

## IAN ROSE - Part 1

**Edited transcript of a recording of Ian Rose, interviewed by Chris Eldon Lee on 28 January 2013 at Devizes, Wilts. BAS Archives Ref AD6/24/1/206, transcribed by George Kistruck, 20 March 2015.**

[Part 1 0:00:00] Lee: This is Ian Rose, interviewed by Chris Eldon Lee, on the 28<sup>th</sup> of January 2013. Ian Rose, Part 1:

Rose: My name is Ian Rose. I was born in London on the second of April, 1949.

Lee: So how old are you now?

Rose: 63 - almost 64. I came back almost 40 years ago from the Antarctic.

Lee: Gosh! Would you say that your father was a professional, educated man?

Rose: He was a professional, yes, in London, but he hadn't had the benefits of a further education, of course, higher education such as I had.

Lee: What did he do?

Rose: He worked in Insurance, in the City. He was lucky enough to get a job in the Depression. Obviously his father knew people, and he got a job and stayed there for the rest of his life, apart from the years during the war, which took him to North Africa. He was lucky enough to return to his job, and things were such that you couldn't move your pension then. It was necessary to hang on to get the benefits of your pension. The best advice I got from him was 'Do something exciting for a bit. Don't work in Insurance.' I fulfilled my father's wishes!

Lee: Did you get a decent education?

Rose: I was very fortunate, yes. I went to Birmingham University after school in London and did Civil Engineering, and went straight from there to BAS. In fact I had to take a day off from BAS to go and get the degree. It was an exciting year, that one!

Lee: Does engineering run in the family?

Rose: No, not at all.

Lee: So what made you want to move into that?

Rose: Well, part of the appeal was travel, which I have managed to do. If it wasn't the Antarctic, it was something else. It was a practical thing, definitely on the mathematics and scientific side of the curriculum.

Lee: So did you do Meccano, and [??] Beta Blocks? There's a Meccano clock you're pointing to - you're *still* doing it!

Rose: It was a long time ago! I've not got it working yet.

Lee: So it can't have been *just* travel though -- you must have had an interest in making things happen?

Rose: Well yes, there was definitely an interest in practical things, design and so forth, but this decision was made quite early on. I didn't have much experience of life, to make those decisions.

Lee: Mmm. And what do you think might have been your first awareness that there is a place on this planet called 'The Antarctic'?

Rose: The Transantarctic Expedition, led by Vivian Fuchs, 57-58 [sic]. It was part of the IGY. I have the books downstairs. I remember going to the Royal Festival Hall, on the South Bank, which had only just opened. There was a wonderful slide show, and so on, of his trip - views of the Antarctic.

Lee: So you'd heard about him, and decided to go and see the presentation?

Rose: No, I was taken. My father, I went to it with him. It was a very exciting thing at the time, that's why I remember it. There was this public lecture, and so we went to see it. I was very aware, yes, I knew who Fuchs was.

Lee: Were you inspired by that talk?

Rose: I guess I probably was, yes. But I don't think I then said 'I want to go to Antarctica'. That came about later.

Lee: You would have been about eight or nine years old?

Rose: I would have been, yes.

[Part 1 00.03.36] Lee: So: Birmingham University, to study - what?

Rose: Civil Engineering.

Lee: And while you were there you saw this advert?

Rose: Yes. You see, in those days the geology department of BAS, and geophysics too, were located in the geology department of the University, part of the university campus. The BAS bit was led by Ray Adie. There was a lecturer in our department, and you are right, an advert went up, and this man in our department (who was also a South African) said 'All right, I'll introduce you to my friend in the geology department, and he'll talk to you all about it.' I must at this stage mention Martin Pearson, we went through all this together. We went across to see Ray Adie and chatted a bit. I think he must have enthused us both and we subsequently put in applications for glaciology posts. I don't remember the exact [inaudible] being advertised, a general tour, but that soon led to an interview in the Scott Polar Research Institute in Cambridge.

[Part 1 00.05.12] Lee: Tell me about Ray Adie. What impressed you about him?

Rose: A very confident man, and quite a sort of dominant man. I know that he wasn't possibly the easiest person to work with, though this was a long time ago. There was an attitude which prevailed then, and I encountered it later, when I started my career in engineering. It was common to find the principals in the firm were very aloof figures. It's utterly different now. I suppose it's something to do with the fact that a lot of the people who were in those positions, and in those days, had a military background. I think that's gone now. So that was the sort of person you were dealing with. It was a quite common experience to find somebody like that in that sort of position.

[Part 1 00.06.10] Lee: So did he send you for the interview, or did he just recommend you go to one?

Rose: Oh gosh, I can't remember now, but we found ourselves going to an interesting interview, Martin and myself, together in the Scott Polar.

Lee: And who was on the other side of the table?

Rose: It was Gordon de Q. Robin, who was then the director, a New Zealand man, quiet spoken, and Charles Swithinbank. We must have met for the first time in that same day, yes.

Lee: Was Martin also going for glaciology?

Rose: Yes.

Lee: Right, and that's why it was being done through the Scott Polar and Birmingham University rather than through FIDS HQ or Crown Agency?

Rose: That's right. I don't remember the sequence of events, but perhaps Ray Adie had put us directly in touch with them. I don't remember.

[Part 1 00.07.10] Lee: Do you remember any of the points that came up in the interview? Was it a tough sell?

Rose: I'm not really one to sell myself. Martin and I had not graduated at that stage, where you go around seeking a job. This was just one of a number of interviews I had, and of course all the others were mainstream civil engineering. They were interested in what you thought your prospects were, how well did you expect to do, and they were interested in your background because we were only twenty, twenty-one at that stage. No gap years in those days! Thinking about it, we must have seemed very fresh-faced students, in the late sixties, and I wonder how on earth they arrived at... It shows risk on their part, doesn't it? Having since been through business, and interviewed myself, actually the bigger risk is on the part of the person who has got to make a decision about whether they are going to fulfill the role or not.

Then, rather to our surprise (I remember Martin and I hanging around in the museum in the Scott Polar afterwards) Charles came through and said 'Yes, well, we're taking you both on.'

[Part 1 00.08.29] Lee: Just like that?

Rose: Like that, yes. A point of interest in my interview had been that I had been in the University Air Squadron at Birmingham, and had a pilot's licence. Charles [Swithinbank] also had a licence, and he was interested as a private pilot. At that time the big vogue thing going on in the glaciology field was this radio echo-sounding that you may have heard about. This was quite a phenomenal technical development, and of course that involved a lot of flying. Clearly they didn't expect me to do the flying, but I think the association with light aircraft, which of course I'd had, was of interest to them.

[Part 1 00.09.29] Lee: So they presumed you would be comfortable in a small plane?

Rose: Yes. And how it moves on the ground, this sort of thing would be quite helpful, quite useful.

Lee: I know it's forty-odd years ago, and you may not remember, but do you think you were aware of being 'psyched out' at the interview, or were they just asking questions about your personality, how you'd cope with being isolated for a couple of years with a handful of men, so far South?

Rose: I wasn't aware of that, no. It did occur to me perhaps that by taking us both on, two lads who actually knew each other, had known each other for years, although not particularly well, we hadn't been very close in those three years of our degree, they thought 'Well, they have turned up for interview together, perhaps they'll get on together,' and I think we probably gave that impression. Martin is very easy to get on with.

[Part 1 00.10.20] Lee: Were they right?

Rose: Yes, I think they were. Martin is a stalwart, yes.

Lee: So there'd be a kind of interregnum now between being told you're going to the Antarctic for two and a half years and departing.

Rose: Yes, and very interesting too. There were some other formalities, a medical ...

Lee: Was that thorough?

Rose: [Chuckles] Doesn't seem so now, no! It happened on a Sunday I think, the Sunday we were employed. I just remember basically finishing finals, and getting up to Cambridge as soon as possible. As I said earlier, I had to take time off to go to collect the degree which I got. It was quite exciting, because it must have been... The finals were in June, [and] soon after that we were employed. The *Biscoe* departed in October, and in that time we had to become glaciologists.

I think it's important to emphasise at this point they were interested in civil engineers, because with civil engineering you do get a good practical grasp of mathematics and surveying. The positions they were trying to fill were basically field glaciologists,

and the basic expertise you needed was embodied in civil engineering -- a fairly widely-embracing subject.

[Part 1 00.11.57] Lee: Had you ever come face to face with a glacier at that point?

Rose: Well, yes, I'd been to the Alps, but that was rectified anyway because within a few weeks we found ourselves in Northern Sweden, on a course laid on by Uppsala University, with Professor Walter Schuyt, who is a [an ex-] colleague of Charles Swithinbank's from his earlier Maudheim expedition, from his own experience in the Antarctic. They had obviously stuck together and had become senior glaciologists in their own fields as they had developed that career path. Charles obviously thought 'Well, I'd better get these lads on the ground somehow, before October,' so Martin and I went off to this glacier research base up in the hills of Northern Sweden. It was a fascinating place. So there we were crossing... [ the Arctic Circle?] and down South a few months later... In that one year Martin and I crossed the Arctic and the Antarctic Circle -- and Equator, obviously, each one making its mark, as they do.

[Part 1 00.13.13] Lee: So was that sufficient training, do you think?

Rose: It's a very British way of doing things, isn't it?

Lee: It was then.

Rose: Yes, it's almost like a Services way of going about it. 'Go and do it, then come back.' It's got to suit the field glaciology. We were not scientists, you see (I should speak for myself!), they were not trying to make us scientists. Once you've got yourself a desk in the Scott Polar you are with other glaciologists, scientific people some of them, a wide range but it does include scientists, probably coming from Cambridge and with a Cambridge degree. There's quite a gulf, quite a difference. A lot of the work which we were picking up or trying to make use of was scientific work which had been developed with that [sic], and Charles had the onerous job, I suppose, of introducing it to us and interpreting it for us so that we could actually apply it in a practical way and do practical things with it - which is very much what engineers do, actually. It's just that we were at the beginning of our career.

[Part 1 00.14.37] Lee: So what did you make of Charles Swithinbank, then? What sort of personality did you spot within him?

Rose: Oh, an interesting man. Yes, he spoke very well, a public lecture would be very interesting. I think people like Charles always found it a bit difficult going down South. I can't imagine it, actually, it must be very difficult because there you've got this rather odd community of people all thrown together, they've been there for a winter or two, they've all got these peculiar habits. You step off the ship for a few months in the summer, you're down there for a brief period and you've got to get a lot done, and it must be difficult to step into that and do what you want at the same time as not creating too much of a disturbance. Charles did it very well, as I recall, but you could see the adjustment that was necessary.

[Part 1 00.15.44] Lee: Was he patient with his fledglings like you?

Rose: I've just been looking at some of the notes he wrote. I think he was, yes. It's all very carefully explained. I'd long since forgotten about it. What I do remember -- this is jumping ahead a bit -- when we returned with some results he was very patient with us in guiding us through the preparation of a paper which was eventually published by Martin and myself. He clearly had an instrumental part in guiding us through that, and it was published in the BAS Journal. So when it came to that stage he was very patient, yes.

[Part 1 00.16.36] Lee: So there you were on the dockside, looking at this quite small vessel, the *Biscoe*, wondering how on earth you were going to get all the way South in something as small as that?

Rose: Yes, we were.

Lee: How was the journey?

Rose: Oh, that was eventful. This was the relief that started in October 1970. Near the equator the ship broke down. You must have heard this story? No? I imagine you listening to the same story told by lots of different Fids, in lots of different ways!

Lee: [Laughs] Tell me your story -- please?

Rose: It was a diesel-electric propelled ship, and one of the outers of the electric motors burned out. We limped along at a much reduced speed, and floated rather slowly across the Equator. The wonderful thing about being on a ship is that rumours abound! So there you are stuck in the middle of the Atlantic, where do you go to get this ship repaired? You can't go down to the Antarctic with the ship in that condition, and it's full of all this relief gear, you see, the bases need it. For days my journal talks about 'It could be Recife; could be Dakar; or back to Southampton,' and that was a real worry because we'd all bought this tax-free, duty-free stuff. The thought of going back to Southampton and paying the duty was not on! I suspect that was a rumour started by somebody on the poop deck and it permeated through the messes just to play with people's feelings.

[Part 1 00.18.24] This went on and on, and we ended up in Rio de Janeiro, which is a spectacular place. To go to Rio, to sail in is wonderful because it's a most impressive place. That was a whole experience in itself. We had to anchor in the middle of the Guanabara Bay, as we had dangerous cargo on board, scientific equipment and those things. We were given leave to go ashore, for at least ten days I think, and a party of Fids from the ship organised a minibus and we went off. We thought 'Let's go to Brasilia,' or somewhere. We got as far as Bella Horizonte and had lots of fun, didn't end up learning any of the language at all, not expecting to be there.

[Part 1 00.19.27] Lee: So what did you do for money? Because you wouldn't have had any cash, would you?

Rose: We'd got some, what were they called, cruzeiros or something. We had cash, you see when you go ashore the purser gives you a float on your account.

Lee: Yes, sorry, off your account, your salary

Rose: Of which a little bit had accumulated by then. Got back to the ship, and a certain amount of hanging around, playing football on the beach, you know, and eventually back to the ship and departed. I think we called in at Montevideo, which is the usual destination for BAS ships because that's the British corner of South America, and then on to Port Stanley. We approached Port Stanley, it was quite dark, either late or very early. I think we did the approach overnight and then came in once it was light. I remember suddenly a noise, off to the horizon, and this was a hovercraft bearing up, and 'Flash flash flash' from the hovercraft: 'What ship?', to which we replied "*Mary Celeste*", and it was the Marine Corps in Stanley. They had this hovercraft, and they knew we were coming.

[Part 1 00.21.00] Rose: Then you tie up in Port Stanley, and I went off to get a tooth extracted, but the business in Port Stanley of course is to get kitted-out. That's where the main BAS depot is, so you haven't needed all this silly stuff going down, but it's beginning to get a bit chilly by the time you get to Stanley, so you are quite glad to get your Fids gear by that time. You get all this pristine kit, you see, and there is always a few returning Fids on the ship, and they've got their old manky, sealy kit on and you feel rather conspicuous among them. There's a lovely story, you think 'well I'm going down for two years, is this what I get?' and the apocryphal story is that some new Fid held up his towel, he was given a towel, and said 'Is this all I get?' Some old sweat of a Fid tore it in half and said 'That bit's for this year!' [Laughter]

[Part 1 00.22.06] Lee: The sight of Fids coming out sometimes made Fids going in a bit nervous, because they were fairly wild men with bushy hair and big beards, weren't they?

Rose: Yes. I suppose it was helped in our case by a fairly gradual introduction. The advantage of being in our case very far South is that you've got to go through all the bases to get there, and take part in a lot of relief on the way down. I do feel that for those Fids who disembark at the first stop...

Lee: They're short-changed?

Rose: Mmm. So anyway, you embark on this fascinating tour of the Peninsula and the first stop is South Georgia, so you get one sort of vision of Fids there. Then you go on to Signy Island, and then along down the Peninsula. Each time you are that bit further South, and I suppose the Fids are a bit more Fid-like. The bases change character of course, considerably. So the answer to your question is that it was a rather gradual introduction, I think.

[Part 1 00.23.16] Lee: So you saw all the bases on the way down, and you were able to start to speculate what your accommodation might be like for the next couple of years? I'm guessing you hadn't been told a great deal, in advance?

Rose: Well. Obviously we'd seen pictures of Fossil Bluff, and we'd met in that preparatory period at the Scott Polar. One of those scientists I mentioned was a man who had just wintered at the Bluff.

Lee: Right, so he was filling you in?

Rose: Yes, I didn't make that ... He was Andy Wager, part of the Charles Swithinbank combo [???] helping Martin and myself get up to speed.

Lee: So it didn't come as a great surprise to you when you got there.

Rose: It probably did actually, yes! [Laughter] Yes, it would have done. Nothing really prepared you for that.

[Part 1 00.24.03] Lee: Was it smaller than you thought?

Rose: I don't remember that.

Lee: I imagine you flew in?

Rose: Yes, it was quite an elaborate business. We've talked quite loosely about travelling down the Peninsula, but in fact that wasn't quite right. We progressed down and got as far as a former Antarctic base. There's lots of abandoned bases down there. We got as far as Anvers Island where there's a British base that Graham Wright talked about. That's next to, across the bay [from], Palmer Station which is where the Americans were. Martin and I and several others disembarked at Anvers island and made that our home, and prepared the airstrip and the way up to the airstrip on the plateau, the icecap, to receive aircraft so that we could then be flown down to Fossil Bluff. That was quite an interesting period.

[Part 1 00.25.06] Lee: Why do you say that?

Rose: That was the real initiation. It was very useful actually because you were clearly on an Antarctic base, a British base, with a selection of Fids, many of whom were experienced. So when it came to getting a Skidoo going, or a sledge going, and taking kit up to the icecap, and measuring out, checking out the airstrip, which had been used before, and of course this was an entirely new experience, Martin and I and others took part in it. Thinking back, that was a very useful period. Also the business of communicating, using radio and so on, which is a big aspect.

[Part 1 00.25.55] Lee: So you were learning the skills actually in the Antarctic, rather than before you left Britain?

Rose: Oh yes!

Lee: Did you have any health and safety training, any glacier rescue training?

Rose: That came, yes, health and safety, never heard of anything like that, but certainly we were aware of safety requirements. There was a very graphic lecture when we were still at SPRI. Vivian Fuchs gave a lecture to all the new Fids, at SPRI, and it was basically about the hazards.

Lee: What do you recall of that? You're the first person to mention this. The conference before heading South is a common experience.

Rose: That's right. Somewhere in that programme we'd gone to SPRI to listen to Fuchs and it's basically a warning about precautions, of course. My recollection of it is vague it is more on the lines of this is what can go wrong, rather than a set of rules to avoid them. And so it made an impression, really.

Lee: He was still the Director at that point, wasn't he?

Rose: Yes, he was. I came out in the *Biscoe* at the beginning of '73, the end of the '72-73 relief, and Fuchs was on board making his swan song at his retirement. It was rather interesting, because we then did do lots of excursions up the Peninsula stopping at bases, because he wanted to see every one of them.

[Part 1 00.28.00] Lee: What did you make of him, then?

Rose: I didn't have the sort of personal contact in the way that Graham Wright describes so well, nothing like that, but once again I try to articulate the sort of view one is accustomed to find in such people in those days. That's a dying breed, it's not gone, but once again a very sharp and quick-witted man. I can remember him getting terribly excited about some fossils which one of the geologists had found. I don't remember any direct discussions with him.

Lee: Is that the incident where the fossils are laid out on the deck of the ship?

Rose: Yes, that must be on the return, yes, when he was on board.

Lee: A previously undiscovered dinosaur?

Rose: Oh, I don't remember that. The geologist concerned was Mike Thomson. All these geologists come back with boxes full of rocks, so I suppose he just rifled through them and had an interesting discussion.

[Part 1 00.29.15] Lee: So we've got you to Stanley, and you're heading south through all the bases, you've got to Anvers Island, and as a civil engineer of course you were involved in preparing the landing-strip. Did you use any civil engineering skills at that point?

Rose: No, not to my knowledge, no. Preparing the strip basically means checking out in this case, because I'm pretty sure it had been used before, that it was still intact and there weren't any cracks opening up in it for example. I'm pretty sure we marked it out, or reinforced what marking there was so that it was most easily distinguishable by the incoming pilots. What the aircraft would have done would be to complete their journey from South America to Adelaide at that time, Adelaide base, landed there -- it's the main air facility -- and I think on that occasion the following day they were up at Anvers Island to pick us up. They took us right down to Fossil Bluff. Well, they stopped at Adelaide, and Martin and I must have had some time at Adelaide. We met George Kistruck, who was the outgoing glacio, and within a few days we were actually at the Bluff.

[00.30.39] Rose: Then we were really in George's hands. Just what he made of these incomers I really don't know, but he's rather, a little older than us, because he (we must have seemed extremely young to him) you see he wasn't so young when he'd gone down. He was a young man, but he had qualified as a civil engineer and got himself past that stage and then gone to the Antarctic. So he was a Chartered Engineer by this time, and then did his stint in the Antarctic which I think had been a sort of career plan for some time. I remember him actually... There was always this worry about the stability of Fossil Bluff, sitting on a sort of bluff which was basically held together by permafrost and ice. There was always a worry that it would start to move a bit, and George I remember doing a drawing of the levelling around the base, drawing things up, and signed it, and I think Martin was quite impressed by this -- 'Kistruck's an M.I.C.E.!' [Laughter] He's a good man, Kistruck.<sup>1</sup>

[Part 1 00.31.51] Lee: So here you are settling in to a fairly small hut which is going to be your home for the next two and a bit years.

Rose: Yes.

Lee: Was it a bit overwhelming?

Rose: I've just noticed in Charles' thing that the first instruction was... There were several foolscap sheets of our instructions, our brief, and it sounds as though there was some doubt as to whether we would actually do a second year there. I think it was just a desire to keep the options open.

Lee: So you had one definite year, and one possible.

Rose: I think the expectation was that we would, because we knew we had a programme which would need those two years.

Lee: What was your programme? What was your brief? Your secret instructions?

[Part 1 00.32.32] Rose: It was basically about measuring the movement of the George VI Sound, and other ice shelves around the Peninsula, and also contributing to what was the International Hydrological Decade. A glacier on Alexander Island had been identified, a glacier which would contribute to that study, and this was very much Andrew Wager's work. That's the sort of scientific side of it, and Martin and I had tasks to do of a surveying nature, measuring the accumulation of snow and ice. So it was very much that sort of field work. When we got there we discovered that George really had these things in hand very well.

[Part 1 00.33.29] Rose: As regards George VI Sound it really comprised erecting stakes, aluminium poles, into the snow, the ice, in an East to West direction across the Sound, which lies really North-South, in a few locations along the Sound, and then measuring their displacement. There is an expectation that the Sound, as it is an ice-shelf, it moves. The question was, how much does it move, and in which direction? And measuring accumulation of ice, if there was any, or ablation.

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<sup>1</sup> Transcriber's note: Rose exaggerates!

At that time there was a great interest, the big unknown was called peculiarly the 'bottom-melting' of the ice-shelves around Antarctica. In those days we really didn't know how much ice there was, and whether it was melting or accumulating, no idea at all. A long time ago, and this is the really interesting part actually, these questions were really wide open. The great thing about the radio echo-sounding was that for the first time it gave us some sort of indication of the depth of the ice, which Fuchs had been trying to do on the TAE with sonic gadgets that boomed down and you measured the time it took to ... A long, tedious way of doing it. One of the scientists at SPRI had produced a mathematical, a physical relationship that related the surface strain of the ice, the changing shape of the ice, and its thickness. From that you could infer the bottom-melting that was taking place; a complicated scientific business.

So what was needed to find out something about George VI ice-shelf was a suitable array of stakes to do those surface measurements. What was then being observed in addition to this was the amount of accumulation of meltwater on the surface of the Sound during the summer. Temperatures were consistently below zero, and there was this meltwater accumulating in the Sound (there are quite a lot of reasons for that) to the extent that travel became quite difficult. So one was beginning to think 'Hmm. Something seems to be going on here.' Of course, now you read in the newspaper and think 'Oh gosh, another chunk of the Antarctic ice-shelf has floated away,' as I will mention again later, but we weren't sure, we were very ignorant about what was going on then. It was only later when we got back, and some quite interesting results emerged from the few measurements we had been able to take in our period there.

[Part 1 00.37.00] Lee: Did you know at that point what was actually underneath the ice? Did you know if it was land or water?

Rose: We knew it was a floating ice-shelf.

Lee: And therefore the Sound was the ocean below.

Rose: Yes.

Lee: And you didn't know how thick it was.

Rose: Yes, that's what the radio echo-sounding gave us.

Lee: Was that done prior to your arrival, or whilst you were there?

Rose: Most of that was done before our time of arrival, which is why our programme was to get this surface survey done, and to combine it with the results. The other thing that was becoming available now was satellite imagery, fantastic, and this showed interesting things like multiple features of the ice and the way these melt pools would... the pattern to them, and it all made pointers as to which direction the ice was moving in.

[Part 1 00.37.56] Lee: So you are laying out your stakes, which I presume basically was field work, you were camping away from base on ice, on sea-ice --

Rose: It's not sea-ice, it's ice-shelf. Sea-ice comes and goes, but this is ice-shelf which is attached to the glaciers. They get their nutrition from the glaciers. Because it's all so cold the ice doesn't just collapse into the water when it gets to the coast, it carries on flowing out over the sea. In the case of George VI Sound, about 20 miles across, it doesn't have to go very far before it gets to Alexander Island, so what you see is a bit like crossing the Rift Valley in Africa, it's rather similar. It is, geologically, except the gap between is covered with this ice-shelf.

[Part 1 00.38.54] Lee: Mm. So you are laying out rows of stakes at various points each journey, and then going back later to see how they've moved. And what were you measuring them against?

Rose: We surveyed them and tied them into points on the land. Very often surveyors own posts, [and] there were landmarks. There was quite a lot of work done in conjunction with the survey teams.

Lee: Were the results a bit of a surprise?

Rose: They were interesting! I think they were. It showed us something nobody had any knowledge of. I was very pleased indeed that it culminated in this paper, because without that I'm not sure what road we'd have gone. I'm very conscious that [for] a programme which had begun with George Kistruck, and probably before then actually, it fell to Martin and myself to produce the culmination of this, which is very interesting. It did show, it gave us a much better understanding of how the Sound moved, and which way it went, and the ablation that was taking place.

[Part 1 00.40.10] Lee: I suppose what I'm getting at is whether it was moving faster than people imagined or slower than people imagined.

Rose: I don't know about that. We just didn't know what it was doing.

Lee: So nobody made any estimates, or guesses, or...?

Rose. No. Well, no doubt Charles had his own --

Lee: Little theory?

Rose: [Inaudible] but I think he was interested in what came out of it, yes. It's an interesting paper. But the ice-shelf studies are not confined just to George VI Sound. We also visited the two ice-shelves on the west side of Alexander Island. We were flown in to the Wilkins Ice-Shelf and the Bach Ice-Shelf, and put stakes in those. These were places where people had not been before, and Martin and I were there in a tent in the middle of nowhere.

[Part 1 00.41.02] Lee: Sort of virgin territory?

Rose: Yes. I think George had probably, had actually got to the Wilkins, I think, but we couldn't find his stakes unfortunately, so we had to do them again. I'm not sure. I don't quite recall what results we got from those. I will jump ahead here, because it's that Wilkins Ice-Shelf ... You see what we were doing there was sticking in stakes to

measure the gradual movement of this ice-shelf and the strain, to get some idea of how it was distorting. As I came near my retirement in 2009, a few weeks before, one of these newspaper events was a report of the sudden breaking away of the Wilkins Ice-Shelf from the Antarctic Peninsula you see, all the associations of climate change. I couldn't help thinking, rather like your question a moment ago, 'What's the expectation?', well, if we'd been putting in stakes to try to measure the strain, the micro-movement of the ice-shelf, we obviously weren't expecting the whole thing to -

[Part 1 00.42.16] Lee: Break off?

Rose: -- journey across the South Atlantic four years later, so a lot has happened in that time. We are now talking about climate change, in a way it's common currency, and I realise now that probably I was beginning to perceive some of the very early signs of it, and getting some of those measurements done that might have given an indication of what could be taking place.

Lee: I've read that in your notes, and I was a bit puzzled because the only way you could establish whether there was climate change was if you had recordings from years previously.

Rose: Yes, I think it was the occurrence of this extensive meltwater, which was a new phenomenon.

[Part 1 00.43.00] Lee: And how do you know it was new?

Rose: Because George VI Sound has been visited over a number of years, and by Fuchs himself. Fuchs was the first person there<sup>2</sup>. And George himself, and some antecedents, hadn't recorded anything on the scale of this sort of melt. Charles Swithinbank of course was keeping a very careful watch on this. It was a developing phenomenon.

Lee: And you also found some biological evidence that things might be on the change, as well?

Rose: Oh gosh, yes. During I think our first winter. We used to get water during the winter by drilling into one of these meltwater pools from the summer, drilling through the ice crust which had by that time formed and being able to get up some fresh water. We noticed on one occasion these very small, I think they were copepods although I'm not sure about that, but it was startling to find a form of life down there other than lichen, which did appear, and it struck me as quite a phenomenon. We told Signy Island, which is the big biological base, about this and they sent back to us 'Oh, you'll have to preserve them.' So we pickled them in gin, and I never heard if they got them or not.

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<sup>2</sup> George VI Sound was first discovered by members of the British Graham Land Expedition in 1936

[Part 1 00.44.33] Lee: So at that point, and we are talking about slightly over 40 years ago, something was making you think 'Things are changing,' before the concept of climate change had become popular currency. Is that a fair comment?

Rose: Yes, I think it is actually, yes. But of course we didn't really have the measurements to support it at that stage. That's come along later. I've not been in touch closely with the subsequent work, of course.

Lee: How are you getting about? You didn't have your own personal pilot and your own personal plane all the time.

Rose: No. No, the aircraft were just down there to... They had a busy summer doing the relief, and supplying Fossil Bluff and particularly the sledges. It was a very carefully-run operation, skilful and subject to changes all the time, weather change, and it's all about opportunity. 'We've got a clearance to the south, right, they can go and relieve those sledges,' and things like this, and during the summer it was just a confusing itinerary, 'Oh, this has happened,' or it has suddenly manded-in, so there's no flying for a couple of days. Then the clearance comes, and you get some wonderful clear days, and of course there's no darkness in middle part of the summer there. So it's just frantic continuous activity! You do it when you're twenty-something, but I don't... You keep on seeming to stop for breakfast, every meal's a breakfast, then for some reason, perhaps it might cloud in for a bit, you get a bit of a break and you suddenly are incredibly exhausted.

[Part 1 00.46.30] Lee: Were you manhauling all the time?

Rose: No. No, we weren't. The whole business of transport, the aircraft were active during their fairly brief summer period, doing the sort of relief which I've talked about, and assisting the sledges in their work programme. Then they'd depart, back to South America, and the problem with them was to make sure they got away in good time without curtailing the work programme but without taking a risk of being trapped down.

Now at Fossil Bluff we were too far south for dogs. They keep them at Halley Bay but they had facilities which enabled them to keep dogs.

[Part 1 00.47.08] Lee: Ice caves?

Rose: Yes, which we didn't have, and the other aspect was that the glacio equipment that we used was pretty bulky and heavy, so it wasn't really stuff you'd tow about with a dog team. No, we had vehicles. Hitherto -- this is quite a big part of life down at Fossil Bluff -- if you've spoken to Cliff Pearce you'll have heard this extraordinary story about getting the Muskegs down there. They started with four, and when we got there there were three because they had lost one on the way<sup>3</sup>. So those three Muskegs

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<sup>3</sup> The original intention was to have two Muskegs at Fossil Bluff in 1961. They set out from Stonington, and one was lost on the sea-ice. The other arrived. The following year, in order to provide a necessary second vehicle at the Bluff, a further pair (for safety) set out from Stonington, and both arrived 'without incident'. They were specially modified for the journey, and at the Bluff were used for field transport. The original arrival was used only as a base vehicle, around the base and airstrip.

and their sledges, and the caboose too which was a great asset. During George's time they had acquired a Foxtrac, a little thing like a large lawnmower with a very sturdy four-stroke engine, which worked very well it seemed to me because you just trundle along quite slowly, a small vehicle which is sat astride just like a motor-cycle.<sup>4</sup>

[Part 1 00:48.10] Lee: And you had somebody to look after them, didn't you?

Rose: Yes. Of the wintering party there was generally a mechanic. George and his mechanic Malcolm Macrae ('Wee Malky') had done a great job in making use of this Foxtrac, and we came down with Skidoos. Everybody was terribly excited about this, because --

Lee: You actually came -- ?

Rose: No, no, I beg your pardon, the relief brought down in the ship Skidoos which were flown down to Fossil Bluff as part of the relief. These were much more, really intended for having fun in arctic Canada, just basic motorcycles, frankly, with a caterpillar track and a steering wheel, and a ski. They could go quite fast, and I think the idea was that we were going to try them out, I think we were the first people [Fids] to use them. I noticed that there was an awful lot of time spent fiddling around and keeping these Skidoos going, nasty noisy little two-strokes, all sorts of problems.

[Part 1 00.49.22] Lee: The early Skidoos were not terribly reliable, I believe.

Rose: That's quite right, for a number of reasons. It's an ingenious little gadget, but what they weren't designed for is towing a big weight, of course. We had to tow -- we actually used [Nansen] dog-sledges behind the Skidoos -- and port all this new equipment as well as camping kit and so on. That was asking a lot of them. What worked best was doing the main journeys with the Muskegs, and the Skidoos on the Muskeg sledges, and Nansens and so forth. You'd get to one of our 'schemes', which was one of these lines of poles across the Sound that I've talked about, you'd settle down, make your base, and then use the Skidoos to do the surveying work, fairly lightly loaded, and coming back to your base each time for your camp.

[Part 1 00.50.26] Lee: So there would be just the two of you going out in this Muskeg? Or did you take the technician with you, the mechanic?

Rose: It varied. You'd certainly want to take the mechanic with you because there's invariably some repair work required or some maintenance required. It's not the place to get stuck with a vehicle failure!

Lee: Did it ever let you down, in an embarrassing location?

Rose: There were times when it was difficult to start. It's quite a job to start a vehicle like that, you have to heat it up first of all, and oh, there's a lot of fiddling around vehicles, yes. Funnily enough I do remember thinking at one time that it was quite useful preparation, because as a lad I'd had motor-cycles, and looking back on it

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<sup>4</sup> There were two Foxtracs at Fossil Bluff at the time of Rose's arrival. Unlike Skidoos, which are ridden astride, they had a bench seat at the front and could in theory carry a driver and a passenger.

that was actually -- it was the sort of motor-cycle you took apart, not the sort of motor-cycle these days, a BSA. You could only keep your motor bike going if you fiddled with it, so that was ironically quite a useful sort of background to have had when it came to keeping this mechanical stuff going.

[Part 1 00.51.37] Lee: How much time did you spend doing the work, and how much time would you have spent in surviving?

Rose: (Laughs) I remember somebody saying 'Look, basically go down, survive, live, and come back, and try and get some work done.' That's probably about it, actually. But looking back, as I have been through my journal, it quite struck me just how much we did achieve actually. Like politics, it's full of events, and you are contending with that a lot of the time. It wasn't just our programme either, a very enjoyable part of the work was intercepting, working with the dog teams. That's the highlight of it. That's a way of life that's obviously gone completely. We were lucky because as I can see in hindsight we were in at the end of the dog era, and I can't really imagine what life is like without dogs actually.

[Part 1 00.52.32] Lee: So would a dog team turn up at Fossil Bluff at some point? From Stonington?

Rose: Yes, yes. Those were extraordinary journeys which they did, the teams, and they got themselves extremely fit. Their work programmes would take them down towards Alexander Island, or take them south generally, and of course Fossil Bluff was a refuge, so they would turn up desperate for some base comforts. I remember being a bit concerned because once... They turned up in September, thereabouts, and Martin and I, we'd left the base empty while we were out in the field and we'd heard that the first team had got to Fossil Bluff, and we worried if we... They'd gorged themselves. The crucial thing was to bury the raspberry jam and any other goodies you had. We got back one time and they'd beaten us to it when we got back a few days later, and very kindly, very considerately, they got this great stew on the range, ready for us, and said 'Oh, sit down,' and we realised to our horror that the big cauldron which they'd heated it in was the thing we used to do our dhobi in, our laundry! We politely declined it.

[Part 1 00.53.52] Lee: You declined it!

Rose: Because we knew what we used it for. They just found this big, they obviously looked for a large pot around the base, so they could have a big meal -- which they did. They saw us coming and offered us some, and of course we knew what that pot was for, and it wasn't for cooking at all, it was for doing our laundry in and heating up our underwear on the range, you see, so ...

Lee: Well, they didn't end up frothing at the mouth, did they, then?

Rose: We didn't tell them what we used it for.

[Part 1 00.54.23] Lee: Living generally, your notes suggest that Fossil Bluff was actually quite a nice place to be? It was cosy, and warm, and --

Rose: Oh yes. It had genuine central heating. The Rayburn stove, right in the middle of the hut more or less, so you had this wonderful source of heat right in the middle of the free part and it radiated heat very well. It was very well insulated, a cunningly designed building. By that time it was rather less a hut than a collection of extensions. There was an awful lot of coming and going. We'd recognised that we could do with some sort of workshop, and Dick Walker and Martin together had taken the opportunity to filch some materials from Adelaide and get it flown down, and added on a little extension, which proved to be extremely useful as a workshop. That helped us to vacate a space within the hut itself. I don't know what George thought about it, but anyway [that's what we did.]

[Part 1 00.55.37] Lee: With more comings and goings you needed more bunks, didn't you, more sleeping arrangements.

Rose: No, it only had four bunks, and we didn't increase that number, but at times there were a large number of people there. One message I sent said 'A dog's life at Fossil Bluff,' and I notice I counted 37 dogs spanned out. In the summer all these sledges would come, for a few days I guess they were all there and there's be lots of people either in the hut if they can, or in tents outside, or the caboose.

[Part 1 00.56.17] Lee: Cliff Pearce, in his book '*The Silent Sound*' which you have on your work table here, he's called it the Silent Sound in the early sixties, because it was silent. I wonder whether that struck you as well, the complete remoteness of Fossil Bluff, next stop South Pole, was something that pervaded your time down there?

Rose: Yes, you certainly became very conscious of being remote, although I don't think you were constantly [reminded?] you got on with life so much you weren't constantly aware of it. At odd times for example if you were out in the field and you were left by the instrument patch while your mate went off, you were a long way from Fossil Bluff. Although you couldn't see your mate you knew he was on his way. There were times like that when the remoteness struck you. And with '*The Silent Sound*' yes and no, I know exactly what Cliff means, it is so silent you can hear the silence if you stop and listen to it. But in a gale, a hoolie, it is fierce, very noisy.

[Part 1 00.57.43] Rose: We got hold of a dog at one point. We had one there, an old one that probably went for some time, and we were waiting for the sledges, we knew the sledges were coming down the Sound, and we were at the Bluff. It was a lovely clear day, and we thought 'We'll see them soon,' they'll be coming round the [???] you see, but it's still quite a long way off. All of a sudden the dog was twitchy -- he knew they were coming. He must have heard something. Quite a long time later the teams came in. Sounds traverse the ice very clearly.

[Part 1 00.58.27] Lee: Did you see any wildlife at all?

Rose: Yes. Gosh. There are petrels of a sort there, I forget what they are,<sup>5</sup> who seemed to have a colony in the hills opposite Fossil Bluff, the Bagshawe mountains. We saw some of those sometimes, and just occasionally I remember we crossed a

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<sup>5</sup> Probably he means Snow Petrels.

penguin track, just an errant penguin that went in the wrong direction. I don't recall other wildlife, not actually at the Bluff, no.

[Part 1 00.59.10] Lee: Part of what you were doing, apart from studying movements of the glaciers, was actually doing some surveying work, as well? Is that right, or were you just using the surveying equipment to...

Rose: Using the surveying equipment to measure the movement of the stakes, yes.

Lee: With fairly super-duper, up to date, electric facilities?

Rose: We did actually, yes, these Tellurometers. Completely superseded now, but they were great big contrivances which needed batteries and needed to be handled quite carefully. But we made very good use of them. The surveyors had them too. They were distance-measuring equipment. You need a pair of them. You put them over each of your stakes, or your control points, and they directly measure the distance between. You then have to erect the theodolite over one of those same posts so as to work out the bearing of that line, so it's quite an elaborate process.

[Part 1 01.00.15] Lee: And you were struggling up steep slopes with these things?

Rose: Yes, there was quite a lot of that, yes. Once you've set these stakes across the Sound, you'd have to climb up to a rocky outcrop which would be used as a control point. That's something that was very often used by the surveyors as well. We had a few sessions with surveyors.

Lee: So it was the Tellurometers that were telling you how much these stakes had moved down? Had flowed down?

Rose: It was a combination of both angular measurement and distance measurement. There's quite an ... process to convert that raw data into vectors of movement, which said 'That stake's moving in that direction at such a rate,' and that's what all took place in the Scott Polar afterwards.

[Part 1 01.01.02] Lee: And did you have the latest electronic calculators to do the calculations on?

Rose: No, the first electronic calculator, the Hewlett-Packard 35, when we got back to the Scott Polar, a basic four-function calculator with also trig functions on it. I remember Martin saying 'Gosh, I wish we'd had this.' We had log tables. We had a Facit calculator, I know, a thing that cranked away, with lots of levers to pull. My recollection of that is that it had a sad incident. It had been dropped in the sea during the relief somewhere. Relief was a bit hazardous sometimes, and things did get wet. It arrived at Fossil Bluff during I think one of George's reliefs, and they found to their disappointment that this thing had seized up with seawater. It was left permanently soaking in paraffin in the hope it would come to life. I remember spending a lot of time sitting in the little office space we had at Fossil Bluff doing survey reduction, but I don't just quite remember how we did it. Longhand, I suppose.

[Part 1 01.02.20] Lee: And were you transmitting this information back to Stonington, or London, or were you just storing it up and bringing it...

Rose: Storing it up and bringing it back. We saw Charles Swithinbank between the two winters, in the middle summer.

Lee: He came to the Bluff, did he?

Rose: Yes, he did. There would have been a report, and he would have taken stuff with him, I am sure. And there were monthly reports, I forget how it went now.

[Part 1 01.02.54] Lee: How was communication with the outside world?

Rose: (Chuckle) Well, you'd be appalled now. We were very lucky then, because fairly recently these so-called Squadcal, Racal's, had been introduced, and these were brilliant machines for their time. They are quite compact, military things, and the sledgers had these and we used them too. They were about the size of a briefcase, and took these large power batteries, power packs. Single-sideband radios, which could achieve quite astonishing communications. The bases of course, Adelaide, had a big powerful machine, and Palmer Station had an even bigger one if their transmitter unit [incomprehensible] and it always worked fairly well, actually. There were days when it was pretty difficult to hear, but then other days when you could achieve surprising communication for a small gadget. I do remember being able to speak to Halley Bay at one point, and other bases up the Peninsula. It was a big improvement at the time. It was a bit tenuous, but a bit of a lifeline.

[Part 1 01.04.07] Lee: Could you pick up the BBC at all?

Rose: That's a very good transmitter.<sup>6</sup> Yes, we could. We sometimes picked up the World Service. We had a little transistor radio for a time. I don't know we could get it consistently. Sometimes there was Voice of America, too, that boomed out.

Lee: Were you still interested in what was happening in the rest of the world, or did the fact that you were so remote now mean that political shenanigans in Downing Street were of no consequence?

Rose: I don't remember a lot about that, actually. I noticed a comment in that book about one of the Apollos, long after the landing of course, long after Apollo 11 -- probably Apollo...

[Part 1 01.05.03] Lee: Apollo 16 would have been about your time.

Rose: Possibly, yes. We'd heard all about that, and that was of interest, but I don't remember a lot about the politics of the time. Maybe it was just wasn't a case of taking a close interest.

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<sup>6</sup> Referring still to the Squadcal.

Lee: I suppose it would have been the moon buggy round about the time you were at Fossil Bluff, but what I'm thinking is whether you cared about what was happening in the rest of the world.

Rose: I don't remember, actually. I don't think we got round to having political discussion, we probably realised it's better not to get too engrossed in that.

[Part 1 01.05.36] Lee: There's a note here about what you did with your rubbish.

Rose. Well, gosh, yes that's a thought. It went in the dump. Of course that dump just got bigger and bigger, because there was nowhere else for it to go. And it was everything, because nothing perished. Even human waste, we just dumped. It was all solid. That was what was done. All bases had the inevitable dump. It's only subsequently that the environment -- nobody discussed the environment at the time -- that all came later. BAS I suppose was held up for examination and all these appalling gash dumps all round the Antarctic, you see, and I find it hard to believe but apparently the one at Fossil Bluff has been cleared. I'm not sure if that's the case, but that's like going to hell to put the fire out, that job, I should think! But apparently it's done.

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#### **Significant extracts:**

- Engineering, Glaciology, and BAS Geology [00.03.36]
- Risks of recruitment interviewing [00.07.10]
- Problems for a summer visitor [00.14.37]
- Amount unknown in 1970 about ice quantity, melting and movement [00.33.29]
- Impact of radio echo-sounding and satellite imaging.
- Early signs of climate change [00.42.16]
- Base relief, synchronising the flying programme [00.44.33]
- Communications technology, Squadcalls [01.02.54]

## IAN ROSE - Part 2

**Edited transcript of a recording of Ian Rose, interviewed by Chris Eldon Lee on 28 January 2013 at Devizes, Wilts. BAS Archives Ref AD6/24/1/206, transcribed by George Kistruck, 29 March 2015.**

[Part 2 0:00:00] Lee: This is Ian Rose, interviewed by Chris Eldon Lee, on the 28<sup>th</sup> of January 2013. Ian Rose, Part 2:

Lee: There were two or three incidents mentioned in *'Of Ice and Men'* that took place in and around Fossil Buff at the time you were there. I'd love to hear your version of these incidents and the one that led to the evacuation of half the base in 1971, so how did that all begin?

Rose: It began with Roger O'Donovan's illness. You may know that Roger is deceased, he died some years later, unrelated. He had a history of hepatitis, he had been to India I seem to recall, and the suggestion we understood is that the nature of the diet on FIDS had aggravated the residual effects of the hepatitis, and affected his liver. Anyway, it became apparent in the jaundice, and he just became less and less well and took to his bed, and then --

[Part 2 00.01.11] Lee: Sorry, did it become apparent to you? Did you notice it?

Rose: I don't remember that, actually. I honestly don't know. What was apparent was a sort of listlessness. I don't have experience of detecting jaundice, perhaps I was persuaded -- I don't know. It was clear we had a man who was not well, basically. He had good days and bad days, a general decline. That was a concern, and I notice from my book that even then as that happened there was discussion about evacuation. It first came to light in July, I think, of the first winter, that's July 71. Then Dick Walker broke his leg, and Martin and I had two casualties on our hands...

[Part 2 00.02.17] Lee: So for Roger O'Donovan, at what point was evacuation first discussed, and who with?

Rose: We obviously got wind of it in Fossil Bluff. His condition was being regularly reported to the doctor at Adelaide, and there were obviously exchanges between Adelaide and Head Office.

Lee: Mike Holmes.

Rose: The doctor at Adelaide was Mike Holmes, yes. That was clearly being discussed at Stanley and Head Office and we weren't necessarily party to all that. Clearly the possibility of evacuation had been raised because I noted it in my diary, but it wasn't invoked. We carried on. I suppose the thought was, 'We can just keep it under control,' and the aircraft would be down whenever they [were due to have] got down. The awkwardness, the purely logistical problem, was that it would hit some of our work programme. With only four people, you could at the most have two parties, you couldn't have only one person doing his own thing anywhere. To get the glacio work done there would have to be a pair of us. This was quite restrictive because it's quite a logistical effort, and it's best to take a mechanic with you if you're going out

in the field, so one glacio and one mechanic. You really need two trained glacios to operate the equipment, so we realised we had a problem. And then somebody would have to remain on base to accompany Roger. What would happen if that got worse?

[Part 2 00.04.05] Rose: Anyway, in a sense the whole situation got taken out of our hands because Dick broke his leg. Well, clearly injured his leg, we didn't know exactly what had happened.

[Part 2 00.04.15] Lee: What happened to him?

Rose: It was just a misadventure with a sledge, or a toboggan on the base. Four fit, active young men, you've got to let them do something. It was significant, I thought, that we were all supplied with ski-boots, which you don't need to haul behind sledges. The point about it was that you're not going to stop these guys ski-ing, so let's make sure we give them decent boots to minimise the risk of broken ankles.

[Part 2 00.04.48] Lee: So Walker, his injury was out in the field somewhere, was it?

Rose: No. No, that was within a few yards of base, thank goodness.

Lee: But you didn't know what the injury was.

Rose: It was clearly something. I noticed, I said 'Oh gosh, broken knee.' It was very clear there was something wrong there. There was a rather difficult period of getting him into the base.

Lee: Did you not take O'Donovan out to see him, because O'Donovan knew something about first aid?

Rose: Well O'Donovan was a very skilled climber, an Alpinist, you see, and he clearly had the sort of skill, a good man for emergencies, but if he wasn't fit himself ... I noticed that we were very concerned, in my account, that he had taken something, some vitamins or something, to try to give himself a boost to try and help. I remember him trying to help, I think, and saying [to him] 'For goodness' sake, don't do this.' He then had the reaction from that, and he was basically laid out, just as well actually.

[Part 2 00.05.49] Lee: He collapsed?

Rose: Not collapsed, but he just got in his bunk and was out of it. Probably just as well, really.

Lee: So he had been (basing my comments on Fuchs' account, which of course is second-hand) out to see Walker to see whether he could work out what was wrong with him.

Rose: He must have come out of the base to do something.

Lee: To try and assess Walker's injury?

Rose: Yes, probably. Martin and I urged him soon to get back inside, because otherwise we had two casualties outside in the cold.

[Part 2 00.06.25] Lee: Could you move Walker?

Rose: [Deep breath] He yelled. Any form of movement was resisted. You have this man screaming at you. The base kit included some morphine, which you inject, so we did this quite quickly, thinking this would retard the pain and let us get him on to a sledge or something which would get him into the base. But of course what none of us knew is that when you're in contact with the ice -- I think we'd got something under him, but anyway -- in cold, the circulation near the surface is slow and the stuff isn't dispersed, so it doesn't have its effect. So there we were waiting for this stuff to happen, and it didn't have any effect.

[Part 2 00.07.08] Rose: I think in the end it was Dick, a practical and smart guy even in this situation, [who] had the presence of mind to say 'Look, get the Herman-Nelson.' There's a thing called a Herman-Nelson, it's a big space-heater, used for the aircraft. 'Get that over, and heat me up, get me warm.' So we erected a tent over him, got this thing blowing into the tent, and very quickly all was nice and snug. That seemed to delay the shock, which would have been a worry. The morphine started to circulate and allowed Martin and myself to get him on to something, must have been a sledge I think, to carry him up to and then ease him into the Bluff and get him at least in the warm, on the floor. Where he stayed, for two weeks.

[Part 2 00.07.59] Lee: At which point you were at 50% capacity. So any concept of work had gone out of the window, I guess, at that point?

Rose: This was August. We were just preparing, actually, to do a journey. If this hadn't happened I guess without these problems within a week or so perhaps we'd have been on our way. You could start moving in August. Very cold, in August, but you could try to get something done.

Lee: But suddenly there were just two men to do four men's domestic work.

Rose: That aspect? Oh well, we just went on to night shift. Martin did all the injecting. Once you'd got one man ... If you're the casualty I think you want to know you're being injected by somebody who has done it before. So, Martin did the first one, so just carried on. I had to wake him up at one point saying 'He needs another morphine,' so Martin got up and did another morphine and went back to bed.

[Part 2 00.09.03] Lee: So Fuchs talks about you nursing them, were you actually --

Rose: Fuchs has? Gosh, I wonder how he got hold of it.

Lee: Well, it's always second-hand info unfortunately coming from Fuchs because it comes from base reports and ... So tell me how much assistance you were actually having to give the two casualties.

Rose: I think Roger more or less looked after himself. But Richard -- Dick -- was helpless, just lying there. And yes, he was nursed, bedpans and the rest of it, yes.

Rose: Then there was the first aid, trying to help him. We started off with a Thomas splint, a horrendous thing, which is a big frame. We happened to have this stuff on base. It's a big frame that sits in your crutch and goes round your leg and you tie a foot to the bottom of it, haul tight on a tourniquet and stretch your leg again. It's intended for broken legs, which we thought was a likelihood. That was clearly an extremely uncomfortable thing, but at least it provided some traction. I think it was causing a lot of discomfort, and at some point we abandoned that and actually plastered the leg. Martin and myself. I notice it took five hours! Lots and lots of medical skeds, of course, with Mike [Holmes].

[Part 2 00.10.46] Lee: Had you ever done that before?

Rose: Plastering? No, of course not. It's easy enough! [Chuckle] Apparently when eventually it got taken off, some time after the evacuation, they were quite impressed, particularly by the amount of plaster that had gone into it.

Lee: Did the plastering help?

Rose: Well it seemed to offer him some relief, yes. We found out eventually it had been a fracture of the femur. He had fractured his femur just above the knee, and it was potentially extremely serious.

[Part 2 00.11.23] Lee: So what arrangements or negotiations were there going on, about getting these guys flown out?

Rose: London Office moved apace. Again, we were not party to what was taking place, but luckily I suppose at that time we were in fairly good relationships with the Argentines. Fuchs knew, or at least... There's an Antarctic community, and Fuchs knew it, and he was able to phone people up. Within not very long there was a Pilatus Porter from an Argentine base on its way south. Now this was in August, and our aircraft didn't get down until October, so after coming down from...

[Part 2 00.12.09] Lee: Your planes were at Deception, wintered up?

Rose: No they weren't, no. That's days gone by. No, they stayed in Canada. You see when the aircraft come down to the Peninsula these days they've had this long, long haul from Canada, and then they fly across the Drake Passage on to the Peninsula. It's serious aviation for these guys.

Lee: So the Argentinian [sic] plane was the only option.

Rose: Well that's the quick one, yes. The quickest way of doing it. It must have been on the Peninsula, I think. It was an Argentine Air Force plane, and the crew were serving Argentine Air Force or possibly naval men. They flew in conditions which would make our blokes -- think. They just moved every effort to get down to us as quickly as they could. They were magnificent. We would have last seen other people in March some time, and they were in August, and we were suddenly invaded by this whole crew full of Argentines. At the Bluff!

[Part 2 00.13.36] Lee: Did they know where Fossil Bluff was? Did they know how to land, where to land?

Rose: Yes, they had charts, such as they were at the time, and it's fairly conspicuous. The Sound is fairly well defined, and provided you'd got the visibility, which was always a bit iffy, throughout this episode, they would just follow the line of cliffs, I would think. You know you're just looking for a red hut on that side somewhere. Martin and I, we knew when they were coming, so we marked out the runway. Our pilots would know it very well, but we had to mark it out, and there had been quite an accumulation of snow by that time of year, so we had to make quite clear where the landing strip was. So there was quite a lot of activity for Martin and myself. I talk about getting the 'Keg going again, and getting it up to the airstrip and marking things out ready to receive the aircraft.

[Part 2 00.14.36] Lee: Marking it out with -- ? Cocoa was frequently used.

Rose: I don't remember. Something like that, yes, to give some indication.

Lee: So the Argentine Air Force plane arrived -- and the weather changed.

Rose: They were there for a few days, yes, and they made two or three attempts to go. So on two or three occasions we got these two up to the airstrip, half a mile away I suppose, into the aircraft, and Roberto revving up ready to go, but just baulking at the last minute because of the reports he was getting. He was always hoping to get a better forecast, but it just wasn't quite good enough, so he came back into the hut. I think we [they] went at the third attempt. I remember Dick Walker saying, 'It's not good enough!' He was lying there in frustration in the aircraft, he could see the conditions for himself, and he was saying 'It's definitely not good enough to go!' He didn't want to add to his ... [woes?]

They had stopped at Adelaide on the way down in the Pilatus, and collected Paul Burton, who was a builder at Adelaide, and no doubt had the building programme, I don't know what. So when this Pilatus Porter came, along with Roberto and Carlos and all the rest of it, was Paul, looking a bit shattered by this shattering experience, flying down in this Argentine aircraft -- a single-engined aircraft -- so he stayed with us as our two casualties evacuated. So all of a sudden it was just Martin, myself and Paul. With that, of course, we could actually get on with the programme, so 'With one step, Jack was free.'

[Part 2 00.16.48] Lee: Where did the Argentinians stay, then, and where did Paul stay?

Rose: At the Bluff. [Martin moved out of his] bunk, and Roberto took my bunk. There's a bit of space. Once again Martin's extension had proved its worth, because it provided a bit of bed-space.

Lee: Fuchs says it was a very stressful time for you all.

Rose: Well, yes obviously, because we had this seriously injured casualty, and nobody really understood what could happen to Roger. It was quite a relief --

[although] we were sorry to see them go -- to know that they were in the doctor's hands at Adelaide. We discovered later that it was a femur fracture, and that's of course the biggest bone in your body, potentially a very serious fracture. If there had been any displacement left un...

[Part 2 00.17.50] Lee: Do you remember being concerned that O'Donovan might go into coma?

Rose: I don't remember thinking that, no. He seemed to go up and down an awful lot. But he obviously recovered, I met him a few years later when I was up north. He became in charge of Glenmore Lodge, actually, in the Cairngorms.

Lee: The Argentinian doctor was Doctor Busso, according to the Fuchs account? He says the Argentinian plane arrived carrying a crew of two and Doctor Busso, so you had three extra people to sleep and feed. He doesn't mention Paul Burton at this point.

Rose: Oh, well, I don't think -- we didn't have a doctor. They didn't bring a doctor.

[Part 2 00.18.40] Lee: They didn't bring a doctor?

Rose: No, I'm pretty sure not because otherwise there would have been much more medical activity, and there wasn't. On their way north, in the evacuation, they stopped at Adelaide<sup>1</sup> where Mike Holmes was, and then went on to Marambio, it was. I hope I've got that right, an Argentine base, possibly their home base. That's where they may have seen Dr. Busso. It seemed to me that very quickly the two lads were in the British Hospital in B.A., I think.

Lee: Was it a big relief when they finally took off and went?

Rose: Oh, yes, in a word. Yes! Of course it was. Paul was great. He's a great guy, very practical, and very keen to be there actually, just the sort of guy you want in a place like that.

[Part 2 00.19.35] Lee: You're a civil engineer who is becoming a bit of a glaciologist, and suddenly you're called upon to be medic, nurse, comforter.

Rose. Yeah. Well, I think we were all pretty phlegmatic about it, quite honestly. Dick was a very good casualty. He is a very practical sort of bloke, and he'd have done the plaster himself if he could have, the sort of bloke who'd say 'Don't do it like that, do it like this,' you know. A very strong, resilient sort of bloke, otherwise another person might have despaired at being left alone down there with this, stuck at 71 degrees South with clearly something fractured, in August.

[Part 2 00.20.29] Lee: Late in the summer of '71-'72 the Twin Otter came down to the Bluff, to Fossil Bluff, and was unable to continue its journey. What's the story there?

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<sup>1</sup> Holmes was MO at Stonington in winter 1971

Rose: Right. Now Charles Swithinbank was there, and he was taking the opportunity to do a lot of aerial reconnaissance with the Twin Otter and Dave Rowley as pilot. In the course of that programme he had landed at the Bluff, and had spent some time with us, and they were departing. There was a number of people in the party, including a man called Dr. Alford, who had his own glacio programme, just visiting for the summer with Charles. The aircraft did its usual thing, prepared to take off, and it suddenly cut one of the engines. We saw it stop. What had happened, it transpired, is that a washer in a gearbox, some washers there are bent up like this to prevent the nuts from unthreading from the bolt, and that bit had flaked off. Nothing at all, it was a minor part, but it was enough to jam the gearbox and stop the propeller turning, the engine running. Anyway, Dave just cut the engine.

Rose: The first I heard of it (I was still in the hut) was Charles coming back in again. I'd heard the vehicle come back, and 'We're here for the winter!' he said. [Laughter] I managed to say something like 'Ah, that's good news,' and of course he was very worried. This was getting on through the season, it was time to get things finished and get off home. This went on for ten days or so, quite a period of time. What actually happened is that with the Twin Otter grounded at the Bluff there was just the Beaver, single-engined Beaver with Bert Conchie as pilot. Immediate steps were taken to get a replacement engine, must have been a combined engine and gearbox, sent down. It had to be located, and transported, and it had been coming by ship of course, I remember all sorts of anguishing about the state of the sea-ice and whether the ship could get in, all that going on. I think the Beaver came down with the engine, yes that's right, and then returned to Adelaide but took Charles and Mike [Alford?] with him, and just left Dave and one of the air mechanics to repair this engine, which they did.

[Part 2 00.22.36] Rose: It was quite an interesting effort. I remember erecting a big tarpaulin over the engine to give them some protection, and once again the Herman-Nelson came into its own and filled it with warm air. It was extraordinary to watch this engine being changed. There came the day when Dave was able to try it out, and off they went. But it could have been a very different story. I remember a lot of nail-biting over this engine arriving. It must have been stored in Stanley. I suppose they kept aircraft spares in Stanley, and in it came by ship.

[Part 2 00.24.11] Rose: I hope I've got the right incident here, but sea-ice is always a problem getting into places like Adelaide because even quite late in the season it can still be there. There was all sorts of anguish and difficult discussion taking place about when the ship could get in, and this plan and that plan, and the Base Commander at Adelaide sent off some complicated telex full of Plan A, Plan B, Plan C, to Fuchs. You could send telexes at that time by 'Immediate', which meant it had to go now, it took priority over everything else, and then there was 'Urgent' and 'Routine' I think. The telex went off, the wind changed, the ice blew out, the ship came in, ??? [inaudible] and days later this Routine message came back from Fuchs. It just said 'See how it goes. Plans change.' [Laughter] Fuchs had evidently looked at it, and thought 'What the hell's this fool thinking?' I hope that's right, it's a story I remember, it's stayed with me for the rest of my life. You hear these sort of: 'What shall we do next? Well, plans change.' Anyway, that's another incident which could have had a very different ending.

[Part 2 00.25.31] Lee: Thank you. And then, in October 1972, a message arrived in London to say that John Hudson, who was sledging with Graham Wright in Palmer Land, 300 miles from Stonington, had been taken seriously ill [REDACTED], and was in great pain. Again, you ended up being part of this story.

Rose: Yes, because he was just east of the Bluff, on the plateau, and what he needed was morphine. The sledgers were gathering to help, but they only had limited morphine supplies. Graham describes very well trying to eke out the morphine, in fact he gave him a placebo, didn't he? Extraordinary. There was another thing, pethedine, we had, to provide some relief and we'd used that with Roger and Dick. Anyway, they needed more so we mobilised, and hopped -- got our vehicles across the Sound and went up the Otter Glacier to Castle Rock, which is a climb up to the edge of the plateau. I stayed there with a man, we must have rendezvoused with some of the sledges, and I stayed there while Martin, and I forget who else, went on in the Skidoo and got on to -- Sledge Tango comes to mind.

[Part 2 00.26.58] Lee: You were left behind according to this with McConnell.

Rose: Dennis McConnell, yes. Dentist.

Lee: Tell me quickly why you were left behind? It says here a rearguard safety link.

Rose: It's a bit like -- I suppose so. Yes. Because the two who went on to the casualty, it was quite some distance. I found a map actually. At least we were within reasonable distance of Fossil Bluff, so we kept that line of supply going, shall we say.

Lee: Pawley, Pearson and Whitworth went off in poor visibility, covering 53 miles in a day, with the morphine. Were you able to keep tabs on what was going on? I guess you had some sort of a radio?

Rose: We were in radio contact, yes. That was where these Squadcals came in. They worked extremely well. There were lots of skeds -- radio 'sked' -- schedule. The doctor at Adelaide then was Steve Vallance, whom we knew, and he was coping with this very difficult situation as best he could from Adelaide. I think he had a good idea of what the problem was, but couldn't do much until somebody got to him. The problem was again that the aircraft were in Canada. It was one of our aircraft that rescued him, it was expedited from Canada. Bert Conchie flew -- he must have been exhausted -- he must have flown way through the clock and he got there. I hope he's all right, I haven't heard since he was rescued.

[Part 2 00.28.48] Lee: Happily, he made a full recovery at the British Hospital in Buenos Aires. 13 days. He was isolated like that. Then the last batch of drugs brought to him were from the Fossil Bluff supply, and when the plane arrived they were running out.

Rose: Yes. A bit of a 'juster', wasn't it.

Lee: Did it ever worry you? Here were three instances, and a near fourth, of things going seriously wrong. Were you ever nervous, or worried, or fearing for your life, or thought 'What the heck am I doing here?'

Rose: I don't remember thinking that, actually, no. Apart from the winter period it's a very active time, there's a lot going on, it's all rather exciting, and we were young.

[Part 2 00.29.44] Lee: The winter's a time for reflection, which can be a dangerous thing.

Rose: Just as an aside, I do remember that John Hudson, I think he was one of the few people who on somebody's advice had had his appendix removed before going down, knowing that this was a risk you take. If you have appendicitis down South you can be a bit stuck, so we accepted that risk, [REDACTED]

[Part 2 00.30.17] Lee: So you didn't worry. On those long, lonely winter nights you didn't contemplate concerns, or...

Rose: I don't remember doing that, no. They weren't lonely winter nights, there's no privacy at Fossil Bluff. The living space was about this size, not much bigger. No privacy. You'd watch time go by, then one day the sun would come back, then the air was abuzz with Stonington sledgers, and when you were going to see the dog-teams, and you get things ready, there was always... I think you started off the winter fairly elevated and getting things done, and in the absence of the sun you slow down a bit. Then you realise that the sun's coming back, and things start to brighten up, and you recover that [???] renovation, you've got things to do.

[Part 2 00.31.20] Lee: You never got the blues.

Rose: I don't remember thinking, 'Oh, I've got the blues,' no. No doubt my colleagues would say I probably did, but you know, you ease along, you get on with it. It was a good time for reading. I've never managed to read so much as I have since then [sic].

[Part 2 00.31.43] Lee: Were you ever aware of the other reason for you being there, apart from the glaciology? The political presence?

Rose: The presence? Oh yes, entirely. I remember talking about that.

Lee: Did it cross your mind while you were down there, at all?

Rose: I think it's something we expected. We weren't saying that with the glaciology we were only here for political reasons, it wasn't that at all, we were there to do a scientific programme.

Lee: The irony is that ten years after the Argentinian Air Force came to rescue circumstances at Fossil Bluff they were actually shooting at British soldiers in the Falkland Islands.

Rose: I know. I was appalled. I was just very saddened. I think I said that in a note I wrote to Allan. Yes, it's just very saddening, actually. For all I know, Roberto and those same people might have been still flying, I don't know.

[Part 2 00.32.56] Lee: Apart from being saddened, did anything else strike you about that? Were you angry, or...?

Rose: I don't remember that. It was just a stupid misadventure by the Argentines, wasn't it? I went into Argentina on the way home, I was lucky, left Martin behind, and I had about six weeks in South America. A lot of Fids took this opportunity to get something. I remember our meeting up some people somewhere, Argentines, and they were terribly interested, and so forth. There's a great time for them, they call it *folklorico*, which was basically a cover for Argentine nationalism. It must have been Peron, I think, they were all *Peronista*. It was all *Las Malvinas* and so on, rather jokey, and I said 'Look, I've just come from there and you don't really know... [what it's like].' When you arrive in the Falklands, if you know Scotland at all it could be Tarbet, it could be Lerwick, it could be any one of those places you see, even to the smell of the peat, which I don't suppose they've got now. When you go for your drink at the 'Upland Goose' they know you're off the ship, and they say 'How are things back home?' What they mean is they're thinking of their people in Scotland. To find these Argentines having any interest in the place at all struck me as very peculiar. Mere proximity, that was it. There was always the thought that this is just stirred up by their government to try to deflect the unrest and disillusionment in Argentina.

[Part 2 00.34.44] I did feel very sorry for the Argentine conscripts who had been sent there. Grossly unprepared, ill-equipped, being picked off by the Ghurkas and the Marines in their dug-outs. It was a horrendous way to treat people you'd conscripted. That's why there was such a loss of life [among] the Argentines.

[Part 2 00.35.08] Lee: Was there anything much to laugh at, whilst you were in the Antarctic? Which tickled your fancy, or amused you? Funny incidents?

Rose: Oh gosh yes! The trouble is it's difficult remembering them. The dogs were a constant source. I said earlier, I can't imagine what life must be without the dogs. Because even not having dogs, although we picked up a few of those at times, the air was always buzzing with news about the dogs, and the sledges from Stonington particularly, and Adelaide. Sooner or later you'd be working with the dogs, dog teams, and those really provide you with the most memorable moments. They're a constant source of joking and I would think provided a lot of relief, which is why I say that if you haven't got those to laugh about I wonder what on earth life is like. The Skidoos were no equivalent in that sense at all.

[Part 2 00.36.06] Rose: Dogs were wonderful. Lots of doggie things. Miles Mosley, I mention it, sad to hear that Miles died but one of the successful things we found of working with Skidoos was to work with dog teams. The brilliant thing with dog teams is they are safe, you see, a skilled team and a skilled driver will take a dog team up quite a crevassed glacier route. They would do the reconnaissance, and you could then charge up with the Skidoo with all the weight. Lots of dog food, actually! Which is a lovely irony. That worked very well, you see. And all the glacio and

survey equipment as well, it was quite heavy. We did that a couple of times, on the northern scheme, and it was all great fun with lots of men involved and so on, and lots of dogs. Miles said to me, 'Well, you drive them,' and I thought, 'This is my chance,' and you say: 'Hi! Up dogs! Huit!' and they just stand there, and look round, and 'What's this? Who's this bloke?' And then Miles says 'Hup!' and off they go. 'But you'll get it,' he says. Right.

Rose: And there's endless amusement. Well, a very important facet of keeping the dogs, (you hear loads of dog stories from other people, you don't need to take it from me), is the breeding programme. The whole sledging itinerary can change because one bitch comes on heat, and you hear all about this, all the dogs... You see she needs to be taken to some other dog, in some other team, and so they rendezvous and the whole geology programme seems to get put aside while ... Anyway, I remember doing this while sledging with Miles. The problem with a dog team if you've got a bitch on heat it goes off like greased lightning. The lead dog is usually a bitch, because they are much more sensible, or seem much more intelligent than dogs (that's a comment on life, perhaps) and when it slows down it concertinas.. If you've got a bitch on heat then it immediately gets locked-on, taken by one of the dogs. This happened, you see, and Miles said, 'Ah come on, let's have a cup of tea. This takes about twenty minutes.' [Laughter] Very nonchalant.

[Part 2 00.38.41] Rose: There was endless amusement with the dog teams, yes. I remember sitting in the caboose looking out of the window with Drummy Small, another great character, and I think he had a bitch on heat. Anyway, they put out a young dog with her, who was totally unused to this, and we sat in the caboose watching the performance. It was very important to know if the mating had taken place. This poor dog hadn't had this experience before, and these Fids were sitting shouting out instructions. Yes, endless dog stories.

[Part 2 00.39.35] Lee: You managed to successfully maroon Allan Wearden, the cook, from Adelaide, at Fossil Bluff. Was this a plan, a plot, to get a decent Christmas meal?

Rose: [Hesitation] No, it wasn't deliberate, of course not, no. I don't think Allan was in a hurry to get back, and there was a lot of radio skedding about how to do the Christmas meal, giving instructions back to Adelaide in his absence.

Lee: How did he get stranded?

Rose: During the summer you take opportunities to take a break. Allan's was a very static job at Adelaide, so to get a jolly -- we called them jollies -- down to the Bluff was great, and then you need to wait for an opportunity to get back again. I guess the opportunity was delayed in coming. It could easily mank in for a week. So anyway, he had a rather splendid Christmas.

[Part 2 00.40.34] Lee: So he cooked dinner for five, rather than fifteen?

Rose: During the summer there's a very itinerant population at the Bluff. There's a big distinction between the wintering party and whoever might be there during summer. At any time that could be quite different.

[Part 2 00.40.57] Lee: So the time was approaching for you to come out of the Antarctic. First of all, how did you feel about that, were you glad to get out, or sorry to leave?

Rose: I think I was ready. I was quite excited, yes, I had been planning to spend weeks in South America so I was quite keen to get out in the... [first ship]. A trick, a good way of doing it, was to go out in the first ship, disembark at Montevideo, do your tour, and then come back to Monte in time to catch the second ship coming out, and I managed to do just that. So I had about six weeks in South America. Reading my book I seem to have felt a bit guilty because, I am sure Martin and I discussed this and he knew what I was doing, but it meant he chose not to do that, he chose to come out in the *Bransfield*. So obviously he'd had that additional bit of time in the Antarctic.

[Part 2 00.42.03] Lee: Were you glad to, sad to, leave the Antarctic, or were you fairly relaxed about the fact that you were leaving behind...

Rose: Well, I was ready to go, and thinking ahead, thinking about what was to come, and so forth, and Martin and I were quite keen to, sort of, we didn't see glaciology as our future, just field glaciologists, just an episode.

Lee: A chapter that was closing.

Rose: Yes.

Lee: But you hinted earlier that you ended up on Vivian Fuchs' farewell tour, didn't you?

Rose: Yes, quite by chance. I've got my notes, a record of visiting a lot of minor and long-abandoned bases, and calling at places like Deception, which we had seen on the way down actually, which was interesting. We went to Hope Bay as well, which is the first one, at the very most northerly tip of the Peninsula. These were all interesting places

[Part 2 00.43.02] Was Vivian in command? Was he instructing the ship where to go?

Rose: I'm sure he spent a lot of time on the bridge, yes. I remember one time, what did we meet? I think it was a Chilean ship, there were some other ships about, but no, actually it was a tourist ship, there was one tourist ship that seemed to be getting down to Adelaide about those years, and that was quite a phenomenon. We hailed it, near Deception I seem to remember, and Fuchs inevitably found out there was somebody on board whom he knew, so he had to be put out in the launch and cross, and just enjoy the view for a bit, and come back. He'd obviously had a lot of -- whatever they drink, schnapps or something -- and we joked that he'd had a good lunch, and they moved on.

[Part 2 00.44.01] Lee: Did you feel your work was complete when you left, had you achieved what you'd been tasked to do, or hoped to achieve?

Rose: I think we'd fulfilled the brief, as far as we were able to. We knew there would be some writing up at SPRI, that's a very important part of it, I've looked out some of my old files, but there's a sort of data report, an account of what we'd done, a proper depository of the data which we'd brought back. What I didn't expect, and as I said earlier I'm very glad it led to this, was a paper, because without that I would be asking the question that you asked me, about what have you got to show for it. We talked earlier about climate change, and I've thought since that some of the results in it do actually point to an interesting pattern of bottom melting, which is really I think what we get out of it. It began to be part of the evidence towards change in the climate.

[Part 2 00.45.09] Lee: You talk about standing in the shoulders of preceding Bluff glaciology teams, and incorporating your own field work with radio echo soundings and early satellite images. So was it a kind of pull-together paper? Everything we know about King (sic) George VI Sound?

Rose: In a sense, yes, I think so. That's right, it's probably quite a good way of putting it. It had some interesting pointers, or it struck me as interesting at the time. I don't know how it stands in the pantheon of Antarctic research, but what I have not done is to keep up with this absolute research, I'm afraid.

[Part 2 00.45.53] Lee: It was ten years before it got published? Why?

Rose: Yes, I think Charles was quite embarrassed. The editor of the BAS Bulletin was Ray Adie, and he had the reputation of being an extremely fastidious editor.

Lee: You embarked finally on a career which embraced hydrology and water-resource engineering. I wonder whether you ever thought to yourself 'Hmm, I'm only doing this because I learnt this in the Antarctic.' Was there anything from your two and a half years South that you later used in life to good effect?

[Part 2 00.46.44] Rose: Not directly, no; not at all. I was concerned with a lot of work in undeveloped countries where water is a scarce resource, and supplying populations and irrigation. I do remember, funnily enough, towards the end at the Scott Polar, I met Jonathan Walton. Martin and I settled down in the Scott Polar in '73, to write up and so on. There had been a party who'd gone down to winter at the Bluff, and the next lot had just come to the Scott Polar, to do what we did in 1970. [That lot] included Jonathan Walton. That was my first acquaintance with Jonathan. We knew who he was because of his relationship to Kevin [Walton], very much a known figure. I do remember going down to Southampton with Charles and several others, I am sure Martin, to see the *Biscoe* depart, in '73, three years after Martin and I had done that, with Jonathan on board.

[Part 2 00.48.01] Kevin was there, on the quayside, and he had a recording apparatus about ten times that size [laughter] round his neck, walking along watching the ship going down Southampton Water, speaking into this microphone with tears rolling down his cheek. His son was on board, and he was extremely proud of him. He accosted me, he said to me 'Look, you're just back, aren't you, a civil engineer, what are you doing?' By that time I had just got a job in what we'll call mainstream engineering, civil engineering, in Edinburgh. Structural work, really, nothing related

to what I had been doing at all. He said ‘Oh, I thought you’d be going into hydraulics,’ a pretty direct manner of speech, and I was a bit nonplussed. I’d obviously thought about it. It was only some years later when I made a bit of a career change, having got qualified, your horizons expand. You get the qualifications like that, and think ‘Ah, now what do you want to do?’ I thought I’d like to get into the water business, and I recalled then Kevin’s remarks to me. (I’ve never told Jonathan about this.)

[Part 2 00.49.21] Lee: So Kevin was right? Eventually.

Rose: Yes, and I never looked back.

Lee: Final question. Do you think the Antarctic changed you? And if so, in what way?

Rose: That’s a difficult one. Yes, of course it did. Much more experienced in dealing with other people, a great mixture of other people. If you pluck somebody out of a degree course you’re not ... not very many of us went to university in those days, the privileged 5% or so, not like now at all. Then you have to make your way amongst people who haven’t had that opportunity, or have chosen not to take it, or whatever. It may be quite a new experience for you. It depends on your own personal background. Mine was reasonably varied, so in that sense it was really quite a turning point, it developed you a lot. I don’t know what good it stood me later in life.

[Part 2 00.50.32] Lee: Is it a highlight of your six decades?

Rose: Oh yes, of course it has to be, yes. It’s always there. Just as I explained the other day, you having been down and finding yourself talking to a man who happens to have been to the Antarctic, you say you’re a Fid, and no matter how different you might appear to be you’ve immediately got the basis of an acquaintanceship at least which you wouldn’t otherwise have. Perhaps if you’d done some time in the services, the armed forces, but they are much more stratified, aren’t they? It was extremely egalitarian, of course, all ??? [inaudible] stayed together. Yes, I’m sure it did change me.

[Part 2 00.51.31] Lee: It’s been fascinating. Thank you so much!

Rose: Thank you -- I’ve enjoyed it.

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### **Significant extracts:**

- Illness and casualties at Fossil Bluff, winter 1971 [00.00.00]
- Difficulty of moving casualty. Morphine ineffective in cold. [00.06.25]
- Nursing. Use of Thomas Splint. Amateur plaster-casting. [00.09.03]
- Arrival of Argentine rescue aircraft. (Without a doctor) [00.12.00]

- BAS Twin Otter stuck at Fossil Bluff near end of season, 1971. [00.20.29]
- John Hudson illness on mainland plateau. Long Skidoo journey [00.25.31]
- Political aspects seldom discussed on base. [00.31.43]
- Skidoos and dog teams travelling together - optimal system. [01.36.06]
- Sir Vivian Fuchs' retirement farewell tour of BAS bases. [00.42.03]
- Pearson and Rose's paper published in BAS Journal after long delay [00.44.01]
- Life after FIDS/BAS [00.46.44]