actively doing is to reflect on my early years as a geologist with the British Antarctic Survey (BAS) and to look at how things have changed on the ground since that time. I have been aware of some of these changes through the activities and publications of the South Georgia Association (www.southgeorgiaassociation.org) and the British Antarctic Survey Club (www.basclub.org) as well as BAS.

I had travelled south on *RRS Shackleton*, leaving England in October 1965 and after stops in Montevideo, in Uruguay, and Stanley, in the Falkland Islands, we arrived in South Georgia in early November. The island had been mapped topographically and geologically during the South Georgia Survey expeditions led by Duncan Carse in the mid-1950s, with Alec Trendall (2011) as the geologist. Subsequently, Neil Aitkenhead and Phil Nelson had mapped the area around Cumberland East Bay, distinguishing contacts between the quartzofeldspathic Sandebugten Series and the volcanoclastic Cumberland Bay Series on the Barff Peninsula.

After 3 days based at Godthul Harbour on the northern end of the Barff Peninsula to familiarise myself with the previous work, I transferred to the disused whaling station at Husvik, in Stromness Bay, to continue the geological mapping of the area between Cumberland West Bay and Fortuna Bay. I was assisted in the field by Alec Bottomley, a second-tour man who was an experienced member of the Craven Pothole Club. My mapping area was bounded on the south by the Neumayer Glacier and on the east by the König Glacier and it is the changes in these glaciers that are most noticeable. My field maps were enlargements to 1:50,000 scale of the 1:200,000 scale map of the island produced by the Directorate of Overseas Surveys (DOS). Once we started using them, we realised their inadequacy so Alec assisted greatly in the exercise by putting his cave survey skills to excellent use to produce a more accurate 1:50,000 map of the area.



Extract from the DOS map of South Georgia showing the area mapped by Aitkenhead & Nelson and that I mapped.



Revised map of the area between Cumberland West Bay and Fortuna Bay prepared by my field assistant Alec Bottomley.

I must confess that I was a little lost when it came to the geology. I found the identification and interpretation of complexly folded and faulted Andean volcanoclastic sediments of the Cumberland Bay Series a little difficult and my geological work was eventually incorporated in the work by Mike Skidmore (1972), the geologist who came after me in South Georgia and at Halley Bay.

The geomorphology was, however, of considerable interest, particularly the raised beaches and elevated rock platforms around the coast and the scree benches around 2 lakes alongside the Neumayer Glacier, one of which was dammed by the glacier and the other by moraine (Brook, 1971). Once again, Alec's surveying skills were put to full use while I struggled with the geology. The lake at the southern end of the Olsen Valley had more but narrower benches and assuming that they represented temporary still-stands during recession of the glacier, their formation had clearly ceased as the glacier no longer formed the dam. Gulbrandsen Lake on the other hand was still dammed by the glacier and it was quite possible that more benches would form as the lake level fell further.

Features



Scree benches, lake at southern end Olsen Valley – photo Alec Bottomley



Lake at southern end Olsen valley showing extent of Neumayer Glacier (Photo by Alec Bottomley)



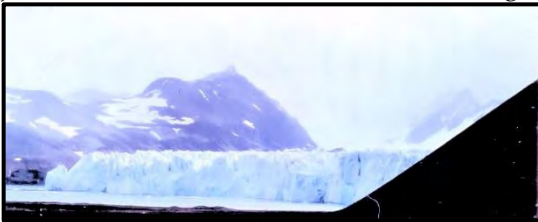
Gulbrandsen Lake 16 November 1965

Photo Alec Bottomley



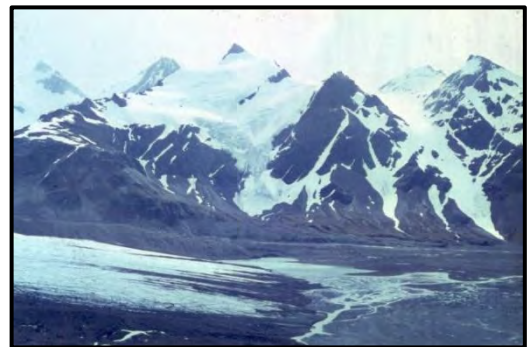
*Gulbrandsen
Lake
31 December 1965*

As for the glaciers which formed the boundaries of my mapping area, the Neumayer Glacier terminated in a heavily crevassed floating zone with calving of small icebergs from the end-cliff, while the König Glacier just tailed off into a short zone of outwash gravels extending to the shore of Fortuna Bay.



Neumayer Glacier snout floating in Cumberland West Bay

*König Glacier snout
& outwash gravels at
the head of Fortuna
Bay*



I first became aware of significant changes when I looked at the Environment management plan for South Georgia (EMP 2000), published in 2000. This clearly showed that the scree benches around Gulbrandsen Lake were much more extensive than they had been when I was there and that the lake itself had reduced considerably in size due to retreat of Neumayer Glacier. Chalmers Clapperton (1971) visited Gulbrandsen Lake 2 years after I had and recorded at least 30 abandoned shorelines extending to at least 50m above the lake, while we had measured 6 extending to 20m above the lake (more may have been present but they were not visible at the time of our 2 visits to the lake).



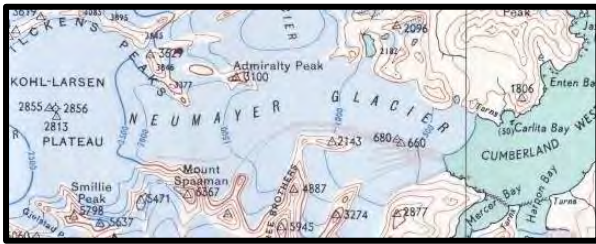
*Scree benches around Gulbrandsen Lake
(McIntosh & Walton, 2000)*



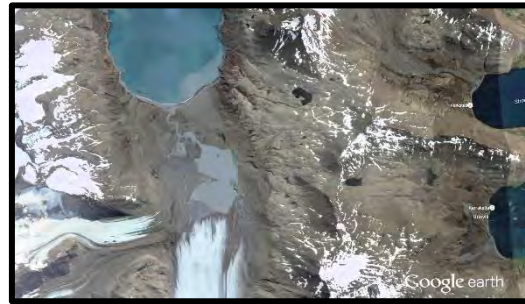
A much reduced Gulbrandsen Lake

Features

BAS have also produced a 1:50,000 scale map of the area around Stromness Bay, essentially the area I was working in, and I believe that Gulbrandsen Lake is no longer marked on that map. The series of satellite images below illustrate the changes that have occurred this century and how the lake initially shrank before finally disappearing, while the glacier retreated, dramatically lengthening Cumberland West Bay.



Neumayer Glacier 2005



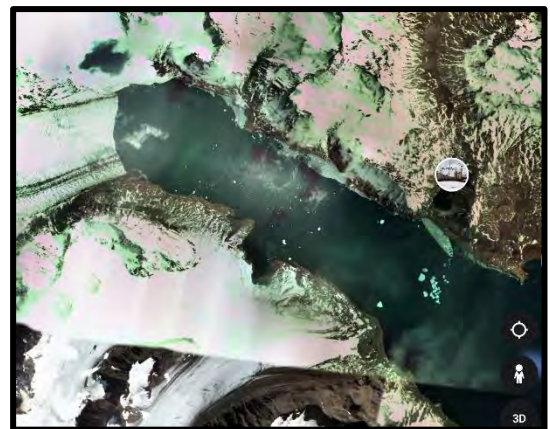
Neumayer Glacier 2009



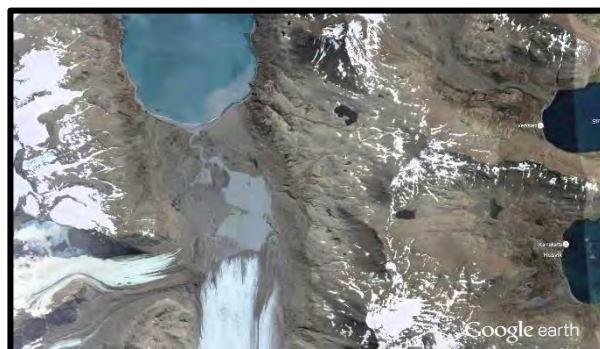
Neumayer Glacier – 2015



Neumayer Glacier 2016



These final two images show the retreat of the König Glacier from its position very near the head of Fortuna Bay. The glacier snout in 1965 was only about 2-300m from the shoreline but there is now a much greater spread of outwash gravels between it and the shore.



König Glacier & the head of Fortuna Bay 2015

König Glacier 2020 (Google Earth)

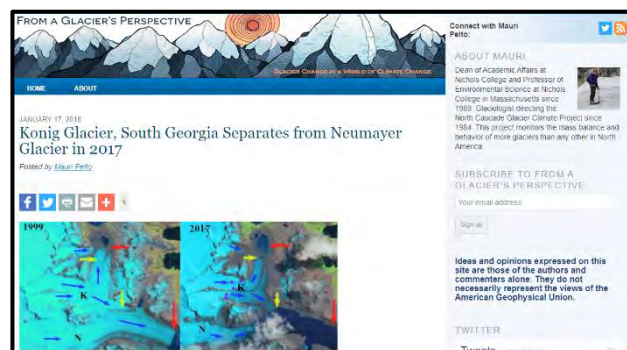


Features

Interestingly, while I was preparing this short piece about the changes in South Georgia glaciers since I had worked there in 1965, I came across the American Geophysical Union's Blogosphere (<https://blogs.agu.org/fromaglaciersperspective>), from a glacier's perspective and the two items below. This gives detail of the changes between 1999 and 2020, with an 8.8km retreat of the Neumayer Glacier and its separation from the König Glacier. I would estimate that since my time on South Georgia, the 2 glaciers have retreated by over 10km and 34-5km respectively. A sobering thought on which to conclude.

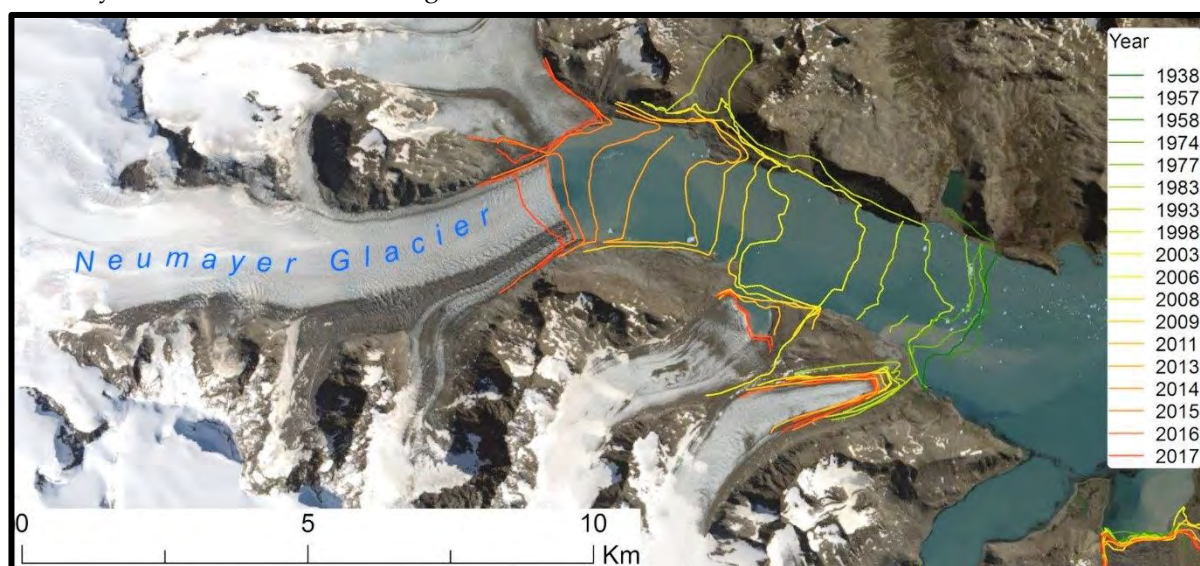


AGU Blogosphere: From a Glacier's perspective – Neumayer Glacier



AGU Blogosphere: From a Glacier's perspective – König Glacier

While this paper was being edited for the *South Georgia Association Newsletter* (Brook, 2020), its editor, Martin Collins, sent me this image from the BAS mapping team, which illustrates very clearly the changes in the Neumayer Glacier from 1938 through to 2017.



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Features

JIM FRANKS DIARY- Part X -1st September 1959 to 31st March 1960 by Jim Franks



Base 'Y' Hut and Screens



Drifting Snow



F.I.D.S. Periodical Survey 1st to 30th September 1959

Base Y - Horseshoe Islands

The weather for the first part of the period was mild with temperatures above freezing and later on high winds were experienced.

R.M. Perry and A.K. Hoskins returned to Base having completed their geological work in the Neny and Millerand Islands area. On the 29th J.L. Franks and J.M. Hunt left on a tour of depots to collect much needed dog food. Giant Petrels, Dominican Gulls and Snow Petrels have been seen quite often, but only two seals were taken

Received : 9th October 1959

Keith and Robin returned after three weeks having had to stay some time at San Martin with an injured dog.

Forgot to tell you on previous trip to this, Keith's lead dog was killed in a fight.

Malcolm and I have just returned from a trip retrieving dog food from various depots, went out to Adelaide Island then to North of Pourquoi- Pas Island across Jones Ice Shelf and back down Bourgeois Fjord, took nine days and did 112 miles in six travelling days. Saw plenty of birds, a few seal, one with pup and an emperor penguin.

Halt under the ice



Features

Panorama E. from Adelaide I. Depot (now Rothera)



Mt. Thor [Rendu]



Berg in Bigourdan Fjord



Halt in Bigourdan Fjord



Pourquois Pas Is.



Lunch under Mt Thor.



Approaching Jones Ice Shelf



Features



Approaching Jones Ice Shelf



Camp on the ice shelf



Tea in the tent



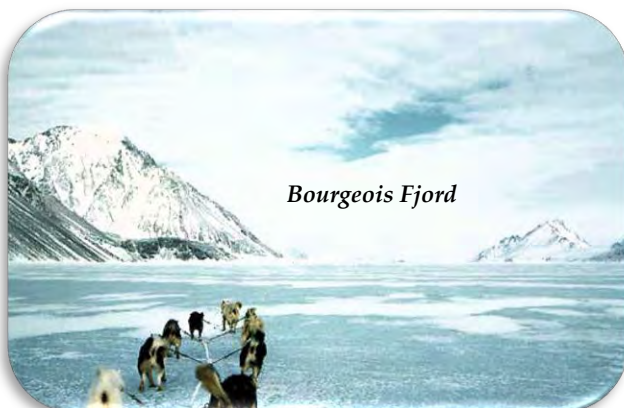
Blaiklock Island from the ice shelf



Leaving Jones Ice Shelf



Blind Bay



Bourgeois Fjord

Robin, Gordon and Keith now preparing to leave for Base 'W' to collect various items left behind when evacuated last summer.

Love Jim

Received : 26th October 1959

Robin, Gordon, Keith left two days after our return, arrived Base two days ago, one of Robin's dogs killed. Skiing going well, latest craze ice yachting. Real summer weather this month, temperature frequently above freezing. Several birds about, saw first skua today but no seals recently. If

this keeps up rest of summer, good chance of ice going out then no problem with relief.

Features



Jim & Malcolm Drilling Sea Ice



Malcolm Ringing Skua

*F.I.D.S. Periodical Survey
1st to 31st October 1959*

Base Y - Horseshoe Islands

The weather has been warm with continual snow. J.L. Franks and J.M. Hunt returned to Base on the 7th after visiting Adelaide Island and Blind Bay via the Jones Ice Shelf.

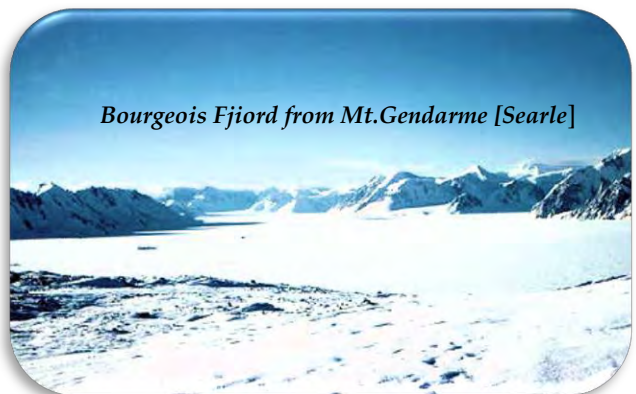
A sledging party consisting of R.M. Perry, G.D. Mallinson and A.K. Hoskins reached Base W, Loubet Coast, on the 21st, after numerous lie-ups and bad surfaces, and expect to start the return trip in a few days time.

An Emperor Penguin was seen at North Ridge Island, a Weddell seal and pup at South Pourquoi Pas and four skuas in the area round the Base.

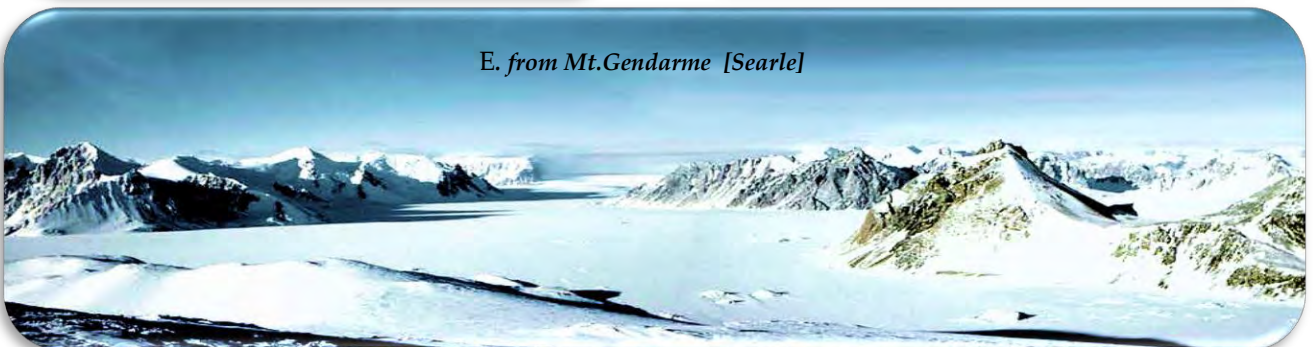
J.F. Malden has constructed an ice yacht



Homing Bay from Mt. Gendarme [Searle]



Bourgeois Fjord from Mt. Gendarme [Searle]



E. from Mt. Gendarme [Searle]

Features

SW. from Mt. Gendarme [Searle] to Lagotellerie I.



Received : 24th November 1959

At present in camp at Penguin rookery on Lagotellerie island few miles south of base collecting eggs. Keith doing geology.

Camp at Lagotellerie I. (Mt. Breaker in background)



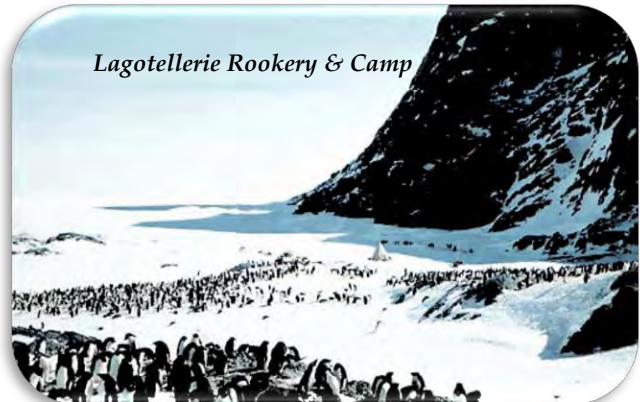
Adelie Penguin Rookery, Lagotellerie I



'Isoblene' Adelie Penguin



Lagotellerie Rookery & Camp



Keith Geologising



Summer Night in Camp



Features

Gordon just sledged out to deliver your 3rd November and collect this. Hope you realise there will be no ship therefore no mail until about March.

Others returned from base 'W' beginning of month after a journey through warm wet weather. Another dog killed in fight unfortunately. Wonderful sunny weather since we've been out, have been getting a few seals, I think, now dog food will last until relief.

Love Jim

*F.I.D.S. Periodical Survey
1st to 30th November 1959*

Base Y - Horseshoe Islands

The weather for the period was mixed, with warm spells, gales and snow.

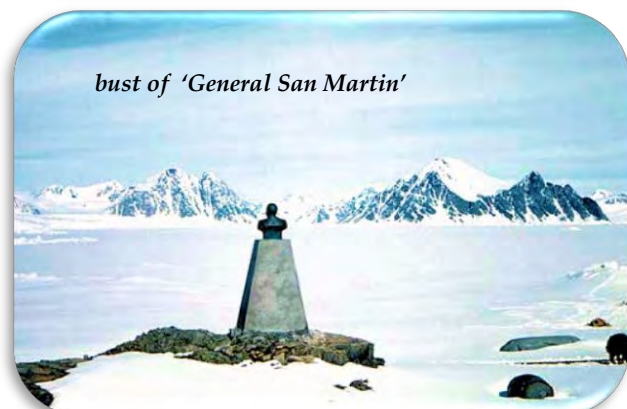
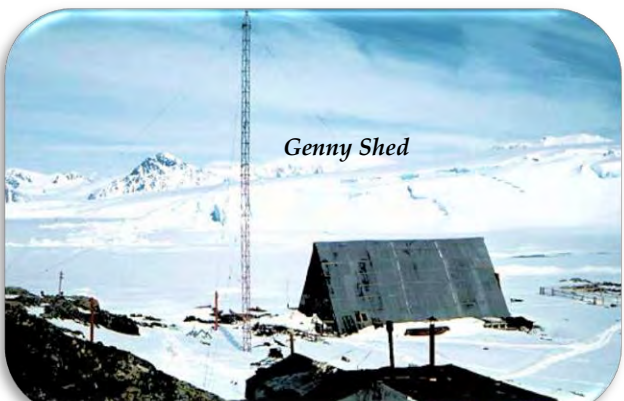
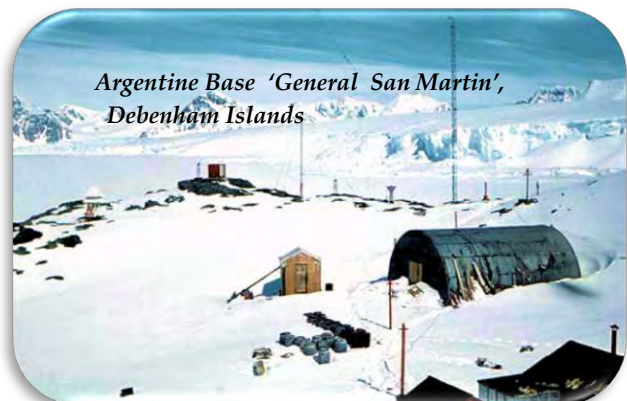
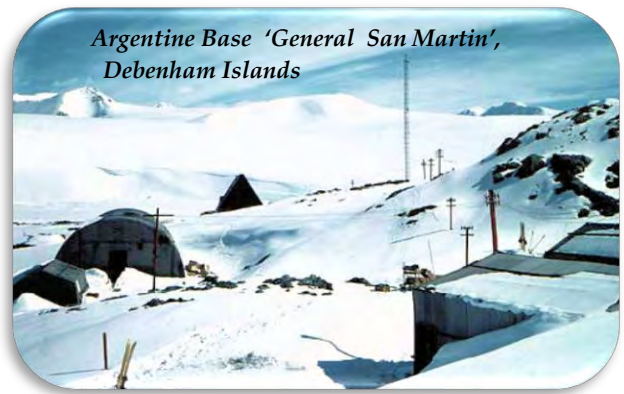
R.M. Perry, G.D. Mallinson and A.K. Hoskins arrived back at Base Y from Base W (Loubet Coast) on the 8th. The return trip had taken them ten days, two of which were complete lie-ups and others much curtailed.

J.L. Franks and A.K. Hoskins left on the 15th on a geological and egg collecting trip to Lagotellerie Island, returning on the 22nd. A.K. Hoskins and J.M. Hunt left for Base E (Stonington Island) and Neny Island to do some geological work.

Nine seals were shot and brought to Base from Lagotellerie Island.

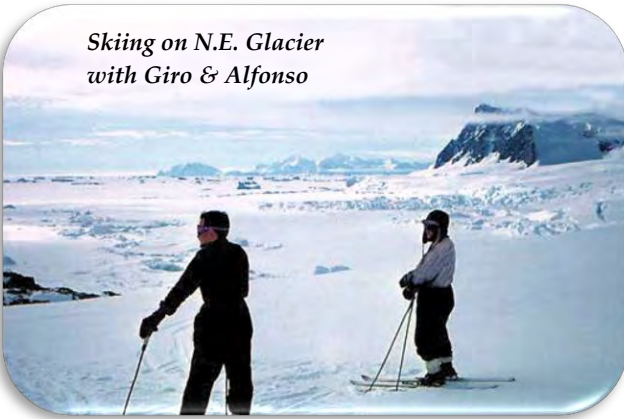
Received : 31st December

We returned from penguin rookery with 500 eggs, found three visitors from San Martin who stayed week,

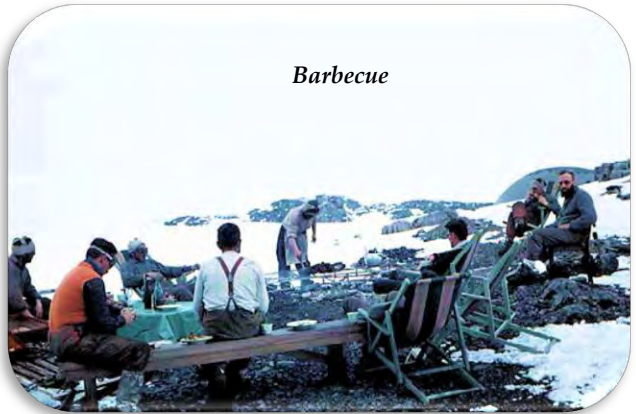


Features

*Skiing on N.E. Glacier
with Giro & Alfonso*



Barbecue



Chico Casa'



Rodriguez @ Barbecue
Rodriguez @ barbecue



Me at Met Screen



Gordon and I returned base while Keith and Malcolm went to Stonington for more geology, when they returned they brought three more visitors, pleasant time had by all lately. Weather very warm but no sign of break up. Jim

Received : 14th January

Very warm summer mean last month, just above freezing, much warmer so far this month. Ice rotting and thinning. Water seen once over thirty miles away, all optimistic on ice going out. Some fishing with line and trap through holes in ice.

Dentistry on Keith



Features

Jim Fishing in Norsel Cove



Malcolm & Jim Boating in Norsel Cove



Sunshine Sphere



Sun will set next week after about eight weeks, though due to mountains, max. sunshine here was never 24 hours.

John Biscoe, on return from Halley Bay, and Kista Dan, should be heading this way in about month's time.

All busy decoration etc.

Will I see Aunt Bessie when I get back?

Regards all, Jim

Received : 28th January 1960

Just received two letters, many thanks. Don't seem to have Whitey's address, would you answer, remembering me to him and Geoff. Yes, time rolls on, Kista Dan arrives Deception today with aircraft, and we have spoken with pilot about landing facilities here, though we all hope for the ice to go out so there will be no difficulty with proper relief. Dogs all doing well though getting rather short of snow to picket them on, doctored one for abscess weeks ago, most successful.

Patient Frankie

Me & Alpha



Features

F.I.D.S. Periodical Survey

1st to 31st January 1960

Base Y - Horseshoe Island

The weather was mild and the ice became unsledgeable with deep pools of water on the surface. With the snow disappearing the tide cracks were widened.

Base activities were mostly end-of-season jobs. A.K. Hoskins was busy packing his geological specimens and making a plane-table map of the area. J.F. Malden took advantage of the extended tide cracks to lower a fish trap in which he caught starfish and sea urchins. Using a hook and line he also landed two notothenia. Diversion was created by the discovery of life, presumably rotifers, in freshwater melt pools among the rocks.

Received : 16th February 1960

Well this should be the last airletter.

The Kista Dan is at Base 'F' awaiting a favourable ice report from aircraft reconnaissance to come down here, flew today but didn't come within sight. Fast ice still much the same but weather continues very warm so still hopes of it going out.

Plenty of work to do, continually moving dogs and trying to keep them clean on this wet snow. Many thanks birthday greetings received on previous day. Love Jim

F.I.D.S. Periodical Survey

1st to 29th. February 1960

Base Y - Horseshoe Island

The weather was warm and a considerable amount of rain fell during the latter half of the month. The three summer months of this year have a substantially higher average temperature than any previous British records for Marguerite Bay show.

It is considered that the general snow level is at its lowest since the erection of the Base.

G.D. Mallinson spent a lot of time tracing faults in, and changing, the transmitters, while A.K. Hoskins packed his geological specimens, and made external and internal improvements to doors and windows of the Base hut to exclude rain, drift and draughts.

Five seals were caught during the month and the stock on Base now totals 16.

The normal routine of the Base was carried out.

Base 'Y', Horseshoe Island

14th March 1960

Things have been happening but so far nothing has happened here. Kista Dan came south, got stuck in heavy pack and pressure about 100 miles west of us and drifted south for a fortnight. Argentine Icebreaker San Martin was in same position and evacuated base San Martin by helicopter. U.S.S. Glacier got both ships out. Kista Dan returned north to Base 'F' and Anvers Island from where the aircraft will operate to relieve us. Now waiting for good ice for landing. May be out before you get this. Jim

F.I.D.S. Periodical Survey

1st to 31st. March 1960

Base Y - Horseshoe Island

The temperatures were only slightly lower than hitherto but the ice remained fast with many pools and puddles on the surface.

R.M. Perry, J.L. Franks, J.M. Hunt, A.K. Hoskins, G.D. Mallinson and J.F. Malden were flown out of the Base on the 19th and P.H. Grimley, C. Le Feuvre and P.D. Forster were flown in on the same day. A.G. Davis arrived on the 26th.

The initial period was spent in generally settling into the Base. P.H. Grimley has commenced a limited met. programme as suggested by R.M. Perry, and P.H. Grimley and P.D. Forster are preparing for a sledging trip to the dog food depot in Blind Bay and intend leaving on 6th April.

As the winter ice failed to break up in Marguerite Bay neither of our ships could reach Horseshoe Island. Consequently the 1959 wintering party were flown out and a small field party was flown in. The 1960 party will spend most of their time sledging in order to continue the topographical and geological survey of the area.

Fresh supplies will be flown to them in the spring.

(to be continued)

Obituaries “In Memoriam” Tributes

It is always the intention of the magazine to produce some form of remembrance of any deceased member. It can be a full-length obituary, an “in memoriam” letter, or a tribute from a close friend or colleague, with their thoughts and anecdotes. Members may submit letters and tributes at any time – even after a formal obituary has been published

ROBIN MORRIS PERRY 1930--2020

Meteorologist Detaille Island 1958 Horsehoe Island 1959



INTRODUCTION TO ME - By Robin Perry

Edith Beatrice Morris (b. 1871) was the only one of my forebears known to be specially musical. She grew up in comfort at 61 Fitzjohn's Avenue, Hampstead (London NW), was a very good pianist and on excellent terms with (Sir Henry) Walford Davies who was seventeen months her senior. Her great-uncle Thomas Dale (1808–1890) had been head of the firm George Nelson, Dale & Co. of Warwick that had successfully developed gelatine for various applications, including photography.

In 1895 she married Harold Burder Perry (b. 1869 at Crouch Hill, Middlesex), son of the proprietor of *Perry's Gazette*, a financial journal that appeared from 10 April 1828 to 2 December 1964, with slight variations in title¹. Harold had recently returned from raising (and racing) ostriches in Santa Monica (CA); probably his salad days allowance dried up and he had to come to terms with gaining a livelihood with more suitable long-term prospects. At all events he joined his elder brother Herbert in William Gradwell's, an

expanding construction firm based at Barrow-in-Furness.

Harold had to manage the property-building side, whilst Herbert and a colleague named Chambers designed and built the 'buoyant apparatus', stabilised heavy wooden benches that float off the deck of a sinking ship, with cords all round for survivors to cling to. My Bristol friend, former Avonmouth pilot, told me that among mariners they are still known as Perrybuoys!

After giving birth to three girls: Nora (1896), Monica (1897) and Jean (1899), Edith Perry finally produced my father, Leonard Edward Harold, on 2 September 1901. The two senior Perry families settled in separate houses, first at Arnside and then at Grange over Sands. Grange was ideal for retirement, more sheltered from westerly storms yet less than twenty miles from Barrow. In the 1882 timetable a fast Furness Railway train took 32 minutes from Barrow to Grange; plus another ten minutes on to Arnside. In my lifetime, up to 1948 our trains were those of the London Midland and Scottish Railway (LMS), dark red in colour.

My mother's father, James Dickinson (b. 1861) and his younger brother George (b. 1874) were part of a local family of eleven brothers and sisters. James and George² ran an inherited corn-mill at Cark-in-Cartmel, and bred horses for courses, steeplechasing and general work. James was on the Ulverston rural district council and a respected horseman, for many years chairman of the Cartmel Steeplechase Committee. With his wife Eleanor and daughters Pauline (b.1899) and Dorothy (1901), he left his beautifully situated but isolated house at Hill Mill near Cartmel and moved to the more comfortable facilities of Grange about the time of the First World War. He became an enthusiastic member of the first Grange golf course³.

Although the senior Perry and Dickinson families had little in common as to their backgrounds, with the country once more at peace the next generations got on well together. But jobs became hard to find, and many young men from northern England emigrated. My future father

Obituaries “In Memoriam” Tributes

went to New Zealand in 1926 after pledging his troth to Pauline Dickinson, and got himself employed as apprentice to an Irish dairy farmer in Waikato (North Island).

In his free time he set about building a small wooden house and, as soon as it was reckoned habitable, called for Pauline. They were married at Devonport (near Auckland) on 8 March 1927, just a week after she had landed from *S.S. Hororata* in Wellington. With their versatile horses, they broke in quite a large area infested by native vegetation, plus gorse and thistles introduced by previous colonists blissfully unaware of the consequences. It was a hard life but the butterfat value of milk from their herd rose very satisfactorily, and prospects were encouraging⁴.

Back in Barrow, the aforementioned Mr Chambers of Gradwell's died early in 1930, and a directorship in the company was apparently in the gift of Harold Perry. He wanted Leonard to come home for this. A decision had to be made quickly and sent by cable at considerable cost. A complication was that Pauline was due to give birth to me in June 1930. Not without misgivings passages were reserved aboard *S.S. Rangitane* sailing from Wellington on 19 July 1930, but luckily both myself and the ship arrived on cue and it should be assumed things went as smoothly as possible.

Gradwell's had built a group of several houses in Broad Oak, off Farnham Road on the edge of Slough with its growing trading estate, and we were allotted No.1 which was probably a show house, spacious, with a double garage and large garden. Things seemed to be going swimmingly; Mum was in her element being able to socialise again and show off her firstborn. She made a lifelong friend of the local lady doctor who monitored my incipient infancy. Dad acquired a small Rover car, and one of my more frequent rides in it was to Euston station in London to take or meet a family member from the north. I well remember the impressive Doric arch entrance, and I could rely on someone buying me a waffle with maple syrup.

My mother told me a story I find intriguing. Soon after we settled in Slough, it seems I was lying in my cot when a neighbour's son, two or three years older than me, came in carrying a toy railway signal. The old semaphore type, probably by Hornby. Of course, I have

absolutely no recollection of the incident, but it seems he suddenly threw this object at me, and could hardly miss. The signal would have been made of metal, about fifteen inches long with a base, presenting sharp corners and edges that might well damage my delicate person. Mum and others present surged to my cot expecting to find gory lacerations, but a close inspection failed to reveal anything at all. A non-event it would seem. Yet as I grew up and developed a normal boy's fascination with real and model trains, British semaphore signals always remained a particular passion.

The local primary school was close to Farnham Royal church. I didn't like it a bit. Even less did I like the headmaster, a Mr Slater. I couldn't understand why his criticism and scathing remarks were reserved for me, often echoed by the assistant mistress who, to be fair, may have been his legal wife. My parents subsequently found out that he was an implacable communist who resented what he saw as our privileged lifestyle.

School was only in the mornings, and anyway soon to be interrupted when I developed double mastoiditis and had to spend nine weeks over Christmas 1934 in Windsor Royal Infirmary.

I still remember the journey there on a fine Guy Fawkes' evening (5 November) with fireworks outside and piercing earache going through my head. That is about the only really nasty memory that remains. Before antibiotics, it seems the standard procedure was to administer a general anaesthetic and chip away at the bone behind the ear with hammer and chisel. My contentment at getting home again was consummate, though the district nurse had to come each day to dress my ears. I can still hear the sizzling H₂O₂ disinfectant, a sound soon to be taken up by permanent tinnitus.

My mother was taken aback by the way I had picked up the local Bucks/Berks accent. She loved to cite one of my early weather observations of the time: 'My! Ain't it rainin' evvy!'.

All small children are expected to have some party-trick to convince visiting acquaintances of their unique gifts. I was wheeled out to recite the order of places one passes through (by road of course) between Slough and Grange: Farnham Royal, Farnham Common, Beaconsfield, Amersham, Aylesbury, Bicester, Banbury, Kenilworth, Coleshill, and finally Lancaster,

Obituaries “In Memoriam” Tributes

Slyne, Carnforth, Milnthorpe, Levens Bridge, ‘The Derby Arms’, Lindale, Grange.

On these journeys I mesmerised myself following the telephone wires (there were many along the main roads) mentally noting oddities in the different posts. Chimney pots on houses were another feature to be observed. In the south they were small and unimaginative, whereas north of about Knutsford one found taller complex types with a serrated upper edge⁵. I was always happy to see these and know that we were nearing Grange, where I could bank on a rapturous welcome and much ‘spoiling’ for a while.

Gradwell’s did not escape the effects of the economic downturn leading to the Great Depression, and Dad was manifestly the ‘last in’. I was never aware exactly when he lost his job; he had considerable expertise in contemporary motor vehicles and was useful at various garages, and even signed up for flying lessons. We went with him to a local airfield where he was to have his initiation. As the previous client was landing in the company’s small biplane, a gust of wind must have lifted the tail and down went the nose, badly damaging the propeller and probably the engine too. We all ran across the grass to see what was to be done; nobody was hurt but Dad reckoned aviation was not for him, though he did continue to help occasionally with servicing on the ground.

We were not immediately thrown out of our house, but after my spell in hospital the family agreed we should move north and live more cheaply at Grange. I don’t remember much about the actual move, but I learnt that Mum would not be with us at Grange for Christmas 1935.

She had to remain in Slough to give birth to her second baby, and therefore missed the funeral of her father James at Cartmel on 26 November 1935.

My brother was born on 8 January 1936 and I was invited to give him a name. Somewhere we still have the letter in which I suggested Christopher John. I am not sure who had prompted that, but I do remember being under the thrall of Winnie-the-Pooh’s friend and mentor Christopher Robin, so that’s maybe where the idea germinated. Christopher was baptised at St Mary’s, Farnham Royal, when he was one day old. Soon after that he was brought up to Grange and poignantly admired. I was gratified at being able to raise a smile from him in response to some grimace, but the wee chap died from bronchial pneumonia on 6 May and followed his

grandfather to rest in Cartmel cemetery under a miniature tombstone.

Of ‘Grandy’ James Dickinson, my prime memory is when he and his close friend and golfing accomplice Fred Taylor (Mum’s godfather) made me walk up to Hampsfell hospice. They must have wished they hadn’t, because I sailed along for long stretches suspended between their arms making long bounds. Grandy cannot have lived long after that.

As it turned out, I was capable of bigger hills than Hampsfell. I think it was in 1937 that I accompanied Fred Taylor and my mother to the top of Coniston Old Man (803m or 2633 ft), walking all the way up from the hotel on the lake where Mr Taylor’s car had been parked. I still remember the view from the summit; not so much the Irish Sea with the Isle of Man on the horizon, rather the knobbly rocks on nearby Harter Fell. I climbed the Old Man again in 1938, this time with cousins Tim and Jennifer Perry and their mother, Aunt Mary (née Rhodes) recently returned from India where Eric Perry was in the army.

About then my double mastoiditis recurred, entailing five weeks in the Lancaster Royal Infirmary for more of the same. In a way I found it reassuring that my experience of going under the anaesthetic was exactly the same as it had been at Windsor. I was strictly forbidden ever to put my head under water, and therefore could only learn to swim the breast-stroke. Having natural negative buoyancy in sea- or freshwater, this quickly became tiring.

My father was an excellent driver of any vehicle, always managing to change gear smoothly even when it involved double declutching, and driving at a good steady speed without ostentation. Mother was also thoroughly at ease and reliable at the wheel. Shortly before the war broke out she got herself a red Morris Eight tourer (with folding roof). Dad, as lieutenant quartermaster in the Home Guard, was allowed to keep his Rover on the road after the war started, but the Morris had to be laid up for a while. The war over, Mum was in constant demand to give driving lessons to aspirants of both sexes. So far as I am aware, neither the police nor her insurance company made any fuss.

My mother’s sister Dorothy married Kenneth Spoor in Grange very soon after we got back from New Zealand. According to the report in the local newspapers I was present at the

Obituaries “In Memoriam” Tributes

ceremony. Ken was a chartered accountant with a practice in Newcastle upon Tyne. Roger was born to them on 21 April 1932, so we crossed the country regularly for our parents to exchange people, animals, or simply to compare notes and news. Most often it was agreed beforehand to set off by road from Grange and Newcastle at about the same time with the object of meeting somewhere near Alston in the Pennines. During the war that became more difficult, though I did the train journey once with Mum, changing at Carlisle, and then again by myself. Carlisle to Newcastle was served by the London and North Eastern railway—LNER—so it was quite like foreign travel!

Roger’s preparatory school at Newcastle was evacuated into the country towards the Scottish border. Auntie Dorothy valiantly tried to teach me to play squash when I came on a visit, but with negligible success. However, some time later when confined indoors with measles or some other ailment I came to grips with Monopoly and chess, and made out a bit better.

Mother bonded strongly with Josephine Hastings, a good ten years her senior and widow of Geoffrey Hastings, a mountaineer who had climbed, *inter alia*, with A F Mummery. She lived with her brother Maurice Gregory⁶ at *Beechgrove* in Cart Lane. To me they were always Auntie Jo and Uncle Maurice. In principle, every Saturday evening was devoted by the four of them to snooker and bridge. Two other brothers, Joshua, a professor, and Edward, an artist, visited occasionally. They were a remarkably friendly family. Just one house separated *Beechgrove* from the small wooden bungalow *Newstead* that became the property of my grandparents Perry.

My schooling (re-)started in a private house called *Grangethorpe*, quite high above the centre of Grange. The elder of the two ladies who ran it was Miss Rawlinson (‘Miss Raw’) who took the ‘senior’ class upstairs, while newcomers started at ground floor level with ‘Miss Theo’. On the first morning Mum accompanied me up on foot, but we were overtaken and picked up by one of her large circle of hockey friends, Kay Hutchinson, on the same mission with her son Michael. The Hutchinsons lived in Kents Bank, too far to walk. With five months’ age difference, Michael and I were both only children and from the start got on very well together, even after graduating through different secondary schools.

When Michael went to St Bees I started at Heversham Grammar School just as the Second World War broke out. That devastating development immediately resulted in the cherished ‘Kendal Tommy’ local train between Grange and Kendal (calling at Arnside Sandside Heversham and Oxenholme) being amputated between Grange and Arnside, meaning that we had to change there. Later, passenger services on the link ceased altogether, obliging us to use the Dallam bus service between Arnside and Heversham. If there were no bus when we were released from school we would walk the four miles, thumbing hopefully but usually fruitlessly.

From about the age of nine I was recruited to the choir of St Paul’s. I mean the parish church of Grange, not the other one. The organist, Ernest Craven, coached us Wednesday evenings, and I enjoyed learning new hymns and anthems, and mastering the anglican chants and pointing for the Miles Coverdale version of the psalms. Mr Craven gave us (the boys) a ha’penny for each practice and service attended, paid twice a year around Christmas and Easter. Our emoluments promptly disappeared with the ring of the cash register at the fish-and-chip shop, open all evenings. Everyone appreciated the vicar, the Rev B D Lloyd Wilson.

Most of the year it was dark when we came out of choir practice or evensong, and if the weather was clear the air-raid siren would often wail, followed by searchlight beams and flashes low in the southern sky signifying an enemy attack on Merseyside. On the evening of Sunday 4 May 1941 there was a definite crescendo in the noise and vibrations, and we made straight for home. The estuary across to Morecambe became full of bright lights, as if a special display of the famous illuminations for holidaymakers had been switched on—they had been banned in accordance with the nationwide blackout. but these lights were sticks of incendiary bombs, supposed to guide the German bombers to their targets. Most were wasted in the wet mud of the estuary, and, anyway, the targets were around Barrow, not at Grange. It was assumed that the Luftwaffe had mistaken the Cartmel peninsula for that of Furness. My parents were both out doing their prescribed jobs. Dad was dealing with incendiaries and Mum at the wheel of an ambulance. That left our domestic help Mary Dickinson (another branch of the clan) to busy

Obituaries “In Memoriam” Tributes

herself making tea and looking after my invalid grandmother. I was ordered away from our large sash windows, so didn't see much more of the action. Perhaps just as well, because then the first high-explosive bombs started coming down, making a variety of sounds during their descent. The explosion was sometimes a CRRRUMP, other times an extremely loud and sharp detonation. The latter I imagine was a direct hit on a limestone pavement (in the geological sense), never far below the surface. The blast then was more severe and shrapnel carried further. *Heightside* had been built of local limestone sixty-seven years earlier, and it resisted the shocks well. As far as I remember, not even a window pane was cracked though we found two or three pieces of shrapnel in the garden.

Granny Dickinson died at home exactly one week later.

Dad had been at Trent College during the First World War, and a small bursary was available if I followed suit. So after Easter 1944, goodbye Heversham. Trent is located at Long Eaton, between Nottingham and Derby. I had heard of the Trent Valley, but found it unlike any valley I was used to. Not a hill in sight. Both parents came down with me for my first day, by train as petrol was rationed. First the well-known bit to Carnforth, but from there on the itinerary was unknown territory to me.

The one link with home was that we were all the time travelling on the London Midland and Scottish railway—the LMS—though it was that part inherited from the former Midland Railway.

The first communication from Mum and Dad was a comic postcard showing a disgruntled schoolboy in a train returning after the holidays under the official government slogan of the time: *IS YOUR JOURNEY REALLY NECESSARY?*

Their message included the important information that they had ridden home behind No. 5667 *Jellicoe*.

I was placed in the same house as Dad had been, Shuker, and it was still run by the same senior housemaster, the Rev. G J S Warner. ‘Daddy’ Warner was particularly keen on all things pertaining to nature, and had filled the grounds of Trent with many species of native and imported trees and shrubs. I eventually got my certificate for identifying 100 of them, a qualification inescapable for anyone in Shuker.

With the Lent term of 1947 I developed a mysterious persistent mild fever. The infection seemed to come from the chest or sinus. In general I felt well enough, but the clinical thermometer argued otherwise, and I was sent for a day or two to Derby Royal Infirmary for an antrum washout. Highly unpleasant, with only local anaesthetic. Eventually I was declared fit, but the term was nearly over. We had just experienced a particularly severe winter in England and I had missed most of it! Everyone in my scholastic entourage now talked about my future and wanted some precision about my ideas. Frankly I hadn't much. I was sure that the Oxford & Cambridge Higher School Certificate with such a limited choice of subjects was beyond me.

In the Trent College army cadet force I gained two stripes, but now had to burnish the cap badge of the Sherwood Foresters instead of the Border Regiment. When I left Trent in July 1948, it was not from Shuker but from a new house called Wortley occupying the erstwhile sanatorium that I had just got to know quite well. I like to think that my best friend at Trent was Alan Mould from West Kirby. He was also displaced from Shuker to Wortley where we were both house prefects for our last year. Our common interest had initially been the LMS, soon broadened by music. We exchanged visits in the holidays, and I well remember Alan's father taking us to a concert in the Liverpool Philharmonic Hall where we were introduced to a relatively modern work (about ten years old): William Walton's *Belshazzar's Feast*.

Alan went on to Pembroke College Cambridge where his tutor was none other than the Rev. John Dickinson, the second of Uncle George's seven sons and the only one not to have gone into agriculture or breeding/training horses. Alan had an exemplary career in education, notably choir schools, and in retirement wrote a reference work: *The English Chorister* (Hambleton Continuum, 2007). He and Nesta chose to settle near Chelmsford where their grandson was a chorister. As for John Dickinson, he retired to live with his brother Bernard and sheepdog in a tiny period cottage in Cartmel where he produced some well-informed and readable books on local history.

A school-leaver in 1948, I had not been inspired by any of the rather standard ideas for my

Obituaries “In Memoriam” Tributes

future put forward by my teachers. It was not their fault. Then in about March it quite suddenly came to me.

I left my minor public school, with a dodgy Higher School Certificate in subjects English literature, French and Geography, in June 1948.

I was unsure of what I wanted to do until the last moment. Then, by chance, I heard of possibilities in the Meteorological Office and was called for an interview in a place somewhere around the Burlington Arcade in London W1.

It was only a long time later, did I realise that the chairman of the little commission of three, had been none other than Dr J M Stagg, who had played a leading role in forecasting the weather for the launch of operation Overlord in 1944, the successful Allied invasion of northern France.

Such was the urgent need to rebuild and develop operational meteorological facilities, after the war, that, in mid-August 1948, I left my parents and home to join the Met. Office which in those days formed part of the Air Ministry. The Met. Office school was in Adastral House, Kingsway, but, since I knew nobody in or near London who might take me in for the six-week course, I was placed in a hostel occupying part of the underground bunkers in King Charles Street (off Whitehall) that had been Churchill's secret bunker for following the operations by the Allied armies advancing through Europe.

New recruits to the Civil Service were not paid expenses for travel to their first duty station, and salaries were only paid at the end of the month. So extreme prudence was needed in managing my budget. Nevertheless I was determined to experience the last two concerts in the Henry Wood Promenade series. I was in the crowd on the floor of the Royal Albert Hall, obliged to stand throughout. Entrance cost two shillings. Both concerts were conducted by Sir Malcolm Sargent, the penultimate including Beethoven's choral symphony. During the slow movement a press photographer descended step by step down one of the aisles until Sir Malcolm suddenly threw down his baton held his head in his hands and cried 'I can't concentrate'. The photographer retreated hastily and the movement started again and we enjoyed the performance with added emotion.

PERSONAL EPILOGUE - By Robin Morris Perry

Base O (Danco Island) was a politically expedient foothold established on this small island roughly 50km NE of Port Lockroy. It was a sledging base of five or six men to support surveying and geology, but possibilities for travel over land turned out to be minimal, and the base closed at the end of 1958.



*Newly arrived in 1958
photo supplied by Carol Bussinger-Perry*

Although dogs were fed mostly seal meat on base, during journeys we relied on special high protein pemmican blocks called Nutrican, manufactured by the firm Bob Martins in Lancashire. These were delivered in tin boxes of perhaps four dozen blocks, and to minimise damage during the various modes of transport they had to undergo, the boxes were padded with various popular magazines. This was a considerate policy of Bob Martins, because any reading material was something for humans to treasure in winter, since nothing new could be expected until the next relief ship got through. That was life before the internet!

One of the magazines was Woman, and the chaps at Danco decided to write explaining the circumstances and inviting interested readers to correspond. I have no idea of the circulation of Woman in those days, but the response to that encouragement filled at least a dozen mailbags (so I was told). However, when spring and the ships came at the end of 1958, there was no point in them all being delivered to Danco because the base was closing.

Obituaries "In Memoriam" Tributes

It was decided to farm them out among the other bases. Base Y received two bags. Being on met. duty meant staying up to perform the 3am observation. The base was then blissfully peaceful, an excellent occasion to go through those letters. Some correspondents had obviously taken much trouble to write interestingly, posing intelligent questions. I felt that these, at least, deserved a reply. Given our unusual circumstances of isolation, the reply could only start its journey when we did, several months hence. Moreover, I had to indicate a permanent address since we would be all going home. I wrote a short note to between 30 and 40 people, all ladies except one (a dentist). Only half a dozen followed this up.

A certain Swiss mademoiselle, secretary to a Geneva solicitor, had read the letter in Woman while babysitting for friends. Clearly she had an excellent knowledge of English, and was passionately fond of the Alps. We continued the correspondence, met briefly in London when she was over for a wedding, exchanged visits in summer 1961, and were married in December of that year.

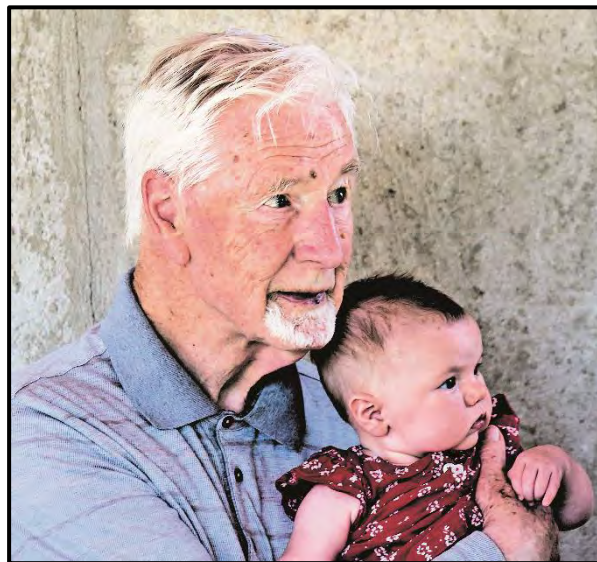


Robin and Liliane - photo supplied by Carol Bussinger-Perry

After a honeymoon at Palma de Majorca and Christmas with my new in-laws at Morges, I had to return to Stansted airport for duty at the New Year. It got colder and colder as we drove north across France to what should have been the Green and Pleasant Land. But everything in the bungalow I had rented at Saffron Walden was frozen, there was no gas for the cooker, and to engender enthusiasm from the open fire needed weeks of close association and a certain kind of fuel. Thank goodness we had electricity and Liliane's little heater for cups of liquid. Perhaps it was not a bad way to start married life. Things could only get better. And they did.....

From Carol Bussinger-Perry, Maurice Perry, Françoise Rossi-Perry

From this union was born their first daughter, Carol Marie who lived her first "frozen" years at Saffron Walden. Then Maurice Roger, and finally Françoise Christine were born at Wegberg in Germany. Our parents returned to Switzerland soon after the birth of Françoise.



*Robin and Great-Granddaughter
photo supplied by Carol Bussinger-Perry*

Our father then worked the rest of his active life at the WMO, and we, the children, attended compulsory schools in Geneva.

He also joined a choir and was a hiking guide at the Swiss Alpine Club, for which he organised many beautiful mountain hikes. Passionate about trains, especially steam locomotives, he left behind a very large collection of all sorts of things related to trains.

He left us on April 22 without warning, our mother joined him on April 25 and they are resting in peace united for eternity.

Memories from Jim Franks

Robin was my Base Leader at Horseshoe Island 1958-1959. he was the finest Base Leader I have known. A professional Met Man who went to Switzerland and Joined the W.M.O. and became Senior Editor until retirement. He enjoyed BAS reunions if he could reach them. Malcom Hunt and I met up with him again in the early 1970s in a reunion dinner in Westmorland and kept in touch ever since. Above all he was a perfect gentleman

Obituaries “In Memoriam” Tributes

DR ARTHUR WALTER MANSFIELD 1926–2020
Metman – South Georgia 1951
BL; Biologist Signy Island 1952
Former Director, Arctic Biological Station,
Fisheries and Oceans Canada, Government of
Canada



By Dr. Elizabeth D. Mansfield,

Dr. Arthur Walter Mansfield was born in London, England in 1926 and received his education at Rutlish Grammar School, Merton and the University of Cambridge (U.K.), where he graduated in Natural Sciences in 1947.

He obtained his PhD in fall 1958 from McGill University (Montreal, Canada) after completion of studies on the Atlantic walrus.

He then began his scientific career at the Arctic Biological Station (ABS) of the Government of Canada's Department of Fisheries and Oceans, nestled on the edge of the Macdonald campus of McGill University on the West Island of Montreal.

In 1963 he and his family (wife Joan, children Andrew, Elizabeth, Hugh) moved from downtown Montreal to the rural community of Choisy, Quebec, taking up residence in a country cottage on the Lake of Two Mountains of the Ottawa River.

He continued to work at the ABS, retiring after 35 years of service and subsequently enjoyed many years of piloting gliders and tow planes, sculling on the waters just outside his back door, cycling in the early summer mornings, and cross country skiing in winter months in the company of Jessie, his beloved Labrador retriever.

His death at 94 years of age on June 25, 2020, was remarkable considering his life expectancy at birth was approximately 54 years of age.

Arthur's interest in zoology and animal behaviour began with summer work on a farm, as a young lad in Great Britain. At a time when money was tight, he was fortunate to have had excellent teachers who recognized his intellectual talents, dedication to hard work, and interest in zoology. This led to scholarship opportunities to study at excellent schools including Rutlish Grammar School in Merton, Surrey, and the University of Cambridge, where he embarked on a zoology degree.

It was at Cambridge that he met Dick Laws, who became his great college friend. Dick gave him a taste for the great outdoors, and sparked his interest in marine mammal ecology. They spent two of their University summers climbing in the Isle of Skye, living in a small tent or Youth Hostels, when available.

In 1947, when they finished their college degrees, Dick joined the Falkland Islands Dependencies Survey (FIDS) and went down to the South Orkneys to work on elephant seals at Signy Island

Arthur proceeded to carry out his National Service in the Royal Navy. He trained as a meteorological forecaster, which boded well with him, also having an interest in aviation. After 3 months of training, he was sent out to the Naval Headquarters in Ceylon, where they had a small team to provide the East Indies Fleet with weather forecasts. Arthur served for the next two years as a meteorological officer on the staff of the “C-in-C East Indies” in Trincomalee, the major east port city of Ceylon. He enjoyed trying to forecast where the Inter-tropical Front was between the various monsoons, with little data and limited reporting from ships in the Indian Ocean, and land stations in India, Africa and the Far East.

When the Navy decided to wrap up the Headquarters in Ceylon Arthur came back to England and spent another year at a naval air station near Londonderry, Northern Ireland.

It was here that he met Surgeon Commander Ted Bingham, at the Naval Hospital, who was well known for his work as an expedition doctor and sled dog care attendant in various Antarctic expeditions, including the 1934-1937 British Graham Land Expedition. Ted Bingham

Obituaries “In Memoriam” Tributes

had been appointed to a senior position in FIDS from 1945-48, where Dick Laws was working.

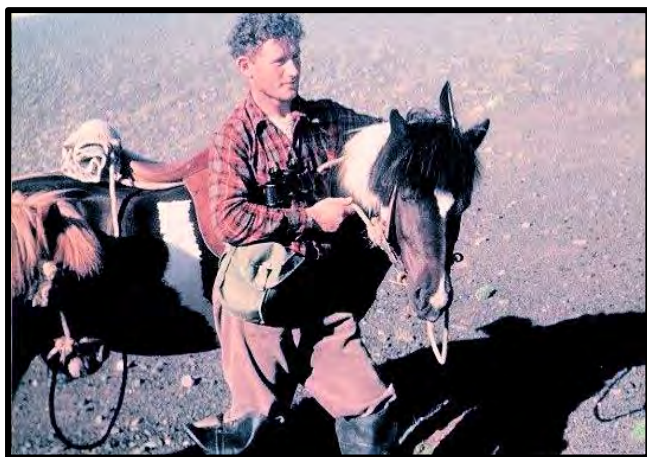
Arthur had read about this expedition and was interested in joining his friend, Dick Laws, at FIDS, to do some zoological research work together.

On Arthur's release from the Royal Navy in 1950, he joined the Falkland Islands Dependencies Survey (later renamed the British Antarctic Survey) and served for one year as a meteorological observer and forecaster at South Georgia.

Whilst at South Georgia, Norwegian whalers entertained Arthur's intellectual and physical pursuits with weekly Norwegian language and ski jumping lessons! While enroute to Signy on the HMS Burghead Bay, during the 'Hope Bay incident', he experienced an Antarctic face-off of sorts, when all the ship's guns were trained on an Argentinean gunboat –!

He then spent the next year and a half as base leader and biologist, doing ecological research on the seals and birds at Signy Island in the South Orkneys.

After returning to the United Kingdom in 1953, he joined a summer expedition of the Wildfowl Trust to central Iceland to band pink-footed geese



*(Arthur banding geese with his Icelandic pony “Skonja”
photo Elizabeth Mansfield)*

He spent the next year at the Department of Zoology, Cambridge, and the Meteorological Office, Harrow, writing up the results of his field work.

In the fall of 1954 Arthur was awarded a Carnegie Foundation scholarship by the Arctic institute of North America and came to Canada to study the physiology and behavioural habits of

the Atlantic walrus, under Dr. Max J. Dunbar at McGill University in Montreal.

Dr. Dunbar had been working closely with the Fisheries Research Board of Canada to develop an Arctic Biological Station, as a permanent establishment on a national basis, in recognition of the urgent need for marine mammal research in the Eastern Arctic.

Arthur joined this newly formed Arctic Unit of the Fisheries Research Board in 1956 and continued his study of arctic marine mammals, including the Atlantic walrus, for which he received his PhD from McGill University in 1958, and narwhals in Eastern Canadian waters,

He established his reputation as a field worker on Arctic marine mammals in 1958 with publication of a highly cited primary paper on the biology of the Weddell seal at the South Orkneys and the widely distributed manuscript report on the walrus of northern Hudson Bay

This type of work was difficult and arduous at that time, which was reflected in the small number of scientists worldwide undertaking such studies.

By 1965 the Fisheries Research Board had built a new and much larger Arctic Biological Station (ABS) laboratory at Ste Anne-de-Bellevue, close to McGill University's Macdonald Campus on the West Island of Montreal.

From 1954 to 1979 most of the marine mammal work of the Fisheries Research Board/Department of Fisheries and Oceans was done at this Arctic Biologic Station (ABS) and international bodies concerned with marine mammal research paid close attention to this scientific group and the marine mammal research work they produced.

In 1969, with the secondment of the ABS Director (C.J. Kerswill) to the Science Council of Canada for 6 months, to prepare a report on research requirements in Fisheries and Wildlife, Arthur took over his duties as a temporary assignment. This was made possible, by graduate student Tom Smith continuing with Arthur's research project at the time on the behavioural habits and population dynamics of ringed and bearded seals.

In 1970 Arthur was invited to take on the permanent position and responsibility for the marine mammal program of the ABS involving 4 research scientists.

Obituaries “In Memoriam” Tributes

Graduate students who have been encouraged to base their work on Arthur's collections of research materials have been Dr. Tom Smith (who went on to occupy Arthur's former position as a research scientist at ABS) – *ringed and bearded seals*, Dr. J. Boulva – *harbour seals*, Dr. E. Miller – *grey seal, walrus*, Dr. M.R. Freeman – *walrus*, and Dr. K.A. Hay – *narwhal*.



Seal stare down --- California 1960's photo
Elizabeth Mansfield

Arthur took over the Directorship in 1971, and, under his leadership, the program expanded considerably. The scientific personnel increased in numbers and a useful, specialized research library was built up.

As the only research manager with research experience on marine mammals, Arthur was requested to serve on various marine mammal committees, especially those concerned with controversial species such as the harp seal (i.e. International Commission for North West Atlantic Fisheries – ICNAF; North American Fisheries Economics – NAFE; International Council for the Exploration of the Sea – ICES).

As Chairman of the ICES Marine Mammals Committee from 1971-73 Arthur was able to invigorate the committee by persuading delegates from other countries, particularly those fringing the Baltic, to appoint active members with experience on marine mammals.

As a result he was invited by the Swedish Environmental Protection Board in 1974 to attend the 1st meeting of the Baltic countries to discuss seal problems.

From 1977-79, Arthur was requested to chair an ICES ad hoc working group to report on the interaction between grey seal populations and fisheries, findings of which informed a summery

report to the Commission of the European Economic Communities.

During the years when the Pacific marine mammal program was also under his direction, he encouraged and supported Dr. M.A. Bigg in the plan to successfully transplant sea otters from Alaska to British Colombia, to develop an aquarium facility at Nanaimo, B.C. for the study of reproductive success and general metabolism of north Pacific fur seals, and to broaden his study of the killer whale based on photo-identification of individual animals.

In the late 1970s Arthur reported on the impact of oil production on marine mammals for the Arctic Institute of North America. He also found time to generate a lengthy report on the effects of vessel traffic (primarily high levels of noise) on marine mammals for DFO's Arctic offshore Developments Committee.

Throughout the 1980s, Arthur's time was increasingly occupied with the running of the ABS. Despite any direct technical help, he maintained his scientific productivity, focusing on analysis and publication of his work on the status of the blue whales in Canada; population and migration of the bowhead whale in the eastern Arctic; status of the bowhead whales in Canada; reproduction, growth and longevity in the grey seal; and population ecology of the walrus in the Canadian Arctic Archipelago.

He completed his final field work on Sable Island, with a detailed study of grey seal pup development stages.

In 1987 Arthur was seconded to the National Capital to act as marine mammal advisor to the Government of Canada.

At about that time, the Federal Government decided to relocate the ABS to the new Maurice Lamontagne Institute in Mont Joli, Quebec with a new mandate narrowed down to research in the northern sea-waters of the Province of Quebec.

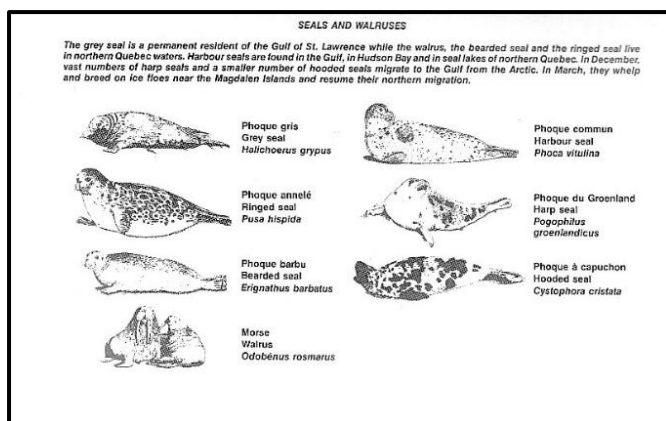
Arthur returned to the ABS to coordinate its final transitioning years up to his retirement in the Spring of 1991.

Dr. Mansfield has produced over 50 published papers and reports mainly concerned with biological studies of various species of marine mammals, about which little was previously known (e.g. Weddell seal, walrus, narwhal, grey seal and arctic harbour seal). Much of the earlier information was brought together in

Obituaries “In Memoriam” Tributes

a bulletin of “Seals of arctic and eastern Canada” (1964, 1967), which had great demand as a basic source of information on these species at the time.

He also had a skill for technical drawing. In 1992 his former laboratory technician sent him the new map of the marine mammals in the Quebec Region, published by the Fisheries and Habitat Management Branch as he had noticed Arthur’s seal drawings in it.



Copy of map of marine animals provided by Elizabeth Mansfield

Arthur also developed two techniques for successful use field studies: netting of marine mammals and vertical photography of marine mammals using a radio-controlled model aircraft

His polar work was recognized by membership in the Antarctic Club (Great Britain) and election as Fellow and Governor (3-year term) of the Arctic Institute of North America.

Arthur was the 1st Canadian Chairman of an ICES Committee (Marine Mammals) in 1970 and served in that Office until 1973.

He continued to participate in annual meetings for 11 years.

He acted as Chairman of the ICES ad hoc working group on grey seals and fisheries, contributing the 1981 ICES Cooperative Research Report: *Interaction Between Grey Seal Populations and Fish Species*.

He was involved with harp and hooded seals in 1970 as Chairman (mostly) of Committees under ICNAF (Panel A), NAFO and CAFSAC.

He personally prepared many of the committee reports.

A major work was acting as Editor to the 1972 Seal Symposium at the University of Guelph and assisting Professor Ronald K. Fisher, the convenor, in editing the considerable number of papers presented at this meeting. Most of this was carried out during his professional leave, 1973-74,

at the Scott Polar Research Institute in Cambridge, UK.

In his final pre-retirement years, he collaborated with marine mammal research colleague and good friend Dr. Francis “Bud” Fay of the University of Alaska, to co-author a chapter on the *Narwhal for the 1989 Handbook of Marine Mammals*.

Arthur is remembered by research colleagues for his great chairmanship and professionalism with a human touch.

He was admired for his even-handed approach to help diverse groups of researchers work together.

His research staff and graduate students were thankful for his wisdom, patience and understanding, his capacity to create and maintain a collegial work environment, his respect for technical staff, and generosity with field data and research files.

He was considered a hard worker and a gentleman of the “finest kind” in true Maritime idiom. Colleagues from outside the Government, including seal photographer Fred Bruemmer, (*Seals in the Wild*, 1998; ISBN 1-55013-983-5), remarked on Arthur’s generosity for giving opportunities to develop relationships with and observe the behaviours of Canada’s beautiful species of arctic wildlife.

Perhaps this was just the ultimate recognition of kindred arctic spirits

PETER ‘Pop’ PITTS 1927 -2020
Ionophericist Halley Bay 1968

By Peter Pitts (son of ‘Pop’)

Peter (Pop) Pitts was born in Birmingham on 2 July 1927. Due to his father’s poor health the family returned to Penzance in Cornwall where Peter spent his early years.

From around the age of 10 Peter started constructing radios. Peter didn’t get along with formal education and left school and home at the age of 14.

In 1945 Peter turned 18 and joined up, spending 3 years in the REME before returning to work on civvy street. For many years Peter worked for Rediffusion in their research and development department which allowed him to work on his hobby which along with radio was hifi audio equipment.

Obituaries "In Memoriam" Tributes

During the 1950s Peter joined a couple of expeditions to search for Captain Kidd's treasure. Neither got very far, with one schooner getting wrecked off the Isle of Wight, requiring rescue by the RNLI. Peter and his colleagues did feature in the Sunday Times magazine as a result of this disaster.

Peter had long held a wish to go to the Antarctic and eventually realised this dream with a year in the Antarctic at Halley Bay in 1968.



Peter (Pop) helping out with the huskies to go on board a Hercules aircraft 1968 - photo by Peter (son) Pitts

Prior to going South a Heathkit receiver and transceiver kit were ordered and constructed in the home workshop and the Leica M3 was stripped and oiled with oil suitable for cold climates.

Peter was old to go to the Antarctic and older than Dad Etchells already at Halley, so he became Pop, and that was the name the grandchildren always knew him by.

Somehow a quad aerial was constructed and then, along with the help of John Fry and a muskeg, was erected. The first of several Quad aerials around the world that Peter constructed and erected.

Although Peter enjoyed his time in the Antarctic he found it hard physically. The family has a history of early death due to heart disease

and Pop suffered a massive heart attack soon after returning to Cornwall.



John Fry and a Muskeg erecting a quad aerial - photo Peter (son) Pitts

Peter rallied and spent many years working in Oman where the warm weather suited his heart. Whilst in Oman Peter was involved with the unsuccessful rescue attempt by the Americans to get hostages out of Iran.

The story goes, that Peter was flown to the Island of Masirah and told to set up communication equipment, for what he knew not.

Some planes duly flew in and flew out. Sometime later less planes flew back and out.

Peter was picked up and flown back to the mainland, no one having talked to him.

By 1986 Peter's health had deteriorated and it was clear that a bypass operation would be necessary.

Peter had the operation and woke up to be confronted by a bushy beard at close quarters.

John Fry had come to the hospital to check everything and was there when Peter woke up.

The bypass operation was very successful and allowed Peter to have an active retirement.

From 1970 onwards Peter and family lived in Cornwall.

Peter was not a BASC reunion type but was always happy to receive visitors from his year in the Antarctic, including John Fry, Murray Roberts, Mike Skidmore and Chris Sykes.

Vascular dementia eventually slowed Pop down and he died at home on 12 May 2020 aged 92.

Pop is survived by his wife Nina, son Peter and two granddaughters Alexandra and Kendra.

Obituaries "In Memoriam" Tributes

HUGH ARTHUR FIELD 1925 - 2009
Air Fitter Deception Island 1965

By Ray Field (son)

Imagine a magical moment when the sun balances on the rim of the world; imagine a land of dreams and romance, of wealth and poverty, of palaces and hovels, a land of tigers and elephants, the cobra and the jungle. It is in this setting and during the monsoon season of Calcutta that marks the arrival of Hugh Arthur Field on the 25th September 1925.

At the age of four Hugh's life was to be severely shaken by the 1929 world-wide depression and such songs as 'Brother could you spare a dime' echoed around the British Empire.

These were dark days and over the next few years the economic depression was to bite hard and cruel, it was eventually to see the family break-up and for Hugh and his brother Douglas to enter into an orphanage. It was here in this setting that Hugh's unique gift of clear thought and outlook on life was to be fashioned.

Life moved on, the spirit of India was to cast its spell and Hugh, now serving as a young Airman with the Royal Air Force, got engaged to Sheila on her 18th birthday.

Their romance was shelved as this was the time of the Indian partitioning and Hugh sailed from Bombay to England on the troop ship Georgic on the 27th March 1947.

Sheila followed a few months later on the Empire Windrush and they married the following year on the 14th February 1948 in Croydon.

It was just under a year that the first of three sons were born, Errol Frederick was born on the 5th February 1949.

It was time to move from the small flat in Thornton Heath to Germany. It was here that Gordon Bryan was introduced to the world on the 1st May 1952.

The 3-year tour of Germany was soon at an end, and RAF Watton in East Anglia was to be their next home which was to see the arrival of their 3rd son Raymond Ashley on the 24th April 1952.

The late fifties saw the family embark for Aden for two years – this was a breathing space that would allow Sheila and Hugh to start saving towards their dream home.

Hugh spent a period of this time on detached duty in Rhodesia and then moved into

the Bahrain desert with a squadron of Hunter aircraft. It was not long before the whole family returned to the UK and Hugh's next posting was RAF Cottesmore in Rutland.

It was decided that boarding school was for the three boys and the search for the family home was on.

January 1962 saw the completion of their dream home; it was designed by Hugh from cardboard and translated into bricks and mortar – a Grand Design indeed!

In the spring of 1964, arrived Hugh's opportunity to join the British Antarctic Survey (BAS) team to support the expedition's two de Havilland Otter aircraft.

All of the BAS team's experience was to be severely tested that first winter – as both Otters had been badly damaged and were unserviceable to fly.

One of the Otters, registered as VP-FAI but painted and flown as VP-FAK, was badly damaged at Fossil Bluff when it caught its tail skid in a crevasse on take-off. This had the result that a split opened up where the tail section joins the belly of the airframe. Jeff McDermott (Mac) jury-rigged the controls so that the rudder and tail plane could still function and the plane managed to fly back to Deception. Mac, who was seated in the rear of the plane, could see that, although he could see out of the split, it appeared completely rigid - a testament to the strength of the Otter airframe.

The other Otter, registered as VP-FAJ but painted and flown as VP-FAL, had already been damaged beyond repair and resided on the piedmont at Adelaide. Jules Brett (Pilot) and Mac flew down to Adelaide in their Otter, cannibalised the written off one, and brought everything they could back to Deception for spare parts - including the mid-section.

This was riveted back into the surviving machine by Hugh and Jules Brett. In all about 2,000 rivets had to be inserted. This was a two man job as the interior end of the solid rivets had to each be seated by someone standing or kneeling on the inside of the fuselage.

Mac undertook the servicing of the rest of the aircraft while the other two were attending to the bodywork. Jules then flew Mac down to Adelaide for the coming active season which, but for this ingenuity, would have had to have been cancelled and Jules, Mac and Hugh sent home

Obituaries “In Memoriam” Tributes

without achieving anything of what they were contracted to do. As a testament to their work this aircraft was still flying in 1967 and was only grounded due to metal fatigue!

**RICHARD (Dick) CUTHBERTSON ---2017-
Diesel Mechanic Halley Bay 1966**

Richard's death was notified to the club in June this year, 2020, though he passed away in 2017

Memories from Doug Beebe.

One of my abiding memories is when Ann and I went down to visit Dick and Peggy in Brighton. In the lounge of their bungalow was a very long, light coloured, wooden coffee table, with natural edges. It was a beautiful piece of furniture, with a high gloss finish.

Dick explained that he had made it from a Sycamore tree he had planted, as a boy, in his father's garden. When it had matured, he had felled it, allowed it to season, and then used it to make the table and other things about the house.

He also had a carving of a human hand holding a ball. The ball was free to move within the grasp of the hand but could not be released. He had carved it from one solid piece of wood.

He gave us a Foxglove tree that he had propagated a few years before. It flourished when we lived at Graythwaite and when we moved to Cockermouth it was planted in our back garden.

It grew so large that we had to pollard it because it cast such a shadow in our garden and the garden next door. It is such a very nice reminder of a very talented friend.

I remember that the tractor Dick went out to the mountains with had a broken prop-shaft. A Hardy Spicer Universal joint had shattered.

(ED's note: see further elaboration in Brian (Speedy) Swift's memories)

Memories from Brian (Speedy) Swift

'Dick was an excellent mechanical engineer.

My main memory of him was during my spring journey to the Totten mountains to recover the kit left by the previous season's survey teams.

We were going over the Bob Pi crossing with 2 muskies and a dog team when muskie 'Wills' crankshaft failed and we came to a grinding halt.

Whilst Stu Noble went back to base for a replacement item Dick started to hoist the engine out of its 'bed' before starting to remove the broken crankshaft.

Despite a 24 hour 'blow', during which time only limited work could be done, he completed the engine repair working from dawn to dusk and our enforced 3 day stop was over.'

Memories from Dave 'Mac' McKerrow.

Another abiding memory of Dick was when he built and lit a large fire outside made up of a garage spring cleaning to welcome the first August sun back to Halley 2 in 1967. It was like re-enacting a polar version of Shetland's 'Up Hellyaa Festival!

When 'Wills' Muskie broke down with a broken crankshaft while negotiating the Bob Pi crossing. Stuart Noble returned to base to collect spares while Dick removed the damaged one.

Once the dog team returns with spares and the Muskie was repaired they (4) continued on to the Tottens to recover the other Muskie after Charlie and Bob separated to undertake Glaciology work - what else!



Dick, Tony Hayes, 'Speedy' Swift & Stuart Noble sitting on 'snowed-in' Muskie -- photo Brian Swift

Obituaries “In Memoriam” Tributes

Memories from Paul Whiteman

" Dick was always “on the go” and found sitting about tiresome. Note that this was in the days when Halley was below surface by approx. 30 feet.

Some of the projects included a ventilation system for the genny shed/garage which had access shafts to the surface at each end - 45 gallon drums used as ducting with the tops at 90 degrees and mounted on bearings so they could turn into/out of the wind. Only problem was it got awful cold in the garage at times.

A can crusher for the kitchen to reduce the amount of space taken up by gash.

A quiet resourceful “Fid”, always good for a chat or to lend an ear. "

GEORGE McLEOD (Polar Medal) 1928-2020
GA Anvers Island 1957 ; Prospect Point 1958;
Hope Bay 1962; Stonington 1963 & 1967



George married Reola Phelps in August 1973. They were divorced in 1991.

Their son Ian Eric was born in 1974 and son Scott Hamish was born in 1977.

Reola has kept in close contact with George and was with him at the time of his death in his nursing Home in Denver USA

From Reola

George lived a remarkable life for 92 years, filled with triumphs and some sorrows.

George was indeed awarded the Polar Medal. The medal is framed and hanging in our son's house

Personal memories by Alistair McArthur, friend and colleague.

George McLeod was a legend within his own lifetime. He was charismatic, cheerful, a highly skilled mountaineer, dog sledge driver, outdoor educator and a wonderful story teller.

During the 1960's and 1970's I worked with George at Glenmore Lodge (The National Mountaineering Centre) in Scotland, The British Antarctic Survey and Colorado Outward Bound School.

He encouraged me to go to the Antarctic. His stories of driving a team of huskies, superb mountain scenery, extended journeys in remote country, glaciers, crevasses and sea ice absolutely captured my imagination.

In 1967 at Base “E”, Stonington, I was doing my first winter “down south” and George was doing his fifth winter. His knowledge of dogs, weather, sledging and long journeys was enormously helpful to me and other men at Stonington.

Without doubt, he had the best dog team at Stonington, the “Terrors”. We had over 100 huskies at Stonington and George was always available to provide “sage advice” on how to deal with dogs.

During a month long, 250 mile dog sledge journey from Stonington to Fossil Bluff in 1967 a long and severe period of bad weather forced George, Lawrence Willey and me to spend 13 days in a tent on the sea ice in Marguerite Bay.

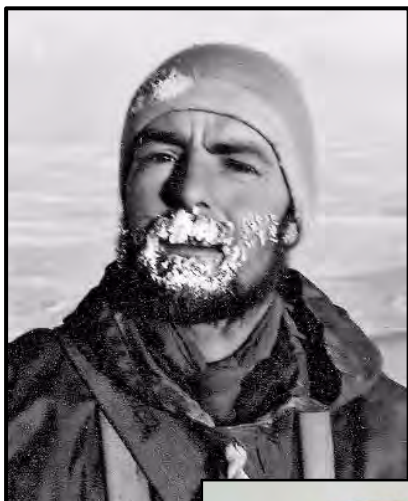
George kept up our morale with his amazing and humorous stories which filled each day of this enforced “lie up”.

On sledging trips the food was the same every day. Boxes were prepacked in England and each box contained sufficient calories to sustain a person who could be skiing up to 12 miles per day while driving a dog team in cold conditions.

George had a considerable dislike for a mainstay of the diet meat bar. Meat bar (originally called pemmican) was concentrated dried beef mixed with a high proportion of fat made into dark brown cakes.

He seemed to survive on tea, porridge, sledging biscuits and butter. I do not remember him complaining about his very limited diet.

Obituaries "In Memoriam" Tributes



*George with
ice & beard
photo from
Scott McLeod*



*George without ice
& beard
Photo from Scott
McLeod*

In Colorado we worked together at the Colorado Outward Bound School where George was always remembered as one of the most competent, reliable and charismatic staff members.

George McLeod loved wild places, made a significant contribution to science and took many people to places they never believed existed.

Memories from Mick Pawley

I worked with George at Glenmore Lodge in 1966 when I was learning my trade as a mountain instructor and went on a number of trips with the students.

One memorable time we were with a group at Ryvoan Bothie. George and I kipped in the hut and the kids camped outside. At about 2am we were rudely awoken by a boisterous group of folk led by the larger than life Tom Patey with his squeeze box. We were told to get out of our beds and join in the merriment. We duly did as we were told.

George of course was one of the band of notorious Scottish climbers who called into "the lodge" from time to time in the 60s and early 70s, along with Patey, Tiso, Haston, Langmuir, Ben Humble and the English climbers Bonington, Willams, Bairdie and Jo and Mollie Porter, who were working at the lodge, all regarded George as a friend.

As a 21 year old I was mightily impressed by George and feel privileged to have known and worked with him.

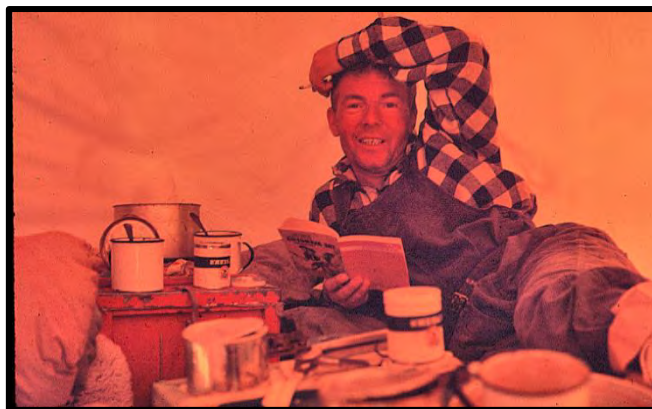
George McLeod was a great guy !!!

From Allan Wearden

He did 5 winters as a GA at Anvers '57, Prospect Point '58, Hope Bay '62, Stonington '63 & Stonington '67

En-route for that last winter while assisting with the building work at Halley he developed appendicitis and was operated on at the base!

Luckily there were 3 doctors and a dentist on base to carry out the operation and, after 3 days, the medical team gently man hauled him back to the ship. He certainly made a full recovery as 9 days later he was climbing at Signy



George McLeod - photo from Rorke Bryan

Memories from Doug Finlayson - Canberra Australia

It is with great sadness that I learnt of the passing of George McLeod. He was the person who persuaded me to apply for the job of geophysicist at Halley Bay 1962 and 1963. I had just graduated in physics from Edinburgh University. At the time we were both teaching Glasgow school kids outdoor skills at Glenmore Lodge in the Cairngorm Mountains of Scotland; climbing and snow camping, etc. A great guy. Rest in peace George.

Obituaries "In Memoriam" Tributes

Scott McLeod, son of George McLeod has made the following request:

Dear Friends,

As you have all heard, my father, George McLeod, passed away on July 4th at the age of 92. Most of you have probably seen the "piper's farewell" we gave him, and perhaps read his obituary. If you have not had the chance, I will link to both at the end of this email.

I am writing because Ian, Reola, and I have a request. As you can imagine, it is hard losing someone during COVID-19, because we were unable to hold a memorial service, and therefore missed out on connecting with old friends and honoring George in his favorite way, with stories from the past.

Given George had such an amazing life, FULL of tales and adventures, we are hoping to put together some sort of book with stories and photos of his life.

If you have the time, might you be able to send a tale or two of your adventures with George, or even stories you heard him tell? And, of course, pictures make it so much more powerful, so if you are able please send photos. You can scan negatives, slides, or prints, or you could even send me the photo and I could scan it and return it. You can simply email me at this email address shmcleod@gmail.com.

I can provide my physical address if you'd like as well.

Thank you so much for your time, generosity, and friendship.

Sincerely, Scott, Ian, and Reola

GEORGE HEMMEN -----2020

**Metman Admiralty Bay/Deception Island
1953; 1954
IGY Party 1956**

George Hemmen sadly passed away on Wednesday the 10th of June. He was in the advance party to set up the IGY Base at Halley Bay in the mid 50's for the Royal Society and was one of the first three people ashore who decided on the site.

He gave a talk at the Halley 50th on this called '*Halley Bay – Base Z – The background and why it is where it is*'.

He also wintered at Admiralty Bay and Deception 53,54 as a Met man and BL and ran the IGY/Halley lunch for a number of years.

Some Memories of George Hemmen from Dave Harrison

I first travelled with George in the grand departure of the Magga Dan down the Thames on November 15 1956 bound for Antarctica.

I was one of the youngest members of the main party of the International Geographical Year Expedition and am now perhaps the last survivor of that group.

George had started earlier on the logistics with an advanced party and was a key man in sailing with them on the Tottan and he was one of the Trio who first went 'ashore' at what became Halley Bay and up onto the Ice Shelf to select the site for the Base

George's earlier Antarctic experience had been as a Met man at Admiralty Bay and as Base Leader at Deception and he was expecting to return with improved surveying skills when he was distracted by Royal Society IGY organisation requirements. This experience led to his long term work with the Royal Society involving not just Polar Research but also Research in Oceanic and other areas.

He jokes in an interview of being perhaps the first Fid having not just an Antarctic feature (The Hemman Rise) but also a lake in South America named after him.

In all George made three trips to Halley Bay. The third trip was again in the Tottan to hand the Base over from Royal Society IGY to FIDS Base Z and to collect the main party for their return.

The Tottan only took us as far as Cape Town as they were keen to return to seal hunting off Newfoundland.

We had a choice of ships to UK. I must have troubled George as I delayed my choice while I looked for overland ways north. I gave up when the first bus timetable had the footnote : "*Subject to ambush not recommended for Europeans*". Never seen that in England.

Some time ago Jim Burton established a Reunion Lunch with IGY Northern People in mind. I think George's links then must have brought in the several Trans-Antarctic Members who joined in.

Eventually George took over the arrangements and chose the Shireburn location.

Margo and George came for many years including 2019 the last reunion before Covid closed things down.

They were both in good form.

Obituaries “In Memoriam” Tributes

From Allan Wearden:

Sad to hear of George's passing.

My first contact with him was via my friend John Huckle, who met him on Horse Guards when both were on parade to mark the 60th anniversary of VE Day and recognised each other's white ribbon on the polar medal!

Shortly afterwards I met him at the Halley 50th when he gave his talk on establishment of the base and then put him forward for his BAOHP interview.

In later years he has invited me to the IGY/Halley lunch at the Shireburn Arms in Hurst Green, he was looking well when I called in for a coffee last year and would maybe have made this years apart from the virus.

DOUGLAS WILLIAM BROWN 1942-2018
Meteorologist Signy 1967-68. Base Leader 1968

By Gerry Pearce

Doug Brown was born in Brompton-on-Swale, North Yorkshire, 22 December 1942. He trained as a meteorologist for BAS, before travelling south, late 1966, on the RRS Shackleton, but he was also a keen and knowledgeable amateur ornithologist.

Doug was a popular member of the eleven-man 1967 winter complement at Signy, always ready to assist with the work of the base.

He was conscientious and methodical with the met observations, as one of a team of three with Len Mole and Martin White.

In addition to the regular met. obs., Doug enjoyed releasing and tracking weather balloons when suitable conditions allowed but his passion was birds.

He undertook a study of the Wilson's Storm Petrels which nested in the cliffs to the side of the base.

These bred in holes in the cliff face and many chicks were raised. He erected a mist net on one occasion and undertook to ring the substantial number of birds caught.

Summer FID visitors were also studying birds and Doug helped Jim Conroy ring Giant Petrel chicks.

In August, with three others, Martin White, Steve O'Shanohun and Gerry Pearce, he sledged across the sea ice to Coronation Island for a five-day trip to tag the newly born Weddell Seal

pups, which were situated along a stretch of shoreline.

In addition, more for experience than scientific purpose, man hauled the two Nansen sledges through deep soft snow, to camp and eventually climb Gusty Coll (2,500 ft).



Doug in Met Office at Signy - photo Doug Bone

With the relief changes in January 1968, Doug took over from Dr Richard Hillier, as Base Leader for the coming season and continued with his meteorological duties and bird studies.

Life after BAS is a little sketchy. His career was as an oil company executive with B.P. and he lived and worked in America for some years with his wife Carolina.

His interest in birds continued and he undertook many field studies after BAS.

Carolina was Portuguese and having retired, Doug and Carolina lived in Portugal where they owned a small vineyard.

He was a long-time member of both the BAS Club and the Antarctic Club, travelling almost every year to UK to attend annual reunions.

Following the death of his first wife, Doug married Louise in 2008 but sadly she also predeceased him.

Doug Brown was a true Fid: keen on his own work but always ready and willing to help others.

Obituaries “In Memoriam” Tributes

MARTIN JAMES PINDER 1946-2020
Cook Signy 1969 Halley Bay 1970

From John Edwards (sources BAOHP transcript AD6_24_1_129_3 and Martin James Pinder Facebook pages.)

Martin was born in Hastings and at the age of 7 he was playing with a young Jeremy Bailey (Halley 1965) as their mothers were friends.

Later it was Jeremy's photographs that stimulated his interest in the Antarctic. Martin was educated mostly at private boarding schools, including the remote Rannoch Independent School in the Highlands where he gained lots of Outward Bound experience and learned to ski, skills that almost certainly helped him at the interview to join BAS.

He started working towards 'A' levels but decided he'd rather be studying Art, so he left and hurriedly put together a portfolio from scratch, only to end up being told by the Art College that he hadn't got the necessary talent.

So he started studying Catering and Hotel Management at Hereford College and Birmingham's College of Food, instead, and went onto work in hotels in France & Zurich.

At the age of 22, he was working as an assistant hotel manager in Bristol when he saw an advert that BAS wanted cooks and decided to apply.

He sailed from Southampton in November 1968 on the *MS Perla Dan* to take over from Alan Spencer as cook on Signy Island during my second summer, eventually arriving on the *RRS John Biscoe* 4 days before his 23rd birthday.

He quickly settled in and impressed people with the standard of his meals and quality of his bread, although he was happy to relinquish sole responsibility for the latter when Eric Twelves released his baker father's delicious secret recipe, so we could all have a go. Kneading soft, warm, yielding dough was a sensuous treat for us amateur bread-makers in that all-male environment, especially when we knew the results were likely to taste great!

Martin had a varied and eclectic taste in music and the Signy record player often filled the lounge with slightly discordant sounds & strange lyrics when he put on one of his LP's.

After around 6 months, however, I and several other base members suddenly 'got' what

The Incredible String Band was all about and I later went on to buy most of their LP's.

Later in my life Martin, introduced me to the incredible guitar work of Leo Kottke and the ageing charm of the Buena Vista Social Club.



Martin Pinder -- photo from John Edwards

When the snows of winter started to cloak the slopes behind the base "Cookie Pinder" was usually the one hurtling down fastest, crouching forward on his skis and often taking a small jump over a hump near the bottom. These were the days before the thin ice race, but I'm certain he would have enjoyed that and, with his daredevil sense of adventure, would probably have done quite well.

He also really enjoyed ski-joring behind a skidoo, weaving a path from side to side over the sea ice or up Moraine Valley.

When the time came to think about a well-deserved holiday from base that winter, he planned a trip to try and reach the Sandefjord Peaks with Dave Rinning, something Eliot Wright & I were independently thinking about.

Eventually we decided to join forces and attempt an overland man-hauling trip which, although it had never been attempted before, we felt would be safer than a faster, more direct, dash across the sea ice. Only 4 people on earth to have stood on their beautiful summits and Martin was one of them!

Most of the photos taken on the trip were taken by Martin, who was a whizz with his half-frame 35mm camera, once shooting off three 36 exposure reels (i.e. a total of 216 shots) on a day visit to Gourlay. This may not seem unusual in this

Obituaries “In Memoriam” Tributes

digital photography era, but most of us deemed this excessive in the extreme during those days of expensive slide transparency film.

In his interview for the Oral History Project, Martin described Signy as “absolutely fabulous – a beautiful place” and he said he enjoyed being amongst and learning from the scientists.

He recalled the period when he was plagued by divers warming themselves by the Aga stove and getting in his way. He cured that by sprinkling some cayenne pepper on one of the hot plates! That certainly cleared the kitchen!!

After enjoying a great winter on the South Orkneys, Martin opted for a change and applied for a transfer, hoping to get to Adelaide or the Argentine Islands. However, he was offered the choice of Halley or Signy for his 1970 winter and he chose the former.

There he found he had more free time as he was one of two cooks, working week on- week off, so he was able to enjoy dog-sledging and several other trips with Muskegs and other vehicles.

One of his nephews recalls a tale of him falling out of bunk in a portable sleeping vehicle (the caboose) whilst toggled up in his sleeping bag.

He thought the whole thing had gone down a crevasse and provided fierce entertainment to those watching as he struggled to escape from the bag; antics which earned him the nickname ‘the bionic worm’ or some such moniker, although he was generally known as “Snoopy” back at base.

Asked what his favourite recipe was during the BAOHP interview he said “I don’t work from recipes, it just comes out of my head: it’s a bit like mixing concrete. Mind you I’m not suggesting my meals came out like concrete!”

He thought his most popular dish on base was pears in curry cream sauce but his Spanish omelette and his roast ham with peaches were also great favourites on base.

He was a very imaginative cook and, along with fellow cook Dave, he served up a Midwinter dinner and 3-day continuous buffet at Halley.

That winter he also managed to hand raise a couple of Emperor penguin chicks until, when they were around 3 feet tall, they sadly fell foul of the dogs.

He also became a radio ham and made contacts in South America that were useful on his journey back to the UK. His most famous QSO was King Hussein of Jordan.

Back in Blighty he married and his wife suggested he train to be a college lecturer in hotel management, which he did at the University of Huddersfield.

He was working in Bewdley & Ludlow when we accidentally met up again in the ‘80’s, something that rekindled our friendship, especially when he married a second time in 1987 and moved to live in Shrewsbury.

Martin liked his ciggies plus the odd Fids’ tot or two and was a pretty regular supporter of reunions, especially when the venue had some decent countryside nearby.

Although not especially adept at IT, he became a regular on Facebook, often posting witticisms and awful puns as well as the occasional serious ‘shared’ topic.

He was very attached to his Antarctic memorabilia & memories and during phone conversations he would often recall things that had slipped from my mind.

In 2019 he was really pleased to finally get his old Super 8 cine films digitised (for free) and generously wanted to make these available to anyone who might be interested, again without charge - in fact BAS Club Magazine 82 contained a letter from him making this offer.

He and Maureen generally had a pet dog in the household, so one of the ways that was easiest for them to have a short break or holiday was to use their small motorhome to get to the coast. Shell Island near Llanbedr was his particular favourite.

This September they managed to get away in it for 2 weeks at Newquay & Aberaeron but whilst there he had a fall and died a few weeks later, possibly of complications this brought about.

With his funeral likely to take place during lockdown, a memorial ceremony is planned for next spring.

Martin was an excellent cook, a ‘fun guy’ to be with (he’d love the pun in that one!) a typical Fid and a dear friend.

I’ll certainly miss his cheery phone calls, his Facebook posts & ‘likes’ and his idiosyncratic humour.

Obituaries “In Memoriam” Tributes

Memories from Bob Wells

Martin ‘Snoopy’ Pinder -- I first met Martin as a new Fid on the Perla Dan. I was bound for Halley Bay but we left Martin to serve as the cook at Signy Island for 1969.

The following year he transferred to Halley Bay and I got to know him much better.

Here he acquired the nickname Snoopy from some similarities in his behaviour to those of the laid-back dog in the Schulz cartoons which were popular at the time.

He was also known to many more by his call sign, VP8LH, which he used a lot as an enthusiastic novice radio ham.

He fed us well and introduced me to a novel Italian food dish called “pizza” which he produced incredibly quickly when we had some totally unexpected visitors to the base.

I also recall the use of local natural resources to produce a fine sorbet, but most memorable was the black icing used to make a model of the iconic bowler hat on Brian Cornock’s birthday cake. It later transpired that the vital ingredient was soot from the coal-fired stove!

In July we man-hauled to the emperor colony at Mobster Creek and spent a few very cold nights camping there. We used a candle to prime the primus, which led to the question – at what temperature does a candle stop burning (I still don’t know the answer to that). Martin made my camping experience much more pleasant by producing an HP sauce bottle filled with a spirit which I strongly suspect was ‘borrowed’ from the navy rum ration of those days.

Our return from Halley was the maiden voyage of RRS Bransfield. Martin left the ship in Punta Arenas while we flew flags down the Peninsula to Stonington. He rejoined us in Montevideo after a series of epic incidents in Chile and Argentina.

As we sailed into Southampton I remember he surveyed the waiting relatives with his binoculars and announced that his brother was a hero for bringing a very attractive young lady to greet him. When we docked he realised he had been looking at his younger sister who had blossomed during his Antarctic adventure.

The life expectancy of those with Martin’s lifestyle is not great and several Fids remarked to me that they were pleasantly surprised to see him at the 2006 Z50 reunion.

Happily, however, in the subsequent 14 years he attended many Antarctic-related functions and continued to enjoy chatting about his BAS days.

I last saw him after Dave Hoy’s funeral when we spent an enjoyable couple of hours reminiscing in his home town of Shrewsbury.

He told me of his plan for this year to visit Tom Crean’s pub and the South Pole Inn in Annascaul (Ireland), with his wife Maureen, for their (southern) midwinter celebrations. Sadly, travel restrictions prevented him from adding yet another chapter to his volumes of Antarctic stories.



*Champagne Pinder photo Bob Wells
The photo shows Martin opening a bottle of champagne for Midwinter 1970.
(Dave Peel and Steve Bean are the two in suits).*

Memories from Michael Taylor

Very sad to hear that Martin Pinder – ‘Snoopy’ – has died. He was a really good fellow to have on base. Always one to provoke a good conversation either serious or wonderfully stupid to enlighten the evening.

A very imaginative cook, remember him serving roast ham with peaches to cries of “what’s this” only to be vindicated when asked to serve it again by all. His Midwinter dinner and 3 day continuous buffet that he and Dave served up is still very memorable.

Very glad I saw him recently, he was still the same, laughing and chatting about memories long ago.

Having done a year at Signy, Martin always known as ‘Snoopy’, became one of the

Obituaries "In Memoriam" Tributes

Cooks with Dave Clark at Halley Bay arriving late January 1970. Having had a busy relief making sure they knew where all the food was dumped and marked on the surface, Snoopy quickly settled in to his life as Base Cook.

He and Dave decided to do a week on, week off system changing on Sunday. This meant that Snoopy on his week off helped out around base as needed, and was always cheerful and willing.

Snoopy claimed a corner of the Bondu Bar (GA's Room) as his own, setting up his Nagra Tape Recorder to supply music to all. His ready wit and sense of mischief was in great evidence in the evenings when a case of beer was opened and conversation flowed.

Before starting with BAS, Snoopy had not only been a Chef but had worked as a Head Waiter in a Swiss Hotel and he believed that food should not only taste good but look good as well. How the mid-winter meal, with all its courses, was turned out so well was a mystery to us all and that, with a huge buffet which fed us for the following three days, turned Mid Winter into a very special time on base.

A couple of years after I came home, I ran into Snoopy and found out he was at our Teacher Training College in Huddersfield. Years later when we met up at a small Halley reunion in the Lakes he said it was the best decision he had made to become a teacher. Typically Snoopy, with a twinkle in his eye, said 'I've got a pension which I never would have if I'd stayed a Chef'.

From Les Graves

Such a shock to hear about Martin. We kept in touch ever since we left Signy especially at reunions. Just last year he visited in his big camper van with Maureen. Planning with him to come back. Can't believe it won't happen. My thoughts are with Maureen.

From Dave Brook

I didn't know Martin but I have enjoyed seeing his comments on various facebook groups with an Antarctic flavour. Sorry to hear he has left us.

From Ron Morfa

Am very sad to hear of the passing of Martin Pinder and would like to pass on my condolences to his Wife and Family.

During my time at Halley Bay, 1970, I remember Martin as pleasant easy-going person. He was good company and always cheerful.

Along with Dave Clark, Martin kept us all well fed and happy with his culinary expertise.

From Graham Wright

Martin (Snoopy) was one of the great characters on Halley during my stay. You never knew what would happen next. Exotic meals, a drunken party, good music and he always loved the dogs although not a doggy man. Just a good funny man to be with, as long as you kept an eye on the booze.

ROBIN BURN 2020

Bosun RRS John Biscoe 1963-1965

Sad to say that Jim Turton informed us that Robin Burn (John Biscoe Bosun 1963-65) passed away on 19 July 2020 after a long illness.

AUSTIN SPENCER 2020

BAS Radio Operator Falkland Islands 1962-1966

John (Golly) Galsworthy has received a phone call from the wife (Jean) of Austin Spencer notifying him that Austin died on 3rd June 2020.

Austin Spencer was a BAS Operator in the Falklands 1962 – 1966. He was not a club member but many club members may well know him.

From Allan Wearden

Sorry to hear about Austin. He came to a couple of the Base F reunions I ran in 1987 and 1992. He was a good friend of Ted Clapp, although had lost touch with him the last few years.

From John Gallsworthy

I met Aussie when I was working for the government and he was a radio operator for B.A.S. This was from 1962 to 1966. Fids going South at this time could well have met him. He certainly would have relayed your news letters. We became very good pals and when we both returned to England we managed to meet up a few times. He leaves Alison and his son Martin.

ALFIE CONN 2020

Field Assistant Rothera 1999- 2000

I'm really sad to announce that "Alfie" Nicholas Conn, Field General Assistant at Rothera 1999-2000, passed away in October 2020

He leaves behind his father and sister.

Obituaries "In Memoriam" Tributes

EDWARD CRESSWELL (Chris) MADDERS
1941-2020

Radio Operator Stonington 1967-1968



Chris at Radio Club Annual Dinner

Eulogy - collated by Ron Smith (Chairman of South Manchester Radio Club) from experiences with friends in amateur radio and the British Antarctic Survey.

Chris was a great character. Thoughtful, caring and generous. He had many friends in different walks of life. Important things in his life were the sea, radio-communications, and Antarctica.

He was a radio operator in the Merchant Navy, a radio operator in Antarctica with the British Antarctic Survey, and active within the hobby of amateur radio.

My friendship with Chris started in 1969 when preparing to go on a two and a half year expedition as radio operator in Antarctica. He had just returned from there and gave me valuable advice on what to expect.

Chris was on the Survey base of Stonington Island in 1967 and '68. There was an urgent need to get him on base because of the tragic loss of the previous radio operator in severe winter weather a few months earlier.

Chris's travel itinerary included sailing on two Royal Research Ships, Shackleton and the John Biscoe, flights from Anvers Island to Adelaide Island then Stonington Island, followed by a Muskeg tractor ride, and finally a bumpy ride down the North-East glacier on a husky-dog

sledge team to the wooden huts that were to be his home for the next two years.

His various duties as the radio operator included co-ordinating survey aircraft rescue missions, maintaining radio links with doctors for medical emergencies occurring hundreds of miles away, operating the radio beacon for aircraft navigation, and looking after dozens of husky pups, being bred for sledge teams.

Friendships between members of the Antarctic Survey last forever (some are here today and many more are thinking of Chris wherever they are in the world). Chris was a respected part of that loyal circle. He was a frequent attendee at the Marguerite Bay Reunion and today would have been the first day of that annual reminiscing event. Chris will be missed at those occasions.

Chris's interest in radio communications also extended into the hobby world of amateur radio. He was a very active member of the South Manchester Radio Club where he gave out advice to beginners and helped in the tuition of Morse code. Within the radio club he was known for his strong opinions and there was many a time when issues were debated with Chris vehemently defending his views.

The loss of Chris's knowledge and tales of experience leave a hole within the membership.

Another of Chris's jobs was with Hughes Network Systems Ltd in Milton Keynes, employed as a Quality Control Inspector between September 1990 and November 1997. The Head of Human Resources there expressed her sorrow at the loss of our friend.

We have all lost a great character and a treasured friend.

Some memories from Allan Wearden

Ian Sykes remembers, in December 1968, on hearing an aircraft, Chris, running out of the Stonington base hut shouting *the beacon they've not asked me to put the bloody beacon on!* This being the new aircraft that then was stranded on the Larsen ice shelf for several days

Chris was very good friend of the late Ken Doyle and got me involved from the club Benevolent Fund when Ken was getting very confused after the death of his wife. Chris helped, along with Barrie Whittaker and myself, in moving Ken into sheltered accommodation.

Chris continued to visit him most weeks until Ken sadly passed away

Obituaries "In Memoriam" Tributes

GEORGE REX IBBOTSON 1935-2020
Meteorologist Argentine Islands 1957; 1958

Extracted from Oral History by Allan Wearden:

George was born in Plymouth on the 6th of May 1935, which was the silver jubilee of King George V and Mary, hence the name of Rex, he was always glad he hadn't been named Mary!

Having gone straight into the Met Office from grammar school he was a professional meteorologist and travelled around while doing his national service in the RAF.

George then took up one of the meteorology positions offered by FIDS in 1955 and with several others from the Met office went south the same year.

He sailed south on the old wooden *John Biscoe* spending several weeks in Stanley being kitted out and helping in Stanley Met.

That year they had Gerry Cutland as the base cook who put together the recipe book *Fit for a Fid* and he did say the food that Gerry produced was excellent, with George acting as his butcher with getting the cuts of seal meat before it went into the seal pile for the dogs! He did compare the base food that Gerry produced as like a *Lyons Corner House* and don't think anybody charged bases after that first winter?

The second winter the base was part of IGY and it meant extra radio sonde flights each day, but supplied with a new Gill generator for producing hydrogen which worked well as long as it was cleaned properly after use, if not it could lead to explosions both in gas and words!

They also had a new Met observer in Mario Nates who had worked in the British Embassy in Montevideo although arrived on base with limited English so over the year his vocabulary was much extended, so much so he was thrown out of a Stanley shop for using a lot of these new words!

Although he did go back to UK and do a proper meteorology course and returned to F for the winter of 59, and possibly ended up in charge of the Uruguay meteorology office?

A new arrival for the second year was Joe Farman who George says was a law unto himself and was very lucky to survive his first winter!

George & Ron Tapp had gone man hauling for a long w/e and Joe went off with a dog thinking that if there was any thin ice the dog would go in first but of course Joe went through

the ice! And had a job to get out. Luckily he had an ice axe with him and got himself back to base as nobody knew he'd gone off!

They also had the brief visit of Prince Philip on his tour of the bases, but as George said really in one door and out the other with a handshake!

Another duty they had was collecting snowflakes on black cloth which was never very successful at F. During the final summer the fuel started to run a bit low, so as they had seen Catalina's fly into the Argentinean refugio on Petermann Island [about 7 miles north of them] so they went to see what they could find which was a 40 gal drum of aviation fuel, then disturbed by 3 Argentineans who had been left there. Who said no problem take what you want and join us for a bar-b-q! Which of course they did and in the end all the 3 Argentineans spent a couple of days at "F" and Gerry spent some time at Petermann with them swapping what rations he could and collecting penguin eggs I would think?

Sailed home on the new John Biscoe and then travelled all over the world with the Met office and then trying the weather ships, finally ending up in charge of the Plymouth weather centre.

WILLIAM (Bill) McKIE 2020
Cook Signy 1979

Memories from Rick Price

Bill will probably be best remembered for guarding his kitchen ferociously from all comers with his good natured battle cry of "get out of my kitchen".

He took his duties very seriously and always produced high quality meals with the products provided.

Although he was somewhat disparaging at times about the quality of the provisions! I remember him being nervous every Sunday when he was forcibly retired for the day and had to relinquish his domain to amateurs who he would keep a discreet eye on. He was always ready to give advice when needed but was reluctant to release the prized frozen products from his stores unless he trusted the amateur cook to do it properly.

My clearest memories of him are holding skiing lessons on the old whaling plan, sometimes under the glare of the arc lights.

Obituaries "In Memoriam" Tributes

Most of the base personal took the opportunity to learn to ski or improve their technique. The lessons, of course, ultimately led to us using these skills and apart from venturing out onto the sea ice on cross country skis we also laid out a slalom course on the back slope which was much used when conditions and time allowed.

The diesel mechanic kindly provided one of our skidoos for towing us back to the start. Reflecting on the advisability of using the course for timed runs perhaps it wasn't ideal given the rampant competitive nature of the participants. Fortunately there were no serious injuries and it was great fun!

Bill did take time off, sometimes with a bit of encouragement, and would spend a couple of nights away in one of the field huts where he could swap his Aga for a primus and sledging biscuits. I don't doubt that his meals there weren't as basic as the rest of us would prepare. I'm sure he would have had a few herbs and spices from his stores in his pocket.

He was always very professional and personable and had good tales to relate from his army days. He was a regular around the bar and would always be the first to grab you a drink when you arrived. He was good company, what more can be said.

I've spoken to his wife, Cathy, several times, who's still coming to terms with Bill's passing. I spoke to her a few days ago and she was about to make a chicken dish from one of Bill's recipes. Typical of Bill, he wouldn't allow Cathy into his kitchen and would cook all the meals himself.

She misses him terribly. I'm sure I'm not the only Signy Fid who also misses him but have vivid memories of our shared times down South.

DICK KEYTE 2020
Radio Operator Halley Bay 1967

We have received the sad news from Brenda that Dick Keyte (Radio Operator, Halley 1966) sadly passed away unexpectedly on Saturday evening of the 31st October 2020

Memories from 'Mac' McKerrow

I remember Dick as the chirpy chap amongst us who helped raise spirits with his sense of humour. He also kept us in touch with pop

music by taping the Top 20 with a weak signal from Capetown Radio.

He and Ceeje Gostick taught us our morse code and helped us experience the radio shack and the etiquette of skeds with the field parties.

Thanks to Doc Ron Lloyd he recovered well from a brain haemorrhage in July '66 and was disappointed to forego being a part of the Theron's Field Party that year, returning home earlier than expected, just as his passing has been.'

Memories from Doug Beebe.

'When he was on the radio and required a break, he would say. "ang abart a bit" and on the Dan ship when we were coming out of Halley he went down in the empty hold and had a game of football with some of the crew.

We did not want him heading the ball after his brain problem on base.'

Memories from Chris Gostick.

Linda and I were able to join Brenda and family at Dick's funeral in Great Yarmouth on Tuesday as planned. Inevitably it was a rather sombre affair, with everyone socially distant and wearing masks the whole time etc. It was a small gathering of only a couple of dozen people, most of whom appeared to be family. There was no singing of course, but Brenda had chosen some quite uplifting music which fitted well with Dick's boisterous love of life. Fortunately *Good Vibrations*, which he used to play constantly in the radio shack at Halley, was *not* included!

As we know, he had quite an adventurous life after leaving Halley, despite the subdural haemorrhage that laid him low for the latter part of his time in the Antarctic, and this was all fully celebrated.

We have agreed to stay in touch with Brenda, and hopefully we will be able to meet up again in the New Year, when there may be less restrictions. I made it clear that she would always be welcome at any of our future get-togethers, and particularly next June in Shrewsbury, and she will think about this nearer the time.

As for Dick himself, he was always a joy to work with, and had a particular rapport in communicating with sledging parties out in the field, often when radio conditions made it difficult for all concerned.

I recall him as invariably cheerful, and as one of the real youngsters, celebrated his 21st

Obituaries "In Memoriam" Tributes

birthday on 21 April 1966, when he noted in the Radio Room Diary: "My 21st today. Fab time! Received 5 telegrams!"

It was a great blow to us all when after weeks of steadily increasing headaches Doc Ron finally diagnosed the subdural haemorrhage, and ordered complete rest for the remainder of the year.

He went out on the *MV Perla Dan* in February 1967, with Ron to keep an eye on him.

On arrival in Southampton, on 26th March, he was immediately admitted to the specialist Atkinson Morley Hospital in Wimbledon. He was diagnosed with a leaky aneurysm in the head, and had an operation to tie off the right carotid artery.

He later transferred to Holy Cross Hospital in Surrey for 6 weeks convalescence.

Shortly afterwards he joined Standard Telephones and Cables as a technician, working in London.

In 1970 he joined Decca Navigator and worked on their marine survey vessels in the North Sea as a Hi-Fix engineer at the beginning of the North Sea oil exploration and development programme.

In November 1973 he married Brenda, and they settled in Gorleston in Norfolk.

The following year he joined EG&G Geophysical as a geophysical engineer, responsible for the operation and maintenance of seismic, sonar, and oceanographic equipment used for carrying out offshore survey projects mostly in the North Sea.

Between 1975 and 1977 he moved to Jakarta with Brenda, and his young son, Charlie, where he was responsible for training local personnel for offshore oil related survey projects in the Java Sea. Their second child, Cathie, was also born there.

From 1980 to 1991 he was a freelance hydrographic electronic engineer and travelled world-wide, working for various international clients.

From 1991 to 1995 he joined a Norwegian company called 'Bloms', where he was responsible for the operation, maintenance and repair of all sidescan sonar, sub-bottom profiling and bathy equipment on board a survey vessel which was undergoing survey operations on offshore pipelines and oilfield installations in

Saudi waters for their state owned oil company, Aramco.

The latter part of 1995 he spent freelancing for Maritech Consultants in Great Yarmouth, and worked in Zaire, West Africa and Qatar.

In 1996 he joined 'Blom Dantarsa' in Indonesia, working as a Acoustic Electronic engineer, and as an engineer on one of the projects survey vessels, an ex French research ship being used by the Indonesian navy. The project involved sea floor mapping of all the sea lanes of Indonesia, using Indonesian naval survey vessels and a helicopter for inshore laser bathy.

From 1999 to 2006 he did occasional local jobs in the North Sea for Maritech Consultants, in Great Yarmouth, before finally retiring.

More recently he and Brenda had downsized to a new house in Kessingland, just south of Lowestoft in Suffolk, where we had plans to meet up for a natter about old times before the recent Coronavirus outbreak put the stop on anything like that.

MICHAEL "Bunny" HOULCROFT -2020
Tractor Mechanic Halley Bay 1977, 1978,



Michael "Bunny" Houlcroft taken at the Halley '77 York reunion photo Ken Lax

Memories from Ken Lax

Bunny spent his first winter at Halley Bay in 1977. He was the tractor mechanic. Also universally popular and with a great sense of humour. He was nicknamed Bunny because he was the person considered to be least like Bunny Fuchs. Our Bunny was not a great explorer and did not participate in many field activities, although always active around base.

Obituaries "In Memoriam" Tributes

Who could forget Bunny's rendition of the canons in the 1812 overture, performed by the Halley Bay tongue orchestra in the dining room? Tchaikovsky would have approved.

After FIDS he worked in the nuclear industry, and lived near Preston. His great hobby was rifle shooting, and he played an active part in the local gun club for many years. He died peacefully.

Bunny will always be remembered by his colleagues and when his health is drunk during the absent friends toast there are always stories to tell.

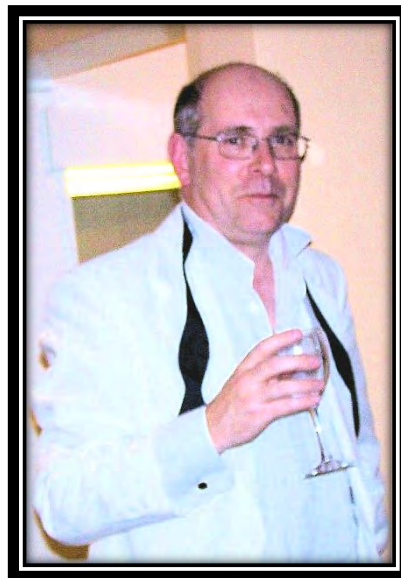
William John Bradford (JB) -----2018
Geophysicist Halley Bay 1977-1978

Memories from Ken Lax

JB spent his first winter at Halley Bay in 1977. He was a part of the geophysics team. JB was a popular base member, known for his eccentricity.

He always dressed up for the Saturday night dinner and maintained an air of sophistication that astounded the black-hand gang members. JB was a proud and staunch member of pseuds corner in the dining room.

He featured frequently in the quotes book on base, especially when he took aftershave and an electric razor into the field. On his first field trip he was recorded as saying "Look at me. Three days in the field and I am a mess".



John Bradford at Halley '77 reunion dinner in York photo Ken Lax

JB never missed a Halley Bay reunion (we hold them every two years).

He worked for the Appleton Rutherford Laboratory after leaving FIDS and passed away peacefully, with his friends

JB had the last laugh, because when they came to clear his house out, the police cordoned off the area and moved people out of their houses because they found, what they thought were, unexploded bombs in the house.



The sun goes down on all of us some time!!

Obituaries “In Memoriam” Tributes

D.K (Ken) ARCHIBALD 1933- 2018
RRS Shackleton 1st Mate 1959-1961
RMS Darwin Capt 1962-1972



Ken at home in 2017 - photo from his daughter

From Ken's daughter, Sally Ferris, 15 Nov 2020:

Ken was fit & healthy up until September 2017 when he became unwell. Despite some great medical care and lots of innovative procedures to improve his condition, his nervous system started to fail and he passed away on 29 May 2018.

He was cremated in Chester which was followed by a lovely church service in St Peters in Lower Heswall.

It was so well attended there was standing room only!

I am now the custodian of all the fantastic photographs from his time in the South Atlantic, and as I am sure that you are aware, he was a prolific writer too.

We often encouraged him to write an autobiography of his seafaring career, but unfortunately, he didn't get around to that idea. He was always very cheerful recounting his time in *RSS Shackleton* and most fond of his work with the BAS teams.

From Nancy Jennings (Falkland Islands)

From memory, he did served on *RRS Shackleton*, can't recall the years, though I recall him being on there as an officer and presumably Captain in his last years on *Shackleton*.

In 1971, Darwin Shipping Co. Ltd (a subsidiary company of Falkland Islands Company) announced that *R.M.S. Darwin* would be taken out of service at the end of that year (1971). This meant that the many years of shipping service between the Falkland Islands and Montevideo would be discontinued.

Capt. Nigel Miller, the Master on *R.M.S. Darwin* at the time, resigned to take up a Master's position with another company, in October of 1971, and it was in that month that Ken took over the post of Master on *R.M.S. Darwin* so as to be able to complete that year's schedule to and from Montevideo (last voyage was in December 1971).

Ken remained as Captain of 'Darwin' from October 1971 until February 1972. During that time, the 'Darwin' was able to complete the schedule of voyages to Montevideo, do the scheduled voyages around the Falklands Farms (known as the Camp) to take provisions and collect the summer wool for export to UK.

Also, in February 1972, the 'Darwin' made a trip to Comodoro Rivadavia, Argentina, to take passengers awaiting travel out of the Falklands.

Likewise, in the same month, a 'quick' trip to Punta Arenas was arranged so that prospective buyers could view 'Darwin'. This did not result favourably as no purchase was made!

Ken was Master on all of the above mentioned voyages.

Prior to his departure, in February 1972, a lunchtime cocktail party was held on board 'Darwin' where he was presented with a gift as a Thank you for his 4 months service.

My husband was 3rd officer on 'Darwin' and sailed under Ken during those months. He had also known him during their BAS years, as my husband had sailed on *John Biscoe* for 6 years prior to joining the 'Darwin'.

All who sailed with Ken respected him and spoke highly of him, not only as Master but as a friendly personality.

We lost touch with him when he left, though one of the sailors of 'Darwin' did keep in touch with him over the years, (he died a couple of years ago, so I'm unable to get more information !),

Last I heard was that Ken was living in the Southampton/Hampshire area. I was unaware that Ken had passed away.

Obituaries "In Memoriam" Tributes

I too remember him as being a cheerful chap and lots of fun in his company!



Capt. Ken Archibald receives his 'Thank you retirement gift' from F.I.C, Ltd Manager Mr A.G Barton.

Lady on right is Mrs Connie Luxton (perhaps a shareholder?) and Mrs Ashmore, Dr Ashmore's wife to the right of her - photo Nancy

Memories from Noel Downham

Ken grew up in Liverpool. Having met Ken when he was 1st Mate on the "Shackleton" in 1960 and I remember him being a terrific chap with a great sense of humor.

After I moved to live in Canada on my infrequent visits back to Liverpool I used to meet Ken in a pub in the Albert Docks area of Liverpool. After he had finished with the RMS Darwin and returned back to the UK he worked as a Probation and Rehabilitation Officer with sailors.

Ken used to send me long hand written letters and the last time I met Ken was 6 years ago.

I remember one story - though this may not be totally true - when Ken with some help managed to paint a Red Harp on the side HMS Protector without the ship's officers knowing and was subject to much amusement when the ship went into Port Stanley.

Ken had two daughters.

Memories from Roger Robson

I first met up with him on the Shack in 1961 and regained contact at Hope Bay reunions at Longnor Staffs in both 2013 and 2014. My latest contact was the exchange of Christmas cards in 2014 when he was living at Dee Croft, Pipers Lane, Heswall, Lancs.

I remember Ken as a very friendly officer and cavalier mariner, parking the Shack at high speed onto the jetty at Grytviken.

He was invited to join in at two of our reunions where he was very welcome and it was a great pleasure to renew our acquaintance.

I know that he had a daughter and was very much into looking after her horses.

I hope this short account is useful and would welcome any further info you might receive.

ED's note: Hope Bay reunion 2013 from Mag 70

It was good that Ken Archibald (ex Shackleton) was able to join us for a couple of days before having to go home to look after his elderly horses

Ken at Hope Bay Reunion 2013 -in the background Dick Harbour



Memories from Peter Kennett

I first met Ken in Southampton in 1960 when he was Chief Officer on the RRS Shackleton and we were preparing for a season of ship-based geophysical work.

He took us into a cafe he knew, but before we could react, the waitress had whipped up the thin end of my geology club tie and snipped it off for the wall display! Of course, Ken knew this and it was a good introduction of what to expect from him during the cruise - practical jokes which one could take in good heart and which enlivened the voyage.

I owe a lot to Ken and the ways in which he supported the geophysical work, sometimes by having to persuade 'Frosty' Turnbull on our behalf to do things which would not normally be expected of a ship's Captain.

Ken was also very handy in the motorboat landings, which we made for gravity readings, often in horrendous swells where the 2½ tonne motorboat rose and sank by 10 feet or so against a rocky landing. Indeed, on one occasion, in South Georgia, he saved me from serious injury, after I

Obituaries “In Memoriam” Tributes

had slipped on some kelp, by dragging me clear of the boat as it came crashing down with the next breaker.



*Ken in a dinghy at Stanley cove – bottle in hand - photo
Peter Kennett*

One could recount many tales of Ken's zest for life, but suffice it to recall:

- trying to train an injured skua to sit on his shoulder, pirate style
- leading a Fids singsong with his squeezebox or ukulele
- getting the *Shackleton* crew to wave some lifeboat oars out of their cabin portholes while we took photos from the motorboat of the ship under manpower
- appearing to take the *Shackleton* out of Stanley harbour, so that *Protector* dipped her ensign in salute –only to circle *Protector* so that the Navy had to dip it all over again
- singing carols with Fids at Government House, in opposition to *Protector's* officers with a different carol sheet
- discussing sermons after services at the Tabernacle (nonconformist church) in Stanley, after a number of Fids had nervously tried out the pulpit
- waving his arms around to organise dozens of Fids in unloading a massive radar set at Base F

In 1962, Ken was loaned to the Falkland Island Company's supply vessel, *RMS Darwin* to give her normal Captain a rest, and it happened that the *Darwin* was steaming towards the Falklands from Montevideo as we approached homeward bound from the south.

Ken was conveying a new secretary for BAS Office in Stanley and diverted his course to enable us to chat to the young lady, by radio, as he

played the *Darwin's* searchlight on her so that we could see her –poor lass!

When Ken left the sea he became a Probation Officer on Merseyside, and I imagine that his experiences with crewmen and Fids stood him in good stead in his new career.

In later years my family bumped into Ken on several occasions, the first of which, in the 1970s in the Wirral, led to him inviting us back to his house on the peninsula, with a wonderful view of the Dee estuary.

His wife and family were keen on horses, but the thing which stayed with us was the fact that Ken was in the middle of revamping the house, and we had to climb a ladder and enter through a window, as he hadn't got round to making a new front door!

Ken kept in touch with his old mates and with Fids and we encountered him again at the memorial service for Bob Metcalfe at the YMCA's outdoor centre on Windermere in 1994; at a reunion of the Falkland Islands Association at Liverpool Docks, and, lastly, at a Hope Bay reunion a few years again in the Peak District. Although both Ken and I must be counted as Honorary Hope Bay Fids, having done no more than unload all the base's stores for them!

My wife and I were saddened to hear of his passing – the world has lost a very worthwhile 'character'.

Ed's note:- In Magazine 77 May 2017 Peter wrote an article 'A Courtroom Drama in Stanley' in which Ken is mentioned

STAN EVANS 1929-2016
Physicist IGY Halley 1956

Notification of Stan's death came to the ZFids website (Andy Smith) in 2017.

By David Drewry

For a polar expert with a luminous international reputation it is unfortunate that Stan Evans' death should not have been recorded or remarked upon sooner. I was privileged to give the eulogy at his funeral and to contribute to his Obituary in the Jesus College Magazine. Below I have edited the latter, followed by my own recollections.

In 1955 Stan Evans joined the Royal Society Expedition to Halley Bay, Antarctica as

Obituaries “In Memoriam” Tributes

part of the vanguard for the British scientific contribution to the International Geophysical Year, 1957-58. Whilst the bulk of the effort by the expedition was to locate and construct a base Evan's role was to undertake a number of scientific projects, in particular running an all-sky camera for studies of the aurora and a Dobson Spectrometer for studies of stratospheric ozone. Indeed, the measurements Evans undertook at Halley Bay were the first Dobson records from Antarctica. In recognition of his work at Halley Bay he was awarded the Queen's Polar Medal.

Stanley Evans was born in 1929, he lived in Bredbury near Stockport. His father was an accountant, though sadly died when Stan was still a teenager; his mother and her family continued to provide great support along with his brother who was 7 years older.

Stan attended Manchester Grammar School where he rapidly developed an interest in Physical Sciences in part due to the influence of an excellent physics teacher, Mr Roger Stone.

Evans went on to take an honours degree in Physics at the University of Manchester, graduating in 1950.

James Lighthill, who in his twenties was elected Fellow of the Royal Society, made a considerable impact on Stan, teaching him mathematics as did John Clegg particularly because of the exciting research at Jodrell Bank at the time, and as a result Stan joined Jodrell Bank in 1950, starting a PhD degree there in 1951.

This was to be a hugely exciting time at the infancy of radio astronomy and was to be formative in determining the direction of his future research. On completing his PhD degree, in 1954, for his military service, Stanley was drafted into the Royal Naval Scientific Service working on research into torpedoes following which then IGY beckoned.

Stan returned from Halley Bay in 1957 to Manchester University to work at the Jodrell Bank Radio Telescope.

In 1959 he was recruited by Gordon Robin, the Director of the Scott Polar Research Institute (SPRI) at Cambridge University, to engage in a variety of physical projects. Robin had considerable experience of seismic depth sounding in Antarctica and possessed a keen interest in the glaciological study of the large ice sheets. With his support Evans became quickly interested in applying similar techniques of radio

echo sounding that he was familiar with from Jodrell Bank to the study of the thickness of ice sheets – downwards looking radars not upwards looking! Already he had re-interpreted ionospheric echoes from floating Antarctic ice shelves in which downward radiation from its aerial was reflected from sea water beneath the ice.

Shortly after commencing this research contact was made with a US Army group led by Bud Waite who was investigating erroneous height measurements from radio altimeters whilst flying military aircraft over ice sheets. I

It was clear that there was penetration of the radio signals into the ice. Evans was involved in a series of experiments organized by Waite in NW Greenland in April 1963 to test various radio apparatuses for measuring ice thickness.

Soon prototype systems, operating at 35MHz, were being prepared in SPRI and were being tested, once more, in Greenland and in which Evans participated in 1964.

Further exploratory missions took place in Antarctica with the British Antarctic Survey in 1963-64 and 1964-65 conducted by two of Evans research students (Mike Walford and then Jeremy Bailey, tragically killed during a traverse in the latter season).

A “simple” innovation by Evans transformed data gathering, the accessibility and the credibility of the radar results; it was the use of a 35mm film continuously driven across the screen of the monitoring oscilloscope - the technique was another he adapted from work at Jodrell Bank. It produced an impressive, visual two-dimensional profile of the top and bottom of the ice sheet.

Shortly thereafter the equipment was prepared for a unique airborne experiment. In April 1966 Evans, with Robin and Geoffrey Hattersley-Smith of the Canadian Defence Research Board, operated the radio echo sounding system in a light aircraft over glaciers in the Canadian Arctic demonstrating its effectiveness as a powerful tool for the rapid and continuous exploration of ice sheets and glaciers from the air.

Through Robin's contacts with the US National Science Foundation Evans was heavily involved in developing a programme of radio echo sounding using US long-range aircraft over the Antarctic ice sheet. This commenced in 1967 when Evans installed his equipment in a Super-Constellation (C-121) in New Zealand before it was flown to Antarctica.

Obituaries “In Memoriam” Tributes

The reconnaissance season was a remarkable success; depths of ice of over 4000m were measured, water at the ice sheet base detected and impressive sub-glacial mountains identified. In Cambridge Evans worked on equipment improvements and took part in two Antarctic seasons in 1969-70 and 1971-72 on these occasions using US ski-equipped Hercules (C-130) aircraft.



Stan Evans (on the right) discusses flight plans with Gordon Robin at Williams Field, McMurdo Sound in 1970

At this time Evans was also collaborating with a group at the Technical University of Denmark led by Preben Gudmandsen. When Evans left the SPRI to take a position in the Department of Engineering in Cambridge in 1973 this collaboration led to three further Antarctic seasons of very effective radar sounding in which Danish equipment was used and TUD personnel joined the SPRI team.

Although other groups in the USA, Soviet Union and Denmark were exploring these radio sounding techniques it was Evans who consistently pioneered its development with flair and imagination. He worked with several technicians and a commercial electronics company, founded by ex-FID Terry Randall, to construct the first purpose-built radio echo sounders. These were also available commercially and operated by many research groups around the world in the late 1960s and early 1970s.

Evans' contribution to glaciology was ground-breaking and innovative and his pre-eminence in this field was recognized in 1974 by the International Glaciological Society with their highest award, “*The Seligman Crystal*”, for his

outstanding contributions to the development of radio echo sounding for the study of ice sheets.

This accompanied his Polar Medal (1956) in recognition of his scientific endeavours at Halley Bay.

His time in Engineering in Cambridge and as Fellow at Jesus College, where he was Director of Studies of Engineering, was marked by new research fields: radio echo sounding of rock and structures and later measuring the microwave properties of a range of organic liquids - with a view to developing a preservation fluid for freezing and re-heating of transplant organs, avoiding tissue damage from ice crystals.

He was a popular lecturer and supervisor and his fascination with his subject, and enjoyment of it, always shone through to undergraduate students.

Stan married Margaret Elbo in 1960 and they had one daughter and two sons. Stan died 9th September 2016

A personal recollection of Stan Evans by David Drewry

I first met Stan Evans in 1969 at the Scott Polar where he was actively developing, along with Gordon Robin the Director, a radio-based system for sounding through the very thick ice sheets of Antarctica and Greenland. I was a research student joining this exciting project. In that capacity I recall his welcoming approach, his quiet but infectious enthusiasm and I soon learned of his robust intellectual demands for precision and detail.

Over the next few years I worked closely with Stan and shared two seasons in Antarctica at the American base at McMurdo. There I came to respect his tireless efforts to enable this entirely new and sometimes temperamental technology to work under the extreme and rigorous circumstances imposed by the harsh Antarctic environment.

The innovative radar systems he had devised were installed in a large American Hercules transport aircraft - less than “laboratory conditions” with its mercilessly Spartan interior subject to rough ski landings on snow and ice and operated by the US Navy with its very regimented procedures. But the systems worked with remarkable success; depths of ice of over 4000m were measured, water at the ice sheet base

Obituaries “In Memoriam” Tributes

detected and impressive sub-glacial mountains identified.

I was impressed by Stan’s ability to broker deals with our US partners. Stan presented a tall, spare frame, rather staring blue eyes, and possessed a laconic style; not without a humorous, ironic streak.

He would have every fact at his fingertips and an ability to argue his point with firmness and authority. Meeting in Washington with Bill McDonald at the US Geological Survey Branch of Special Maps Stan was confronted with a burly, square-chinned and hardened American survey chief who had spent many years working in challenging places. But, with little difficulty, plenty of praise and crystal-clear thinking Stan had Bill eating out of his hand and only too ready to help these “Limey academics from Cambridge” to get the Antarctic maps and charts they needed. Indeed, Bill became a friend and supporter of the programme until his retirement.

When we visited British Halley Station together in 1970 it was quite emotional for him.

We descended a long steel caving ladder 20m down an icy shaft to access the International Geophysical Year base that he had occupied a dozen years before and now buried under many metres of snow and ice.

There in the gloom, lit only by our paraffin lamps and torches, was an eerie scene of rooms being slowly crushed by the weight of the overlying ice, some sticks of furniture still remaining, a few pictures left on the walls and a large upright piano covered in dust which had been unable to be lifted out of the old Base.

The ceilings were festooned with hoar frost and sparkling ice crystals hanging suspended in their prismatic splendour made more fantastic in the glow of the lamps. Stan went around reminding himself and telling us about what had transpired in that now abandoned place. He peered into a room with a plaintive little sign. “This is the dark room where I worked a great deal”, he said, “It is all rather sad”. And it was, and fascinating and very moving.

Stan was a scientific pioneer. His experience of working on the radio sounding of the ionosphere at Jodrell Bank and his Antarctic time at Halley Bay in 1955-57 had provided him with ideas and experience to apply similar techniques to sounding downwards into the ice. Although other researchers particularly in the

USA, Soviet Union and Denmark were also considering this method it was Stan who brought this innovative technology to fruition and constructed the first purpose-designed ice depth radar sounder.

That after fifty years radio echo sounding remains the primary method of measuring ice depths is testament to Stan’s creative genius. The award of “*The Seligman Crystal*” for his pioneering contributions was a most fitting recognition.”

Stan Evans from ZFids website (courtesy of Andy Smith)

Dr Stan Evans passed away on 10th September 2016. Stan was one of the last two surviving members of the first wintering party at Halley Bay in 1956 by the Royal Society IGY Expedition Advance Party.

He was responsible for starting the Physics programme there and has written about this in a report which is on the *Z-Fids website (link from the 1956 page)*. The same page has a link to the transcript of an interview for the British Library Oral History of British Science which he gave in 2011.

A. B. (Jack) COGGLES 1920 - 2020
Air Fitter Deception Island 1966

Obituary by daughter Susie

Dad was born in Rochester in March 1920, youngest of four children. He attended the local Mechanical school for boys, where it was expected they would go on to work as engineers in the docks. Dad had seen flying boats landing on the Medway and fell in love with planes. So in 1935 he was the only boy from the school to sit the entrance exam to Halton, RAF apprentice school, from which he graduated in 1938.

During the war he was stationed in Scotland, Iceland and Northern Ireland providing technical support to planes protecting shipping convoys in the North Sea and North Atlantic. In 1940 he was posted to Cosford near Wolverhampton, where he met our mother, Anne Nora Coggles, they married in 1942.

After the war, the birth of four children and postings to Norfolk and Germany, the family arrived in Wiltshire in 1961, when dad was posted to RAF Hullavington in Wiltshire. After years of moving they decided that Wiltshire was where

Obituaries "In Memoriam" Tributes

they wanted to settle and they bought a house in Chippenham.

It was at this time, in 1965, that dad volunteered on a British Antarctic Survey expedition to the Antarctic. He was to work as an engineer servicing the planes the scientists would use. He was gone for 20 months.



Jack at Stonington 1966

These were the days before flights to the Antarctic, high tech expedition clothing, the internet and sophisticated building materials. He spent one winter at the base on Deception Island.

The hut was wooden, ice was thawed for water and huskies used for hauling. The only way to communicate was by post and that took weeks.

During the winter months when the base was inaccessible they received radio messages from family about once a month. Whilst there, he constructed a plane, a Pilatus porter, from a kit, that was transported on the same boat that took him to the Antarctic.

On his return he was posted to South Wales, he worked away and only came home at the weekends. In 1971 he was posted to Germany again and it was when he was there that his squadron leader put him forward to receive an MBE for his long service and his expedition to the Antarctic.

In the mid seventies they returned from Germany and he retired from the RAF after 40 years.

He continued working as a civil servant. During this time Mum and Dad established themselves in the community. They were both active members of St Mary's Catholic Church and

various other community organisations. They also travelled, visiting our brother in Australia several times. They attended several Universities of the Third Age classes.

Dad gave talks about his Antarctic experience at educational and community groups.

The lecture and slides were later put on DVD by his grandchildren and a copy sent to BAS for its archives.

The family had dispersed but met together when we could. Mum died in 2010 and in 2015, after a fall Dad went into The Priory Care home. It was whilst he was at the Care home that he was interviewed for the BAS Oral history project. He received the newsletter and whilst his eyesight prevented him from reading it, he enjoyed us reading parts of it to him.

We had planned a big party for his 100th birthday; about 70 family and friends, old and new, were due to attend, including members of the group who had been with him in the Antarctic.

BASC sent him gifts, a hat, scarf and mug and two bottles of his favourite tipple, Chilean Merlot. Unfortunately, because of Covid 19 we had to cancel the party and in the end we were only able to be with him "virtually". The care home did a brilliant job giving him a great day, including us as much as possible.

During lockdown and over the summer we continued to visit him when possible, with all the precaution and restrictions. At the beginning of October we had been told he had a UTI and on Thursday 16th October the care home called to say he had deteriorated. My sister and I were able to be with him in the care home until he eventually died on the evening of the 20/10/20. Dad would have appreciated the numerical symmetry.

He died peacefully after a full and happy life. He will be missed by his children, Mike, Anita, Terry and Susie, his grandchildren, Paul, Tom, Ali, Jennie, Sarah and Laura and his great grandchildren Finn, Sophie, Morwenna, Poppy, Hannah, Noah, Dylan and Jude.

Memory from Roger Wilkins

Was honoured to have visited Jack in early March and to have chatted with him and his family. Was able to show him some pictures of Adelaide and Fossil Bluff, and of sledging while there, which he enjoyed.

May he rest in peace.

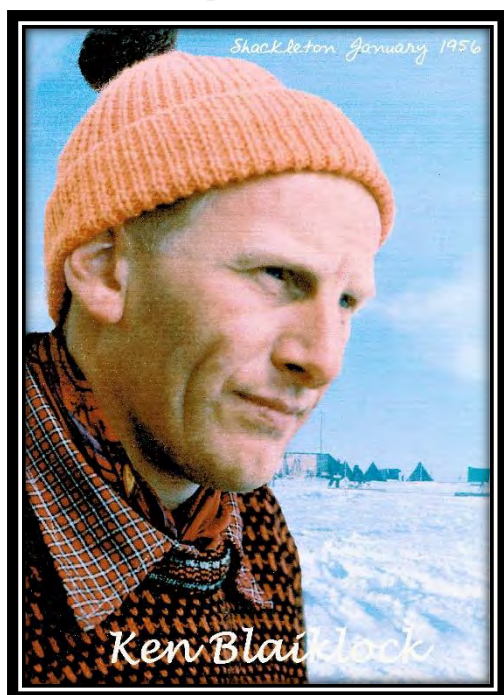
Obituaries "In Memoriam" Tributes

KENNETH (Ken) VICTOR BLAIKLOCK 1927-2020

OBE, Polar Medal with 3 bars

Surveyor Stonington 1948 -1949; Hope Bay 1952-1952

Trans Antarctic Expedition 1956 -1958



*Ken - Shackleton January 1956
photo Catherine Blaiklock*

From Catherine Blaiklock

Ken Blaiklock, who died aged 92 on 27 September 2020 from the complications of a broken hip, was the first man after Amundsen in 1911 to have driven a dog team to the South Pole. Husky dogs left the Antarctic ice sheet for the last time in 1994 but for Ken, they were a much loved part of his Antarctic exploration work and without them, much of what he and his fellow explorers did in the 1950's and 1960's would have been impossible.

He talked about the dogs often because they made life bearable when you are living in a tent in a blizzard, miles from any other humans at temperatures well below zero. The average winter temperature in Antarctica is -49C, the average home freezer is -15C. Ken held the world record for the longest amount of time any man had cumulatively spent in Antarctica, some fourteen years in total. Given the era in which he did this - before satellite communications, without rescue equipment and with little of today's technology, this was an extra-ordinary feat of fortitude and endurance.

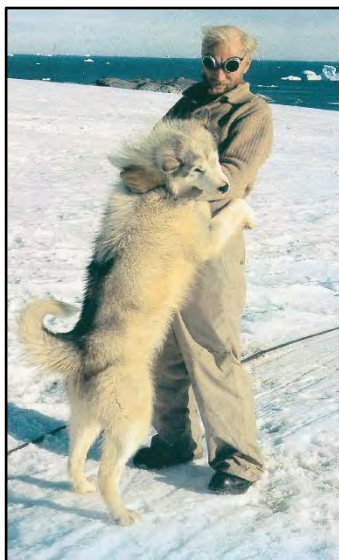
Ken, aged nineteen, arrived in Antarctica by pure chance. Today you need a raft of degrees to work in Antarctica but then all you needed to do was to volunteer, as well as being extraordinarily fit and brave. Ken had both of these qualities together with self discipline, a formidable work-ethic and a razor sharp intellect. Two months before he died he was reading 'Fermat's last theorem.'

Ken, who came from a working class background, left grammar school at 17 to join the Ordnance Survey as part of his national service. By the time he was 21, after two years Antarctic experience he discovered an island which is now named after him – Blaiklock Island. The island also has a hut, 'Blaiklock Hut', named after him.

With other colleagues he built "Shackleton" Base which, was used as a refuge and base for the advance party (which he led) for the Commonwealth Trans-Antarctic expedition.

In 1995, Blaiklock Hut, on Blaiklock Island, was designated an Antarctic heritage site. Blaiklock glacier was mapped by him.

Ken spent most of his working life on expeditions in Antarctica for periods of between six months and three years working on British, Belgium and the New Zealander expeditions . For these he received numerous awards, including the Order of the British Empire (O.B.E), the Polar Medal with a rare three bars, the Cuthbert Peek award in 1957 by the Royal Geographical Society, the Chevalier de la Couronne medal in 1961 by the Belgian government, and the W.S. Bruce Medal in 1962 by the Scottish Geographical Society.



*Ken at Stonington in the Antarctic and in Connecticut -
photos Catherine Blaiklock*

Obituaries “In Memoriam” Tributes

The highlight of this career was the Commonwealth Trans-Antarctic Expedition (CTAE) of 1955–1958 led by Sir Vivian Fuchs. ‘Bunny’ Fuchs, as he was known, Edmund Hilary and George Lowe of Everest fame, became good friends of Ken’s. In those years, the mountaineering world and the Antarctic worlds overlapped as they were both for the first time applying modern techniques to the exploration parts of the glacial world. The crossing of the Antarctic was an amazing feat not to be replicated until 1981. It was particularly dangerous for the advance party led by Ken who nearly died on numerous occasions which led to the phrase “We nearly lost Ken today’ being used in a number of books. On completion all members personally received telegrams from the Queen: Fuchs and Hilary were knighted, Ken as leader of the advance party received the O.B.E.

This is a description of some of the problems the advance party had to face.



Ken at work – photo Catherine Blaiklock

‘In early 1956, Fuchs sailed back to London, leaving eight men to over-winter at Shackleton. The eight men of the advance party, led by Kenneth Blaiklock, were left on the ice, having only tents and a packing crate as shelter. Most of the stores were left on the bay ice, some two miles (3.2 km) from the site of where the base was to be set up. Their first task was to get all these stores from the bay ice to the base and to try to build some permanent shelter for the oncoming winter. Once some food and paraffin had been brought up and the dogs safely tethered by the base, the men started to build their hut. This

proved to be far more difficult than had been envisaged – not only were the eight men insufficient in number to carry out the heavy tasks easily but the weather at Shackleton was colder and much windier than had been anticipated.

When the skeleton of the hut was complete, the men positioned the crates containing the wall and roof panels around the building site. Then a blizzard began, and lasted for more than a week. The temperature dropped to -20°C (-4°F) and the drift around the base made it impossible to do any work outside. The men sheltered in their crate and slept in their tents which were constantly in danger of getting buried by the drift. When finally the wind subsided the giant crates of wall panels had all disappeared under many feet of drift and the unfinished hut itself was full of snow. The bay ice had broken off taking all the remaining stores with it. Much food and fuel, a couple of huts and a tractor had all gone to sea.’

Ken and his team somehow managed to survive an entire Antarctic winter, living in a box which had been the flimsy packaging for a snow-cat and by killing seals and eating penguin eggs which are 90% white and little yolk.

Falling down a crevasse was also a big danger and this happened to Ken on more than one occasion. Breaking a leg whilst out sledging with just a dog team miles from anywhere was another. On one trip, Ken was leading a group of four people, surveying a previously unmapped mountain range. One man decided, without thought, to go for a little ski before dinner and broke his leg. Ken was none too pleased. Returning would have put the entire expedition at risk so Ken took two spare runners from a sleigh and set the leg. Years later, I met the man at Scott Polar Research in Cambridge and he told me that it had mended perfectly.

That was Ken in a nutshell - a no nonsense, get it done, don’t moan sort of man. He was also very kind and would be the first person to help anyone in trouble. In many ways, he was the quintessential quiet, unassuming but immensely practical, hard working English man of a bygone age. He was not driven by money or fame. Forty years later he was still wearing Antarctic expedition sweaters. Each expedition gave an entire new set which Ken saved and he had an entire loft full of them. He was also

Obituaries “In Memoriam” Tributes

extremely fond of vegetables which he grew in abundance.

As he said, try living entirely on butter, pemmican and the occasional penguin egg for two years and you won't turn your nose up at sprouts when you finally get to see them.

Ken Blaiklock leaves behind two children and two grandchildren. His son, John, is an engineer, Arctic mountaineer, sailor and pilot. Catherine, his daughter, founded the Brexit Party and a medical charity in the Himalayas. His two grandchildren by Catherine are with Everest climber, Gyaljen Sherpa.

Ken Blaiklock's Contribution to the Survey of BAT by Keith Holmes

As Catherine recorded above, her father, Ken Blaiklock, is probably best known for having driven a dog team across the Antarctic during the Commonwealth Trans-Antarctic Expedition of 1955-58. Nevertheless, over a twenty-year period he contributed more than any other person to the traditional topographic survey of the British Antarctic Territory. He also set up a good number of base huts and was undoubtedly a big influence (behind the scenes) in the plans which Vivian Fuchs made for the continuing survey of the region.

He began, at Base E, in 1948 and 1949, by adding to the regional trigonometric survey which Reg Freeman had initiated on Stonington Island, and by mapping much of the intricate detail of northern Marguerite Bay on travels with Bernard Stonehouse, Bob Spivey, and David Dalglish.



*Ken Blaiklock surveying, and Bernard Stonehouse booking,
on the survey journey 1948-49
Photo taken from David Dalgeish photo album*



*Blaiklock, Spivey, Stonehouse, and Dalglish after their
northern journey
Photo taken from David Dalgeish photo album*

These were enlivened by the men's pleasure of finding a bamboo pole which Charcot had planted on Jenny Island, an Emperor Penguin colony on the Avian Islands, and a note which the BGLE had left on the Leonie Islands.

Persistent sea-ice prevented the relief of the base at the end of 1948, and the men became known by journalists as the Lost Eleven - a term which somewhat riled the professional surveyor in Ken, who protested that "we were not lost".



*The 1949 Base E Midwinter Menu Photograph
Ken Blaiklock is seated second from the left
Photo taken from David Dalgeish photo album*

In the winter months of 1949, Ken fixed the location of the Faure Islands by star-sight, then added more topographic detail to the map of northern Marguerite Bay, and surveyed Horseshoe Island, on which he found a 1940 depot and note which the United States Antarctic Services Expedition had left in Lystad Bay.

Although he hadn't run his own dogs on base, Ken had picked up all the skills he needed to

Obituaries “In Memoriam” Tributes

drive them, and he demonstrated this back in England with a team from Stonington Island at the Festival of Britain in 1951. Peter Kennett does recall him telling how they used to delight in turning down the steps into the river if he didn't watch them!

Ken's next assignment was to Hope Bay, early in 1952, with ten others tasked with rebuilding Base D as Trinity House.

All except Murdo Tait (who had been at the static base on the Argentine Islands) were first timers, and Ken did a remarkable job in keeping spirits high and in transferring his field craft.

Apart from helping to build a second hut at Admiralty Bay while on his way south in 1948, this was the first of several bases which Ken established, and, like the later experience on the CTAE (which Catherine has outlined) it wasn't an easy process.

For a start, the men were repelled by Argentinians who fired military weapons towards them.

Then, there were shortages of building materials and food to contend with, under circumstances which were worsened by bad weather.

Nevertheless, Ken soon put these behind him and got involved with reconnaissance survey work on a journey around the southwest coast of James Ross Island to Snow Hill and Seymour Islands (where he visited the remains of Otto Nordenskjöld's hut).

He then made another journey southwards along the Larsen Ice Shelf as far as the Jason Peninsula and Cape Sobral.

After helping to build the field hut at View Point in the first months of 1953, Ken followed up his preliminary surveys to both Snow Hill and Cape Longing, thereby recording 1250 miles on extensive journeys with the Number Ones.

After that, he spent two months (and sledged another 200 miles) surveying Joinville Island with his own dog team and fellow Surveyor, David Stratton.

In January, 1955, he went south again aboard MV Norsel with a mandate to establish a new base on Anvers Island and to build a replacement one on Stonington Island.

However, when the ship reached southern Marguerite Bay, Ken found that the sea-ice had again failed to break out and Stonington

Island was as inaccessible as it had been in 1949.

He thus set up the new Base Y, on a site that he had surveyed on Horseshoe Island, and then proceeded with a month's coastal survey work aboard Norsel.

Later that year, he became the Base Leader of the Advance Party for the Commonwealth Trans-Antarctic Expedition.

He established, and wintered at, Shackleton Base in 1956 before surveying the Shackleton Range (on the Filchner Ice Shelf, at the eastern margin of British Antarctic Territory) and then crossing the continent in 1957 with a dog team.

Up to this time, Ken had always led by example rather than by direction, (and had done so rather well), but he seems to have been un-enthusiastic when given formal leadership after Fuchs left him in a shambles at the ice-edge.

Rainer Goldsmith (who was perhaps the most critical among the diverse bunch of winter personnel) commented in his diary on November 24th, 1956, that

“A lot of feeling was caused by Ken not telling anyone about his plans to leave tomorrow – it's a pity he hasn't got quite enough confidence to make the ideal base leader. The tragedy is that none of the others have enough character to be a good leader either.”

Nevertheless, the outcome was hugely successful.

Ken continued to survey the Antarctic in 1959, but departed from British expeditions by spending the winter with the Belgian Antarctic Expedition of 1958-60.

At the end of 1962, he was back in the British Antarctic Territory in charge of a programme designed to survey and geologise the east coast using the aircraft based on Adelaide Island, but this was abandoned because of adverse weather.

Tony Marsh, one of the geologists who spent three months with Ken, recalls him being a keen bridge-player and entertaining raconteur.

Back in England, Ken worked with Decca Survey, and found himself in his old haunts once more, during the summer of 1965-66, while running their Hi-Fix programme under contract with the Navy.

Finally, he returned to the Shackleton Range in 1968 for a little-known earth-science programme, which the British Antarctic Survey

Obituaries “In Memoriam” Tributes

organised and which is described, in justifiable detail, by Peter Clarkson. (*Ed's note: Peter's full survey details can be found under the Features section "Ken Blaiklock and the Shackleton Range, Antarctica, 1968–69"*)

Ken was apparently not a great writer, even of a diary, let alone a personal account of his adventures, but he figures throughout the accounts of less modest authors.

Several accounts by Vivian Fuchs cover Ken's activity in the BAT, and of course the CTAE, whereas Barbara McHugo gives a factual account of his significance in survey work itself (*Topographical Survey and Mapping of British Antarctic Territory*, 2004).

Ken's experience in the CTAE Advance Party is interestingly recounted in the book which Anthea Arnold based on the diary of Rainer Goldsmith (*Eight Men in a Crate*, 2007), and Jon Stephenson provided his own fine account of their work in the Shackleton Range and subsequent journey across the Antarctic (*Crevasse Roulette*, 2009).

The unpublished diaries and photograph albums of David Dalgliesh (E1948 and 1949) plus Bob Stoneley and Alan Coley (D1952) amply flesh out their day-to-day lives with Ken.

Ken was a consummate surveyer, he thoroughly enjoyed his work and the exploration it involved, and he endured some terribly uncomfortable circumstances with practical savvy and general cheerfulness.

Above all he was a good companion and a highly productive worker.



*Cake celebrating Ken's 21st birthday on December 6th, 1948
Photo taken from David Dalgeish photo album*

From Allen Clayton

I'm afraid I only met Ken a couple of times for pub lunches in Gillingham Street during late 1968.

As you are probably aware, Bunny had asked Ken, who had made a rudimentary survey of the Western Shackleton Range during TAE, to begin the control survey of the US Navy aerial photography of the mountains.

Tony True flew to McMurdo via Christchurch with Ken during October 1968 to be kitted out US Navy style before flying to Halley Bay and then into the Shackleton Range with the GAs, geologists and dogs for the first season of survey and geology.

Nick Mathys had a skiing accident, which led to Tony acting as nurse to Nick at the depot, making himself useful taking endless sun-shots for longitude, latitude and azimuth, whilst Ken and Harry Wiggans did their best to measure some telurometer distances tied in to the depot station.

Nigel Dean says:

Sorry to hear this. I was lucky to have been introduced to Ken at last years M.B. reunion. It was great to finally to put a face to a name having spent a few nights at Blaiklock hut during a winter trip from Rothera in 92.

Robin Plumley says:

Sad news. I didn't know Ken Blaiklock but his name and knowledge of his contribution to Antarctic science provided me with the incentive to make my contribution to Antarctic activities as best I could. RIP

Ed's Note:- Wikipedia has a page on Ken and it can be found at

<https://en.wikipedia.org/wiki/Ken.Blaiklok>

Editor:- members are requested to send any memories etc of any colleague/friend mentioned above

Book Reviews

CLAIMING THE ICE Britain and the Antarctic 1900-1950

Dudeney J and Sheail J

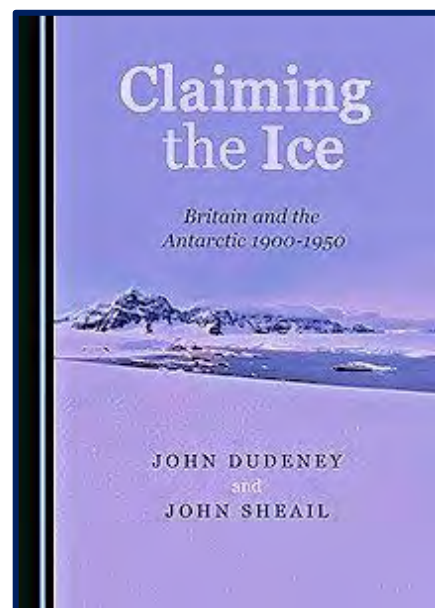
Cambridge Scholars Publishing 383pp

www.cambridgescholars.com

UK £64.99

ISBN 978-1-5275-3048-5

Reviewed by Paul G Rodhouse DSC Emeritus Fellow British Antarctic Survey, Cambridge



Most of us interested in South Georgia and the Antarctic generally, would claim to have at least a working knowledge of the human history of the Southern Continent and Ocean. If asked, we could reel off Captains Cook, Clark Ross and Scott, Shackleton, The Graham Land Expedition and Operation Tabarin. How many people know what was going on behind the scenes at Whitehall in the first half of the 20th century, when Britain started to make political and financial commitments to establish and bolster territorial claims in the Antarctic?

John Dudeney and John Sheail have written 'Claiming the Ice' to share their hard won discoveries. The geographical focus of these intrepid explorers' expeditions was south from Cambridgeshire to Kew, in the London Borough of Richmond on Thames. Although Kew is well known for its gardens and botanical science it is also home of the National Archives, which generally receive scant attention from those concerned with polar exploration, but contain much to discover. The authors' mission was to throw light on the 20th century's dark age of Antarctic politics ending in the 1950s and the era of the Antarctic Treaty.

The book takes us from around 1900 and the dawn of the heroic age of British Antarctic exploration. Scott, Shackleton and their men took the limelight during that period up to the start of WWI but at the time of those early exploratory expeditions the Antarctic whaling industry had started up, was growing rapidly and would soon become massive. With the industry's origins on South Georgia at Grytviken the whalers attracted considerable attention from the British Government, partly because they yielded a valuable tax income for the impoverished Government of the Falkland Islands but also because, even during the first decade of whaling, there was growing concern about over-exploitation of the stocks. After WWI the need for scientific knowledge to regulate whaling led to the Discovery Investigations, an interdisciplinary ocean science programme, focused on whale biology, which ran until 1980 and left us today with Discovery House at King Edward Point.

Initial investment in CA Larsen's venture at Grytviken came from Argentina and in due course British sovereignty of the Falkland Islands and the Dependencies was challenged by Buenos Aires. After WWI Britain was the leading Antarctic power, the empire was at its peak but soon to start its decline and there seemed to be an opportunity to formalise sovereignty over the Antarctic beyond the Antarctic Peninsula. As a first step to painting the Antarctic red for the British Empire, the United Kingdom Government conferred the Ross Sea Dependency upon the New Zealand Government. Australia then took up the initiative and claimed the Australian Antarctic Territory after negotiation with the French over its border with the French claim. There were private expeditions to the Antarctic in the 1920s and 30s and the Norwegians continued to develop their business interests. South American nations laid claims to territory on the continent and then WWII intervened and the Colonial Office launched Operation Tabarin. After the end of the war, Tabarin became the Falkland Islands Dependencies Survey and later the British Antarctic Survey. In due course the Antarctic Treaty was signed.

This is a meticulously researched work. It will keep you turning the pages to reveal a wealth of newly unearthed information about political activity behind the scenes during fifty years of Britain in the Antarctic. If 21st century politics is a turn off for you don't let that stop you reading this. It is a fascinating story of the politics of the Antarctic and British colonialism at the time when the sun did finally start to set on the empire. It is the political history behind everything that Britain does so well today in the Antarctic and at South Georgia in particular.

For anyone with an interest in the era of Antarctic whaling more is yet to come in another volume about this near-extinction event in the Southern Ocean.

Book Reviews

ANTARCTIC AFFAIR by Fergus O’Gorman.

Publication – Spring 2021 Publisher to be notified

Price: to be notified

Reviewed by Annemarie Naughton

We’re delighted to announce that Fergus has Finally Finished his Affair with the Antarctic!

At present the proposed front cover will have this photo of Fergus with the seal Pup

This is the compelling story of an incredible adventure by a twenty-two year old Irish Fid who went to the Antarctic during the International Geophysical Year, following two other Irishmen, Ernest Shackleton and Tom Crean.

It recalls the journey of a lifetime leaving Southampton on the RRS Shackleton in October 1957, heading for the Falkland Island. From there, Fergus and the rest of the Junior Explorers headed for South Georgia, then the headquarters of the bloody whaling and sealing industry.

They then travelled on to the South Orkneys and British Base at Signy, where Fergus was scheduled to spend the next three years.

As the biologist, he was landed on one of the smaller islands, Powell Island, as part of the first ever topographical survey. It was ‘Love at First Sight’, as is the title of his first chapter.

The near sinking of the Shackleton after dropping the survey party on Powell, and their subsequent rescue, threw Fergus’ plans into chaos.

After many perturbations he discovered the first fur seal colony in that part of the Antarctic for nearly a century. *Fame at Last!*

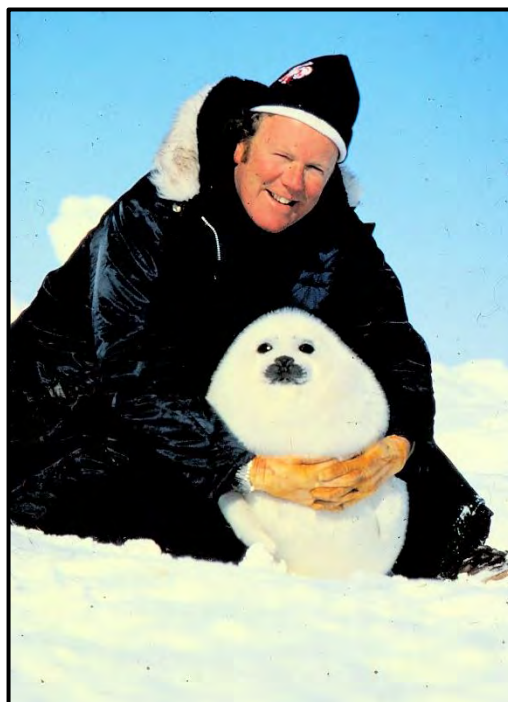
‘Antarctic Affair’ is a vivid and entertaining read, poignant and very informative. It’s full of outstanding photos.

I enjoyed it a lot’, to quote Brendan O’Brien, Editor and Writer.

Now the book is complete, Fergus has just started seeking a publisher as he intends to launch the book in the New Year.

For any enquiries contact Fergus O’Gorman

Email: ogormanfergus1@gmail.com Tel: +353 86 1703546



A couple of sample photos that will be included in the book



BAS Club Items For Sale

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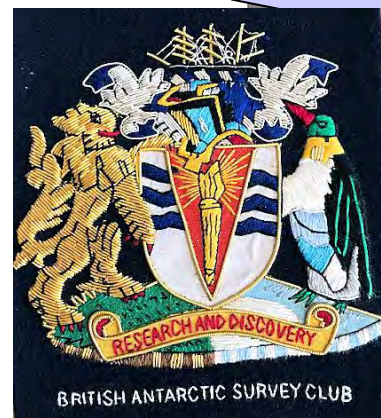


BAS Club Ties in in three colours
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BAS Club Items For Sale

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Design Team ONE ONLY WAS £8
NOW REDUCED TO CLEAR AT £5 plus post and
packing



Halley Shirt Size LS collar 16½
WAS £8

NOW REDUCED TO CLEAR AT £5 plus post and packing



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These are now available from the Club Secretary

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The club is wishing to clear their stock of these Halley Badges
This depicts the badge derived by a Base Member at Halley 1 or 2
(we are not sure). The spelling "Antartica" is intentional and as
originally depicted. The badges are on woven cloth and depict the
Southern Cross, 'Sastrugi', 'Sun Dogs' and Emporer Penguin
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Wincott info.basclub@gmail.com

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If you do not have access to email or the internet you can still view the range and make a purchase. For members requiring this service please contact the Secretary, Tony Wincott, at 20 Lancers Way, Weedon. Northants. UK NN7 4PH and he will arrange to send a catalogue for your consideration.

This link will take you directly to the web site and click on British Antarctic Survey Club at the head of the list.

<http://www.tshirtuk.com/index.php?route=product/category&path=83>

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