

RICHARD HARBOUR

Edited transcript of a recording of Richard Harbour interviewed by Jaap Verdenius on 4th February 1993. BAS Archives AD6/24/3/18. Transcribed by Andy Smith, 17th January 2021.

[0:00:00] Verdenius: That's a strange system. I can't get used to it. We got the switches. Apart from that time, it was very chronological. Is there a structure in it, like you treat this aspect of life?

Harbour: Yes. It's not as formal as that. I haven't looked at this for years but ... I notice here, for example, I started – this was a five-year diary and I started my diary way back in the summer of 1959. I was just looking here because actually in the summer then I went and joined the Directorate of Overseas Surveys. What actually happened was that I started to be trained here ... I am just actually trying to find the actual date, not that it matters too much to you but I think it ... Here it is. [reading from diary] 'The surveying course commenced at Tolworth under Norman Leppard' which was on Monday the 13th of July 1959.' OK? So that, you could say, is the beginning. Now this little book, because that is still in the UK. There is a bit of a gap there where I have This is surveying in the UK, which is basically learning to survey, and then I pick it up again in August. There is a bit of a gap.

[0:01:44] Harbour: There is a bit more in August here about finishing the course at Tolworth with Norman Leppard. 'Spent time checking on photography, my camera' and things like this. And then, in October ... Again without ... I haven't actually picked these things up but they are here if we wanted to know. In October, 'the *Biscoe*' (the *John Biscoe*) 'I set sail from Southampton'. Of course it doesn't any more. This was a very old thing, the old days. 'We set sail in October' and I would have to ... Let me just have a look. I think on a date Wait a minute. Here we go. A bit further. Here it is. 'The *John Biscoe*. Motored down to Southampton on October the 18th (a Sunday) 1959 and joined the ship. Slept aboard for Monday and we left England on the 19th of October 1959'. So that's where this one begins and then it takes us through to sailing right the way down to the Falklands via South America and then I did a lot of survey work in the Falklands up to Christmas. I was actually in Port Stanley (which is the capital of the Falkland Islands); I was there over that Christmas. I spent my Christmas Day there. And then I had these diaries sent to me from home or I took them with me, these one-day diaries and in these, you can see for yourself, just to get an idea ...

[0:03:30] Harbour: When I was on base, I wrote it in ink, so it has preserved a bit better, but ink doesn't take kindly when you are sledging so the result is: as soon as I went sledging, which makes it very easy, because every time I went sledging, I changed to pencil. Now some of this pencil is OK but some of it is getting a bit tired now, but I can still make it out and the events that various things And you will see in here I have put little sketches, of getting from the ridge down to View Point. There is a bit more there about the ice pack, the ice ridge. It tells you where ... how to avoid the crevasses. When you asked me if it is structured, no. It is in fact a typical day. It says 'Travelling' It says ?? [incomprehensible] on the 18th of August 1960 which is the winter time. Midwinter was obviously June the 21st, Midwinter's Day. Midsummer's Day here, Midwinter's Day. I am just actually looking. I was on base. I

can tell I was on base because it is in ink. There was a fire in the toilet on base. That's very critical. Fortunately it didn't come to much.

[0:04:43] Harbour: This is the 20th of June, the day before, Monday. 'We had a fire in the toilet.' Now the bases down there are all made of wood, and the one thing that is, if you like, a terror is in a strong gale, blowing a blizzard. You have got winds of 80 or 90 knots. You get a fire, whoosh, it's gone and you have gone with it. We had other huts which we could go into, should that disaster hit us. So we had huts with other food in around the area, so we could have got shelter but it's just a worry that the fire can go through a hut so quickly with that sort of wind. It says here ... You asked me what my diary reads. It says 'At 3:15am' (that's in the morning) 'Ron' (that's Ron Miller) 'woke us all with shouts of "Fire!" Quickly all out of bed. Just wind' I can't read my own writing now. Something 'and all hastened outside. Put windproofs on and hastened outside. Flames from the harness room and toilet block were smoking. Took reports from the Survey Office.' That was where I had all my work which I had. 'Then helped to carry water and CO2 canisters to the back door. Someone left the connecting door open and the hut soon filled up with thick oily smoke. Impossible to breathe for more than a few minutes. Emptied bathroom, kitchen and cold water tank on fire, just stopping it reaching the coal bunker. Still at pump, and water most effective.'

[0:06:33] Harbour: It's the first time I have read this for about forty years. 'Fortunately there was no wind and the temperature about 30 degrees.' That's freezing in other words. Thirty degrees F actually; it must mean that. Minus 30, I should think? Thirty degrees F. So it was only just below freezing I think at the time. We were lucky. 'We worked in pyjamas. Had to break down part of the wooden walls and windows to get at the fire, thought to have been started from harness room fire grate.' The harness room was where the dog harnesses were kept and there was a fire grate in there, and when you had the dogs that were delivering, the bitches came in to deliver their pups. They delivered their pups indoors. Then the bitch would go out perhaps, or she would feed the puppies, and then the puppies would stay in there until they were I don't know how many weeks old, or something like that, perhaps two months old before they were taken outside, particularly in the middle of winter. 'Started in the harness room. Heat sufficient to blister the paint off the kitchen door. Smoke something fat layer of soot on nearly everything in the hut. Spent the day cleaning up the mess, water, charred wood and ash. Was on gash bin duty. Took the rubbish down to the sea ice.'

[0:08:05] Harbour: Now this is what I was telling you in the pub about the duties we all do. 'Typed out report in evening. Ron busy with tomorrow's cooking preparations.' Ron Miller and the reason he probably woke us up was he ... Actually he wouldn't be at 3:15 but if he was on cook duty, he would be the first up and it could be that he was lying there, checking up. But it was a good job he found it because we could have lost the hut, lost everything.

[0:08:34] Verdenius: The wind? If the wind had ...?

Harbour: If the wind There was no wind you see. It said 'no wind', fortunately. And then Midwinter's Day of course we had to think. But that was a near miss and just as a matter of interest, that wasn't one I picked out for you. But that just shows

you. So that is where it is all recorded in here, and all this lot, you can see. Just to give you a feel, there are some demonstrations on how to get a sledge out of a crevasse or a dog out of a crevasse, the sequence you need to go through. Astrofixing: I made a few notes here, and there's cash accounts. To give you a flavour ...

[0:09:09] Verdenius: That's the accounts? Was there money ...?

Harbour: Yes, I was the person ... Because I don't smoke and I'm not a very big eater (I always enjoy my food but I don't eat too much; I am not a picker of things), I was in charge of the cigarettes, the booze – of which we had a lot. We had enough there to be drunk every night if we wanted to be – and chocolate. That was the goodies bit, the sweets. And I was in charge of that lot so I had to keep a tally of all that added up, which I did. But you see here on the 17th of December I came back and you can see here – it's all pencil. There's a bit there. That, not right so it must be here. 13th of November. That's the ship coming in there. Some of that's the ship's but going right the way through here, you can see there's a solid bit of pencil, fairly solid through. So from about July, which was Midwinter, right the way through apart from a little spell here in the middle somewhere which I noticed, lost it now, there's a little bit there. I came back to base I think on that little bit there. But otherwise I was out for July, August and then September, October, November, so quite a long time out in the field. That's '60, that's '61 and that's '62.

[0:10:29] Harbour: Now I came back in '62 and it shows you my efforts here at diary keeping. Terrible. Yes. I came back before '62 to be precise. I came back of course in '61. Went out in '59. Did I come back in '62? No I didn't. No, I came back in '62. But actually I'm afraid I have to admit to failing. Once I left Antarctica, the thought of just writing it up on the boat ... This one here, that was probably one of the last days on base, the 20th of January 'Took photographs in the afternoon. Adrian, Roger and somebody else there went out in the boat in the evening. Norm and Phil down to ...' Can't read what that says actually. But these are the last bits, so as others, I'm afraid that I faded away. Most of it is on the sledging part which was those two years there.

[0:11:37] Verdenius: Do you have an entry on your first impression, The first day you came down?

Harbour: First day on Antarctica? I expect I do, yes. Let me see. That would be down here wouldn't it? You see, I had a very long trip. Most people go down and what actually happens is: most people go down and tend to go in and then proceed slowly down and go to their base. Now as I explained to you, I got there in ..., I can tell you when I got in, November some time, or early December, but I didn't reach my base, Hope Bay, until ... *Shackleton, Shackleton, Stanley, Shackleton*, here we are View Point, *Biscoe* off Admiralty Bay, Admiralty Bay, *Biscoe*, Stanley. What am I doing? Hope Bay. 'Slept aboard the ship for the last time this season.' 29th of February. 'The ship, on the way back from View Point, stopped at Duse Bay to do some sealing. That was for dog food. 'Spent morning shooting and hauling the seals aboard. Got about a hundred seals, gutting the animals before taking them aboard, so that they would preserve through the winter.'

[0:12:52] Harbour: That was going to be for the winter food. 'Arrived back at Hope Bay at 1pm, lunchtime, and then proceeded to unload the seals and take them ashore.

Finished about 5:30. As the wind was likely to get up suddenly, I went up to the hut for the first time and had an evening meal. Met Neil Orr, Ian Hampton, Mike Rose, Dennis Wildridge, John Bibby, John Cheek, John Ashley, Fritz Koerner. Spent evening sorting out the hut, getting to know my way around the base and preparing my bed. I am going to use Keith Allen's until somebody else moves out.' So it doesn't say much about what I thought about the base then. 'Up at 7am, up quite early, and down to the beach to help haul more stuff, more base supplies.' Again you see, it's all base. While the ship's there it's hard work. It's round the clock you're unloading. 'Using a rope and a team of dogs, we pulled the stuff up to the hut.' Because the hut is up ... I have got some photographs there. The hut is up on a hill. 'After breakfast, I spent the morning sorting out my kit and opening up the two trunks in the garage.' That's obviously my gear. This is surveying gear.

[0:14:29] Harbour: 'Managed to empty the trunk and two kitbags, leaving two cases and two trunks still there. In the afternoon Ian Hampton,' who was a pal with me, 'went sealing. I travelled on the sledge, coming off once so I could ... In the evening, wrote my diary and talked with Chris Brading about the coming year survey programme. At 10pm I wrote to Bill Murray at Deception Island.' (He was another surveyor.) 'reminding him about the pair of sledge boots I had left behind after a week's stay.' No I'm afraid I am not very able to say very much about the impression first when I got there. I think really one of the reasons, Jaap, is that it took so long to get there, it was a bit of an anti-climax. I had already travelled backwards and forwards across Drake's Passage which is between the Falkland Islands and Cape Horn, and I had been back there three times, which is the roughest sea in the world. So I had traversed that. I had been surveying in Antarctica before I got to base. That's off the islands, been put aboard islands by a helicopter. I had surveyed in the Falklands, going out to all the various bits and islands off the Falklands. So I had done quite a lot. So really, actually coming back to the base, I suppose, wasn't all that exciting, really, after what I had been through.

[0:16:02] Verdenius: You mean you were put off by helicopter?

Harbour: Oh yes.

[0:16:07] Verdenius: On your own?

Harbour: Oh very much, yes. Well on my own to do a bit. There were occasions in fact ... I have got photographs if I can find them all from here, just when I want them. There's the helicopter I crashed in. We crashed down this hill. We started up. You can see it quite clearly here. It's coming down this hill here. We started at the top and we rolled down the hill and that's the remains of it. We all walked out of it still alive That was taken by another helicopter hovering, looking at it. That's a Navy helicopter. That was in the middle year I crashed in that one. And then in the next year, another year, there was another one that crashed and that went in the water. Now this is a picture of the base. This is a summer picture of the base and I know it's not very large.

[0:16:50] Harbour: These are all gash photographs. There's the sea edge here. This is Mount Flora, well known mountains at the back, about three thousand feet. And the hut ..., these little black blobs you see on the top of the hill. And here are your stores and you had to take them up that stretch because all the stores and things are

here. This mountain here is very aptly called Pyramid because it looks like one. But this is the Hope Bay area. There's a lot more photographs of that. There's a blizzard blowing. You can see the general filling of the windsock and everything. This was what we called the genny hut which is a spare hut, the hut where I am standing, and this was the taxi rank which is where all the sledges were. Now you can see there's very little snow here at the moment. The sledges weren't kept here, but when you get that sort of cover, like that, which is a better snow cover, then they would all ... There's another one there. That's not a bad picture; it's just taken in a snow blizzard with all the snow flying around. And you can just see the tents.

[0:17:51] Harbour: And here's the unloading we were talking about in my diary. There's all the boxes, loaded on the sea shore and then you have to load them on a sledge – there's a sledge with dogs – and take them up the hill, which is what we were doing all day long. Here just an example: that's a tellurometer. In fact that device is old-fashioned now. That was a mechanism for measuring distance, not angle, not reading actual angles. It was actually measuring distances – battery down here. This is a high frequency ... using high frequency waves. You project a line and it measures it by electronic means, so you can actually measure distances between two points, as well as the angle. But that one, nowadays they are a quarter of that size and they are digitised and all sorts of sophistication, so they are quite different. But that was the start. That was made, interestingly, for you. That was made in South Africa. That is a South African invention, the tellurometer. The scientist that first produced this gadget, he was a South African¹.

[0:18:56] Verdenius: How heavy was it?

Harbour: Very heavy. I can't tell you off the top of my head now. I dare say if I looked in my diary, it will probably tell you, because I actually put weights and things, all sorts of things in here, in one of these diaries. I might have at the back the weights.

[0:19:13] Verdenius: Do you have an index of how much actual weight of equipment you took along on a sledging journey?

Harbour: Well no. I probably have. I know you might say well why ...? I would have to search through here. I think I will have. I know, for example, ... That's the route from Hope Bay to View Point. That's compass bearings that you could never get there. I will have done this actually. I will have done this. I would have put in here. I know I find difficulty in finding it at the moment, I'm afraid, because basically I have never troubled, until you have come along, I have never really had to really use the diaries. They are used as a memory and if I ever think I wanted to get the facts right, then I can actually go to here and get the facts right. But I am just looking in here and I think yes, when I first set off on a sledge, ... I am just looking in here to see if I can find it. I know I did make a note somewhere. I have a list of some of the stuff that we took along when we went sledging. There you are. Now there's a list. You don't want to go through it now but just as the answer you said, it doesn't give you the weight. This tells you everything in a foodbox is enough food for two men for ten days, and I wrote it down. MRC stands for Medical Research Council because they are the people

¹ Trevor Wadley.

who actually put the boxes you wouldn't want to pass by. So obviously you would call in because it would just be polite to do so. So even if you didn't want to see them, you would still just go in for an hour or two, just to have a chat. That's the Argentinians; there they are.

[0:24:55] Verdenius: Coffee and whisky?

Harbour: Oh very hospitable, very very friendly. Now there's Argentinians. That's actually a UK man. That's me in those days, by that mountain. This is the sun measurer here, with the globe, glass ball which records burns, a mark on the strip here, saying how many hours of sunshine you get during the day. That's an Argentinian officer. That's an Argentinian officer and that's one of our chaps. They have come up to see us. They have come to visit us. I think he was a doctor. They tend to be professional men that can speak the English. I don't think there is anything else in here referring to what we are doing. Oh yes. You wanted to talk about Deception didn't you? That's a ship in Deception there. That's the *Shackleton*, a picture taken from the *Protector*, that's the *Shackleton*, one of the ships that went down. They've all been taken away now. Now, there's a ... that's a Chilean icebreaker, that one, a Chilean icebreaker, just to give you the idea of the sort of ships. There were a lot of ships around. Let me just have a look at some of these other pictures. No, I think my impression of the base ... I think by then, of course, by the time I got to my base ... There's our base. That's in the summer time. There's no snow here. You can see there's a very small amount of snow. If you compare that with the photograph I showed you to begin with. I have forgotten what I have done with it now. It's here somewhere. It's this one here. No. I think I've mislaid it for the moment. But anyway if you remember, it was very snowy. But there's our hut you see, quite different. It's wood, entirely wood. That's why the danger of that fire was so much, and it's up on a hill so it gets the wind.

[0:27:00] Verdenius: Why was it wood? Why not also pre-fab?

Harbour: Because, I think really, it's the age. That hut had been there ... The very first hut was in 1944. It was the Operation Tabarin, was the first expedition by the Navy during the war. They thought that the submarines were going into Antarctica to meet their supply ships, these German submarines that were ranging, working on the South Atlantic to sink shipping. They reckoned that they were going into Antarctica – nobody was there. There was a big supply ship anchored and they went in there, got refuelled, revictualled and so on. So the Navy set up an expedition called Operation Tabarin and they sent down a party to explore some parts of Antarctica. Now obviously you can't get a supply ship in where there is solid ice, so there's no point in looking in a place where there is solid ice. You obviously look at the northern end where it's free of ice in the summer, which, as I demonstrated here, it is free of ice. So it's those areas you are looking at. And they sent a party down with a boat and they spent a year, not doing so much scientific work but actually, just literally, to see if there was any chance of the German submarines going into that area.

[0:28:26] Harbour: [Sneezes] Excuse me. It's the dust out of these pictures. That was how it started. Now that was the first hut in Hope Bay, the first hut that was put down.

Obviously Scott went and did his thing at Scott Base² but the first hut in the Trinity Peninsula was the Hope Bay hut in 1944. Now it burned down; two people lost their lives in that hut, the first hut. There was a fire and it didn't go out. If I looked in my books I would show you. Next door I have got quite a library down there. If I look into that, somewhere along the line, when it burned down I don't know (that was about 1950 or something³) they rebuilt the hut. Well in those days, Jaap, they didn't have prefabricated units. That's a long time ago, that's 40 years ago, and it wasn't sophisticated. The way to do it was to take your building materials down, take your carpenters down, and literally spend the summer building it, plank by plank. And that's what they did. So that's why it's wood. Now that's why that hut ... It's shut now ... It's still there. It's shut of course. What condition it's in, I don't know because nobody is looking after it. But that's the difference. That hut, it's been thirty years now. Now that hut will stay there for thirty years because it was solidly built by craftsmen. I don't think those prefabricated buildings will be there in 20 years' time. I think you will find they will disappear.

[0:29:56] Verdenius: Apart from the people from bases who would occasionally call to visit, and you would ?? [inaudible], what other links with the outside world did you have?

Harbour: No other links, other than the radio. Just the radio link. Obviously there was the radio. I think I've got a picture of the radio operator. The radio operator was on ... You see, we did what was known as synoptic met readings. That means, synoptic means continuous. We were a Met station, as were many of the other bases, and we took readings of the meteorological conditions every six hours. And at certain times in the day, we used the Morse key to relay that back to the Falklands. So we were on the air with them every day, but by Morse, not necessarily by speaking. The situation was therefore: we were sending our readings back and we were in contact with them for that reason every day. But generally speaking it was all by Morse code. There wasn't a good line to speak. It was too far to speak, so we didn't actually have speech. But apart from that, that lifeline, then we were isolated, if that's the right word. We did not have anybody else coming along until ... The ship left in about February and would come back ... Probably the first ship would be back ... Again I wouldn't like to ... January.

[0:31:56] Harbour: So most of the year you were on your own. And then of course the ship came in. If the sea ice was bad, it would have to come in quickly, get rid of the stores, take the people off, change the base personnel around, then go again. Mail drops were interesting. Obviously the ship would bring mail so we really only got mail once a year because the ship brought the mail down and that was it. You got given the mail. You wrote a letter; it went back in the mail bag and went home again. There wasn't any other delivery. You couldn't have a delivery. It wouldn't be a continuous thing. People would write their letters. They had been told to write their letters in the autumn and they would write their letters and then they would sent it to you. You got mail once a year and you sent mail out.

[0:32:41] Verdenius: From whom would you get letters?

² Scott was at Cape Evans. Scott Base is the New Zealand station at McMurdo Sound.

³ 9th November 1948.

Harbour: Well the family. All the people on my base were not married. They might have had girlfriends but they weren't married. That was a feature of being employed by FIDS in those days. They didn't take married men, rightly or wrongly; they didn't take them. So we might have girlfriends, or something like that, but mainly it was the family. Your uncles and your aunts, friends even. You got quite a big mail. It was an interesting thing: one chap on the base, Mike Smith, there's a photograph of him here somewhere, he thought of a good idea. He wrote to a Ladies, women's magazine, one of these typical women's magazines with fashions and stories and things in. And he wrote back and said that he was on ... This was the first year he was down there. He wrote back so it went back and he wrote and said that 'We are fourteen Englishmen or British people sitting in the base here. We don't have much to read. I wonder if the readers would be kind enough to send any of their old magazines and newspapers to us so we have got something to read.

[0:33:48] Harbour: And when the ship came down, there was a tremendous row and bad feeling because they had fifty or sixty complete mailbags full of magazines. So of course what we did, ... The response from the women in this country or anywhere else in the world who read the letter, women but men as well, they packed up their magazines. So what we were able to do is we were able to say 'Well look we just ...' We couldn't handle it. It was like a complete Christmas mail. Fifty mailbags is a tremendous amount. They are big mailbags; they are this high you know. Sacks, they are big sacks, full up with mail. So what actually happened is: we sent them. We said 'Right! Look, we have got fifty. We will put them all round the bases. Each base can have any two sacks or three sacks each.' Now we were a sledging base. We didn't need so many, but those that were bases that were static bases, worked on the base, they had much more time to read, so they appreciated it.

[0:34:48] Harbour: What Mike Smith did, he wrote a letter saying 'We had a wonderful response but there is no way we can answer individually all the letters. There must be a thousand letters, so here's a letter to you all, thanking you most sincerely, to say that we have got the mail. You gave us so much that we gave it to all the bases in Antarctica and they all thank you very much for your support.' Now I should imagine that in here somewhere, in one of these diaries, I don't think I would be able to pick it up straight away, but if I looked here when the ship came down that year, it would be down in ... That was 1960, so when the ship came back in the beginning of '61, it might have been the back end of '60, it depends when the ship came to relieve the base. But I may well have recorded that when all the mail sacks came on. I will have a quick look here to see if I can pick it up for you.

[0:35:42] Harbour: 'Thursday base.' Oh here's the *Shackleton* so the ship has arrived. Let's see if I can find the first ... This is December. What does it say? 'Thought ship might be in early so everything made ready in the hut. We cleaned up the hut and spruced it up. I took a walk to see if I could see the ship coming into the bay.' So here we are. It says 'The usual scare of the ship arriving in the evening ...' The point being is... 'The base sorted out as regards rubbish and scrap ...' And so on, helping to make sure it looked neat and tidy. Ah here we are. I'll just see if it says anything about this mail. Ah here we are. I don't think it actually says it. I am just seeing if it actually ... Whether it was this ship or it was the other ship coming in, I am not quite sure. Just as

a matter of interest, I will just read the day. It says 'The *Shackleton* anchored in the bay last night. Chris Brading and I up early to cut seal for the dogs.'

[0:37:27] Harbour: You see there's an example of what I was saying to you earlier. I had got a duty to do to meet the ship's out there and we are all waiting for them to come in. Not seen them for a year; nevertheless the first duties first: feed the dogs and it take you all day to do it. 'Ken Archibald, the Mate' (the Mate on the ship, First Officer), 'with chaps from the ship arrived at 11am.' They came in time for tea break.' Typical British. 'Had a chat with Ken about going to Cape Longing ...' which is where I wanted to go in the ship 'and the ice conditions in the bay. Among those ashore were Alan Cunningham⁴.' He's a well-known climber. He's dead now. He died climbing somewhere, but he was a well-known climber. 'Howard Chapman, Bob Metcalfe, Doctor Catty. Had a chat with Howard about surveying in general and so on. They all stopped for lunch. The wind has blown up in the afternoon and made unloading impossible.' Because of the waves, the movement of the ship and so on. 'So work was abandoned for the day. An invitation to supper and a film on board the ship was cancelled because we couldn't get out to the ships.'

[0:38:37] Harbour: So they produced a film for us. We hadn't seen films. We didn't have any film on the base. 'My mail was excellent. About ten parcels and twenty letters, mostly from aunts and uncles and a few friends and the family. Rather pleased the family, aunts and uncles, responded well and sent me letters. Folks put up a tremendous show.' So there's an expression. I thought I had done really well. 'Some food in the parcels, with books and colour slide of my sister's wedding.' Because my sister got married. 'Press cuttings, local newspapers and all the news in a diary from my mother. Spent the day reading and sorting my mail and emptying the parcels.' So there you are. That's how I actually spent that day. It doesn't mention about the sacks of mail of the magazines. They were there later on, I think. That gives you an idea of what the diary is like, so ...

[0:39:47] Verdenius: What was the average age?

Harbour: The average age? I would think we were average age ... Well Bob Miller was the oldest. He was nearly thirty. He had been down before and was coming back again. There are one or two old hands that go down and come back and go down again, but the average age was around about 23/24. That's the average age.

[0:40:09] Verdenius: ?? [inaudible] coming back for a second time?

Harbour: Third time I think sometimes. Some people do. Some people really go backwards and forwards an awful lot.

[0:40:20] Verdenius: Did you ever consider going back?

Harbour: Oh I went back. I went back in '66. I was asked to go back to complete some survey work but only for the summer. I didn't winter in there on the base. I went down; I had an unusual experience. Nowadays they have an airfield there called Mount Pleasant, after the War of the Falklands, so that's easier to do. Easier, not easy.

⁴ He is referring to John Cunningham.

People say it's tough work but what we did is: we had to ... We left here on Boxing Day, London. We flew to Paris, then from Paris we got what's known as the Southern Cross. The flight was called the Southern Cross and that flew from Paris to Lisbon, Lisbon to Rio de Janeiro. I think we went to Sao Paulo. Then we went to Montevideo; we got off. That was the next day at about ten o'clock in the morning. We went into the docks and the *Protector*, the Royal Naval ship that you have seen on the pictures, was there, on her cruise down. We boarded her.

[0:41:27] Harbour: We sailed at about six o'clock in the evening. It takes four days to get to the Falklands. It's a four-day sail. We got to the Falklands. We steamed into the port, Port Stanley. We got off again at about two o'clock in the afternoon. I haven't got a diary for this one but I can remember it. Off at two o'clock in the afternoon. It was a deliberate effort. We boarded the other ship and we sailed at around about ten o'clock in the evening. We sailed to Antarctica. It took another about four days, I think, to sail down across Drake's Passage down there and I was put ashore on an island and that was the quickest way anybody could humanly go because there were no other facilities. You had no airports, no airstrips in Antarctica, no airstrips in the Falklands. You could have gone to Tierra del Fuego but then you would have to sail from there. But that was about the fastest you could go. It was almost a direct line; it was continuous.

[0:42:22] Verdenius: I lost count. How many days?

Harbour: Well, let's see. I started on Boxing Day. The next day and so that's one day. We got to Montevideo the next morning and then we had four days, so that's five, six. And then a day in the Falklands; that's seven. We sailed again: another four days. Seven, eight, nine, ten, eleven. Stanley that's eleven and then we had to sail ... It was about eleven days, ten to eleven days it took to go there. That was remarkable yes. Nowadays it's so much quicker. I mean you can now fly from England straight to the Falklands, I think it's twice a week. That only takes a day, a day's flying, something like that, 24 hours or whatever it takes, I don't know; I have never flown it. It only takes one day and then you would be in the Falklands and then you would only have four days from there. That would be five. So you could be in Antarctica. You can fly from the Falklands to Antarctica, so you could really get to Antarctica probably in three days. I'll tell you what. Would you excuse me. I am just going to go to the toilet.

[0:43:38] Harbour: I'll tell you what: I will top up.... If you would like stop your 'machine gun' for a moment. I don't know whether ... [Break] I'll tell you one thing. You know we were talking about that hut during the summer. This is the hut with the flagpole and that's the chimney stack for one of the heaters, one of the things that caught fire probably. You can see it's the same picture. There's the same stack. There's the pole and you can see, as I was demonstrating here, there's no snow here at all and then here, that's that bit, you can see the snow is almost here, up to the level of this hut. This is obviously in the middle of the winter when the snow comes. And then you have got another picture here and that's the same hut. There's the flagpole. They have taken the flag down because it would blow down. There's the chimney stack and here's all this snow right along here, which is the same place as there. There's quite a difference. There's all the icicles coming off the roof.

[0:44:33] Verdenius: Is this some [?? Inaudible]

Harbour: Yes, coming through as it is melting. That is the difference of course you see. In those days the materials weren't perfect. The insulation materials that we have got today, they weren't so good. Here's the same hut. This is winter time too. There's quite a bit of snow around. This is taken at night. You can see the lights here inside the hut and that gives you an idea of the hut, a very big hut, as you can see. A very big hut compared with those small little ones down there. It was a very big hut and this is the aerial here, the radio aerial which would take the radio signals to Stanley. There we are. That's an interesting picture. You wouldn't appreciate that because it's odd, but this is taken in the Falklands. These hills here, or one of these sets of hills, that the Argentinian and British forces fought over and quite a few people died in these hills in the event. It was quite a fierce little battle, a short battle but it was very fierce. And that in fact again, you can see there's a radio thing. That is the radio aerial there and we were actually surveying here. This chap is not me. He is looking a bit fed up with life. He is stuck behind here because it is very windy in the Falklands. It gets a bit monotonous, the wind blowing at you all the time. It doesn't get so cold but it gets very windy. And this is one of these stations we were surveying, only about twenty years before the war. I just mention that as a ...

[0:46:03] Verdenius: About this hut. ?? [inaudible] stations were a sort of democracy?

Harbour: Yes. You had a Base Leader but that's all and then everybody took a turn at cooking. You see, unlike the military bases, where you would have a cook; he would be sent down, a professional cook. On the bases like Halley Bay, if you had gone through all that lot with anybody and they had spoken to you, you will find that down there, because they are stuck on the base all the time, food becomes awfully important. That sort of food I showed you in the sledging rations is very monotonous and it's not Cordon Bleu cooking. It's very very basic. It's like war rations. There's not much you can do about it. You can't carry much more and your life is interesting because you are moving all the time, seeing new sights, new experiences, having problems negotiating the crevasses or seeing a beautiful sunset. You enjoy all that. So you have got something else to keep your mind busy.

[0:47:10] Harbour: You have got your work. If you are doing surveying, with a theodolite when you can, and so on. But on these static bases, you are stuck inside. Sometimes you can't go out; the weather is too bad; you are stuck inside. So you do your job whatever it is, and you read, listen to the radio and the record player. Food becomes quite important. Food becomes like being aboard a ship. Ship food is very famous for being good. That's because you can't go anywhere on a ship. So on these bases, the military bases too I think, you would have professional cooks who would come along to give them good food. Now we didn't. Every one of the chaps on my base, whether he was a doctor of physics or whether he was a geologist or a surveyor, or a medical doctor, everybody had to do a cook week. Your turn came up on a rota and you did your best. Some of us were cooking for the first time and you suddenly found yourself not cooking for the first time in that small kitchen there for two people. You suddenly found yourself cooking for fourteen people.

[0:48:10] Harbour: You knew nothing so you got the cook books out. There were about twenty cook books down there. You could look at the cook book and the one that you could read best, or you could understand, you got that one out and you used

that one, and if when you did a recipe, it works first, you think 'Oh that's good. That's a good book.' So you use that one for the rest of the week. Somebody else would go in and look and take a fancy to another book and try that one. So you had quite a lot, and what actually was, the skill of cooking was, it was the same tin of fish, salmon perhaps, tinned salmon. You couldn't change it. It was the same tin of meat for everybody and the only thing you did, you looked up the cookery books to see if you could find a different sort of recipe with this thing. You were adding something different to it or you did something differently with it to make it more interesting to people because otherwise you could be eating the same thing all the time.

[0:49:05] Harbour: So there were those people with skills at cooking who were thinking up something more interesting and the rest of us were perhaps not so clever. We'd just do it as simple cooking so you could eat it. But a lot of people were very ambitious. We made our own bread every day, baked our own bread every day. Now, when there weren't many people on the base ... There were fourteen people on the base but in the height of the sledging season, there would be only two. You would never leave one man because of an accident. If one man fell down and banged his head, and he was concussed, he would be finished. So never would you leave one man. Two men was pretty dangerous but there would always be two men on base so there would be twelve people in the field. As I explained to you, we had nine dog teams so it meant that those twelve people in the field, nine of them could have dog teams, and then the other three would be support team. So that was the sort of scale of operation we ran which was very big. In fact there are some picture here, various pictures of the dog spans but we'll look at some of these as well.

[0:50:12] Harbour: So what else have I got in my packet here? These, I haven't looked at these all those years. There's a campsite for example, deep in Antarctica where the snow is deep. You can see the sledge is almost lost. It has obviously been snowing very heavily. That's on a glacier somewhere. Here's another example. There's dogs trying to pull. You can see the lead team up in the front. Look at the depth of snow here. The team behind have got it easy but the lead team have got it hard. They are trying to break through this thing. Maybe there is even a person in front. We didn't lead out teams very much. Most countries tended to lead their dogs. We didn't lead our dogs. We expected the dogs to go up front. We trained them to run on their own, but that's hard work. Actually that sledge behind is coming along easily through the hole but to make that trench in the snow is hard work. It takes a long time.

[0:51:09] Verdenius: Do you remember the feeling of being in tents for 12 days on a sledging tours?

Harbour: What was the feeling? Sledging? Well it was the best part of life. Most of us on base, our whole objective was to have a good reason, not just an excuse, but a good reason to be out sledging. You see the dogs, as I explained to you on the telephone, the dogs form a very interesting link. They form a link where if you got annoyed with people you could leave the people behind and go out and chat to the dogs and so on, and they would always give you a welcome. So you could go away from people with the dogs. That was the important thing about dogs, they gave you an outlet. A lot of people had dog teams and they looked after them and they were like your family. Let's face it, they were the lifeline when you were out sledging. Without your dogs, you are finished. You could never get back with all the food and the tents and

everything. You could never pull it. So sledging really, for most of us, ... You could have people who weren't keen on it. Fortunately we didn't.

[0:52:33] Harbour: Basically, if you are a geologist, you have learned through your training, to go out and take a little hammer and bash the rock and knock a bit of rock off. It's what you do. You can't be a geologist in a room, not bash the walls down and analyse them. You are got to go and look for a bit of rock and the rock won't come to you. So you always go and visit them and they are used to travelling, geologists. It's a bit like your filming. You can't film your back yard or your house; you have got to get out and about. So the fact that the geologists, the geophysicists – they are people who measure the Earth's magnetism and the Earth's gravitational pulls – they are used to going out and about. Surveying: you can't survey ... Surveying is all about travelling. So we were all people who liked travelling, so we didn't have any problem and our ambition was to be out sledging. That was our ambition; that was what we all liked. So what we used to do is – I think I mentioned it to you – on my longer trips, that one in August through to November, there was a depot about 120/ 130 miles from base, at Cape Longing. And what would happen is: I was working beyond that, so I worked from 128 miles further south down the Larsen Ice Shelf. So I would go another hundred miles down there.

[0:54:05] Harbour: Now I didn't want to come back to base each time and get my food and so on, so what actually happened was ... Because I was a surveyor, and I was mapping, what I had to do is I had to get ahead of the geologists. The geologists wanted a map or a sketch if you like, basically, one sketch of the area, so when they bashed the rocks, they could make a cross on it to say where they found their particular geological specimens. So my job was to be out in front of them, getting mapping details of an area, before they came. Their work took them more time, having to bash open rocks all the time, they were slower. So I was working and what would happen would be at that hundred mile depot, at Cape Longing, people would come out with sledges with more stores for me. So I would come back in with not very much left and they would bring out, in a special trip, going directly there. They wouldn't do anything else; they would go straight down there in say three days, 30 miles a day. It depends on the weather; it might take them two weeks. They would stock up down there and then they would meet me.

[0:55:12] Harbour: We would rendezvous with the radios. We all had field radios. And I would come back and then the person who was with me might have been fed up with me after that. They get a bit fed up with sledging with one person; they have little ways. So what happens is we change over. That chap would go back to base and then another chap would come and join me and act as my assistant. And then I would take more food on, more dog food, more stores, more fuel – paraffin for the cooker – and I would go off again. So that's how I managed to stay in the field a long time because of course these days they have aeroplanes doing that. Aeroplanes put out a lot of depot for people but in those days we didn't have the aeroplanes, so what we did, we had this system of running supplies out by sledge. And of course that's why you needed nine teams, not that the nine teams were all working on field work but these sledges were used as depot running sledges. So dogs would go out and they would go as fast as is sensible. They wouldn't race but they would go as fast as they could down to Cape Longing, dump their gear and then of course they would be light because they

wouldn't have anything so they could go back easily. There would be a nice and light sledge and they would all trot along and so on. So that's how it used to work out.

[0:56:38] Verdenius: Were you meeting a sledge from the day of the last sledging tour?

Harbour: Oh yes. Something interesting yes, rather, when I was down. I'll tell you what I can do. I can't do better than to give you one of these ... Where are these pages? I'll choose one here. Here we are 'Cape Longing' it says there.

[0:57:20] Verdenius: Perhaps we need a whole day?

Harbour: A whole day. Alright. OK. Let me just make sure we choose a day which looks as though it has got something interesting in it, also it's a day I can read for you. I have a lot of trouble in reading my writing it would seem. Just hang on a minute while I try to find something that looks interesting because actually Just take one yes. That's all right OK. Well let's just see ... Right I think I can read this one. This is on September 1961, Friday the 22nd of September. At the top I write 'Travel' because sometime I have got a work day, a travel day or a lie-up day. A lie-up day is when the weather is so bad you can't do anything. A perfect day, this day. The temperature was minus ... well it was about ten degrees of frost. No wind, that was why it was very cold. Now then 'Moon, clear sky, warm sunny and fine. Up at the cairn at 9am to observe the intersection.' That was my surveying exercise. 'Due to the excellent conditions, saw Wilfred.' Now Wilfred would be a point I had made; that was a cairn I would have built, an artificial cairn, a manmade cairn on a mountain somewhere. So I was looking at it. 'After an effort, we were able to complete the readings.' That means we were able to take our readings round the cairn.

[0:59:19] Harbour: 'Fothergill and ... ' Sorry I can't read the name. '... and Smithy ...' Oh that's right, Mike Smith. I have mentioned him before. 'alternated during the morning. They bring me up a flask of something hot to drink,. And each in turn returned to the tent after they had sat with me for an hour.' So as I was doing my readings, I would have a chap sitting there and I would be calling them out on a theodolite. And then he would be frozen sitting there doing the readings so he would go down and the other chap would come up with a hot flask of something and we would all warm ourselves up and I would stay up there, because once I started all these sightings, I had to see as much as I can in the good weather. So that's what that one says. 'Finished at 1pm ...' So I didn't travel so much this day. I didn't finish until lunchtime. '... and made ready to move camp. We left at 2:15 with Mike Smith leading, in soft snow but not so bad as last time.' So that was that picture I showed you, that sort of soft snow we were struggling with. 'We opened up more holes.' That was the crevasses.

[1:00:27] Harbour: 'Stake had to be carried on the sledge as he slipped down a hole. Managed to ski and reached Pimple' which is the next one 'at 4:15. After putting up the tent and having a brew of tea, Ian Fothergill and I went up to the cairn to observe the triangulation stations while the weather was so fine. The cirrus clouds forming indicated that wind would shortly get up and the bad weather was coming in. Mike joined me and I was able to see all the reasonable points from Pike Ridge to Vixen Rocks. In the evening, no radio but checked temperature outside.' This is actually

what I did. So there wasn't a lot of trouble that day. That was obviously between two things and that was what I knew. Let's see if I can see a bit 'Drygalski Travel' it says. This was on the 12th of October 1961. 'Although I had set the alarm of 6:15am ...' That was pretty early, wasn't it? 'I had forgotten to push the button so it wasn't until 9am that we were up and ready after breakfast.' Noel Downham was with me then. It says 'Noel had a rasher of bacon with his meat bar. The warm temperature had had melted snow which then froze and ...' I can't read my own writing now. 'and going up we made several holes in the area.'

[1:02:23] Harbour: That's the trouble with the snow when it's cracked like that. You suddenly go through it. You walk on it. It's firm and then all of a sudden you drop right through and you can go up to your thighs. It's hard work scrambling out again, very hard work. 'It took two hours to break camp ...' There you are. '... and not until 12:30 did we make for Drygalski. Noel led but kept too far to the right and on reaching the shelf, ran into a series of crevasses. Had to turn right angles to cross them.' That was the only way. They were running with us so we had to keep turning like that and keep going across them. 'And head out the way I had selected which was obviously the better route. Due to the temperature, and the sunny days, the dogs were sleepy and not very fast so we did not reach the entrance of the Drygalski until late afternoon. We found more crevasses, some of them semi opened up in the weather and other ones with a very small, a very thin snow bridge. We camped then at this cairn and we climbed up to the top of the cairn. We dug a pit to protect the tripod.' That means we actually put like a little wall around the tripod to stop the wind affecting it. '... five ft. high and then ...' No, I can't read the last bit.

[1:04:21] Harbour: I think the idea of those: we went up and tried to observe but the weather was not good enough. 'It was too hazy and I couldn't see anything. Reception on the radio poor.' Interesting. The only few days I have chosen, you can see that we couldn't get through on the radio. Generally speaking, we radioed every night. Every night the idea was to radio back to base saying 'We are now at ...' wherever that was, or sometimes you would give your latitude on the map, saying you are so much degrees south and so on. And in this way the chap, the radio operator back on base, kept a position on a big map so he knew where all the parties were. So if suddenly they went off, at least if they lost one of us, our radio packed up, they knew where we were and so they could send a party out to try and help us. Because that's the only way we could ... We were up to a hundred, two hundred miles from base. It is going to take them a week to come to you. So there was a certain amount of risk involved in it.

[1:05:23] Verdenius: How long could you stay out of touch with the base before they got upset over there?

Harbour: Well actually I think we were fairly lucky. I know I kept on reading this one saying the radio reception was poor and we couldn't get through. Actually people would not ... I have to be a bit careful ... people would not ... What actually happened, Jaap, very often was that although we couldn't reach the base, sometimes these radio conditions were very freakish. I couldn't explain why but the air and the temperature and the radio activity in the sense of the magnetic storms and things that pass by, used to do curious things. One minute, sitting in a tent, you could hear Stanley which was a thousand miles away. It got bounced up and came down to you

again. But you couldn't reach the base which was a hundred miles away, a freakish situation. What was actually happening was that with nine people in the field with all their radios, there had to be a set time in the evening, perhaps 7:30, everybody at 7:30 would be on the air, obviously. And you would Morse Code. We weren't all talking. Sometimes you could talk but generally speaking it would be Morse Code. We all knew a little bit of the Morse; we could tap our signal out and somebody else would pick us up.

[1:06:47] Harbour: So although sometimes the base never got us, generally speaking within the week you could make contact with another party and they could hear your call sign and they assumed if they could hear your call sign, and you didn't tap out SOS (which is Help), if you didn't tap that out, they would say 'Well they are alive. They are working their Morse key. Everything is OK.' And that is how we used to do it. We did run risks, there is no question about it, and some people, not on my base but some people did die. Not very many; when you think of what we did, not many people did die. But there was always this risk; it was risky and so on. Is there anything else? Would you like any other type of thing here? Is there anything interesting? I was just thinking ... We had an incident which Fuchs has recorded in his book. I suppose to a certain extent ... The point is, the interesting thing is ... If you would like to turn it off a second I will just go and get the book. [Pause] What he has done, he has recorded in here.

[1:08:19] Harbour: Would you like ...? Oh you have got some. Are you all right for food? I don't know what we can offer you – a piece of cake or something. In here, there's a section in here, wherever it is. It is an incident when we went down a crevasse. [Looking in index of book] 'Harbour, page 176'. Here we are, 176, right. 1960 we are here. You know I read to you ... Let me just read what it says in here, taken from the Base Diary. 'In 1960 Hope Bay was again threatened by fire, discovered at two o'clock.' I said 3:15 so that's wrong. Mine's right; he's not. '... two o'clock one morning in the harness room. There had been too little insulation under the stove and the smouldering of the joists spread to the wall behind. A repetition of the 1948 disaster was prevented after a tough fight lasting two hours. By good fortune, there was no wind to fan the flames and only one interior wall and the lavatory were lost.' Which is what I read to you from my diary, personal diary. OK? Now, I was just looking here. Right, because in there, there's an incident and if I look in this a minute, I might be able to find this Larsen bit, Drygalski, Larsen. I will just read you that bit because ... I think I've found it.

[1:10:13] Verdenius: What that?

Harbour: Oh this? This is the triangulation. This shows you all the names. These are the names of the cairns I put up. There's Wilfred here which we went to, Sobral, North Sobral, South. They are all names I made up. Vixen Rocks here (I built these cairns), Pike Ridge, Needle. I can't read my own writing here but anyway. Terminus and so on. And what I was doing, I was measuring all the angles here and identifying these points on the photographs, because we had air photography which we used. There's Larsen. This must be it, Larsen. I will just see if I can... [Pause] Here we are, Larsen. This must be it. No it's not there. I can't see it but a chap went down a crevasse in a whiteout. We had to sit and ... I can't see where that was. That's quite extraordinary because I thought we were ... No, I can't find it just like that. That's

half the trouble, I should actually have looked it up. Although it's in that book there, it doesn't actually give me the date. Larsen, here we are. 1960 it certainly was. I just wonder it's up here. Just a minute. I might be looking at the wrong bit. Let me just see if I can find this ... Ah here's Sobral. [Pause] What I did in the middle of the winter is I made the cairns in the winter because it was too dark to do anything else, and then when the summer came, or it became better weather, then that was the time when I tried to observe them all. That was better. No I can't ... I'm afraid I don't seem to be very successful at ...

[1:14:54] Harbour: These are all these cairns again, showing the relationship to all these different things. Hang on. Sorry. I'm wasting my time here. Sorry I should have ... That was '61 wasn't it? And it was '60 which we were talking about. Just a minute. I may have been looking at the wrong section. Just a minute. Let me just go back into here again. Yes. I think I am looking at the wrong diary. If I look at this lot, I might find it now. Here we are. It looks as though we are getting to the right place now. Ah ha. Oh yes, this is it. I have found it; I thought I would actually. Yes 'Crevasse Camp.' That sounds good, doesn't it? That crevasse scene, here we are. 'Accident' There we are. Let's just see what it says here. Right, this is on the 22nd of July 1960. 'Ian Hampton led off this morning after breaking camp, down the valley towards Larsen Inlet. We crossed over numerous crevasses on the way which looked none too safe. On last run down, stopped sledge to find Ian had gone down a crevasse. It was approximately eight feet across at the top, at the opening, and twenty feet to seventy foot deep with a snow bridge at the bottom. Looked as if he had run along the lip and the sledge had tipped in, throwing him down with it. Chris, Ron and somebody else commenced the rescue work with John and I picketing the dogs. Pitched the tent, heated water, pumped up lilo and sleeping bag, then joined the others to help pull Ian out. He had injured his left arm and had a skin split in his head.

[1:17:56] Harbour: When he had been taken out, Ron Tindall stitched his head with the needle intended for dogs, for stitching dogs.' It was properly ... it was one of these curved needles that he did. He actually sewed his skin on. 'and put a splint on to his arm in the tent. Then Keith was lowered down the crevasse by Ron, bill and myself to secure the sledge with a rope so that we could haul the sledge up again. The dogs: some of the dogs had gone down the hole, the crevasse, and were OK but two dogs had been caught in the rope at the lip and they were seriously injured. Very unfortunate day.' That's about as emotional as I said. 'A very unfortunate day.' 'Lie-up.' Then we had to have a lie-up then because we were told to wait. We radioed. Actually I think it does say here 'We sent emergency message in the evening and Neil Orr, the doctor, was thought to be out with Adrian Allen at Crescent so could not get in touch.' So the doctor wasn't on the base so we couldn't get in touch with him. 'We then lay up' and what we did then, is we: 'Did not have breakfast until 10:15.'

[1:19:56] Harbour: How about that? Sleeping in late. 'Went to see how Ian Hampton was. He had a quiet night. The whole body ached and his left arm was unable to be moved, although he could bend his fingers. Headaches, no strength and not hungry. Spent afternoon mending the tent, putting in more ties and strengthening the tent and the guy line in case we had a heavy blizzard. While the radio schedule went on, I kept Ian company. Good news when we were able to make contact with Neil. Neil at Crescent; Ron and Keith have set off from View Point to rendezvous with him and tell him the news. Doc Slessor in Stanley sent message.' So what they did is that they

couldn't get our doctor so they went to Stanley and spoke to the doctor in the hospital there and asked him.

[1:21:21] Harbour: It says: 'Keep still, warm and flat' Keep him flat, warm. '... and improvise a bed pan.' Now you know what a bed pan is; that's when you want to go to the toilet. 'Don't move. Many bases know about the accident.' Because they all listen in, you see. They all listen in the evenings and they had heard us speak to Stanley and the doctor and say we had got a man. So here we were stuck at the crevasse scene and so on. Now we were stuck at the crevasse scene until we could make contact with the doctor and he could come out and pick us up, come and rendezvous with the chap and give him a check. So we actually got stuck there for a long long time but then eventually we travelled and what happened is: we had to come out. Because the doctor didn't know where we were, Chris Brading and I had to get out of this glacier and sledge down the glacier to meet the doc and his team to get them back up again.

[1:22:25] Verdenius: The first time how did you improvise a bed pan?

Harbour: No I don't think I will go into details. You must remember this, of course, wasn't written for documentary film. This was just a sort of record of the day's events.

[1:22:43] Verdenius: But documentary is interesting.

Harbour: Oh, that's right, yes. Well I can read this little bit here, below something. 'The weather, although threatening and a föhn blowing.' That means a warm wind actually. 'Did not produce the usual high winds and soft surfaces.' Because when the temperature goes up, the snow gets very soft and wet and very difficult. 'So enabled us to set off for the snow peak about four miles ahead. Again we were well ready to leave camp when our turn came, second to Chris and John. The views of the channel, Weddell Sea and ice shelf were excellent. The sky was' (can't read my writing) It was in the afternoon. 'to take wind ...' The wind was getting up. 'View from the top of the pass, the ridge, superb. We built a cairn about four foot high. The route took us rather towards the mainland' (something), 'through a valley. As we lost height, and the slope steepened, we passed over many crevasses. We were forced to camp about two miles further on, at about a thousand feet below the summit, at about two o'clock in the afternoon. The weather had deteriorated. The föhn had developed and we decided to camp.'

[1:25:35] Harbour: So that's one thing we did there, and so on. There's a picture, actually, of that rock and how we climbed up the rock to the top and we called the cairn there 'Sarky'. This was ice and snow here. That's crevasses here so we had to sort of work our way up to the top over that one. That shows you how to get to the top of summits. Yes, so there we are. That was this thing and then eventually we got down and we got back to Cape Longing. And then we had to go back up to the crevasse camp. This was in fact the time we met up with the doctor. 'The Huns' That was my team; they were known as Huns because they had four brothers, four dogs, they were all brothers and they had been named Ernst, Fritz, Karl and what was the other one called? There was one other, I forget his name but they were all German names, so they were known as the Huns, not very complimentary to the Germans

because of course the Brits know the Germans as Huns, you see. So it says: 'The Huns' (that was my dog team) 'started the day leading but were too lethargic.' They didn't have any effort. 'and so, somebody else took over the lead up the steep climb. Camping the first night with Chris was interesting. Many common interests.'

[1:26:16] Harbour: So here's a little bit of social idea; a bit of common interests. 'with university and school activities, field outings.' Obviously we got on quite well. 'The pots and pans, food box were on his side of the pit and I was not able to fathom out the situation.' He wanted to put things on his side of the tent and I never understood why. 'The day was sunny, with a temperature of about minus ten. Surfaces firm' (that would be good) 'but getting softer later in the day. I went up with Neil to lead the way through the crevassed area of the glacier to the campsite.' (because I had just come down it) 'As we came down the valley, although we crossed the previous tracks' (which were the ones we made earlier) 'we ended up still too far to the right and ran into a series of crevasses which fortunately held up enough for us to cross them. Eventually worked across to the left, saw the tent, the campsite and had an exhilarating descent. The dogs ran off track and went over many crevasses which we ... We just hung on.'

[1:27:53] Harbour: So that was a pretty hairy exercise because once the dogs see something at the campsite ... You see they are walking around the snow and there is nothing to see. If they saw a seal down by the sea ice, or if they suddenly see a tent or another dog. With this thing there were dogs there and they could smell them. The whole thing changed. They were interested. Then they would make a beeline. It didn't matter whether you wanted to go there or not, you automatically went there. As I say, there was nothing else to it. So when these dogs saw this tent and everything, they had gone billy-o down the hill to it. 'Found Ian and Ron in good spirits. Apparently Ian has a suspected fracture of the left elbow, a broken vein in his head discharged into his ear, making him deaf and a slight paralysis to his face.' So actually he had got blood in the ear and obviously there was a slight paralysis on the face. His face was ... He's all right now. He's working in Leeds these days and he's perfectly all right again. But he can't lift his arm anymore because the setting was done wrongly and he hasn't had it broken. He can't lift his arm – actually I think it's this one – above about there. That's about as high as he can lift it.

[1:29:14] Verdenius: His joints are OK but ...?

Harbour: Yes, that's right. It says 'The main job from the campsite' (that is crevasse campsite) 'the main job for today' (the next day that was) 'was to recce a route down through the crevasses to the ice shelf from this difficult campsite. Chris, Ron and Keith put on skins and skis and roped up for the journey. Neil and I stayed on camp to look after Ian and to rig up the sledge, an ambulance sledge to carry him in. The others had left at 11am and moving carefully, probing with ice axes' (so they went along doing that) 'made their way very slowly down the slope. Weather at first very cold with drift snow, but by lunchtime sun was shining and the wind had dropped. The sledge had three sides, a three-sided box and handle. The bar and the two planks down the side.' So down each side this thing were planks. This was to make a bed for Ian Hampton to be taken out, because he went all the way back, a hundred miles back to base in this ambulance sledge. He had to lay flat. It says 'The sides which were lashed in position with a mattress and pillows to provide a type of bed. We put a Lilo

and a sheepskin in the bottom, and then with Ian inside his double sleeping bag and his duvet jacket and his scarf, he was tied in to the sledge. He said it was excellent and when we lashed him up, he could not fall out even if the sledge overturned. The others returned to say that they had found a good route with only small crevasses. I changed a film in my camera.'

[1:31:23] Harbour: That seemed to be the important thing, I changed the film in my camera. So that was that day. So bit later on we actually leave. The next day we leave the ice and we travel down the crevasse area ?? [inaudible] Glacier and we came out with this ambulance sledge. I don't know if I've got a picture of it. I've got a picture of it in colours but there's an ambulance sledge. He was completely roped in; he had to keep his arms still and so on. That was important for his arm; it was in a splint and tied in. But he was tied in, because being stuck in and not being able to move he would get very very cold very quickly, so it was absolutely imperative that he had all the duvets, and the double ... because he was stuck in this thing all the day until we camped at night and then he was brought into the tent and laid in his sleeping bag.

[1:32:09] Harbour: You see the good thing about toilets in Antarctica is that with the temperatures you have got, after you have been to the toilet, whether you are doing excreta or anything like that, when you do it in the snow, within about two or three minutes it is as hard as rock, just absolutely frozen solid. Because you see the reason for that is excreta is about 80% water. When you actually pass a stool in the toilet, 80% of it is water. Well water freezes, so the result is: as soon as you have done it, there's this great volume, 80% of water, a very cold temperature, minus ten, it goes like that. The thing is just solid, absolutely. It's like a board; you could hit it with a racquet; it's as solid as anything. So it doesn't look like it and it doesn't look unpleasant. It doesn't smell unpleasant. There is no smell. It's frozen, you see. So obviously in a tent, if you do it in a tent, what I am saying is if it is done in a tent ... I will tell you what we probably used. We probably used a biscuit tin – the bedpan. The biscuits were kept in a box about that by that, and about that high, metal with a lid on. I suspect what we did is actually we used that, as a biscuit tin, and if you used that We used to use ... The detail, as far as that's concerned, we never ... We had a rule, in the Brits' area that ...

[1:33:46] Harbour: A lot of sledging expeditions and parties would go to the toilet, that's excrete the stools, would do that in a tent because of the weather conditions. Now whatever the various conditions, whatever they were, blizzards or cold, the middle of winter and darkness and so on, we never ever did a stool in the tent. In a blizzard you would go out and dig a hole with a spade. You might go behind the tent and dig a hole because if you dug a hole, by the next day it's all gone. You might creep behind that but you would go out with all your clothes on. So what happened is: you see there were some advantages. You very rarely ever got diarrhoea; you were never loose because there were no bugs about. The food wasn't bad, so it was all a balanced diet. So on the whole, the sort of toilet you went to was regular and it was in a good texture. So what actually happened was: what you wouldn't do is you wouldn't go out and think about it. You would wait until you really felt Nature said that you had to go. You went out, did it what you did very quickly and come back in again. But that's the difference, you know.

[1:35:00] Harbour: Now to urinate, we would do that in a milk tin. When we had used the milk powder, out of a Nestlé powder tin, we would use that tin to urinate in. Now what we used to do: the tent had a double layer to it and so what would actually happen, you would keep all these things in the outside layer, which was cold. You had two layers: the inside one which was kept warm and the outside one was an insulator. And again, urinating, if you pour that into the snow, it would go straight down; the warmth of it would take it straight down the hole and then it would be frozen solid. You would get no smell from it at all; there would be no unpleasantness. If you had diarrhoea, or something like that, or you were ill like a fever or something, then of course it could be very difficult. But you would never get it because there were no food bugs down there. You couldn't get the flu; there were no colds.

[1:35:54] Verdenius: Nobody?

Harbour: No. What actually happened was, a fascinating thought was: we talked about those mailbags. Well once a year, when those mailbags came into sight, we were keen on seeing our mail, within a week half of us would be down with a cold. Flu or a cold germ would actually travel in those mailbags, and because we hadn't been subjected to these bugs for a year or more, for a year, we had no immunity. So within the ship arriving, OK it may not have been the mailbags although sometimes it had to be because sometimes we got the mailbags dropped off by helicopter and we didn't see anybody, and we still got colds. But the people coming down from the Falklands and so on, the sailors, when they came onto base, they were carrying cold germs and we would be totally unable to resist them. So after they had been to see us, about a week later, three or four of us would all have stinking colds.

[1:36:56] Harbour: Again in my diary you will find where we said that ... We obviously valued the ships because they were the way of getting out. They were the way that you could actually get back to home again. But we used to be glad to see them go, literally. OK, we said goodbye and that was it but when they cleared off, we were pleased. Weren't sorry. We didn't have a great regret that they had gone and we wouldn't see them for a year. We were actually pleased 'Gosh. Please go!' Because the answer was: nobody ... We had one chap who had a one-year contract. The rest of us had two years. So in theory, if after the first year you found that you just couldn't take it, you could ask to go home and you would go home. You would just be taken back. Fortunately I don't think anybody in my base at all ... We had one chap who came for one year only originally. He was a very well qualified scientist and he came for one year and before the year had finished, he radioed back and said that he wanted to stay and finish more work and he wanted to stay another year, and that is really what most of us ...

[1:38:11] Harbour: Most of us were much more sad and very, I suppose you could say ,reluctant to go. Most of us would like to have stayed another year, a third year. We'd got used to the life. We liked it. We really knew what we were doing. We knew how to live and so we were very happy to stay. You were obliged to go back. You had to go back after two years. They wouldn't allow you to go three years. You could go back for the summer and come down the next year if you wanted to, if you were that keen. So people would do that. They would do two years, go back, arrive back the end of May and then go back down again in the October. But they weren't allowed to winter three years down there. I don't know particularly why they couldn't. I think

may be medical reasons. Maybe they thought that it wasn't good for you to be too many winters down there. But, no, we were pleased to see a ship go and in fact when we all left base, we were all very very sad indeed to leave.

[1:39:20] Verdenius: You don't think there's a form habituation?

Harbour: Yes, definitely, but I will tell you one thing. I think you acclimatise to it and you get used to it but I think the answer would be in Antarctica – I think it's true with eskimos – that if you live there for say twenty years, with good food and all the rest of it, if you were ... But I don't think in a static station it was true. In a static station I think you would go a bit potty if you were stuck there, but if you were subjected to these cold temperatures during the working days, and you were working each year and you were down there for, say, twenty years, I think it would take a toll on your health. I think that your expectancy of life would go down but I think that the body would find it a bit of a strain to live a long time in cold climates. And I would think that people in cold climates die younger. Now I don't think people in hot climates would necessarily live longer. I think too hot a climate and you die early in life. I think you will find that black people look old, long before their time. I think the people that live the longest are the people in the temperate zones, roughly this country and your country, which is halfway between being too hot and too cold.

[1:40:43] Harbour: But I think if we had lived down there, ... Some of us thought about that because actually, while we were down there, there was this famous incident about the Kennedy incident over in the Bay of Pigs, or whatever it was, in Pigs Bay – and old Castro. And there was a great thought, wasn't there, for a short while (I think you were too young but you couldn't remember that; you were only a baby I think), but there was at one stage a thought that we might have a world war. There were the Russians putting all these missiles in down in Cuba and America was getting all excited about it and insisted they didn't, and it looked to me as though they were going to have a ding-dong. And this was in the Sixties, yes roundabout the Sixties. It was about 1960 or '61 when we were down there. We said 'Well we shan't mind. They can have a blast away up there and kill themselves but we will just carry on sitting down here. We shall only be able to live as long as the food lasts out.' I think it would last about ten years probably, because there were seals and penguins that you can eat. The only thing we wouldn't have you see would be fuel. You would have to use the penguin and the seal blubber, the fat. You can burn it. It burns and that would keep you warm.

[1:41:58] Harbour: But we were often thinking, we thought to ourselves really, 'If they do have a nuclear holocaust, in the Northern Hemisphere, and blow each other to pieces, there is no point in going back to that. We can carry on down here. We were actually quite happy.' Our attitude was 'We are happy here. We get on all right.' Of course the key to it is having the work. I think that's important and you have got to have a job. I think to go down as a ... There were some people there who were called gash hands. Gash is an English word for 'spare man'. They were a mountaineering variety who would assist, be assistants to the surveyors. As long as the surveyor had a good programme, then the spare man had something to do. But I think just to go down on a holiday type situation where you go down to take pictures ... Not pictures that you take. If you are taking a film, that's a job, that's work, but if you are just going

down to take pictures of penguins, and seals and whales, I think that you can get pretty bored.

[1:43:02] Verdenius: How did you cope with these lie-up days because it's very dangerous ...?

Harbour: Right, I will tell you how I did. That's in here as well. I'm an engineer and engineers do not read a great deal of literature during their training because you have to read technical books. You are not normally to read Shakespeare or Goethe or the authors that you have, Hans Christian Andersen, you don't read them, and all those people. And I, actually, I have got in here, as I say, and I think actually ... I will just read straight away to you on it. Here we go. We have got 'Crescent: lie-up,' Now then, the first trip I went on, we travelled two days and we lay up at Crescent 1-2-3-4-5-6-7-8-9-10-11, eleven days we were snowbound, absolutely snowbound. Now let me see what it says. I am reading the bottom. This is what happened. This is the interesting thing, isn't it? When we had this lie-up at Crescent, the first thing I note, at the bottom here, I see it says 'We listened to the BBC programme in the evening.' That's actually in Antarctica. This was the Overseas Service of the BBC. We actually picked it up on the radio. That was just freak conditions. We couldn't do that very often.

[0:44:45] Harbour: Another one here: 'We heard the programmes from Port Stanley; also some music.' So when you said what did we do? well I will tell you what we do. Most of the time we spent reading. You had your diary to fill in each day; it took quite some time. But, more important, you actually took with you lots of books. I am trying to see if I can find a reference to a book I was reading because I actually do note the books down when I read, but probably not until I have finished them. I am not very successful in finding the book here. I mention the radio quite a lot here. Ah here we are. It says: 'I took over as cook ...' I was on a lie-up. 'I took over cook duties at lunchtime today. I read *Festival at Farbridge* by J.B. Priestley. Also read a thriller by Agatha Christie and Freeman Wills Crofts.' There you are; I was reading. So that lie-up day: 'The usual start to the day. Drift and no visibility. Could not see anything at all, and so a lie-up day procedure went into action.' That means either sleeping on in your tent in the morning, having what they call a brunch, which is breakfast and lunch welded together ... I took over cook duties and read in the afternoon. It says 'The radio schedule in the evening with VP was successful and arranged a weather call at 8:30 in the morning to hear from Chris, still at Twin Peaks.'

[1:46:43] Harbour: So we obviously got through there. And there were some books I was reading and you will find I have actually ... We travelled then. We travelled after that. So we actually travelled, so there's some reason for when you asked me what we did. I found that I caught up the famous books of the world: *War and Peace*, *The Brothers Karamazov* by, who was it by?, Tolstoy or something⁵, Victor Hugo the French author, books by him; Thomas Hardy, English books. I read all these classics which I had never really taken the trouble to ... And it's surprising, in the quiet of those conditions, and 0no pressure on you other than just waiting for the visibility to go down and hanging on to your tent, you find these books are much easier to read. Here, after you have done some work and the pressures of the day, you find that you

⁵ Dostoevsky

tend to have light reading at home. You don't want to read some of these heavier books. They are a bit difficult to read. You want something ..., like people watch television, light relief, isn't it? But when you are down there and you haven't had all the pressures of telephones ringing in your ears and people rushing you here and there, you find that you are able to read these longer books. *Gone with the Wind*, that's about that thick.

[1:48:08] Harbour: That would take you about a week to read anyway, and that's what we used to do. We used to lie in the tent. Of course the trouble is that the tent was dark. During the hours of darkness, it was dark. You had a Tilley mantle but you couldn't keep on burning that all the time. So there were limited areas, but during the daytime when it's bright and light came through the tent, you could actually read in the tent. The funny thing about it is that I couldn't do it now because I need glasses to see but in those days my eyesight was better. That's what you would actually do on lie-up days. I have never had an opportunity again in my life to read as much as I did down there, so I am grateful I read these famous novels, these masterpieces, master works because I would probably never read them otherwise.

[1:49:00] Harbour: No I didn't waste the opportunity. Of course, once you have done the work, observing angles and things, there is quite a lot of calculations to be made and during the lie-ups, then that's something you could do. You could be in the tent working out your calculations. But of course the one big thing to remember is that you could not have heating on in the tent all the time. You just wouldn't have enough fuel, so you could only have the heating on for a short time so actually it was quite cold, so reading, you had to put your gloves on and you could turn the pages reading. You would be in your sleeping bag; you would be outside. You would be right in your sleeping bag, your hood up to the top, your nose sticking out. And you would have your book in the bag and you read, keep warm. And then when you got tired you would turn over, kip and then you would read again. So you couldn't sit in the open like we are, just sitting at a table or sitting up in a tent like you would in England or Europe and read a book. You couldn't do that, too damned cold.

[1:49:58] Verdenius: You were happy ...

Harbour: Oh yes, absolutely, yes. Absolutely

[1:50:03] Verdenius: ... sitting back for eight hours of light?

Harbour: Well a bit longer than that, depending on ... In the wintertime, we weren't south of the Antarctic Circle where you have continuous night. In mid-winter the sun would come up about eleven, on the horizon and dip by about half past two. So you would get about four hours light in the winter. Otherwise it would be dark and very cold. So, as I said, you couldn't read, not like we do, not like you sit in an armchair with a beer and read like that. It wasn't that sort of reading. As I say, you had to read in little bits, so a book went quite a long way. You had this sort of rather unusual ... It depends. The lie-ups were bearable. You could never predict it. Sometimes you could go two weeks and you would be working all the time. Other times, you would have a lie-up. But what you did do: you caught up with your sleep. You got quite a lot of sleep because sleep of course kept your energy down so you kept warm. You couldn't eat more food so sleeping prevented you wanting to be hungry and eat more food and

so on. So sleeping was a good thing. What actually eventually happened was when you in fact then you did have to work, you could work often say 24 hours in the lighter times, when the weather was good.

[1:51:29] Harbour: I would be up the peak doing my measurements and as night came, if it wasn't too dark and the moon was out, because the surfaces were then very cold, it was easy to travel. So the dogs would be resting while I was doing my theodolite, they would be lying up on the snow, just resting. So at night time we would get up, break camp, travel through the night, camp next morning and go up the peak and do some more work, more mapping. So you could be up – you might be up two days, but of course it didn't matter because you actually ... Basically what happened was: you had slept previously for a day or more, so you had compensated. Then of course after that you slept again. So that's the way it went, which is the one reason why I think that if you carried on doing that for too long in any sort of climate I think it would actually, at the end of the day, it would have an effect on your health. I think so. We were very healthy. We ate all that we needed to eat, not too much. We didn't over-eat but I think the cold would have got at the muscles, the rheumatism and the arthritis in the body and I think that would have its effect.

[1:52:47] Verdenius: Did you ever consider going back?

Harbour: Well as I said ... I mentioned this business. I think I broke in – stop it. When I went back, I was invited to go back for the summer. No, I don't think so because the people that went back a lot were people that I've ... You see surveying doesn't actually do anything for you. If you do a good job and you produce a map, then ... I've got maps upstairs. I haven't brought them down but I've got maps they have plotted from the work I did and that's the end of the story. Now the geologists and the geophysicists, and the glaciologists and physiologists, measuring the body reactions, they all put in for higher degrees. They got doctorates from it. It was a part of their career, but I couldn't get anything like that with mine. So the people that went back more than once were people who either didn't have anything in jobs at all – they were just there because they didn't have anything else to do – or they were people who went back to qualify for more academic qualifications, PhDs, MAs (Master of Arts), they are the people who went back. But people like myself, the only way I could, in engineering, get a career was to get stuck in and do some work, so it wasn't practical to keep going backwards and forwards.

[1:54:14] Verdenius: I can remember you were a director for a company?

Harbour: No I'm not a director of a company, no. No I'm not. I'm only a ... I'm not a director of British Aerospace. No.

[1:54:30] Verdenius: Can you remember ?? [inaudible] that you said you like that you could take time off ...?

Harbour: No, I'm a Facilities and Estates Manager. And the answer is then like tonight, I work quite late. So if tomorrow morning, when I take an hour or two off, I take it. That's how I can be a bit ... Because I work in the evenings sometimes; if there's a problem on the site, I stay behind; get it solved. So that's how you do it.

[1:55:02] Verdenius: Does it fit in with the direct experience that you have like with the scientists who would get their PhD?

Harbour: No, I mean I am thinking you are talking about... At least I understood you were asking me about whether it was sensible to go back down to Antarctica again. Yes, well it's not really no. I could now but I have got to the end of my career as such. I could take time off. When I went last time, I did actually get what they call a sabbatical. That means you get time; you are allowed time off but ... The British Antarctic Survey people paid my salary as though I was in England. It didn't seem to be very fair when you think that I was actually taking risks down there but still ... And I got time off from work but I haven't done that again. And as you get older, they are less inclined to take you. They like to take the younger men. They are more flexible. Before you go on too long, hadn't you better find out about some trains? Make sure we don't get you there too late.

[1:56:12] Verdenius: Do you think I forgot something which you thought was essential, thinking about this interview?

Harbour: You say have I forgotten?

[1:56:22] Verdenius: Do you think that I have forgotten to bring up some topic?

Harbour: Let me think. No, the only thing you haven't recorded but presumably you have written down, is this business about people not being any more adaptable in society when they get back. Just because they have been down there doesn't make them more easy to get on with or they don't come back with some sort of special secret of how they get on with people and learn to live with people, you know.

[1:57:02] Verdenius: That's what you told me before. I guess I was wondering about it. Where did you notice this?

Harbour: Well it stems from the fact that ... What I am getting at is that in everyday life, you get people who are petty. In English we say petty. People who have got a high position in their company. There's no competition; they are on top. They have got a big salary. They have got status. They have got the car. They have got everything and yet they are still (I am talking metaphorically) to stick a dagger in your back. If they can actually do somebody down, they will. Now that is sort of considered to be the cut and thrust of business. The answer is that you try and annihilate your competitors. You try and destroy them so that you can make a bigger profit and that is the mentality. Now what I am saying is what do they gain? They gain nothing because they don't need any more money. They don't need any more money and they don't need any status because they have already got there on the top, so all they are doing is just destroying somebody down below for the sake of it. They just don't like his face, so they pitch into him (or her). Now that sort of typically small mindedness, you would imagine that people who go on expeditions and so on would learn to get above that. That they learn that there are more important things in life than that, and to live and so on.

[1:58:58] Harbour: Now in actual fact, you do exercise that sort of discipline and you make that effort when you are down with a small party of people in a difficult terrain

like Antarctica where you are fitting together. The only person who is going to pull you out is your mate and if he doesn't like you, then what is going to happen? So you learn to try and be more tolerant and reasonable. But what happens is: when you meet these people and come back to the UK, and they have gone into jobs or whatever they have done ... When you meet them again, they are no. They are back just as though they had never been. If before they were petty, if they were ready to scramble over you in a rush to do better, you find that they are back at it again. That once they get into society again, they adapt all the features and the characteristics of the society they live in. They cannot – I won't say lifted themselves up like this. You can't stay there. Very few people do, very few. Just one or two manage to stay above all this but most people just go back into the big pot and start fighting their way out of it again. The 'rat race' it's called in England, the 'rat race'. You get these people who decide to go off to Scotland or to the top of Norway and live quietly, not just be bothered with all this, while the rest of us all fight our way on the trains, on the buses, fight our way through the office and fight your way through planes. But that's an interesting point. You would have thought they would have learned something which would have given them that different approach but it doesn't happen.

[2:01:01] Verdenius: You have noticed this for your companions that were there?

Harbour: I noticed it more than anything else. The worst examples of all are people who in the Antarctic institutes and organisations here and in other countries. When those people get to the top, who have been explorers, when they get to the top, and they don't have any competition and they have a good talent. You would think at least they could appear to be men rather than boys or describe them. And they don't; they are still petty. I can't give you accurate examples but what I mean by that is that if somebody upsets them, they are petty about it. They go out of their way. They don't like that. They have got to go out and prove this person is wrong and make it public. Make a public demonstration about this person, write a book or an article in the Press, saying 'This chap is talking rubbish of course. I know better.' That sort of petty game. Well these people ought to know better but they don't. So it is an interesting thought about people: you can't change them. Underneath they remain the same. When you are studying psychology you probably have your own view.

[2:02:38] Verdenius: Environment is an influence, of course.

Harbour: More so than you imagine.

[1:02:48] Verdenius: Probably. I don't think so. You get to attribute your behaviour. They are easily told and find an influence, I think, that always you imagine or at least try to keep up the idea that you are in control.

Harbour: Oh yes. Yes, I mean these people can't see themselves. The mirror doesn't reflect what they are doing. They can't see what they are doing. But on bases, for example, you don't argue about too small an object. If something is small and somebody says, for example, if you go into the kitchen and you find somebody has left a pot on the heater and it is all burned, you might go back into the room then and say 'Anybody been in the kitchen cooking?' So I might say 'Yes I have been in there.' 'Did you know your pot's got a bit dirty. You have left it on.' He says 'Oh dear. Damn yes I have.' Gets up, runs in, gets the pot and then has to clean it up. Now

if that person isn't the owner of that pot, then the person himself would not just leave the pot on the fire. If he sees that pot there, he would think 'Somebody's gone and made a mistake here.' He would probably get the pot, put it in the sink and put some water on it and put some soap in it and let it soak. Then he might walk back in and say 'By the way, has anybody left a pot there?' 'Yes, I have.' 'Oh well, I have just put it on the side. I think you will need to clean it up.' 'Oh thanks very much.' You just sort of ... You get that same sort of situation back in civilization. Somebody will storm in 'Who has left that pot. The bloody thing has burned. You have ruined it. It is all ...' What's more, it's still there. 'I have left it there. Get out there.' That's typically life here. In Antarctica you wouldn't do that. You would change it quietly and you just say ... You get the same people back in this country, living together. You will go and do what people here do. Interesting I think.

[2:05:12] Verdenius: OK.

Harbour: Right. Had enough?

[2:05:13] Verdenius: Thank you very much.

Harbour: That's alright. OK. Tell you what though, you will have to Would you like a glass of ...?

[2:05:24] [End]

ENDS