

JIM FELLOWS

Edited transcript of a recording of Jim Fellows interviewed by Chris Eldon Lee at the Marguerite Bay reunion, Bowness-on-Windermere on 6th November 2009. BAS Archives AD6/24/1/57. Transcribed by John Zerfahs, 29th January 2014.

[0:00:00] Lee: This is Jim Fellows, recorded at the Marguerite Bay reunion, Bowness-on-Windermere, by Chris Eldon Lee on the 6th of November, 2009. Jim Fellows, Part 1.

Fellows: James Fellows.

[Part 1 0:00:13] Lee: Known as?

Fellows: Jim Fellows. Place of birth Sutton Coldfield. Date, 31st of August 1929. So I was born in the Crash of er [laughter], the last Crash [laughter], and this interview is taking place at the subsequent Crash.

[Part 1 0:00:35] Lee: So you've just turned 80?

Fellows: Yeah, August.

[Part 1 0:00:38] Lee: What was your father, Jim?

Fellows: He died at the age of 34. He was a Master Decorator he had his own painting business but of course with the Crash, and as I say he died at 34 that was about 18 months after I was born so..

[Part 1 0:00:56] Lee: So you never knew him?

Fellows: So, no.

[Part 1 0:00:59] Lee: Well what sort of education did you have, private, public?

Fellows: No, just public education. I went to technical college later on to train as an engineer, after I came out the Army. At that time everywhere was short of technical people and the government of course was pushing the big companies to run training schemes, so GEC, that particular establishment was a defence place, and they launched a scheme to train design engineers. So having come out the Army I went into this and, I guess I'd leaned towards it but anyway it was a sandwich course, go to technical college, work in the actual engineering department, go through all the engineering departments, the usual deal, very good training course actually. I think later on when I went to America, all the people I bumped into they'd all been trained by either GEC or one of the other top companies so it obviously stood me in good stead.

[Part 1 0:02:20] Lee: So when did you start work as such?

Fellows: Pardon?

[Part 1 0:02:24] Lee: What year did you start working as such?

Fellows: '50, well, this scheme started 1952. I went into the Army in '47, I came out 1952. I'd signed on for a 5 year engagement, but I guess I was out in the Far East and under normal emergencies they can keep you 'til they want, so I ended up doing nearly an extra year. And as I say then I worked for GEC, and in the middle of that, 1955, a guy in his 20's, I'm sort of thinking this is, I mean a draughtsman design engineer then could get a mortgage, and he had two children probably go buying his own house, and you looked around the GEC drawing office which is such a secure job, and these guys in their 40's, late 40's, two kids, a car and a mortgage, and you could say 'That's me in 20 years', and it was a bit like being, well I don't know if you walked along Wall Street but, you just see that strip of blue sky, bit like being in a trench and there's the world up there sort of, and so I thought 'There must be something different to this',

[Part 1 0:03:46] Fellows: so I started reading the newspapers and the *Daily Telegraph* used to have a thick section 'Crown Agents for the Colonies', and they used to have things, jobs in Borneo, they were all Government sort of jobs but because all of the staff of the government had disappeared from these places with the Japanese occupation so they were really renewing them all, and of course none of those attracted too much I'd spent 3 years in the Far East anyway Hong Kong and Malaya, and so I was looking for summat a bit different, I didn't know what, next comes this advert, 'General assistants required for Antarctic expedition, apply Crown Agents for the Colonies', and at the time you never thought 'Well, what are the Crown Agents doing in the Antarctic' but, obviously it explained later on.

[Part 1 0:04:46] Fellows: So I applied, and I think I originally applied for a surveyor and was told 'We got surveyors coming out our ears. We need some met assistants and diesel mechs'. So I opted for met assistant, got sent to the Air Ministry training school at Stanmore, and did the course there. Then there was a bit of the delay before they were ready for me to go down and board ship, so they sent me to the Met Office at Birmingham airport, so I was a met assistant there for a while.

[Part 1 0:05:23] Fellows: And as I say then I went down to Southampton to join the ship. And I'd no idea really what sort of ship you go to the Antarctic on but er, I'd been on a troop ship and I thought 'It would have to be fairly big', So I said to the gate man 'How will I recognise the ship?' and he said 'Oh, it's easy mate' he said, 'All you got to do is look for an enclosed crow's nest', and I thought 'OK' so I got out of the thing and I looked round the corner and here's this big ship, from Australia, and it got an enclosed crow's nest, and I'm sort of looking at it and 'This don't look too bad at all', as I crept towards it then all of a sudden this shout comes a great 'Not that way mate, over there to the left', and I look over and there's a crow's nest just about sticking up over the quayside, and I sort of walked to the edge and there down almost at water level was this little boat [laughter].

[Part 1 0:06:27] Lee: The *John Biscoe*?

Fellows: The *John Biscoe* which was then a wooden one and it was about a hundred and something odd feet long, and about half as wide, and you actually went down the gangway on

to the ship, [laughter] not like other ships, you get the one the other way you went right up the gangway to get to the level of the ruddy deck, here you went down. And, ok, it was, well it sailed down South. The nearest thing I can think of it really was a drunken duck it just waddled around.

[Part 1 0:07:03] Lee: Let's back track slightly, if I may, what was your first awareness that there's a place called the Antarctic existed?

Fellows: Well, I'm not quite sure whether it was before I read the advert. I know close to that I read Kevin Walton's book *Two Years in the Antarctic*, but I thought I'd seen the hot climates, I'd like to try something different so at that time it was just something different, 'Give it a go' like, somebody said 'Let's go and climb a mountain' you think, 'Well, I haven't climbed one before, I think I can do it', it was a bit like that, a bit of an unknown but you thought, 'In for a blooming shilling, in for a pound'

[Part 1 0:07:50] Lee: Do you think Kevin Walton's book inspired you?

Fellows: No, I think it informed me, it gave me an idea what I might be in for sort of thing, in other words, you were not going to do a Scott of the Antarctic you were going to do a fairly routine job actually. I think that's what probably you didn't quite know what you were going to get into because Crown Agents for the Colonies as opposed to signing up to an expedition, expedition seems to bring ideas of an objective that people are all going to strive for this one objective. This didn't smell of that sort of thing. First of all it was a job in a way, and you thought 'How, what sort of permanent employment can you have in the Antarctic?'

[Part 1 0:08:43] Lee: And secondly, were you interested in the weather, in meteorology, beforehand?

Fellows: No, not really. I mean I was fairly good technically. I was always a good problem solver, things like that, so I'd no worry about being able to cope with the training for the thing, and since they were not going to train you as a meteorologist or anything, but you were gonna plot temperature and pressure charts, well I'd been drawing maps for the Army so that was no problem at all, changing from geographical contours into pressure contours. So yes, that just came naturally. Yeah, I mean I suppose I did aspire to the surveyor part of the thing, I thought since I'd worked on maps before, and I did have the concept that they would be at a much higher level so I did wonder whether I could make that level.

[Part 1 0:09:52] Lee: That's higher quality do you mean?

Fellows: Yeah. In actual fact I could have walked it, things I'd done in the Army would have walked circles around the way that they did survey actually in the Antarctic at that time. But I never had any regrets over the thing, it was just that surveyors got out in the field more than anybody else but. Met assistants were always general assistants so they were the dog's bodies that you made up the numbers with sort of thing.

[Part 1 0:10:28] Lee: But you sailed down to Stanley on the *John Biscoe*?

Fellows: Yes, when we got down to Stanley of course, because the *Biscoe* was so small, I mean there was a lot of juggling of stores because it could only do short trips so there was continuous trans-shipping of stores according to which bases they'd got to do and then they'd say 'No we won't do this one' so they'd take stuff off and put other stuff on, and then of course FIDASE¹ came in to the picture, and they got this coaster the *Oluf Sven*, which was one of these coasters with the long, you see the cab at the back, and the long hold sticking right forward up to the bows. What they'd done they'd converted that long hold into an accommodation module, with bunks all down the side of the hold and the dining room table all up the centre, and some of the Danish meals were a bit sort of erm, I mean fried egg and bacon with sugar sprinkled all over it was hard to take for a while. And then they had this caraway seed cheese, and the clue for us, John Smith and myself, used to be to try and get down, get our breakfast before that cheese got to our end of the table, 'cos God, it stank like old socks.

[Part 1 0:11:58] Lee: You sailed to Deception, didn't you?

Fellows: And then we sailed to Deception, yeah.

[Part 1 0:12:02] Lee: What was your impression of Deception when you got there?

Fellows: Erm, it looked quite attractive because the volcanoes hadn't erupted there so, ok there was a desolation from the 1910 eruption, which only really amounted to the fact that deep down the beach you'd see some of the black ash, but there was a lot of sand and silt had been swept up over that and, ok, there was a lot of debris of the old factory still there. But it could be pretty picturesque there, you got some terrific sunsets and a lot of snow there so it was attractive then compared to if you went down there now it looks desolate.

[Part 1 0:12:44] Lee: You went down in 2000 didn't you?

Fellows: Yeah. That was a total turnoff.

[Part 1 0:12:51] Lee: Were you shocked?

Fellows: Yeah it was because it had lost all its character. I mean it was black and, I mean I've got photographs of beautiful sunsets and all the snows all round the hillsides and that, and the base was in a nice setting there with the cliff and the glacier at the back of it, it was a nice setting it was Antarctic, but in 2000 like I say it was an ash heap.

[Part 1 0:13:26] Lee: There was a change of base leader.

Fellows: Oh yeah. Of course when FIDS started then there weren't the, there were two people to interview you at Crown Agents who literally were interviewing you in a store cupboard. So there was no formal, one got the impression that they were counting arms and eyes if you've got total equipment you'll do sort of thing there was no real attempt to assess personalities or anything like that. But I think they went on the fact that I think almost everyone I met was ex-service so that they'd lived in groups previously so there wasn't going to be this compatibility with numbers sort of thing, which later on of course they had when

they ran out of that era, and when we got down there everybody sort of mucked in straight away.

[Part 1 0:14:35] Fellows: We made friends straight away Percy Guyver, well Joe Axtell he was an ex-flight lieutenant of the Air Force, and he was a real oddball and what happened, I think it got close to Christmas, and he started drinking hard he knew he was a hard drinker then, but everybody was pretty tired he would be waking up in the middle of the night starting the generators up, putting all the lights on everywhere. So what happened somebody went out and thumped him one, and the SecFids came to, and that's almost how things were settled there. People didn't sort of mince words in those times. He, I suppose, some people might have defended him but anyway SecFids came and figured the best way was move him to another base.

[Part 1 0:15:35] Lee: Was that Johnny Green?

Fellows: Johnny Green, yeah, and in actual fact Joe Axtell later on when he was, he went to a couple of other bases but eventually when he was being pulled out he was actually on the ship and they missed him, and he was walking towards the Pole and they had to send a crew out after him to bring him back so what actually happened to Joe Axtell when he got back to the UK whether he was given psychiatric treatment or not I don't know. His was not a happy life, in fact I think at Port Lockroy him and some other guy were throwing crow bars at each other in the diesel shed.

[Part 1 0:16:20] Lee: When your base leader has to be removed like that, shortly after you arrived, does that have a destabilising effect, what was the impact on you..?

Fellows: Well it didn't because we decided who was going to be the base leader.

[Part 1 0:16:32] Lee: You chose?

Fellows: We did, yeah, well Johnny Green said 'Who do you want the base leader to be then?' Percy was the oldest and Percy was..

[Part 1 0:16:41] Lee: This was Percy Guyver?

Fellows: Yeah, he was an ex-yachtsman, and ok he was an ex, he was a diesel mechanic he was a down to earth guy, but he was a real, everybody liked Percy, you know what I mean, he's one of these guys that people, could lead people and that he was very practical and, so yeah, everybody accepted him. I mean there was a suggestion since I was the guy who thumped Joe Axtell that I should take over the job but I didn't feel that was right.

[Part 1 0:17:15] Lee: Were you reprimanded for your..?

Fellows: Well no, I mean he came at me and I just thumped him.

[Part 1 0:17:22] Lee: There was no court martial?

Fellows: Oh no.

[Part 1 0:17:25] Lee: No enquiries?

Fellows: No. Well I mean Joe had started it and, I'd just woken up this guy and I told him to switch off in fact I think I went and switched the diesels off and he came and switched them on again, and I went to stop him doing that and, he came at me so I'd had fairly good Army training that thing so I downed him and..

[Part 1 0:17:49] Lee: Was it an easy victory, or were you in danger yourself?

Fellows: Oh not really, I was in a hurry to get back to bed.

[Part 1 0:18:00] Lee: Let's move on, let's move on. The Antarctic was in the news quite a lot wasn't it at that time?

Fellows: It was really because at the time the Trans Antarctic Expedition was getting a lot of publicity and that, and then also they were digging up everything to sort of investigate that background if you like, so there was a lot of mention of Scott and all the other things that go with it, and so the papers were quite full of the Antarctic so with the result of that a ship sailing for the Antarctic also got into the press so the *Biscoe* was there and there were papers down photographing people getting on the *Biscoe*, and I forget what the guy's name was but there was some guy who was only nineteen, they got him down as the youngest man to go to the Antarctic which wasn't the case I think, in '48 there was a, I think what's-a-name Bernard Stonehouse was only eighteen and so the papers they got this guy down. Now he eventually was drowned at Port Stanley, because, I think he was the radio operator for a while there, and he in true Fid's style had bet somebody drinking that he could swim out through the kelp, and he started to swim out to the kelp. Unfortunately the people that he bet forgot all about their bet and no-one bothered to see when he came back and they found him at the jetty trying to get up. He'd obviously swum out to the kelp and got back but hadn't the strength to climb back up so he was dead in the water.

[Part 1 0:19:48] Lee: The reason why I mentioned about the publicity was because it had a rather strange repercussion.

Fellows: Oh yeah, well Percy was a guy who didn't have a lot of money or anything but, for instance, he had a big American car, and I think he used to crew for some older man in a, who had a big older yacht, and this guy got too old to do it, so he gave it to Percy, so Percy had his big car and his yacht and then eventually got a girlfriend, and he said 'One of them had to go' and he couldn't decide which, but in the end it had to be the girlfriend, so he was a bit of a playboy I suppose but in London I mean he was a guy who knew his way around London, and as I say he worked as a mechanic in a garage somewhere, but he obviously had been to the Windmill and got to know people there

[Part 1 0:20:49] Lee: This is the Windmill theatre?

Fellows: Yeah, and so somehow he had sold them the idea of adopting this base that he was going to. We never quite knew how, or how it had come about but, in the end they had adopted Base B so in the *Daily Sketch* for instance it would have 'Rosemary writes to Jim in the Antarctic' and it shows this stunning blonde writing a letter, and down below a picture of me. I think it was by up Deception Island and the mast there and I'm playing with a husky or something, typical Antarctic Fid's game, and this went on, the time parents and that would send you letters all of this was in the *Sketch* the other thing, and I guess it went on that year, well of course we didn't get the mail, a lot of it, 'til the following year, so we knew more about it a year later.

[Part 1 0:21:50] Fellows: However, the only person who profited from this was Angus Erskine, Lieutenant Angus Erskine of the Navy. Now he'd been down for I think a summer then, so he went back at the end of that year and the papers must have thought so he must have told the *Sketch* 'Oh yeah we're at Deception Island', so they arranged for them at their expense to go to a nightclub with two of these Windmill girls so they could photograph them so, Angus Erskine and a pal of his went and took two of these Windmill girls to some nightclub at the expense of the *Daily Sketch*, and they were the only people they dated who benefited I don't think any of us ever met any of the women.

[Part 1 0:22:39] Lee: You got the photos didn't you?

Fellows: We got the photos, yeah, and in actual fact we must have had a phot[o] 'cos at that time the Windmill rule was they could have nudes, but they couldn't move. We must have had the bunkroom papered with sort of 8 by 10 photographs of these nude girls, whether they were writing to us or not, and so this was there for Prince Philip to see when he came.

[Part 1 0:23:05] Lee: So you got the photographs in the post.

Fellows: Yeah, oh yeah

[Part 1 0:23:08] Lee: Black and white or colour?

Fellows: They were all black and white

[Part 1 0:23:10] Lee: And they were naked ladies?

Fellows: Oh yeah.

[Part 1 0:23:12] Lee: That must have gone down quite well?

Fellows: Oh it definitely, sort of stimulating shall we say.

[Part 1 0:23:17] Lee: And they were writing to you as well?

Fellows: That's right, yeah.

[Part 1 0:23:20] Lee: And did you write back?

Fellows: Yeah we did a couple of times, but it just petered out.

[Part 1 0:23:28] Lee: What did Prince Philip make of them?

Fellows: He never did tell me actually. Mike Parker, who was his secretary, sort of was guiding him round and I could hear him saying 'Oh look at that one over there' sort of, case he'd missed it.

[Part 1 0:23:43] Lee: We'll come to him shortly shall we?

Fellows: Sure.

[Part 1 0:23:50] Lee: You said that the first few months at Deception were hectic.

Fellows: Well they were because with FIDASE¹ landing. Now when FIDASE came they got to re-establish everything for themselves, and they got heavy equipment to deal with and everything. So that came on the *Oluf Sven* and they landed tractors and things like that that they needed to do what they were going to do. I mean they were going to cater for a fleet of five aircraft, seaplanes, which were actually Canso's², which I understand were simply Canadian modified American air [incomprehensible], what was it?

[Part 1 0:24:35] Lee: PBY's³.

Fellows: PBY's, yeah, which was a float plane that the Americans used to use for air/sea rescue and that, but they could also, they had wheels as well as floats, so they could taxi up a beach, so for this reason the FIDASE crew had to lay perforated steel planking all along the beach, so that these planes could taxi up the beach, onto the flat beach, and that took quite a time to lay. Then they needed to store their stores somewhere, so they, there were the big oil tanks there, they simply got together with their welding torches, cut big doorways into these tanks, turned them into warehouses in effect, and then finally they had to build themselves a hut which they'd brought a pre-fabricated hut down, they had to erect that while they lived on the *Oluf Sven*. And so this was going on all the time in fact, remember, I guess it was before they got the hut up but while the framing was there going over there one day and there was a [pause] trying to think of the ruddy penguin type now, a little..

[Part 1 0:25:58] Lee: Adelie?

Fellows: Adelie, a little Adelie penguin standing on the drawing looking down, just like the job foreman, sort of strutting round with his feet, and he used to turn up every day, go over to the drawing, and you got the impression he was the job foreman.[Laughter]

[Part 1 0:26:18] Lee: So you were busy and it was a kind of routine type..

Fellows: Well we had our routine of course but we were a bit distracted by continually looking over to see what was going on at FIDASE and that, and I mean what one thing that, FIDASE were a bit formal I mean one example for instance when they first arrived we were on our way to a party at the Chilean base, so we were high on the ridge about to ski down, and we saw this little line of people all roped up with the leader on a much extended rope just like Scott going to the Pole sort of thing, and this was Peter Mott⁴ and some of the survey. And of course we arrived at the Chilean base much earlier than they did, 'cos they were

walking we were skiing just down a slope. And so we got there with the Chilean base leader who happened to be a bit of a comic he was an ex-test pilot for the Chilean Air Force with all of the sort of personality of a test pilot. And so we're in there we'd been on about our second drink and in comes Peter Mott the survey guy. He'd evidently got permission from the captain of the *Protector*, the British Navy ship, to present the proclamation of trespass which..

[Part 1 0:27:42] Lee: Protest note?

Fellows: Yes. To the thing so, normally our routine when we took them over we were flinging them on the base leader's desk and he'd say 'Remind me to give you one before you leave', and that was it. But, in this case Mott gave it formally and Hugo Sarg [phonetic] said 'Would you like a drink?', 'cos he could see the other guys' tongues dangling out they'd just walked across the bloomin' glacier, and he said 'No! No!', he refused to drink and refused to let his guys drink, and the Chilean base leader said 'What have I done, how have I offended them?' and we said 'We don't know' and they turned round and marched back away as though they'd made a formal protest and that was it and away they went.

[Part 1 0:28:29] Lee: Was that the only time you met Peter Mott or had you met him...?

Fellows: That was the first time, I'd met him. He came into the base and said 'I'm Mott, the leader', and at the time there was only the radio operator there and he said 'I'm Jack the radio operator' [laughter]

[Part 1 0:28:45] Lee: What kind of man was Peter Mott then?

Fellows: He'd been with Eric Shipton on his attempt to climb Everest so he was an old mug [phonetic] out in the field but, I think he did aspire to [laughs], he thought somehow his position there in the Antarctic was a bit grander than it was, I don't know.

[Part 1 0:29:15] Lee: Putting it on?

Fellows: Yeah, I mean when we get to talking about the Duke there's another little incident that amplifies that sort of thing.

[Part 1 0:29:23] Lee: You were laying on water supply as well weren't you?

Fellows: Well that was the thing of course there was no water to supply there so Percy who'd been a diesel mech, a practical man, decided we would tear all the two inch piping we could find in the factory and lay it right up the slope, right to the melt line, so while water was melted we would have a run of melt water down instead of having to go down and get blocks all the time, and so we did this stripped out and washed out the piping and coupled it up and had a quite a long run of piping down. Now later on a later team did the obvious. They figured the water went down somewhere underground, so they actually dug down and put a pump in, but we were not that far sighted. So we had the early version, shall we say of the water supply.

[Part 1 0:30:21] Lee: Did it work?

Fellows: Oh yeah, I mean, but only so long as the melt flow was going, so the moment it froze up we were back to melting blocks.

[Part 1 0:30:32] Lee: But it was a step forward, was it?

Fellows: Oh, for the whole of the summer, because Deception Island was the only fresh water spot for ships to take on fresh water. They did exactly the same, collected the runoff from the hillsides, and they'd have pipes run right inland ashore to collect that, the whalers had set up that thing originally. So all the ships came in to get fresh water from Deception Island, I mean ..

[Part 1 0:31:00] Lee: They just put a pipe ashore and ...

Fellows: Put a pipe ashore and collected the runoff. There were several sort of, what can you say, collection boxes at the bottom, and they put a pipe with a basket on the end to stop getting the silt and sludge into the, and pumped fresh water, which was the melt runoff from the hillside.

[Part 1 0:31:24] Lee: And you made a cradle system for getting the dinghy out onto the water..

Fellows: Well, that was it, Percy again, the mechanical man. So he was a boat man you see so he spent a long time refurbishing the base dinghy, caulking it all out, varnishing it all up. So, of course, the beach is a long sloping beach at Deception so to haul a big, heavy dinghy down there from the base was quite a job so what we decided there was a lot of this mini gauge railway line in the factory, so we stripped all that out and ran a line from just a few yards away from the base right down into the water on the beach, and then we built a cradle, a wooden cradle, and found some bogie wheels to put on it, so that we could then mount the boat in the cradle, run it right down into the water, float the boat out the cradle, reverse the process, and then we had a little manual winch that we winched the whole thing back up the slope again.

[Part 1 0:32:32] Lee: And this was railway track in the Antarctic?

Fellows: It was. It was used in the whale factory probably for running vats and things round the thing, it's hard to see how the factory was laid out because it had been demolished by the 1910 volcanic eruption, but, yeah there was quite a lot of machinery in there and, obviously they needed to move stuff around the factory that they'd got, so it's probably the vats and the things that were moved around.

[Part 1 0:33:05] Lee: Apart from taking readings on the weather you were also measuring tide movements, weren't you?

Fellows: Well yes, and after a while everybody kept asking about the tides, 'Haven't you got a tide recorder?', so we decided we had to build one, but the thing was with that long sloping beach you got to put a structure in that would withstand the heavy winds and the heavy waves, so we eventually put up a frame and a long arm with a small tank on the end as a

float, and then this had to be then reduced to a small movement piston that could be translated in the tide movement, and so what we did we took an, I think it was a valve from a diesel engine, [Ha!], with the valve guide, and used that as a platform up and down, then used a temperature gauge with the needle, so the needle now had a roller riding on the top of this diesel valve to record the level of that diesel valve, so the top of the diesel valve in effect was the level of the tide. Then, of course, we had to put a damper on it because the tide was fluctuating, well you'd get a wave cycle on top of the tide, so you got to damp that out a bit otherwise you run out of ink pretty quickly. And the thing survived. I think the people told us that somewhere late '57 the following year, I think it was the ice that actually destroyed it and washed it out to sea.

[Part 1 0:34:45] Lee: Were the tide readings consistent or were there anomalies?

Fellows: They were fairly consistent, there was a fairly, it was hard to read them at times because there was this huge wave cycle on the thing, but there was quite a rush of water in the thing, particularly if there was any wind and that, but yeah, the tides were consistent because they're not dampened by the ice during the summer, during the winter the cycle is a bit dampened by a layer of ice sitting on the thing.

[Part 1 0:35:23] Lee: What was the range, was it quite substantial or was it a fairly modest range?

Fellows: I suppose for down there it was fairly modest, nothing like the Severn Estuary sort of tides, but, yeah it was just a reasonable tide.

[Part 1 0:35:45] Lee: You did some work on making the base a bit more sort of homely, didn't you?

Fellows: Well I think that's on a static base what you tend to do. You know people build bars and all that well that had already been done at Deception Island. So we looked around and the only empty room was one opposite the kitchen. So we thought everybody had a few skills and that so Percy decided he would build a big convector heater from the pot-bellied stove that was there, so he built a brick structure around it to provide the convection from the heat there, and unfortunately he put a wooden top on the thing, very heavy wood mind you and then one wouldn't have thought it would burnt away so easily, but, and then we made all sorts of furniture, and we made a big bench seat and then lamp fittings and all that thing, decorated it out it was going to be really nice. I think something like two months after we'd finished it somebody forgot about the, I think there must have been a sluice or something that had to be opened or closed and the thing got too hot and this huge block of wood that formed the top caught fire, and really it was smoke damage more than fire damage, but it did simply just singe the whole place, so everything came to nought.

[Part 1 0:37:23] Lee: Disheartening?

Fellows: Pardon?

[Part 1 0:37:25] Lee: Disheartening?

Fellows: No, I think you had an attitude down there [laughter], 'We'll just start again'.

[Part 1 0:37:34] Lee: And did you?

Fellows: We didn't because we left the base.

[Part 1 0:37:39] Lee: Tell me a bit more about Percy Guyver's personality, what sort of guy was he?

Fellows: He was a terri[fic], I mean I was personal friend of Guyver so in a way I suppose I'm the wrong person to talk, but Percy got a terrific personality, he was a guy who had grown up from the school of hard knocks, so he had 100 percent sort of confidence in his own ability or, but he never claimed to be anything other than Percy Guyver sort of thing, he wasn't an assuming guy, he was a bit of a comic at times, but everybody liked, I don't think there was anybody on base ever had anything to say against Percy, 'course you got the surveyors and all that, and they wanted to do this, and their work routines you'd get Percy, the practical man, saying 'Hang on a minute, you got to blooming well get all this in between them', he would assess the risks and he would be the common sense balance to this enthusiasm of these young surveyors, but it worked quite well and I think in the end they realised he was the anchor man gonna stop them bloomin' cutting their own throats sort of thing. But it worked out really, well he was the base leader at Deception, and base leader at Base Y⁵, so he'd proved himself I think.

[Part 1 0:39:06] Lee: Jim, thank you. You found this upturned whaling boat and ...

Fellows: This was something that really disappointed me because, I mean when one thinks of archaeology of Antarctic history, we dug into the beach and we found this flat bottomed whaling boat, and although we only burrowed in sort of basically that's what we found a little door into it, and inside we found a little pot-bellied stove. Now this had obviously been the accommodation for the Norwegians that built Biscoe House, and it did seem to us at the time that it worth digging it all out because there would be artefacts of the people who had been living in there. But we contacted SecFids and were told 'Cover it over again and leave it'. Now that presumably is still somewhere in the beach at Deception.

[Part 1 0:40:01] Lee: Yes, hidden away yeah. Let's move on to 1957 if we may you like, which was your second season, no, it was your, but you were still at Deception?

Fellows: Yeah, and then we moved down to Horseshoe for '57.

[Part 1 0:40:21] Lee: So this was..

Fellows: But at Deception, that's right I know what you're heading there. Early '57 of course was when the *Brittania* came and FIDASE came back, 'cos they were only down there for the summer, so they came back to re-open their installation and get started with their aerial survey again, and of course then we were told 'You will be having a royal visitor', and we were informed about the impending visit of Prince Philip and, I'm not quite sure if it was on

his way to open the Olympic Games or on his return from the Olympic Games, I'm not quite sure whether they were in '56 or '57 but, anyway..

[Part 1 0:41:08] Lee: They were in '56 because they are always on an even numbered year.

Fellows: Ok, so it was coming back then from opening the Olympic Games in Melbourne that he would be visiting the Antarctic bases, and we were told that we'd got to observe the right protocol and all that, and asked if we needed any other extra liquor stores as we may have some entertaining to do. So we ordered some extra naturally, and then they sent down, again, Lieutenant Erskine, Angus Erskine, who was down there as the, in effect, the harbourmaster. They expected quite a few ships in and out and they were, I guess at that time wondering what some of the Argentine navy ships might be doing so, but in actual fact the Argentine base leader told us that the Argentine authorities had told their ships, out of courtesy to Prince Philip, to stay clear of Deception Island during the visit to save embarrassing him or anything. I mean they said as a courtesy to a fellow naval officer.

[Part 1 0:42:22] Fellows: But anyway, Angus came over, and then of course you'd still got this business of FIDS having to have a representative of the law, and a postal system, this was all part of those initial territorial claims that no longer existed later on and almost fictitious, so they swore the base leader in as a magistrate, gave a book of stamps and a cancellation stamp, and that was it for a postal system, and it was a laugh because we had, for instance, a letter from the Indian Chamber of Commerce enquiring about the prospect of trade with our island. We weren't quite sure what sort of trade you could have with the South Shetlands, and the six of us we didn't think we needed anything from India at the time, but that's how things get exaggerated.

[Part 1 0:43:23] Fellows: We'd get stamp collectors who would write, and of course they wanted these Antarctic stamps with the actual cancellations on, and they'd give you exact details how to cancel them, first day of issue and all these damned things, and of course they would say 'We're private collectors' and you knew they were dealers, because they'd write back the next year under another name and you'd say 'That writing's familiar.'

[Part 1 0:43:52] Lee: What was it like having Prince Philip on the base?

Fellows: Well, of course, nobody was sure what was happening, and everybody was waiting on tenterhooks and that, finally the launch comes ashore. In fact, actually, there was an earlier incident. I guess it was before they actually came into Deception, and Philip told us about this. There'd been this whaling factory ship and he'd been invited to inspect it or something, so he'd wanted to be one of the boys he's in field gear, and I remember when he came ashore he'd got five day's growth of beard sort of thing, and so they lowered the gangway for him to arrive at, instead he'd gone the other side of the ship and climbed the jump ladder, and when he got on board the only scruffy person on board was him. All these Norwegians, the ship had been scrubbed clean on deck, and they were all in their civilian suits, scrubbed clean and shaven as he went round, and as he said, the only scruffy bugger was himself, and he said if anybody's got to be embarrassed he preferred it to be the other guy, but in this case it was him.

[Part 1 0:45:10] Lee: Was he scruffy when he came to you?

Fellows: Well he was in field gear so he'd got a windproof suit and a woolly cap and probably better quality than we could afford, but it still looked about the same, and he'd got about five days' growth of stubble on his chin, and of course he came ashore and had a quick look round. He toured FIDASE's hut for instance, went all around the ground generally then finally he came into the base hut, by then it was getting close to lunch time there so it's time for lunch drink, so went in there, his tippie was pink gin, which is what, gin and angostura bitters, and so he had a few of those and, I think then, after eventually broke off from drinks for lunch, went in to have lunch and so there was the Governor, Raymond Priestly⁶ and Prince Philip in the kitchen, I forget this guy's name. I think we only had one good chair and we offered it to Prince Philip and he declined it, I think he was nearly killed in the rush to get it [laughter]. One chair that didn't wobble.

[Part 1 0:46:38] Lee: Were you all dressed up?

Fellows: No I don't think we really, just in normal ..

[Part 1 0:46:44] Lee: Daily gear?

Fellows: Yeah, I mean we didn't have any dress-up gear really, we'd just, our stuff was ex-Navy gear equipment or Army gear so the best we would have would be a clean sweater instead of one that was greasy with seals' fat and stuff.

[Part 1 0:47:02] Lee: What was on the menu?

Fellows: So it was seal steak and penguin eggs. That was the general thing. However, the Governor had already said that he didn't want that, so we got tinned stewing steak, so he had this tinned stewing steak and it did look foul I must admit, and he eventually sort of spread it round the plate so it looked a little, when Philip he'd cleaned his plate and he leaned over and said to the Governor, 'If I was the cook and you left your dinner like that I'd bloody well wrap it round your neck' [laughter], and after he left he'd been back at the bar, had another drink and on the way through he looked in the kitchen to John Smith and leant one over and said 'If you ever need a job you know where to come'. [laughter]

[Part 1 0:48:02] Lee: And then there's a movie?

Fellows: And then as occurred, ok then they went down to the beach I think, we'd killed a lot of leopard seals around that time so they all wanted the canines so [incomprehensible] there's a big session cutting the big teeth out of all the leopard skulls we'd got, and then he went back on shore by then we'd be sort of three or something in the afternoon, but then we found out that one of their officers, it was his birthday, so we'd got some old Argie champagne there, and so we opened that up drinking it, by then they'd had that many drinks they wouldn't have known whether it was coloured water or champagne or what, but it went down well and just after that the cutter came out from the *Britannia* with a message from the admiral commanding the *Britannia*, and said while he 'appreciated the courteous gesture in

entertaining his officers we could ill afford to use up our stores and therefore would we accept this replacement gift for the gesture', and we got a case of *Britannia* champagne.

[Part 1 0:49:15] Lee: How was that dished out?

Fellows: Well, we sort of nursed that for, we did actually, some of the Argies came and we did sort of give them some of that to show the difference between them [laughter], and they did appreciate that there was a difference.

[Part 1 0:49:30] Lee: Ok. And you saw the film '*Seven Brides for Seven Brothers*'?

Fellows: And then, yes, and I was saying that another thing about Peter Mott. When, because in effect Percy Guyver was the host to the Duke, he sat right next to the Duke, they'd got this protocol of where he sat, and Percy went up I think he went to go to the loo or something like that, and Mott was really going to jump in his seat and before he could sit down one of these lieutenant commanders that sort of organise the thing come up 'Excuse me Mr Mott, that's Mr Guyver's seat' [laughter], he had to shift, and he looked so sheepish at having to move over, and, as I say then, I think then we started drinking of course, remembering that *Britannia's* officers had been all round the world sort of thing and had to sort of watch their P's and Q's and now suddenly they could let their hair down so things were getting a bit sort of discreetly, Prince Philip announced that he was retiring in other words he wouldn't put a damper on the proceedings and, I think they went on to about I think that was sort of quarter to eleven and they went on to about three in the morning.

[Part 1 0:50:47] Lee: Let's go to Hope Horseshoe because we've only got 20 minutes left, and I want to talk ..

Fellows: That's right [talkover]. Horseshoe of course was a sledging base and it had had unfortunate its first two years no sea ice there, and '57 turned out to be the best sea ice in many years in Marguerite Bay it was solid, and we were no sooner in there and the stores ashore and the base started to freeze up, and already the ship actually went up the fjord to, this is the *Biscoe* that was relieving the base party, they actually dropped Peter Gibbs and a sledge party off on the Arrowsmith Peninsula and built the Blaiklock Refuge which was a single skin hut, just like your shed at the bottom of your garden, nothing no insulation no nothing, held down by two wire hawsers pegged into concrete blocks, and this was to be where they would run in case of storms there, and they were expected to , and ok there were plenty of stores there, but they were expected to survive until the ice allowed them to come down the fjord to Horseshoe Island, and they actually survived there and in fact we started to run, they needed a lot of fuel obviously for heaters, I mean the routine there was erect your tent inside the hut. So live in a tent in a hut.

[Part 1 0:52:32] Lee: So the only way to keep warm?

Fellows: That's right, well the smallest space to keep warm, and we used to run every few days a forty gallon drum of fuel up the fjord, 'cos it was only, it was less than a day's run, so you would go up there, stay there, then come back the next day or something so, that was

almost like a train service, and the dogs knew the way, they would just follow their pee trail from the previous thing ..[laughter]

[Part 1 0:53:04] Lee: What sort of work were you doing then, what sort of field work were you doing at Horseshoe?

Fellows: Well Horseshoe of course by then the aerial survey was well under way, so surveyors were in effect tying together the islands so they could fit this aerial photography onto this triangulation, so in effect they were doing long sights from islands tying those islands together into the right position, 'cos I think on some of the early maps of FIDS they had islands that were 200 miles out of position, and so yes, there was a lot of cairn building I mean that was the general assistant's job. I remember we climbed both ends of Ridge Island, put cairns up to be told by the surveyors in the end they didn't need them, they'd used other cairns, and Ridge Island is like a big pile of scree, so as you climb it up your crampons are just knifing through the scree and you go one step up and two steps back sort of thing.

[Part 1 0:54:07] Fellows: But we used to manhaul up there as well. In fact I think we did the cairns for to Ridge Island, we loaded the manhaul sledges on to dog sledges, and dog sledged to Ridge Island and then manhailed round Ridge Island, and then I think manhailed back from Ridge Island back to the base. There was one incident there on the manhaul. We came back and, there used to be a light in the diesel hut, and so imagining that was the light we figured 'Ah, we're going towards the diesel hut', but as we were going down we were actually looking at the light in the kitchen, which meant from that position we were actually heading out into Marguerite Bay, and just because we did stop and argue, 'That's not the diesel that's the whats-a-name', and then Pi [phonetic] said 'We'll go and have a look', and so we sledged over. Luckily we did, otherwise we would have gone out to the middle of Marguerite Bay. It was, it was the kitchen light and not the diesel hut light, so instead of going into Homing Bay we were going into Marguerite Bay.

[Part 1 0:55:26] Lee: You were doing a lot of work, because somebody said the base was almost deserted at times wasn't it?

Fellows: Yes, because of the thing that there'd been a decision to get as many people in the field as possible, so we got a geologist and two surveyors had got to be supported so in effect the minimum you got to put in the field to keep them out was six people. We only had nine, and so yeah, and it meant that the people left on base, and often it would be only two, and that would mean that one person would have to do the daily met routine, do the radio answers, ok we could, we'd learnt to read morse, we could just about answer the radio operator and send him numbers for the Met Office so there was no conversation sort of thing, and if the operator, of course the guy we knew the radio operator, so he knew we didn't know much, so he used to have a routine to start, if he didn't understand he sent an interrupt signal to us, and we'd just start sending it again sort of thing so that's how it was, it was a routine, people knew how to send morse numbers but they couldn't carry a conversation, except the radio operator of course, but the people who were left could simply send the met obs, which had to be sent every three hours.

[Part 1 0:56:57] Fellows: And then of course you'd have to do your radio schedule, but that was a voice schedule I think, so that's kind of easy the radio operator told us what frequencies to set the thing up on, and if conditions were suitable you got to talk to him. The other thing was you'd got, we had over a hundred dogs on base so there's still a lot left, and they'd got to be fed so, the day man actually fed to the dogs, but the night man before he went to bed, he usually had to, and this'd be early morning, he'd have to go and kill a seal, and maybe he'd even gut it out for the day man when he got up, he'd cut it up ready for when he'd got to feed, so these things were really interwoven, and there wasn't a minute to spare at all. By the time you got into bed you were dead. You didn't have to worry about whether you were off to sleep you had to worry about whether you would wake up.

[Part 1 0:58:02] Lee: And you weren't that far from the Argentinian base?

Fellows: Oh no, that's right. We, unknown to us the people from Deception Island, the Argentinians, had been moved to an Argentine base not far south of us, and because we'd been good friends and socialised a lot a bunch of them decided 'Well we should go up and visit', so two of them got a sledge together and they loaded it with I think something like 50 kilos of frozen beef, and a big 5 gallon vat of wine, and arrived up there thinking, 'We're all going to celebrate' and of course it ended up, I think at that time there were three guys on base so, there was three guys and two of them that's five people to get through 50 kilos of beef, so we had steak for almost every meal, and then said 'Well you just missed a good time', and the Argentinians finally went, they stayed with us a couple of weeks and said 'Well, we'll be back maybe some time again when...'

[Part 1 0:59:11] [End of Part 1]

[Part 2 0:00:00] Lee: Jim Fellows, Part 2.

[Part 2 0:00:02] Lee: Let's talk about this incident at Detaille Island, if we may. This is Base W isn't it?

Fellows: Yes. This was the base that we'd opened up on our way down to relieve the original team at Base Y, and it had been hoped that it would have a good access to the Peninsula, so that the team could get ashore and do survey on that part of the Peninsula. It actually hadn't proved to be as good as it was, it's hard to predict what ice will be like, and in this case the guess was wrong. So a sledging team had managed to get over on to the Peninsula, in the area of the Arrowsmith Peninsula, and, but they were unable to get back to base. So by radio the options had been discussed and it was been decided they should join our surveyors using the Blaiklock refuge using the tents and the Blaiklock refuge. And then, since it was close to Midwinter to come south to the Horseshoe, all of them, for Midwinter's dinner. So everybody was going to get together and have Midwinter's dinner at the base. So John Gibbs and his sledging team and Angus Erskine and his team came down to the base and we had an

enlarged reunion. Unfortunately we hadn't got the Argentine beef to go with it, but we had quite a grand spread, and...

[Part 2 0:01:43] Lee: Were you on cook duty?

Fellows: I'm not quite sure who cooked that but everybody, when they were on base, had to take a turn at cook, so there was nobody that had never done a cook, even the doctor. The thing about our doctor at Base Y, his suitability for, to doctor males, his speciality was gynaecology, so we did put him in charge of the dogs,[laughter] and the breeding sort of scheme for the what's-a-name, but these all came down, and then to finish off the survey that our people were doing, they all went north again to Blaiklock refuge and that was about the time when we started all this stuff around Ridge Island it was after this the Midwinter, so June, July was a real busy time for us then. It's the middle of winter so we were sledging minus 36, minus 40, that was the typical temperature around then.

[Part 2 0:02:51] Lee: You'd extra people, was that reducing supplies of fuel, that kind of thing?

Fellows: No, we were kind of plentiful in supplies, we didn't have any shortage for a normal season, anyway, and Blaiklock refuge had been left with a lot of extras other than fuel. They'd plenty of tinned foods and stuff there, and sledging rations, because they're obviously doing sledging there so they'd left their extra boxes of sledging rations. I suppose you could have lived on sledging rations too if it came to it. But as I say the season continued then, eventually, at the end of July it started to get dark and that, people came back to base then fewer trips out, the geologists I think made the odd sort of trip out and, but they became fewer and eventually it was back to base, report writing, and finally to get the surveyors and that to do their turn at cook. They'd been scrounging all year because they were out in the field.

[Part 2 0:04:06] Lee: There was a decision that winter to re-open Stonington, wasn't there?

Fellows: That had already been made, actually, and so we first of all we were thinking about the relief of the base, so here we are here 'When's it going to be?', listening to the radio for any hint of the other bases' 'Oh yeah the *John Biscoe*'s been and relieved us and be down your place there', and be all ready for the message they expected to be in such and such a day, and then we get the message 'Would you please check your stores, the level of your stores'.

[Part 2 0:04:45] Fellows: 'What the hell do they want that for?' 'Cos it wasn't as though they were re-ordering sort of thing, just check what level you had. So we didn't understand what that meant. Then we got another message, 'Be prepared for a further winter. There are difficult ice conditions and the ship looks as though it may not make it to Marguerite Bay'. Then we got another message, 'The captain of the *John Biscoe* has now turned north and is heading back towards Port Stanley', so in other words 'You aren't going to get it' so, in the Antarctic the grapevine there works better than anywhere else so the Argentinians already knew that we'd been told that we may have to stay.

[Part 2 0:05:36] Fellows: And so the *General San Martine*¹, the Argentine ships always helped us you know what I mean? We didn't have an ice-breaker but they did and they'd helped FIDS several occasions out of trouble different times through the years of FIDS, but on this occasion the captain called up and said 'If you would like me to I'll send my helicopter over to collect your mail, and then I will transport it to the *Biscoe* on my way north', and we were glad of that because we got our personal mail, all the base reports, all of our film to be developed. So this is all in the mail so the helicopter arrives, then makes a quick dash back to their base, and then back to the ship.

[Part 2 0:06:24] Fellows: However on the way back to the ship, plonk, it goes straight into the ocean to the bottom, with all our mail there, which is one reason why in Papa (sic) Fuchs's *Of Ice and Men*, there's no mention of the '57 year of base activity, because all of his reports were based on base reports and there aren't any for 1957.

[Part 2 0:06:52] Lee: What happened to the Argentinian helicopter crew?

Fellows: We don't know. I thought, I knew there were two University of Cordoba students on board, and I thought in myself, in my memory that they went down, however Pete Gibbs tells me nobody lost their life on the ship, so ..

[Part 2 0:07:14] Lee: Nor the helicopter?

Fellows: And the helicopter, no

[Part 2 0:07:20] Lee: You were relieved in the end, weren't you?

Fellows: You see, he would have had word from the Argentinians after, he went later to Stonington Island, and he may have been told by Argentine people after that there hadn't been any. I knew that these two students were on that helicopter, 'cos I was talking to them before. So yeah it, and the report was it went straight in, the flotation gear didn't work on the helicopter, which would normally have held it on top of the water. It just went straight into the water so, it's hard to believe that there wasn't any loss of life.²

[Part 2 0:08:04] Lee: So the *Biscoe* got to you in the end, the *Biscoe* arrived?

Fellows: Then we'd just about sort of commiserated over this and we get a message 'The captain on the *Biscoe* has turned south once again and is going to make a final attempt to get into Marguerite Bay'. He did, he made it into Marguerite Bay. It was probably in March some time, late March I think, so very late in the season really, to be in Marguerite Bay. And he dropped off John Paisley and his crew to relieve us, and of course it was John Paisley's, he lost three of his members on a sledging team that tried to sledge to the Dion Islands and never been seen since.

[Part 2 0:08:52] Lee: When that news reached you back in the UK, you were back in Britain by that time..

Fellows: Well no, we were on the ship at that time. Yeah, we were still on route I think, we didn't get back to England 'til late May or something.

[Part 2 0:09:08] Lee: When the news reached you what was it like?

Fellows: Well you did wonder because, first of all you they say they were stupid to go at that time, everybody knows better than the other guy sort of thing, but we knew that everybody wants to 'cos it was the thing at Marguerite Bay, you wanted to get to the Dion Islands before the penguins left, so you wanted to see the young penguins there. So there was always that attempt to get there rather early in the season to get over to there, and of course previously there'd not been the sea ice to do that I think. The last people who were able to do that were the Stonington crowd in 1948 or something who had really good ice conditions, and we'd had very good firm ice about that time and I think the people probably assumed it was going to be like that another year, and, but they'd gambled a bit on it without, well I think Pete Gibbs said that the ice had been pretty dicey at their end of Marguerite Bay and so it looked like that there were signs that should have been read but, that weren't, but enthusiasm over-rode caution.

[Part 2 0:10:27] Lee: Can you remember how you felt when you heard the news?

Fellows: Well I knew one of the guys, he'd been back to England

[Part 2 0:10:34] Lee: Which one?

Fellows: I think it was Stan Black, and so I knew him to talk to and the thought that, he got injured on a previous session at Horseshoe Island, broke his leg I think, tripped on his crampons, but I actually knew this guy, had drinks with this guy, so yeah it sort of comes home when you think somebody you know has, but I think you always, a bit like when you're in the Army you accept these things as, I mean there was a lot of accidents in the Antarctic which people all accepted as the, you know, that's it. Now it's Health and Safety calculation and all that, but it was part of the game I think there, and I think you'd have accepted if it had been you'd think 'Well, luck of the draw' sort of thing. I don't think anybody felt this should never have happened or anything like that.

[Part 2 0:11:39] Lee: We'll just touch this briefly but the trip back to the Antarctic in the year 2000, which you went on, you went back to Horseshoe..

Fellows: That's right, yeah.

[Part 2 0:11:47] Lee: I remember climbing over the snowdrifts to Horseshoe with you on that evening, it was quite late at night.

Fellows: It was, yeah, it's a shame really 'cos we couldn't really see anything. But of course Horseshoe, in the summer doesn't look much because there's not much snow on all the rock there so, it really looks itself when it's buried in snow and that, the snow used to come up right to the top of the windows of the hut sort of thing. I remember once when the, there was, you were not supposed to open two doors in the thing an outer door and an inner door, in this case somebody had done it. The wind came in, went straight in to the sledge shop and this window must be, oh, eight feet long by four feet, and the wind took that frame out clean, this thing was held in by six inch nails it pulled those nails, took that window twenty feet, twenty

thirty feet onto the snow ramp without breaking a single pane. And we had to just scramble out and nail canvas over the hole that was left till we could ..

[Part 2 0:12:57] Lee: What was it like stepping onto the base again 40 years later?

Fellows: It was, it was nostalgic you know what I mean, it was the time that .. You get the camaraderie and you remembered all the friends and, I think that was the thing in the Army you missed all this camaraderie and interplay with each other and, it brought it all back I think which ..

[Part 2 0:13:29] Lee: Did it seem very different?

Fellows: Well I always compare FIDS then with FIDS now, and now you have two big, large bases, almost like military bases, whereas there we had small units, everybody knew everybody, everybody had their own chores to do, there was no ranks or anything like that, whereas now it's almost like an Army base, there's a dining hall and a mess hall and probably a posted routine of what you did, whereas it was all much more loosely organised in those days of FIDS. It's totally different.

[Part 2 0:14:15] Lee: Did you enjoy the trip down South?

Fellows: I think I did, I don't think I would have missed it. You know, when I look back everybody says 'Well why did you go?', and I think you were looking for some, maybe an escape, you don't know. It definitely was an escape, but you got detached from England, people use to say 'Well, didn't you miss your family or your par[ents]?', and of course no guys I think were married then, I don't remember any Fids who were actually married, so it would only be parental thing, so you got very detached you know but, you were buried in the daily routine of what was happening.

[Part 2 0:15:04] Lee: It's a different world?

Fellows: Different world, yeah.

[Part 2 0:15:07] Lee: Jim we'll leave it there, thank you.

Fellows: Ok, thanks.

[Part 2 0:15:09] [End of Part 2 }

ENDS

Footnotes:

Part 1:

¹ Falkland Island Dependencies Aerial Survey Expedition. (BAS)

² Canadian Catalina flying boat (named after town of Canso in Nova Scotia). (Wikipedia)

³ U.S. Navy designation for Catalina flying boat. (Wikipedia)

⁴ Organiser of FIDASE. (Wikipedia)

⁵ Horseshoe Island (BAS)

⁶ Geologist with Shackleton's *Nimrod* expedition (1907-1909), and Scott's *Terra Nova* expedition (1910-1913). (Wikipedia)

Part 2:

¹ Argentinian Navy ice-breaker, 5,300 tons, 1954-1982. (Fundación HISTORMAR)

² Otto Freytag, Seaman 1st Class Leónidas Carbajal and Engineer Pedro Garay lost their lives. Argentinian accounts say the helicopter was relieving a refuge hut called Paso de los Andes some 80 miles south of the base General San Martín. Reference: <http://www.histarmar.com.ar/Armada%20Argentina/Buques1900a1970/BPolares/BPRompSMartin.htm> Accessed 3/2/2012.

Points of interest:

- Introduction to first (wooden) *John Biscoe*. [Part 1 0:05:23]
- Impressions of Deception Island. [Part 1 0:12:02]
- Strange behaviour on base. [Part 1 0:14:35]
- In the news. [Part 1 0:18:00]
- The “Windmill” connection. [Part 1 0:20:49]
- FIDASE begins work at Deception. [Part 1 0:23:50]
- Water supply at Deception. [Part 1 0:29:23]
- Construction of Fid’s tide gauge. [Part 1 0:33:05]
- Base improvements almost end in disaster. [Part 1 0:35:45]
- Visit by *HMY Britannia*. [Part 1 0:40:21]
- Prince Philip visits base. [Part 1 0:43:52]
- Meal for royal visitor. [Part 1 0:47:02]
- Horseshoe Island. [Part 1 0:50:47]
- Detaille Island. [Part 2 0:00:02]
- Almost stranded for another winter. [Part 2 0:04:06]
- Help from Argentinians, with tragic consequences. [Part 2 0:05:36]
- Relief finally, then news of another tragedy. [Part 2 0:08:04]
- Return to Horseshoe Island 40 years later. [Part 2 0:11:47]
- FIDS then and FIDS now. [Part 2 0:13:29]
- Looking back to a different world. [Part 2 0:14:15]