

The Antarctic Sun



Published during the austral summer at McMurdo Station, Antarctica, for the United States Antarctic Program

Contract to change hands

Raytheon wins bid to support Antarctic program

After weeks of suspense, members of the U.S. Antarctic Program learned Friday that Raytheon Company has been awarded the 10-year government contract to support the National Science Foundation's research in Antarctica.

The contract, which goes into effect April 1, is worth \$1.12 billion. It includes a five-year base period, after which NSF can opt for another five-year renewal.

For the last decade the contract has been held by Antarctic Support Associates. ASA, along with Kellogg Brown & Root, competed with Raytheon as a finalist for the latest award.

Raytheon, based in Lexington, Massachusetts, is a \$28 billion corporation that made its name in the defense industry.

The contract—one of the largest awarded by the federal government—is to provide science, operations and maintenance support to the U.S. Antarctic Program, including the bases at McMurdo, Pole, and Palmer, two research vessels and numerous field camps.

According to Bob Valentine, a Raytheon spokesman, the new contractor will attempt to retain many of ASA's current employees.

"We'll be meeting with the incumbent work force to talk to them with the objective of hiring as many of them as possible," Valentine said. He said company representatives will soon be visiting the Ice to begin preparations for the next year's changeover.

Valentine described Raytheon officials as "elated" by the news of the contract award.

In a statement to ASA employees, Karl Erb, the director of the Office of Polar Programs at NSF said, "ASA has been critical to U.S. Antarctic Program success in many areas over the years, and I thank you all. There remains much to do in Antarctica. I hope many of you will stay with us as we move into the future with Raytheon." ✨



Houston, we have a party

Bob Zook and Kerry Rutz join hundreds of revelers at McMurdo Station's Halloween celebration last night. Photo by Josh Landis.

Highway 1 revisited

By Jeff Inglis
The Antarctic Sun

Steve Bruce has been coordinating the renovations to McMurdo Station's Building 155 since the beginning of February. Tomorrow, the day the new offices will be repopulated, Steve is leaving town.

He leaves behind a major section of the million-plus dollar project, complete except for the finishing touches. The renovation work will continue during next winter, and extend into other parts of the building.

Though the improvements to Highway 1—McMurdo's busiest hallway—are obvious to anyone who saw the area before last winter, a lot of the changes affect more than the appearance.

Mark Neeley, the head of engineering at McMurdo, is quick to note other improvements. "There's probably at least that much work that you don't see."

The work was part of an effort to bring Building 155 up to par with modern construction standards. It was built by the Navy in the late 1960s.

"This building's been here a while," Neeley said. "Bringing a building like this up to existing codes is really a task."

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"Highway"—from Page 1

The first stage of renovations saw improvements to the kitchen's food preparation area.

The second phase, gutting Highway 1 and redoing it entirely, was this winter's work, along with the kitchen's dry storage, and freezer units, including refrigeration compressors.

The changes provide a laundry room, new computer training room, new barber shop, and increased office and storage space. It also makes the hallway more spacious and offers what Bruce called "parka parking," as well as a handwash station for people to use before meals.

"Very nice," said the first new occupant of Highway 1, hairstylist Kim Fabre. "We've made it a little bit our own here with the palm tree," she said, referring to the decorations already up in her shop.

"The walls are brighter," said recreation coordinator Liz Evenson.

Housing is enthusiastic, too. "It's going to be wonderful," said Heidi Kampe.

A large part of the work involved the infrastructure and building code

changes. Plumbing was torn out and redone, as was almost all of the electrical wiring. Walls were replaced with more durable, as well as more fire-resistant,



Maj. Al Ross gets the first haircut from Kim Fabre in Building 155's new barber shop. Photo by Josh Landis.

"We had quite a bit of work going on this winter outside of this project," Neeley said, mentioning as an example the new Cape Roberts core storage facility in Crary Lab.

Over a dozen workers took part in the winter project, organizing and using materials delivered on the supply ship Greenwave in February. The staging area was in a small building called the Playhouse.

"We don't have a good large warehouse where you can store stuff," Bruce explained.

Major changes are in the works for the serving and eating areas of the galley next winter, too. The plan is to open out the seating area to the exterior walls, add windows along the walls, and put in a cathedral ceiling—including skylights.

Bruce is happy with the way things went over the winter, and is looking forward to his departure for warmer climes.

"A good thanks to all the hands that worked on it," he said.

material.

"This was half of the job—maybe the larger half," Bruce said. And it wasn't the only thing happening in town.



Weather this Week

On the right (storm) track

By George Howard
Special to the Sun

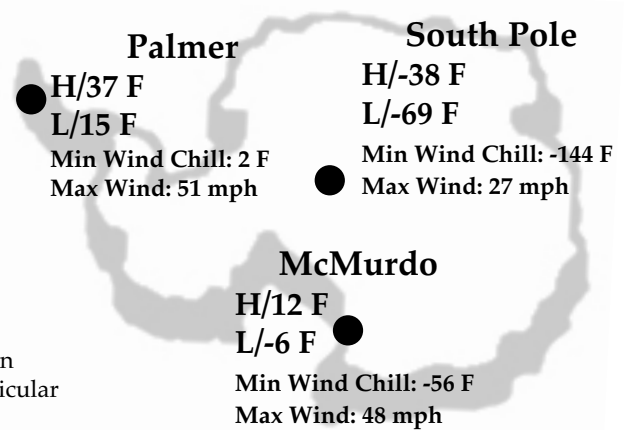
When most of us think of Antarctica, we think of terrible weather like wind, clouds and snow. And we expect to experience it, particularly in October, for good reason. This month, along with February, typically brings McMurdo Station its stormiest summer weather. So what's the story behind this October? Since the station formally opened on the 6th, we've only had a few stormy days. Well, the answer lies in a particular weather feature and its influence on storm tracks.

The Ross Sea Low is a semi-permanent upper-level (about 16,000 feet) pressure system. Much like the Aleutian and Icelandic Lows, which spawn storms and steer them toward North America and Europe, the Ross Sea Low can normally hurtle storm after storm onto the Antarctic continent from the Ford Ranges to Terra Nova Bay.

The effect of these storms on McMurdo Station is governed by the low's distance from us. Within 300 miles, it directs vast amounts of moisture over Ross Island, producing lengthy periods of cloudy, snowy weather. If the low is situated between 300 and 600 miles from McMurdo Station, weather conditions fluctuate between stormy and fair. Beyond 600 miles, the Ross Sea Low exerts little influence and we experience some of our nicest weather.

It doesn't take much to figure out which pattern persisted through most of the month. With the low parked well to our northeast and dry air streaming off the East Antarctic Plateau, we've experienced unseasonably enjoyable weather. But as surely as we've been on the right storm track in October, we can expect plenty of snowy, cloudy, and windy weather when the Ross Sea Low wanders back into our neighborhood.

George Howard is the meteorologist for McMurdo Station.



Letters to the editors

To the editors:

Ah, summer. The season of vacations, lemonade, green grass and, for those living in McMurdo, cold, wind and work. However, one summertime indulgence is available—sightseeing. McMurdians have the good fortune of living within close proximity of three historic huts—reminders of the courageous accomplishments pursued less than a century ago.

The National Science Foundation, in accord with agreements made among the Antarctic Treaty nations, has developed a permit system enabling U.S. Antarctic Program participants to “tour” the huts located at Cape Evans, Cape Royds, and Hut Point. The NSF has also adopted measures regarding the visitation and protection of the huts. The procedure was created to better understand the responsibilities involved with hut visits.

The Recreation Department regularly schedules visits to historic huts. Individuals wishing to visit a hut should try to coordinate through Recreation first. Those who are unable to take advantage of the scheduled tours or who have other requirements for accessing the historic huts and environs may request permission through the USAP permit agent. Reservations are to be made through the NSF administrator Belinda Freet, by telephone (extension 2266), e-mail (nsfadmin@mcmurdo.gov), or in person at the Chalet between the hours of 7:30 a.m. and 5:30 p.m. Monday through Saturday.

Copies of the procedure will be given to Recreation, the Field Safety Training Program, and Helo Ops so individuals who regularly visit the historic huts will have the information.

Al Sutherland

Editors' note: Mr. Sutherland is the NSF representative to Antarctica.



McMurdo residents prepare to tour Cape Evans hut on Tuesday evening. Trips are offered through the Recreation department. Photo by Aaron Spitzer.

To the editors:

Glad to see the Sun back and very pleased that it will be a weekly this season.

The premier issue was very good. The article concerning the Snow Cruiser has me puzzled. The article was submitted by Bob Hanes and is written in the first person. If that is true then Mr. Hanes is 72 years old. I would like to congratulate him for being able to work in Antarctica at his age.

I am 63 years old and have often thought about returning to the ice, but have not pursued it because of health reasons.

Keep up the good work.

—RMC Billy-Ace Baker, USN (Ret)

Deep Freeze winter-over '63, '67, '71 & '75

Summer Support DF-1974 through DF-1980

Editors' note: Mr. Baker is correct; Bob Hanes is 72 years old.

To the editors:

My red parka was taken from the new coat racks in front of the store this past Sunday, right around noon.

Unfortunately this is not as unusual an occurrence as one might think. There were several things I found disturbing about this incident, not least of which was having to walk back to my room, in the cold wind, with no coat. Thankfully it wasn't a particularly bad day, weather-wise.

Trying to give the community the benefit of the doubt, I hoped someone had mistakenly taken my coat in place of their own, as they do all look alike. This thought in mind, I left my name and number with the lady at the store so she could call in case it was returned. I also checked back on several occasions over the afternoon, looking at all the red parkas, hoping to find the one with my name on it.

By breakfast the next morning all the parkas had been claimed and I had to concede that I wasn't dealing with a case of “mistaken identity,” but one of out-and-out theft. It takes a pretty contemptible individual to stoop so low as to steal a parka in Antarctica.

I can't help but resent the fact that someone who has no right to my things has them now. So if by chance this tale comes to the attention of the individual who appropriated my parka, and it isn't already in a box headed stateside, perhaps you might rethink your actions. If not maybe there's a special place for you (in hell).

—Brandon Vernon

Send any letters to sun_news@mcmurdo.gov. Letters may be edited for space and content.

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Aaron Spitzer

Contributions are welcome. Contact the Sun at sun_news@mcmurdo.gov. In McMurdo, visit our office in Building 155 or dial 2407.

Web address: <http://www.asa.org>

The Store has new 'treats' this week



- Peanut Hot 'H's!
- Pies & Patches!
- Fleece Garments!
- New Hats!

HOURS

Sun 11-2

Mon closed

Tue 7:30-8:30, 11:30-1:00,
5:30-7:30

Wed 11:30-1:00, 5:30-7:30

Thu 7:30-8:30, 11:30-1:00,
5:30-7:30

Fri 11:30-1:00, 5:30-7:30

Sat 7:30-8:30, 11:30-1:00,
5:30-7:30

Seal's-eye-view

Biologists study the ways of the Weddell under the ice

By Aaron Spitzer
The Antarctic Sun

Inside a computer-strewn Jamesway on the sea ice outside of McMurdo Station, seven researchers huddled around a video screen displaying a seal snout moving through inky blackness. Suddenly, a small fish flashed into view and disappeared into the seal's mouth.

The room erupted in cheers. Scientists Randall Davis and Lee Fuiman exchanged a high-five while others scrambled to mark down the time.

"Way to go, Chewy!"

Fuiman shouted.

Chewy, a 900-pound Weddell seal, was at that moment bobbing in the opening of an ice hole at the back of the Jamesway, exhaling audibly. He was unwittingly both the star and director of the video, having spent the last six hours carrying a tiny camera on a succession of dives beneath the sea ice.

The footage of the fish encounter came on the first taped dive of the season. For the last three years the scientists, from research centers in Texas, California and Alaska, have spent the Antarctic spring studying how Weddells behave under the ice.

It's no small feat to spy on a creature that spends its time in the dim waters under the Antarctic ice sheet, diving as deep as the McMurdo Sound floor, 2,000 feet below.

That's why Randall Davis, the principal investigator for the project and a biologist at Texas A&M University, pioneered the seal-cam.

Mounted on a Weddell's sleek head, the tiny camera has provided the researchers a unique perspective, literally looking over the seal's shoulder. The video footage has revealed some remarkable discoveries.

During their first year in Antarctica, the team filmed a seal engaged in a never-before-seen hunting practice. The footage showed a Weddell swimming up to the underside of the sea ice and emitting a stream of air bubbles. Moments later, two fish came darting from crevices in the floe, flushed from hiding by the burst of air.

According to Fuiman, a biologist from the University of Texas at Austin, "Nobody ever dreamed that this would happen."

Another time, the seal's-eye-view lens captured an

image of a Weddell attacking an Antarctic cod, coming up from below and using the sunlight filtering down from the sea surface to backlight the giant fish.

But according to Fuiman, the video camera has limited utility. "In our project, it's a very small component of the overall picture. Most of our video is just black."

Other items in the seal-borne instrument package—formed of an aluminum cylinder not much larger than a coffee thermos—include sensors to gauge swimming speed, dive depth, compass bearing, stroke rate and heart rate. There are also hydrophones on board, listening for vocalization or other sounds.

The data is logged on an on-board computer card. Once the card is retrieved, the scientists are able to reconstruct the path the seal made each dive. Downloaded data is converted into spreadsheet form, and then into 3-D images.

Sitting in his office in McMurdo's Crary Laboratory, Fuiman showed off a computer model of a seal dive that resulted in a cod encounter. The diagram displays the seal's course through the ocean in three dimensions, with different



Chewy, an 8-year-old male Weddell seal, bobs at the entrance to his ice hole inside researcher Randall Davis' Jamesway. Photo by Aaron Spitzer.

portions of its path color-coded to represent varying speeds.

Though the data revealed the seal's tactics in sneaking up under its prey, only the last few moments of the encounter appear on video.

And one of the team's major discoveries was made without any assistance from the seal-cam. By measuring stroke rate, respiration and swim speed, the researchers determined that Weddells conserve precious oxygen during their dives by free-falling through the sea, using water pressure to lower their buoyancy.

According to Terrie Williams, whose work with the research team focuses on the energy economy of Weddells, "Every chance it gets, the animal turns off the motor."

Such practices allow the seals to hunt, catch and consume prey while holding their breath, often for dives lasting 25 or 30 minutes.

See "Seal"—Page 5

"Seal"—from Page 4

Once, one of the sensor-rigged seals stayed down for 70 minutes. "And that time we were holding our breath too, because it had \$25,000 of equipment on its back," Fuiman said.

To insure that seals don't swim off with the scientists' precious devices, the team establishes their seal hole at least three miles from other openings in the ice. Otherwise, Fuiman said, "The seal could hopscotch its way ... away from camp."



Bill Hagey and Randall Davis prepare instrument packages to be mounted on the back of a Weddell seal. Photo by Aaron Spitzer.


Catching an eight-foot-long seal in the first place is no mean feat. The first trick is to find a Weddell on the ice. Then, to protect and calm the animal, the researchers slip a vinyl bag over its head—"Which isn't easy," Fuiman said. "It's kind of like a rodeo."

A cargo net is used to slide the seal into a wagon, hitched to the back of a Spryte. The net and bag are removed and the seal goes for a ride to the Jamesway.

"We obviously don't want to hurt the animal," Fuiman said. "The whole point of this is to study as natural of behavior as possible."

Once in camp, the seal is weighed and measured. Under light sedation, a foam patch is glued to the animal's body. A small video camera, along with a package of sensors and instruments, is then connected to fasteners sewn in the foam.

"The Zen of dealing with these creatures is you don't think about them biting you," Davis said.

Once the seal sheds its coat in the summer, the foam patch comes off as well. 

Station and vessel updates

R/V Laurence M. Gould

By Phil Sacks

The Gould is currently in the Drake Passage, bound for Cape Shirreff, Livingston Island, and then Palmer Station. We are experiencing moderate wind and seas. So far it's a comfortable passage.

I recently relieved Herb Baker as marine project coordinator. Other crewmembers aboard are Bill Weber, Sheldon Blackman, Ken Schwartz, Darik Corzine, Beth McAndrews and Kim Grimm.

The primary science mission of this cruise is to support Dr. Ken Smith's work on the influence of seasonal ice on pelagic and benthic communities at Port Foster on Deception Island. Smith is aboard with a team of 15.

The ship is also carrying cargo, provisions and personnel for Palmer Station. Scientists from three projects are heading for the station, as are Antarctic Support Associates employees.

At Cape Shirreff we will attempt to land four researchers and assist in opening a field camp. Then the ship heads to Palmer. The cruise ends in Punta Arenas, Chile, on November 15.

R/V Nathaniel B. Palmer

By Don Michaelson

The NBP is currently having a well-earned rest in port at Lyttelton, New Zealand. It will remain there until December 20, when it will head south for the Antarctic Pack Ice Seals project, or APIS.

The time in Lyttelton will allow repairs and projects to get done that could not normally, as the boat is usually in port only 4-5 days at a time.

On board are electrical technician Steve Brownell, senior analyst Kathleen Gavahan, information systems specialist Chris Masters, and Marine Project Coordinator Don Michaelson.

Palmer Station

By Robert Farrell

On October 15 Palmer Station was visited by the R/V Laurence M. Gould, to complete the winter/summer turnover and deliver new researchers. The station hosted visiting ASA managers, including assistant project director Jay April, engineering director Craig Martin, senior area manager Dave Fischer and architect Steve Merredith.

New arrivals were pleased to see the progress on the remodeling of the station. Highlights included a new communications center, a new store and a revamped warehouse.

Extensive brash ice in the area has prevented boating operations for the last two weeks. Scientists have been doing what work they can from shore, but are eagerly watching for the ice to move out. Members of BP-013-O have been unable to visit nearby Torgerson Island to conduct their census work on the returning Adelie penguins, but they remain hopeful.

The Gould was scheduled to return to the station October 30, bringing more researchers, cargo and fresh fruits and vegetables. The arrival should bring the station population to its maximum capacity of 43.

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In Brief

ANG General

Brigadier General Archie Berberian is a tough man to keep tabs on. His staff even had a hard time locating him now and again during his visit to McMurdo.

Berberian was in town as chief of staff of the New York Air National Guard, as part of a trip to visit units of the guard deployed in France, Antarctica, and the Middle East.

"What I primarily wanted to do is to come and see the people from New York," Berberian said.

He spent time talking to staff of the Air Guard's operations and maintenance offices, and met with NSF officials. He also took a flight to Pole.

Several challenges in last year's season were met well, Berberian said. Maintenance and aircrew training are still important, he said, but the teams are now more experienced at handling the variety of problems Antarctica throws their way.

Berberian said he noticed some changes from the Navy days, including a less-militarized atmosphere in McMurdo and a general trend towards integration of the Guard into the community.

Pioneer polar pilot recognized

Forty-three years after his landmark flight, the first man to land a plane at the South Pole was honored Friday by the American Polar Society.

Conrad S. "Gus" Shinn, a retired Navy flyer, was recognized for his legacy of groundbreaking polar aviation during a

ceremony at the Museum of Naval Aviation in Pensacola, Florida.

In receiving the American Polar Society Award, Shinn joined the ranks of such Antarctic legends as Richard Byrd, Laurence Gould and Paul Siple.

On October 31, 1956, as part of Operation Deep Freeze, Shinn touched down a ski-equipped Navy R4D—named the Que Sera Sera—at the geographic South Pole.

With temperatures hovering near minus 60 F, Shinn kept the engines running while Adm. George Dufek stepped out of the plane and became the 11th person ever to stand at the Pole—the first since Robert Scott's party more than four decades earlier.



Adm. George Dufek (right) stands at the South Pole in 1956 after Shinn's historic flight.

The landing kicked off the International Geophysical Year, and led to the construction of the original South Pole Station, which opened in March 1957.

Even before his famed Pole landing, Shinn had distinguished himself as one of the world's foremost polar pilots, pioneering ski-equipped flight in Canada and Greenland and participating in Operation

Highjump in Antarctica.

Friday's celebration was attended by numerous veterans of Operation Deep Freeze, and featured the reading of letters and messages from around the U.S. and Antarctica, commending Shinn for his accomplishments. Attendees also got to tour the Que Sera Sera, on display at the museum.


NASA Maps

The National Aeronautics and Space Administration has released new images of Antarctica as viewed from high-resolution radar cameras on satellites.

The images were made with a NASA-launched Canadian satellite called RADARSAT, a remote-controlled camera that can be positioned to view the most remote parts of the Earth.

Antarctica is especially hard to see from space because of frequent, dense cloud cover. Radar, though, can penetrate clouds, allowing imaging of the continent even during inclement weather on the ground.

The images, produced as part of NASA's Antarctic Mapping Project, were created in just 18 days. The previous satellite map of Antarctica used images from five satellites taken over 13 years, and still didn't show some regions because of persistent cloud cover.

Pictures of McMurdo Station, Amundsen-Scott South Pole Station, several of the ice streams, as well as excellent views of the entire continent, can be seen on NASA's website, at <http://svs.gsfc.nasa.gov/imagewall/antarctica.html>. 

Faces on

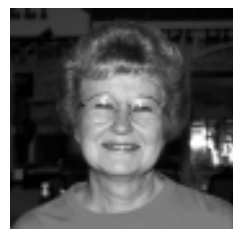
What's the strangest dream you've had in Antarctica?



"I dreamt I was in a kung fu assassin squad."
Jonathan Keller, housing technician, Hutchinson, Minnesota



"A friend that owns the local bar sold it to this psychotic woman that hangs out at the bar. And I hated that thought."
Kirby White, galley staff, Bellingham, Washington



"If I had one, I don't remember it."
Joyce Klenotizh, janitor, northern Minnesota



"Just being in Antarctica is a weird dream."
Bob Zook, communications/science support, Aspen, Colorado

A trip back in time

by Jeff Inglis
The Antarctic Sun

A small prefabricated wooden house, built on the coast of Ross Island, home for several Antarctic explorers over a couple of winters. No, not the lowercase dorms, but the Cape Evans hut.

The hut was used by two expeditions to the Antarctic. It was built by Captain Robert Scott's 1910-1912 expedition to the South Pole. The building itself, built from pre-constructed parts, was erected in two weeks.

The hut was a base for groups to lay supply depots on Scott's planned route to the Pole. They also explored the coast of Antarctica. On May 13, 1911, the group settled down in the hut for the winter.

That winter the hut was the base for the winter trek to Cape Crozier to get emperor penguin eggs for research. That voyage, covering 130 miles over 36 days, became an ordeal written about by Apsley Cherry-Garrard in his book "The Worst Journey in the World."

The three men, Cherry-Garrard, "Birdie" Bowers, and Bill Wilson, man-hauled sledges 65 miles across sea ice and the Ross Ice Shelf to a penguin rookery, freezing and starving most of the way.

After retrieving six penguin eggs and killing several penguins for food, the men broke three of the eggs on the precarious return to their camp at Cape Crozier.

It was a trip of which Cherry-Garrard wrote, "We on this journey were already beginning to think of death as a friend."

But it got worse, and they weren't dead. A storm blew away their tent, wrecked their stone shelter, and nearly killed them. After the storm, they were lucky enough to find their tent—their only shelter for the return journey. They regularly fell asleep while walking back, frozen and exhausted. Their clothes froze solid, making movement difficult; upon their return to the Cape Evans hut, their clothes were cut off them, too frozen to remove normally.

The three remaining penguin eggs survived the journey to Britain, where they languished in obscurity, useless to science and lost to archivists of polar curiosities.

A later party also used the Cape Evans hut: part of Shackleton's famous failed



The snow-blown Cape Evans hut is a living museum of early Antarctic exploration. Photo by Aaron Spitzer.

expedition. While the leader and his men were stuck in the Weddell Sea, another group was supposed to lay supply caches between the Pole and Ross Island. They were unable to find a safe place to winter elsewhere on Ross Island, so they used the Cape Evans hut. They thought they had secured the ship carefully for winter, using two anchors and seven steel cables to hold it securely in place. They began to off-load the ship, leaving the main part of the stores on board. Before many supplies could be put ashore, though, a huge storm kicked up and blew the ship out to sea, stranding 10 men on Ross Island—four at Cape Evans, and six at Hut Point. The rest of the group were still on the ship.

The 10 men on the island soon joined forces and began to improvise for the winter. Fortunately for them, Scott's expedition had left a lot of basic stores, like flour. They made clothes out of canvas tents, and began to lay supply depots, unaware of the disaster befalling Shackleton and the others a continent away. Survival was by luck; during the setting up of supply caches, two men became unable to walk, and the others were so weak they only made headway when there was a powerful wind at their backs.

Upon their rescue in January 1917, they discovered that the world had "changed almost beyond recognition" between their last word from the outside, in December 1914.

To find out about trips to Cape Evans, call the Recreation department at 2443. ✨

COLD HARD FACTS

Compiled by Aaron Spitzer

For the men who sailed and sledged into the terra incognita of Antarctica—filling in the empty spaces on the map—exploring was often cold, lonely and wearisome. The following is a partial list of Antarctic place names that suggest the pain and suffering endured on those early expeditions:

Baffle Rocks, Mount Blood, Coffin Top, Cemetery Bay, Desolation Island, Destruction Bay, Cape Disappointment, Dismal Buttress, Doubtful Bay, Exasperation Inlet, Exile Nunantak, Forbidden Rocks, Frustration Dome, Half-ration Névé, Hazard Rock, Horror Rock, Killer Ridge, Lonely Island, Longing Gap, Misery Peak, Mistake Peak, Mount Nemesis, Nonplus Crag, Noxious Bluff, Pain Mesa, Pandemonium Point, Perplex Ridge, Mount Quandary, Point Retreat, Sarcophagus Point, Savage Glacier, Shiver Point, Tanglefoot Peak, Tenterhooks Crevasses, Terror Point, Toilers Mountain, Trepidation Glacier, Tumbledown Cliffs, Turmoil Rock, Vertigo Bluff, Whiplash Glacier, and Widowmaker Pass.

In the case of other geographic points, it's hard to know what the explorers were thinking. Many are humorous, naughty, or downright odd. Among them:

Big Brother Bluff, Black Pudding Peak, The Blob, Blow-me-down Bluff, The Boil, Bobo Ridge, Breakwind Ridge, Circumcision Port, East Groin, Heave-ho Slope, Hopalong Nunatak, Knobhead, Joke Cove, Misnomer Point, Mislaid Rock, The Mitten, Neck or Nothing Passage, The Niblets, Nipple Peak, The Nozzle, The Office Girls, Old Mans Head, The Pimple, Pipecleaner Glacier, The Pricker, Trousers Rock, Tickle Channel, Lake Porkchop, Puffball Islands, Queer Mountain, Sewing Machine Needles, Shagnasty Island, Sperm Bluff, The Waifs, Waitabit Cliffs, Well-met Cape, Whichaway Nunantaks, and Rock X.

"Stations"—from Page 5

South Pole Station

By Tracy Sheeley

Winter fly-in started at the South Pole with the arrival of approximately 110 employees and visitors on October 26. This is the largest WINFLY ever at Pole, in preparation for a huge science and construction season. Transition between the winter and summer staff is taking place this week. All parties involved hit the ground—or snow—running. Most of the winterers will be departing in the next week or two.

Pole's population will hit an all-time high of 220 this year. Two new Jamesways are being built to accommodate the added population. All flights into Pole are landing on a new taxiway, which was moved this week. The new location will be its permanent one, and will serve the new station. Pole is expecting around 270 flights this season.

Science events this year are many and diverse. Six new holes will be drilled for the Antarctic Muon and Neutrino Detector Array project, going to a level of 2,100 meters and aiding in neutrino detection. The DASI telescope will be installed, with the purpose of providing an accurate map of the cosmic microwave background, left over from the Big Bang. Grantees will arrive in early November.

Construction goals for the season are also ambitious. The excavation of snow for the new power plant has already begun. The garage shop will be completed in the coming month, to be inspected and approved by the National Science Foundation. Additionally, a new laboratory for the dark sector will be constructed. ✨

Continental Calendar

Our Antarctic Week

Sunday

McMurdo Historical Society—6:30-8 p.m., Coffee House

Monday

Toastmasters—6:30 p.m., Building 209.

Slide show by Madison Hall—8:30 p.m., Galley

Tuesday

Cajun and swing dance classes—6:30-8 p.m., Gym

November birthday bash—8 p.m., Coffee House

Outlook E-mail class—3-4 p.m., Computer Training Room

Windows 95 class—6-7 p.m., Computer Training Room

Wednesday

Excel Level 1 class—9-10 a.m., Computer Training Room

Thursday

Outlook: Calendar feature class—noon to 1 p.m.,

Computer Training Room

Word Level 1 class—9-11 a.m., Computer Training Room

Outlook E-mail class—6-7 p.m., Computer Training Room

Friday

Return Chapel survey to Chapel—Galley drop box or Chalet

Yvonne Ramage, live acoustic music—8 p.m., Coffee House

Saturday

"Disco Inferno" 70s DJ dance party—8 p.m., Gallagher's

If you have an item for the weekly calendar, e-mail us at sun_news@mcmurdo.gov, call 2407, or drop by our office in Building 155.

Ross Island Chronicles

by Richard Perales



Looks like Halloween is here.



Let's go to MacTown to see what we can get.



TRICK OR TREAT!



Perspectives

Catching a wave A McMurdo man takes the voyage of a lifetime

By Madison Hall
Special to the Sun

Lines were cast off from the container ship M/V Greenwave at 11 a.m. on February 11, 1999. As we eased away from the ice pier in Winter Quarters Bay, nine of us cheered and waved good-bye to the winter workers, who in their enthusiasm dropped their pants and mooned us in an old McMurdo tradition.

We were sailing north 2,400 miles to Lyttleton Harbour, New Zealand. We'd been picked for the trip based on ice-time and lottery.

We followed the Coast Guard cutter Polar Sea out through the ice channel to the clear water of McMurdo Sound and soon into the Ross Sea. We sailed all afternoon and into the evening, seeing few icebergs.

The accommodations were adequate but smaller than we are used to—but who worries about sleeping quarters? We had the run of the ship from stem to stern, port to starboard, and all eight decks, except the wheelhouse overnight.

I spent my time walking around the deck from one end to the other, enjoying the wildlife viewing. Although the ship was a few hours away from the pack ice we saw Adelie penguins, minke whales, snow petrels and crab-eater seals.

Although sleep happened, it came in snatches, a couple of hours at a time. This was due to our excitement, and because of the different surroundings.

The ship entered the pack ice a little after 4 p.m. and the cameras were clicking away. The pack ice was about 70 miles wide at the opening of the Ross Sea. We had sailed for a full day-and-a-half in the sea before encountering the open waters of the southern Antarctic Ocean. According to the captain this was the second time in 15 years of sailing to MacTown he had encountered the ice pack on the return trip.

It was such a thrill to stand at the bow, lean over the railing and watch the prow plow through the ice, following leads or being

pushed by the sheer weight of the flows. Sometimes the prow split a floe and the pieces flipped over to reveal blue ice. It was like we were aboard a prairie schooner gliding over a field of ice, and passing mountains of ice whose inhabitants called out to us and waved greetings—the penguins and seals, of course.

Early the next morning I awoke to stillness. The ship was stopped. I grabbed a jacket and camera and ran to the deck.

The early-morning sun was just rising from the horizon of ice and mist, throwing shafts of light into cobalt skies dotted with gray clouds. The calls of penguins and the occasional breathing of a seal greeted my ears. Such a magical moment only happens a few times in life. One does have some latitude in deciding their fate to share such grandeur with their maker.

This magic lasted but a few minutes, but I remembered my camera, so it was a Kodak moment for me. Then I was off to rap on my fellow passengers' doors to share with them God's handiwork.

Later in the morning we started again through the pack ice. The captain had stopped the ship due to the absence of a horizon between the sky and icebergs. He did not want to play the Titanic game of "try and dodge the icebergs."

On the afternoon of February 13 we crossed the magical line; we all lined the rail to see the signpost and yellow line of the Antarctic Circle. Though I'd flown over the line before, it was a great thrill to see it up close.

Day four: I've never slept so much. Is it due to the motion of the ship, feeling once again that I'm in my mother's arms being rocked to sleep? Tonight we're in a weather system that's really rocking the ship, causing difficulty in getting up and down the stairs. I tried to watch a movie in the lounge. It was a trial sliding back and forth in the chair, though fun.

It's February 17, 1999.

Our course changes from 000 to slightly west. Landfall is made, seeing the brown

drought-stricken farms and sheep stations, with a few trees in the wettest places drinking up what moisture is in the ground. This summer season has been one of the driest in many years.

Soon we sight the entrance to Lyttleton Harbor and our hearts are gladdened by the sights of Scarborough Cliffs, Sumner Beach and Taylor's Mastic. Not long after, the tugboats and pilot's boat come out to guide the Greenwave safely to her berthing at the fuel bunkers. We are met by the customs officers and CDC reps. But I am met by my good friend Bob Parks, who drives me into the city in his great car, an Aussie Holden.

So it's good-bye to the Greenwave and her crew, after a very special trip from the ice pier at McMurdo Station. ✨



The M/V Greenwave docks at the ice pier in Winter Quarters Bay last season.
Photo by Michael Rutz.



PROFILE

William Colbeck (second from left) and fellow explorers on Cape Adare, where they became the first men to winter in Antarctica.

Photo from "That First Antarctic Winter," South Latitude Research Limited



Like Grandfathers, Like Grandson

By Josh Landis
The Antarctic Sun

We all have our reasons for coming to Antarctica. It may be that it's an adventure too inviting to resist, a way to save money and travel, or simply a job. For Julian Ridley, it's a legacy that began more than 100 years ago.

In the Heroic Age, when men were set on setting records, testing themselves and discovering the last continent, a 27-year-old man named William Colbeck signed on as the navigator of a ship called the Southern Cross. Setting sail from London on August 23, 1898, Colbeck was unaware the course he was charting would extend not only to the next generation with his son, but into the next millennium with his great-grandson, Julian.

"Antarctica was one of the first words I learned," says Ridley, a hazardous-cargo handler at McMurdo. He remembers playing hide-and-seek as a child in his native England, where he would crouch behind a case that held a stuffed penguin. The bird was just one of many Antarctic artifacts his family had collected since the turn of the century.

Landing on Cape Adare in 1899, Colbeck and his companions—led by the Norwegian Carsten Borchgrevink—became the first men to spend a winter in Antarctica.

Colbeck made history, but his time below the Antarctic Circle wasn't over. In 1902 he sailed south as master of the *Morning* to relieve Robert Scott, whose ship, *Discovery*, was trapped by ice in Winter Quarters Bay—a few hundred feet from where McMurdo Station now stands.

The ship couldn't be freed so Scott decided to spend another winter there—but several men, including Ernest Shackleton, made the trip back to England on Colbeck's vessel.

When Julian repeated the journey south with his first trip to the Ice in 1988, he was overcome with emotion.

"Tears welled up in my eyes," remembers Ridley. "It was just so close to where my grandparents had been. I felt like I was continuing a tradition."

He was. It wasn't just Ridley's great-grandfather who ventured here before him, but also his grandfather.

In 1929, Colbeck's son, also named William Colbeck, was

the navigator aboard the same ship his father had come to rescue in 1902. It was years after Scott had died but his contemporary, Douglas Mawson, led the *Discovery's* multinational expedition to map the continent, study whales and perform other scientific studies.

The younger Colbeck gained more than fame on his voyage. During one of his last port calls in Australia before heading south, he met his wife-to-be. When he returned to England she followed, and so did a 48-year marriage and a family of three, including Ridley's mother.

Ridley remembers building and sailing model boats with his grandfather in England, flipping through old photos and hearing about adventures in Antarctica.

Those times planted a seed in Ridley's mind that grew as the years went by. In 1991, two years after his first trip to the Ice, Ridley wintered at Palmer Station. Now he's back with an appreciation for Antarctica that's stronger than ever.

"I think we all grow and learn at a certain age that we pursue our own passions," states Ridley. The Ice has become a passion for him, just as it was for the men who came before him.



Julian Ridley stands on the shore of Winter Quarters Bay, where his great-grandfather came to rescue Robert Scott in 1902. Photo by Josh Landis.

"The continent has made me respect Mother Earth in a way I can't put into words."

Antarctica is a brutal place that demands respect, but it's also a land that preserves. It's a place where water stays frozen for thousands of years; where explorers' huts stand as testaments to those who lived and died inside them; and where a family legacy thrives more than a century after it began.

"A day doesn't pass when I don't look out over Hut Point or the sound or the Royal Society mountain range and think about days of old and wooden ships coming in," says Ridley. "It's a romantic place to me." 