



## Big ol' jet airliner



The last C-17 flight of mainbody deployment approaches for landing on the sea ice runway. The plane was used routinely this year to bring passengers and cargo to McMurdo. More than 500 people are scheduled to join the station's current population of about 720. C-17s are expected to eventually replace the older C-141s, some of which were built in the early 1960s. "The aircraft are older than some of the pilots," Air Guard Chief Master Sgt. Charlie Lucia said. Photo by Beth Minnecci.

### QUOTE OF THE WEEK

"Lube my 'dozer."

- Heavy equipment operator during flight to McMurdo responding to GA's question: What do you think they'll have me do down there?

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# Bergs with minds of their own

## Daring science mission targets giant slabs of ice

By Josh Landis  
*Sun staff*

A handful of giant icebergs are hanging out right around the corner from Ross Island. As far as icebergs go, they haven't done a whole lot since breaking off the Ross Ice Shelf. But a lot of people are keeping a close eye on them because of what they could teach us about bergs and their interactions with the environment – and for the impact they could have on the entire U.S. Antarctic Program.

This summer, a team of researchers will fly by helicopter and attempt to tag two of them with weather stations and GPS tracking devices. They're hoping the data they get will help them decipher the slow dance of these and other super-sized icebergs.

It started with B-15.

B-15 was a tabular berg that broke off the ice shelf in March. It measured 180 miles long and 25 miles wide – more than twice the size of Delaware and was proba-

see Iceberg on page 4

Compiled from news and wire services

### Scott controversy revived by Evans letter



**Capt. Robert F. Scott aboard the Discovery in New Zealand.**

London – Antarctic exploration's greatest controversy, the Scott tragedy, has been refueled by the appearance of a letter from his second in command deploring Scott's decision to haul "150 pounds of trash" to his party's deaths.

The letter, written by Lt. Edward Evans, comments harshly on Capt. Scott's decision for the defeated South Pole party to carry geological specimens and records with them to the last.

By contrast, Evans, who accompanied Scott to within 150 miles (241 km) of the pole before turning back, had ordered his group's specimens be left behind when they ran into difficulty on their return journey.

"It seems to me extraordinary that...they stuck to all their records and specimens, we dumped ours at the first check," wrote Evans. "I must say I considered the safety of my party before the value of the records & extra stores – not eatable. Apparently Scott did not. His sledge contained 150 lbs (68 kg) of trash."

Evans's letter was written to friends a few days before the expedition ship Terra Nova arrived in New Zealand with the first news of the Scott tragedy. It appeared for auction by Christie's in London on September 21 in a cata-

logue of polar artifacts.

Evans claims to be "not criticizing, but deploring this fact," but he remarks that his own records were recovered – as Scott's would have been.

Christie's adds that there was relatively little value in the specimens themselves.

"Scott and Wilson's decision not to leave their specimens behind has more often been advanced as evidence of a high scientific spirit of the expedition," the auction's catalogue notes. "In fact, as Scott's route stayed very close to that of Shackleton's 1909 polar attempt, his specimens added very little to earlier findings."

This view is not universal though. The party's geological specimens were at that time of "immense value to science and understanding the continent," wrote Stephen Martin in his 1996 book, *A History of Antarctica*.

In the letter, Evans also speculates that scurvy may have influenced the Southern Party's health. This in itself a departure from the orthodoxy of the time, in which Scott wrote before his death that "every detail (was) worked out to perfection."



**Lt. Edward Evans**

Says Christie's: "it is extraordinary to find any member of the expedition, and particularly such a senior one, making any adverse comment on Scott's decisions after his death." It estimates the letter will bring \$2,200 to \$2,900 at auction.

### Polar ice tongue disintegrates

Hobart, Australia – One of eastern Antarctica's best-known glacial "tongues" of floating ice has disintegrated in a further dramatic reshaping of the continent.

The Ninnis Glacier Tongue, which may once have extended up to 87 miles (140 km) to sea, is no more, according to Dr. Rob Massom, of the Antarctic Co-Operative Research Centre at the University of Tasmania.

A progressive retreat of the glacier flowing off the Antarctic coast due south of Tasmania culminated in a major calving event. Almost the entire tongue broke off in one iceberg estimated at 386 square miles (1,000 square km), which soon afterwards split in two.

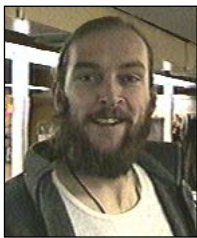
The Ninnis event, discovered by new analysis of U.S. and Canadian satellite images recorded in January, is the latest to be reported in a spectacular series of super iceberg break-offs in 2000.

In March nearly two-thirds of the Ross Ice Shelf broke away in several pieces, one of them 182 miles (293 km) long and around 3,861 square miles (10,000 square km) big, according to the U.S. National Ice Center. Then in early May, three massive bergs with a combined length of around 194 miles (312 km) broke off the Ronne Ice Shelf in the Weddell Sea, the center said.

The Ninnis Glacier is named after Belgrave Ninnis, the Heroic Age polar explorer who disappeared down a deep crevasse with his dog team while sledging the area in a party led by Australia's Douglas Mawson in 1912.

Mawson wrote that the glacier tongue "was seen to extend far out into the ice strewn sea." It was later estimated by his party to be about 87 miles (140 km) in length. ■

## Australian scientist dies during Pole winter



Rodney Marks, an Australian researching astrophysics at the South Pole, died Friday, May 12.

He was 32.

Marks was spending the austral winter at the Amundsen-

Scott South Pole Station.

He worked for the Smithsonian Astrophysical Observatory, on the Antarctic Submillimeter Telescope and Remote Observatory (ASTRO) – a project of the University of Chicago's Center for Astrophysical Research in

Antarctica (CARA). The telescope detected radiation emanating from star-forming regions in space.

Like everyone who works at Pole, Marks passed a battery of medical and psychological tests before being allowed to winter.

After his death, Marks' coworkers constructed a wooden casket decorated with a brass inlay of the constellation Scorpio. They placed his body in a temporary grave near the geographic South Pole, where he could rest under the stars he came south to observe.

He previously spent the winter at

Pole during the 1997-98 research season as part of CARA's South Pole Infrared Explorer (SPIREX) project.

Marks had also been an alternative-rock musician in Australia, and played with bands that formed at Pole during the summer and winter seasons.

The exact cause of Marks' death cannot be determined until his body is removed from Amundsen-Scott Station and flown off the continent for autopsy.

Marks' death was the second in the U.S. Antarctic Program this year. John G. Biesiada, 43, a Canadian citizen,, died at McMurdo Station on Jan. 8. ■



**Jeff Inglis** lives in Addison County, Vermont. He has a master's degree in journalism and has worked in small communities in the U.S.

and New Zealand. He is glad to be back for his second season at the Antarctic Sun!



**Beth Minneci** has worked as a reporter, photographer and graphic designer for newspapers in Florida, Maine, Massachusetts and Colorado.

This is her first season in Antarctica.



**Josh Landis** is back for his second season at the Sun. After leaving the Ice in February, he traveled through Southeast Asia and worked at

CNNfn and Good Morning America. His career in news started 10 years ago at a paper called the *Hullabaloo*.

## Firefighters respond to alarms, find fire

McMurdo Station residents have seen firefighters in turnout gear hustling around town several times in the last week. The first call in especially-active Building 155 was on Wednesday night for an electrical fire that caused smoke in the galley, according to Fire Chief Dave Turley.

The boiler room's sprinkler system alarm has been malfunctioning, Turley said, prompting fire crews to rush to the main building's doors on Thursday and Friday.

"I think that building's cursed this year," Turley said.

Turley said people might be startled to see firefighters carrying axes, but that the rescue crew is following procedure.

"Never get off the rig without an entry tool," he said.

This week, the fire department handled nine false alarms – eight in 155 – four fires and a medical emergency. It also responded to a fire drill at Scott Base on Tuesday. ■

### the week in weather

#### around Antarctica

**McMurdo Station**

High: 5F/-15C  
Low: -25F/-32C  
Windchill: -83F/-64C  
Wind: 40 mph/65 kph

**Palmer Station**

High: 33F/1C  
Low: 24F/-4C  
Windchill: 1F/-17C  
Wind: 17 mph/27 kph

**South Pole Station**

High: -52F/-47C  
Low: -75F/-60C  
Windchill: -142F/-96C  
Wind: 36 mph/58 kph

#### around the world

Saturday's numbers

**Christchurch, New Zealand**

High: 83F/28C  
Low: 44F/6C

**Ulan Bator, Mongolia**

High: 36F/2C  
Low: 16F/-9C

**Fairbanks, Alaska**

High: 20F/-7C  
Low: 11F/-12C

**Nadi, Fiji**

High: 83F/28C  
Low: 69F/21C

**Cairo, Egypt**

High: 81F/27C  
Low: 66F/19C

**Richland, Montana**

High: 54F/12C  
Low: 31F/0C

### THE STORE IS OPEN

- **Tues., Thurs., Sat:** 7:30-8:30 a.m.; 11 a.m.-1 p.m. 5:30-7:30 p.m.
- **Wed., Fri:** 11:30 a.m.-1p.m.; 5:30-7:30 p.m.
- **Sun.:** 11 a.m.-4 p.m.

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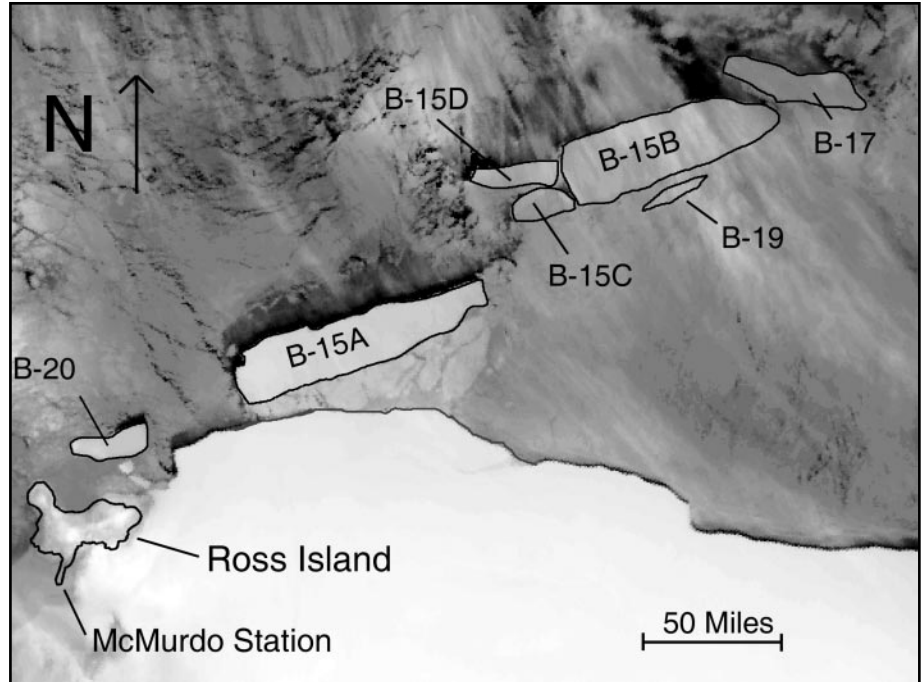
### Web sites of the week

## Music in Antarctica

- <http://users4.50megs.com/kuwona/isindex.html>  
*GW Krauss's site for musicians in Antarctica.*
- <http://www.home.pon.net/quin/antarctica/>  
*Doug Quin's page on his sound art work in Antarctica.*
- <http://www.afp.zip.com.au/bgspole.html>  
*Tom Carlson's bluegrass at the South Pole.*

### Big bergs

- Before it broke apart, B-15 was about the size of Jamaica and weighed an estimated 4 trillion tons.
- If melted over all the arable land in the world, the water frozen in B-15 (now B-15A and B-15B) would measure more than 6 inches.
- Most icebergs that calve off the Ross Ice Shelf are thought to be a thousand feet thick or more, only 10 percent of which floats above the surface.
- A giant berg that broke off the Ross Ice Shelf in 1987 still survives after running aground south of Australia.
- For the latest pictures see: <http://uwamrc.ssec.wisc.edu/amrc/iceberg.html>



A recent satellite image shows the icebergs near Ross Island. All names starting with "B-15" were originally part of one berg. B-20 is the youngest berg. It was knocked off the ice shelf by B-15A. Image courtesy of Matthew Lazzara, Antarctic Meteorological Research Center, University of Wisconsin.

### From page 1

bly the largest iceberg ever seen. The only other contender was spied in 1956, but its size could not be confirmed.

"B-15 is simply the largest floating object we've ever witnessed," said Doug MacAyeal, Professor of Geophysical Sciences at the University of Chicago and lead investigator on the tagging mission. "It's like an aircraft carrier that could take the entire air force. It's hard to imagine the size of it."

Instead of drifting north through the Ross Sea like most pieces that come off the shelf, B-15 stayed close to home and eventually broke into several pieces, now called B-15A, B-15B, etc. (see map).

MacAyeal's project will look at the different ways in which large and small bergs behave – and give clues as to how the continent would react to a warmer world.

"If we want to know how Antarctica will respond to climate warming, why not ride along when a piece of Antarctica goes north to where it is naturally warmer," he asked.

"This is nature's experimental opportunity to see how a chunk of ice responds to changed environmental conditions."

The lumbering giants, named B-

15A, -B, -C, and -D (see above picture), have meandered along with a few other bergs near the edge of the ice shelf as currents, tides and winds compete for control over their fate. Recently, B-15A collided with part of the shelf and created a new iceberg, B-20.

Currents have had the biggest effect

**"It's like an aircraft carrier that could take the entire Air Force. It's hard to imagine the size of it."**

*- Doug MacAyeal,  
University of Chicago*

on their movement, according to Stan Jacobs, of Columbia University's Lamont-Doherty Earth Observatory. He says the bergs are slowly making their way north, but could be around for a long time.

"If they go aground on the continental shelf, they could last many years," said Jacobs. It all depends on their course. "Once they get out into the circumpolar current, most icebergs proba-

bly do not last more than a year."

There's one place nobody wants to see a large iceberg go: McMurdo Sound. One of the smallest in the group, B-20, is within sight of the north side of Ross Island.

If B-20 – or the larger B-15A – ends up in the path of the icebreaker and resupply vessels, the impact on operations at McMurdo and South Pole stations would be major. It would prevent the annual arrival of millions of gallons of heating, power and airplane fuel, and millions of pounds of cargo.

"We'd have to make significant adjustments to our planned program activities," National Science Foundation representative Dave Bresnahan said.

Fortunately, the experts watching B-15A and nearby icebergs don't think there's much chance of a worst-case scenario.

"The chances of B-20 or B-15A blocking the sound are getting slimmer and slimmer," said MacAyeal. "Once the Ross Sea (is clear of winter ice), everyone expects the icebergs to make more progress to the north."

When asked how concerned he was that one of the bergs might enter McMurdo's shipping lanes, Jacobs simply replied, "Not very." ■

# Galley's gone...

*It's now called the  
"dining facility."  
More than the name  
has changed.*

By Jeff Inglis  
*Sun staff*

**D**ining workers are experimenting on McMurdo Station residents. With the opening of the new dining facility in Building 155, food service staff have been trying out new configurations of equipment and different traffic flows.

The new space opened in mid-August, just before Winfly, and eaters and servers have both shared confusion at its use, said food services manager Lester Bracey.

"Initially we didn't know what everything was supposed to do," he said.

Some of the kiosks on which food is served can be rearranged, which allows for flexibility. The new structure, though, is designed to be less of a cafeteria line and more like a food court.

"It's supposed to scatter people around," Bracey said. "You're just supposed to move in and out."

With fewer bays, the kitchen staff can spend more time preparing food.

"They're actually able to focus on a better-quality product for fewer slots," Bracey said.

Not all of the food-serving areas are open yet. With new staff and a new facility, they're moving slowly to be sure things run smoothly, said Bracey. "Over Winfly we moved



Left: John Harris sets down tile in what will be the new serving area. Right: Dylan Roan works on the sub-floor heating system which keeps the new room warm. Photos courtesy of Mike Kelly.

things around a lot."

But some things are not working out so well, such as the dish-return area.

"We've got a bit of a traffic jam," he said. However, people are responding to that by staggering their arrival times for meals and leaving earlier to get to work on time.

There was no logjam when it came to construction. Things went very well, said winter construction and maintenance manager Mike Kelly.

The first task was to open up the space.

"The first month was almost completely tearing things out," Kelly said.

He said new features of the dining area include ventilation equipment that exchanges the entire volume of the room 42 times each hour, skylights with motorized shades that can allow light in or seal it out, and radiant, under-floor heating, which uses the same glycol-based waste-heat recovery system as the rest of the building.

The construction crew numbered anywhere between 15 and 25 people, Kelly said. But even with all the demands of the job, Kelly said they only had to work one Sunday

of overtime to finish the work on schedule.

Several people, Kelly said, were truly crucial to the success of the construction, which is the first major winter project completed on time in several years. Kelly credited electrician Dale Role, plumber Paul Rogers, metal-worker Fred Cunningham, and Ken Robinson and his crew of sheet-rockers.

"We were lucky to get people who can do this quality of work," he said.

Kelly also gave credit to Vince Scopa, who coordinated the project. Scopa, Kelly said, became known as a hard-driving boss, but one the crew wanted to work with.

"They jokingly called this (building) 'Cellblock 155.' But they all wanted to work in Cellblock 155," Kelly said.

With 358 seats, the new facility holds 60 more seats than the old galley.

Some things have been left to be finished this summer season. For example, there will be clear glass blocks placed in the railings to better separate the sections of the dining space. ■

## Highway 1 One



**"Send everyone home."**

Lee Carpenter  
*heavy shop*

## How can we make Antarctica a safer continent?



**"Send the crevasses home."  
(they're home)**

**"Oh. Buy everyone big shoes with  
front-mounted radar so they  
won't fall in."**

Steven "Beaver" Cohen  
*cook*



**"Sipe the bunny boots, or  
turn the heat up."**

Joe Harrigan  
*information technology and  
communications*



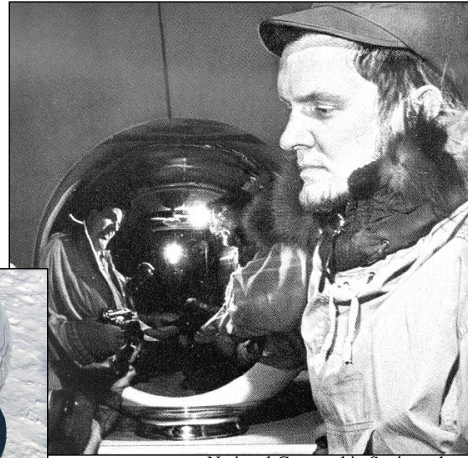
**"Provide better condoms."**

Logan "Bear" Borland  
*galley worker*

# Bonds they built on the Ice

**“A lot of us didn’t stay in touch until we had retired and could focus on things other than day-to-day life.”**

*- Dick Bowers, South Pole construction chief*



National Geographic Society photo

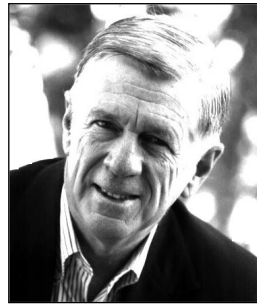


File photo

Far right; Bowers examines the mirrored globe later set atop the striped “South Pole.” Right: That globe was broken but replaced. Today, a mirrored globe is one of the hallmarks of the South Pole.

**“Since the age of eight I had dreamed of someday going to Antarctica. This was a dream come true.”**

*- Dave Baker dog sled driver in Antarctica,*



**“I felt I had a responsibility to let other young people know about Antarctica. Just to remember was not enough.”**

*-Richard Chappell, professor and scientist, on his 1959 book “Antarctic Scout”*



Photo courtesy of Richard Chappell



At 18, Richard Chappell was chosen to represent the Boy Scouts of America in Antarctica. His trip was 14 months in 1957 and 1958. At 20, Chappell wrote a book about his experience. Above: Chappell, far left, plays piano with “Cumbie’s Combo,” home-spun entertainment on a Saturday night.

By Beth Minneci  
*Sun Staff*

**A**ntarctica’s old-timers weren’t much different from current station residents.

They had a desire to be a part of something great, to work hard and to have a good time.

But what separates us from the folks who built the stations in which we live is – of course – the more primitive living conditions they endured day-to-day.

So now, like trench soldiers, the forefathers of the United States’ Antarctic stations get together once in a while to relive the old days. They also like to learn about what’s new in science.

Every other year, veterans of Operation Deep Freeze – which provided support for the International Geophysical Year, a global dedication to studying the earth that started in 1957 – come from points across the nation for a reunion and lecture series. They are members of the American Polar Society, a club that’s sort of fraternal and academic that includes them and others. The most recent gathering was in Boulder earlier this month.

“A lot of us didn’t stay in touch until we had retired and could focus on things other than day-to-day life,” said Dick Bowers, a man now in his early 70s, who led construction of the first permanent South Pole station. Bowers was one of 18 to first winter-over there in 1957. “It’s like going back to see your college roommates, you know?”

These men paved the way for scientific expeditions in several spots on Antarctica. Survival was tough; living facilities were often spartan. Progress was painstaking. But it wasn’t all that bad.

Richard Chappell, 62, spent 14 months exploring Antarctica, starting in 1957. He remembers how the isolation tore down inhibitions. That winter, six men who lifted weights together gave each other Mohawk haircuts.

**continued on next page**

Far right: The chapel was once a Quonset hut with a steeple. Men leave after attending a memorial for a service member who lost his life after falling through the ice off Ross Island. Right: The Chapel of the Snows today.



Photo courtesy of Paul W. Frazier



File photo



National Geographic Society photo

Left: South Pole 40 years ago looked a lot like parts of the station today, far left, except there was no dome. In the early 1970s, the dome was built to provide wind shelter. This South Pole landmark, however, will soon be gone. Construction plans call for its demise.

Crevasses have always been a threat to Antarctic travelers. The ice chasms were especially dangerous then, because large areas of the continent were uncharted. Far right: A crevasse detector in the 1950s compared to a modern adaptation, right.



File photo

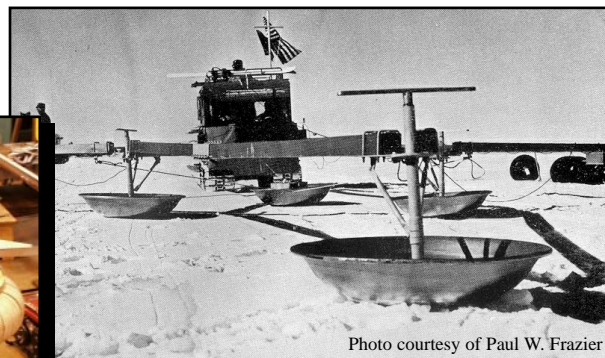


Photo courtesy of Paul W. Frazier

## from previous page

Besides, traveling and working in Antarctica was a dream come true. Many of the Deep Freeze men were military construction workers or pilots who had wanted since they were children to visit the bottom of the earth.

Retired Navy Capt. Dave Baker was one of them. Antarctica turned out to be a highlight of his career.

Forget about the time when snow buried metal boxes full of their gear, but the metal detectors they had were useless because the batteries were at another base.

So what if they'd at times have hammers but no nails or nails but no hammers?

And if the only time you could talk to your family was on ham radio at Christmas while the whole world listened in – so be it.

“Since the age of eight I had dreamed of someday going to Antarctica,” Baker said. “This was a dream come true.”

Their mission was to build seven stations and infrastructure for them. From the United States they came across the oceans in big boats. On the Ice they dodged crevasses while moving over uncharted ice fields on foot and in tractors.

The pilots stared ahead through wind storms while their feet nearly froze in the cockpits. In the thin, dry air they pushed, pulled and carried equipment and building supplies to remote spots of the cold, often wet, white, windy continent.

Charlie Bevilacqua was senior builder at McMurdo and a builder of the first permanent South Pole station. In 1957, he

wintered-over with Bowers at the South Pole.

Of the historic implications of their work, Bevilacqua said, “We had no conception of it, whatsoever. It was like doing another job, doing what you were assigned to do. We had no conception we were the first ones to set foot there and stay at the South Pole.”

Bowers was Bevilacqua’s boss. The men were close, but after the stations were built they were given new assignments. Many then lost touch for decades.

The American Polar Society has brought them back together.

“We have meetings and get together to renew our friendship, that’s the fellowship part of it,” Bowers said. “We also like to keep abreast of the science.” ■

## OUR ANTARCTIC WEEK

### Sunday Oct. 22

- "Diving Under Antarctic Ice" by Norbert Wu, 8:15 p.m., Galley

### Monday Oct. 23

- Movie Night – "Swingers," 8:15 p.m., Galley

### Wednesday Oct. 25

- October Birthday Bingo, 8 p.m., Gallagher's

### Thursday Oct. 26

- Film: Encore presentation of "A Short White Season" by Tom Piwowarski, 7:30 p.m., Coffee House

### Friday Oct. 27

- Karaoke night, 8 p.m., Gallagher's

### Saturday Oct. 28

- Halloween Party, 8 p.m., Gym; costume judging at 10:30 p.m.

## Liquids

### at McMurdo

#### Water

##### Winter average

Use: 25,000-30,000

gallons per day

Daily usage on

October 17, 2000:

53,000 gallons

##### Peak summer usage:

60,000-70,000 gallons

per day

**Production capacity:** 80,000

gallons per day



#### Food

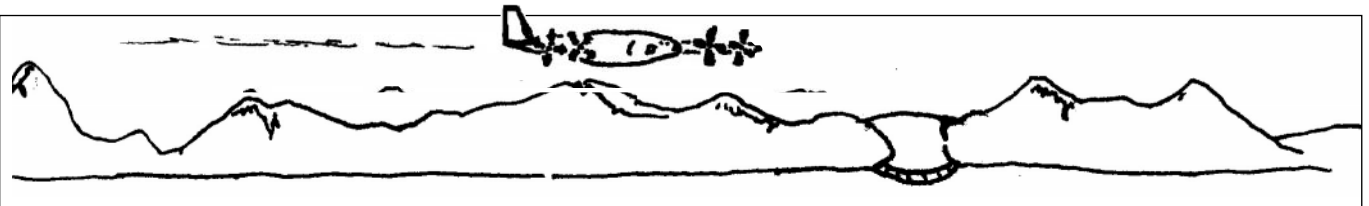
**Summer coffee usage:** 70 gallons per day

#### Fuel

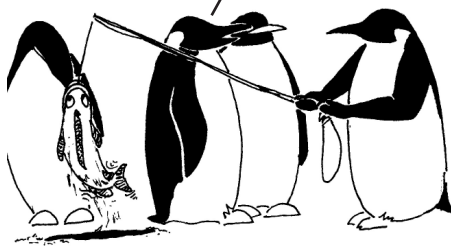
**Summer average building fuel use (JP-5):**

10,000 gallons per day

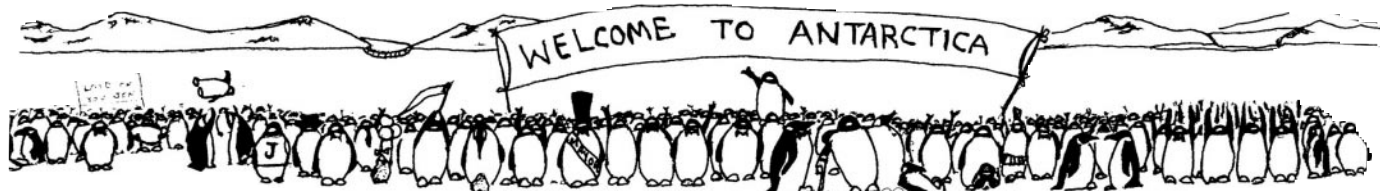
**Summer average aircraft fuel use (AN-8):** 22,500 gallons per day



We just saw a plane. Looks like summer is here.



Great!!! Gather everyone together and let's go greet the people. Maybe this year we can get a few microwaves and TVs





By Jeff Inglis  
Sun staff

*As summer returns to Antarctica, scientists and science support staff around the continent gear up for the prime research season. On the U.S. research vessels Laurence M. Gould and Nathaniel B. Palmer and at McMurdo, South Pole and Palmer stations, over 600 researchers will work on over 130 separate science projects. Here are some of the highlights of the upcoming science season:*

**ITASE**

The International Trans-Antarctic Scientific Expedition will continue its journeys in East Antarctica, looking at shallow ice cores, showing climatic data from the past 200 years or so.

Most global climatic data shows general trends of warming and cooling through Earth's history, according to Bernie Lettau, the NSF science representative at McMurdo Station. But climate also includes smaller areas. Global fluctuation is punctuated by more localized changes. "There still have to be regional differences," Lettau said. ITASE will continue to look at the actual data for the recent history of Antarctica.

**SOAR**

The Support Office for Aerogeophysical Research will fly over the area of Lake Vostok and Russia's Vostok Station to study the area more closely. The information will

be used in preparations for further study of Lake Vostok.

"It's so they can make some educated decisions about what to do," said Crary Lab supervisor Robbie Score.

**The Crud**

John Lyle is studying the McMurdo Crud, the illness that can strike McMurdo residents each season. The viruses survive in the air as well as in the sewage outfall into McMurdo Sound. They are not native to the area, and so they affect the water quality and the wildlife around the station. "What they're trying to do is see how our viruses influence the indigenous populations," Score said.

**Sea ice**

John Dempsey of Clarkson University is studying the structure of sea ice, including how it forms and how it breaks up. The group is based near the edge of the fast ice of McMurdo Sound.

"They're cutting a floe out and they're going to start a crack and put weights on either side," Score said.

**Decoding ice cores**

A team at South Pole Station is looking at how atmospheric particles end up in ice-core sediments. Interpreting ice cores, Lettau said, requires an understanding of how the layers form. The team, led by Doug Davis of the Georgia Institute of Technology, is specifically targeting sulfur chemistry because of the significance of

sulfur deposits in ice.

"Sulfates in ice are a primary proxy for reconstructing the climatic history from the core," Lettau said.

**GLOBEC**

The Southern Ocean Global Ocean Ecosystems Dynamics study group will spend their first summer looking at krill as part of a summer-winter-summer set of cruises to look at the basic element of the Antarctic food chain.

"It is intended to look at the health of these various niches in the ocean ecosystem," Lettau said. "What do krill eat when they're under the ice in winter? Are they happy there?"

**Scott Base**

Antarctica New Zealand are supporting several projects this summer season, including a study of methods of preserving the historic huts on Hut Point, Cape Evans and Cape Royds. Also this season, Scott Base will see a series of interviews designed to compare people's expectations about Antarctica and their actual perceptions upon arrival, several ecological and environmental studies and a study of Adélie penguin populations at capes Crozier, Royds and Bird, which is one of several collaborative efforts between U.S. and New Zealand scientists. The equipment used in the Cape Roberts drilling project, which was stored on Cape Roberts over the winter, will be returned to Scott Base this season. ■



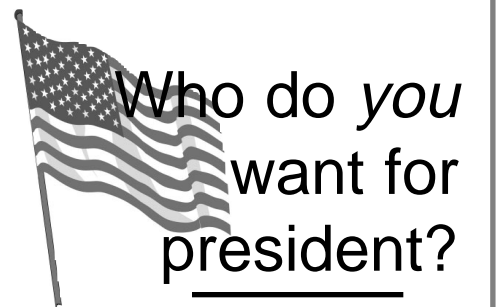
Esther Song is the station's psychologist. The position is new this year.

She works for Nicoletti-Flater Associates of Denver, the company that conducts debriefs and evaluations for Raytheon Polar Services. She has a doctorate in psychology from the University of Denver.

Song offers counseling, consultation and workshops on stress management, conflict resolution, trauma debriefing and communication.

Her hours are flexible during workdays in addition to evening office hours Tuesday and Thursday and on Sundays. She will be in Antarctica until February.

To make an appointment, call Medical at x2551, or page Esther at 471, or send her an e-mail at [songhe@mcmurdo.gov](mailto:songhe@mcmurdo.gov).



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By Beth Minneci  
*Sun Staff*

When Charlie Bevilacqua volunteered to help the U.S. build its first Antarctic work stations, his heart was set on adventure and career advancement.

He got both. But he also watched a comrade die and almost lost his own life.

It was 1955. First Class Petty Officer Bevilacqua, then 25, was in the South Pacific working as a U.S. Navy Seabee, which is essentially a military construction worker. After seven years of that, he was ready for a change of scenery.

When the Navy asked for volunteers to work in Antarctica, Bevilacqua threw his hand in the air. No Americans had been to the South Pole yet; Bevilacqua could be among the first.

"I was so intrigued," he said. "Antarctica wasn't even fully mapped at this time. I started reading anything I could. The more I read, the more I wanted to go down. I didn't think I'd have a chance of going."

But in what became known as Operation Deep Freeze, the United States was embarking to build stations at the South Pole and on Ross Island. Bevilacqua was chosen for his building experience in the South Pacific.

They left in the fall from Rhode Island, passing through the Panama Canal and spending a few days in New Zealand.

Soon they were moving among icebergs. About 40 miles from McMurdo the ship became stuck in the thick sea ice.

Ice breakers paved short paths, but the ships weren't as powerful as today's. The men began to worry.

"Now we're going into January and nothing had been built at McMurdo," he said. "The only thing that was there was Scott's hut and 93 of us were supposed to winter-over."



Charlie Bevilacqua

"Roll Cage Mary" near Hut Point is officially named Our Lady of the Snows and was built in the memory of Richard Williams, who drowned in McMurdo Sound. Photo by Jeff Inglis.

## - a life on the ice -

Memories still solid in polar trailblazer's mind

On foot and in tractors they started moving on the bay ice. The tractors pulled the sleds that carried the building supplies.

The day was cold, but calm. "The ice was far too dangerous and cracked and rotten and not able to handle the weight of the tractors," Bevilacqua said. "We really didn't know what we

to the surface."

But there was no site of the driver, U.S. Navy Petty Officer Richard Williams.

Bevilacqua scanned frantically through the water beneath him. He was sinking when his crewmates pulled him out.

Once on the ice, Bevilacqua tore off his boots and clothing and

sick bay he felt sorrow and fear.

"I was afraid they were not going to let me winter-over," he said. "That was my big fear."

To protect the crew's chief builder from criticism for Williams' death, the Navy sent the chief home. "It was absolutely not his fault," Bevilacqua said.

Now he was in charge. He got the promotion for which he was scheduled. During the next year he led building crews at McMurdo and was a builder at the South Pole.

In honor of Williams, Bevilacqua and the rest of the crew placed a memorial for him at McMurdo Station. Since then a larger monument has been built, Our Lady of the Snows above Hut Point, overlooking McMurdo Sound.

"It looks out towards where we lost Williams," he said.

Williams Field runway is named for him.

Bevilacqua, 70, retired after 30 years active military duty. He lives in New Hampshire and Massachusetts. He talks of going back to Antarctica.

"My heart is still there. To be with Williams when he went through the ice - I survived, he didn't. I still have that memory." ■

"The ice was far too dangerous and cracked and rotten and not able to handle the weight of the tractors. We really didn't know what we were doing."

- Charlie Bevilacqua

were doing."

Soon they were standing in front of a water-filled crack about three-feet wide.

The men built a bridge with heavy timber. Bevilacqua walked next to a tractor and started to cross.

In an instant the tractor broke through the ice, and Bevilacqua and the driver went down. The driver and Bevilacqua hollered to each other: "Jump."

"I ended up under the ice. Somehow, I clawed my way up

dove back into the freezing water.

"Willy had to be there. I was there and surfaced and pushed out.

But Williams was gone.

"I went in and yelled, 'Here he is, here he is,' but it was an empty seat I found. I dove down a few times and wasn't able to find Williams."

Meanwhile, Bevilacqua was shocked and slipping into hypothermia. His mates pulled him out a second time.

Eventually, a helicopter took him back to the ship. While in