



# Icebreaking NEWS

UNITING POLAR INTEREST AROUND THE GLOBE

www.glaciersociety.org

Winter 2003/2004

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## Former AmeriCares President Joins Glacier Society as Vice President

Stephen M. Johnson, former president of New Canaan-based disaster relief and humanitarian aid organization, AmeriCares, has been named Vice President of Development and Communications at the Glacier Society. The appointment was announced by Bernard G. Koether II of Westport, Society chairman.

The international Glacier Society, headquartered in Stratford, CT, is uniting polar

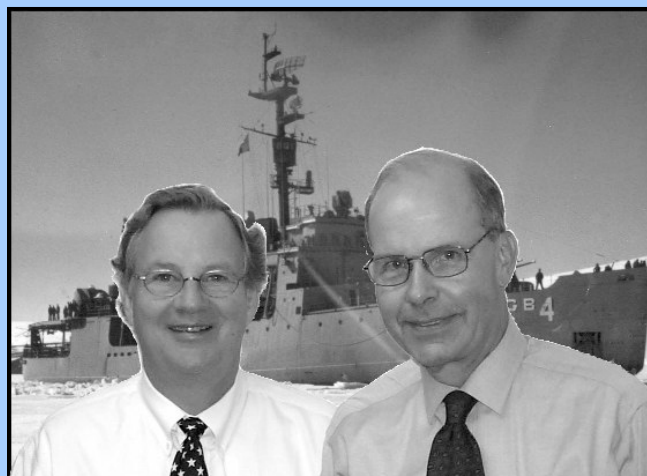
interest around the globe through the restoration of the USS/USCGC Glacier, once the country's largest icebreaker.

Upon restoration, the ship, which was donated to the Society by an Act of Congress, will serve as a floating classroom, an environmental and marine science research station, and a medical and humanitarian aid delivery vehicle.

Johnson, a former resident

of Westport and Ridgefield, CT, will assume responsibility for the Society's development, marketing, communications and public relations functions. He also will direct the educational, research and medical efforts of the Glacier, enabling Koether to focus attention on refurbishing the vessel and getting it operational.

Johnson brings more than 30 years of experience in non-profit management and fundraising to the new post. During his tenure at AmeriCares, the organization's in-kind donations of pharmaceutical products grew from an annual retail value of \$35 million to a yearly average of \$230 million and cash donations increased from approximately \$1 million per annum to over \$9 million per annum.



Ben Koether and Steve Johnson

# IMPORTANT MESSAGE FROM THE CHAIRMAN

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We have been working hard for the past five years to bring the USS/USCGC Glacier back to the polar seas. For all of the past support we have received, I owe a big debt of gratitude.

I am writing to tell you that, while there is still much to be done, The Glacier Society is making real progress. An examination of our four-year financial analysis shows continuous growth of our restricted net assets and reflects our growing success. Similarly, just look at the volunteer mandays chart reproduced below...it shows tireless dedication that continues to increase each year.

In addition, just this month we visited the ship in Suisun Bay and had her pronounced in good shape by the representative of an international registry who accompanied us on our most recent inspection tour. On the heels of this visit, we received the commitment for a berth at Pier 80 in San Francisco Bay where *Glacier* can remain for two years while restoration continues.

But restoring the Glacier isn't just about the personal passion that our committed volunteers and I have for the ship. It's about providing health care to the indigenous peoples north of the Arctic Circle in all of the circumpolar countries. In addition, it's about

using the *Glacier* to be able to learn as much as we can about possible climate change.

And the need for Arctic climate knowledge has never been greater. *Meltdown in the North*, in the October issue of Scientific American, demonstrates this urgency to increase our polar research capability. The International Polar Year (IPY) will take place in 2007 and we are planning for *Glacier's* contribution to this important scientific research venture.

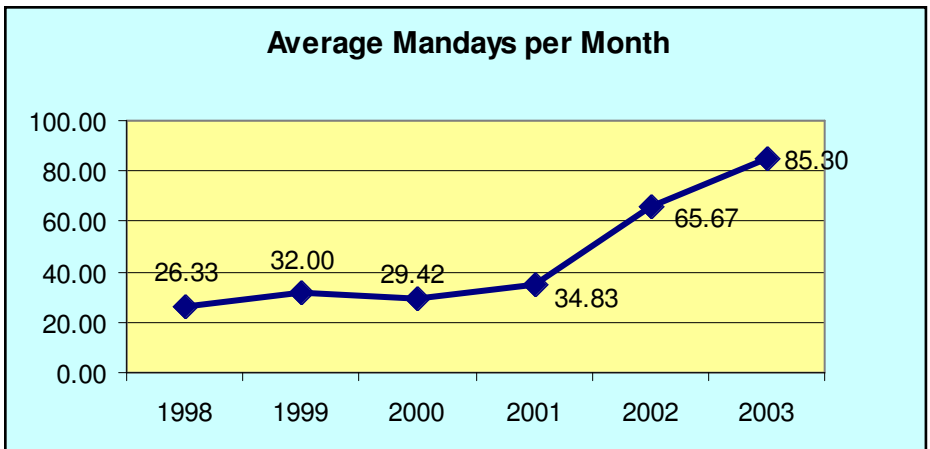
We continue to need your support. Your financial assistance will help us provide much needed helathcare and contribute to the understanding of the climatic forces at work at the dawn of the 21st Century. Please consider helping The Glacier Society this holiday season.

With very best wishes for the Holidays and much appreciation for your interest and support.

Sincerely,



Ben G. Koether, II  
 Chairman



Year	Months worked	Annual Mandays	Mandays per month
1998	3	79	26.33
1999	2	64	32.00
2000	12	353	29.42
2001	12	418	34.83
2002	12	788	65.67
2003	10	853	85.30

Note: Data includes Glacier, Icebucket and Office Volunteering

# HATS OFF TO THE SHIPBOARD VOLUNTEERS

It has been a very busy few months and the volunteers have outdone themselves. Despite a couple of setbacks (the pier and the ElderHostel sessions) progress on GLACIER has been superb. After each work session she seems more and more like an active ship. Jim Echhoff has been named Restoration Site Coordinator for the crew and MARAD. Jim has spent nearly 100 days aboard the ship and knows every inch of GLACIER and is committed to riding her to sea.

There was a big scramble when we thought we were going to be able to move in the summer. Our friends at MARAD located some 2 1/4" anchor chain and moved it to GLACIER. The restoration crew located some of the critical detachable links that join the shots of chain together. Using the operating anchor windlasses, the chain was assembled and loaded in to the chains lockers. Finally, just as if we were going to sea, we secured the chains with the large pelican hooks that keep the anchors in place until we are ready to use them. Another package of work involved the ship's whistle and the IMC or general announcing system. Wednesday, 18 June we were able to sound the ship's whistle for the first time in 16 years. A couple of the volunteers thought we were about to get underway. There was a little extra work as a volunteer had to go up inside the mast to lubricate a sticking whistle cable. We saw that the air pressure seemed low and found and repaired an air service pipe in the boiler room that had been broken when the ship was laid up in 1987. This also meant that we now have compressed air so that we can start using some of the laborsaving air powered tools. That same day the IMC piped the volunteers to knock off ship's work and jump into their hammocks for a nap. The heavy mooring

lines were brought aboard and flaked (a way to lay them on deck) out ready for use. We did install some of the halyards for the signal flags, which means we can signal other ships when we move. A new set of signal flags has been delivered and is ready to go.

These efforts were aimed at supporting a move to a pier in San Francisco in June. However, at the last minute the planned pier assignment fell through. Anna Falche, a leader in the San Francisco marine community, has joined the team and is assisting the GLACIER Society in finding a home. We are hoping to have good news by the end of the year. The pier delay meant we had to cancel our planned service program for ElderHostel volunteers. Once we have moved, we will set up new dates for an ElderHostel service program.

A major accomplishment was the completion of ultra sonic and visual inspection of the hull plates and voids that is required by the Coast Guard. The measurement showed no significant thinning of the hull plates with more than enough steel in the hull and welded closure plates. Most significantly, the voids are very clean with just surface rust and no scaling or structural degradation.

With the increased capacity of our new generator, we were able to focus attention on restoring the large supply (into the ship) and exhaust (out of the ship) fans, which supply fresh air to the engineering compartments. The volunteers cleaned and serviced the contacts on the ventilation motor controllers. As you might imagine, there was a considerable amount of dirt and dust in the vent ducts. When we first started the supply vents, we found that we were blowing all the dirt and grime into the ship. Quickly the supply vents were reversed so they also sucked air out of

the space and, with the exhaust vents, blew the dirt outside. As Ben said in Restoration Log 28, "the ship is full of fresh air. This is the first time I could smell no trace of musty odors. The ship is alive..."

The Benicia Sea Scouts were at the ship with our 26 ft Motor Whaleboat that they have reconditioned. They provided observations of the GLACIER from the water's edge. They also pitched in to clean up the dirt and debris from the vents. They cleaned the Mess Decks and the passageways by the main engineering spaces. They also helped attack the mess in the boiler room.

Visits by a large number of industry representatives are taking place as we continue to define the major overhaul package. Included are Victoria Shipyards (B.C.) (major overhaul), Sperry Marine (bridge system and gyro manual) and SBC Communications (telephone system). On the East Coast, Taylor Environmental has agreed to donate materials to rebuild ICEBUCKET and equip her with heat and air conditioning.

The American Society of Marine Engineers has approved the nomination of GLACIER as a "Historic Mechanical Engineering Landmark". This resulted from a team effort led by Joseph C. Franco P.E. Last but not least, the GLACIER Society has a new Vice President of Communications and Development, Steve Johnson. Steve has had a distinguished career in non-profit management including serving as President of AmericaCares for ten years. Welcome aboard.

There is still a lot to do and we need every person who can volunteer. While there is a special need in the Bay Area, there are also opportunities to help out at Headquarters or through the internet.

## BECOME A VOLUNTEER!

All are welcome to volunteer, and no special skills or tools are required. Visit our website at [www.glaciersociety.org](http://www.glaciersociety.org) to fill out our online volunteer form and a member of our staff with contact you with more information.



*Don Drews, Frank Wright & Ray Bunten in front of the Glacier's booth at the SNAME show, October 18-20, 2003 in San Francisco, CA.*



*Frank Wright attacks the rusting paint during restoration of the Glacier.*

# ICEBREAKING STORIES

## Christmas Onboard the Glacier - David LaPlante

I remember spending my first Christmas away from home and my family aboard the Glacier. It was 1968 and we were underway somewhere in the South Pacific.

As I recall, the seas were pretty smooth that Christmas Day as we were headed for New Zealand.

The main mess deck had been decorated with Christmas ornaments and the crew was looking forward to a good old-fashioned Christmas meal. It was served up by our cooks, who had spent most of the night and day preparing it.

There was Johnny, our main cook, and Greek and Sidlick and a few others proudly dishing out our Christmas turkey with mashed potatoes, gravy and all.

We stood in line eagerly waiting with our steel trays ready to enjoy this fine meal. All of us were in a pretty good mood and had as much Christmas dinner as we could eat.

We were just sitting around on the mess deck after dinner when someone said that they were giving guys a chance to talk to our families back home via a phone patch, whatever

that was, so I ran up to the forward starboard vestibule, where our radio guys had made contact via short wave to a radio guy in the good old USA.

It was my turn to hold the microphone and hear my Mom's and Dad's voices as I wished them a Merry Christmas, and then had to say, "over."

Each time we finished a statement, we had to say, "over." That way, the radio guy in the States could key his radio so we did not "step" on each other's sentences.

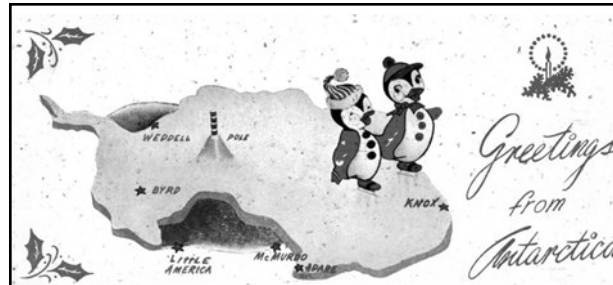
Anyway, it was great hearing my parents' voices and getting a little bit of news from

back home.

It had been a few months since our departure and, for a 19-year-old kid who had never been away for Christmas, it was a big deal. I remember it made me homesick, though.

Thanks to the efforts of our radio guys, I guess it was as good a Christmas as any guy could hope for under the circumstances.

After all, there was a war going on and, looking back, I guess we were pretty lucky to be headed for the Antarctic rather than Vietnam. As we said back then, "better the ice than the rice."



*Front cover of a Christmas Hamgram sent by Donald Haag from the Glacier, Christmas 1958.*

## My Tour on the Glacier - James Lindley

I am pleased to fill in some of the gaps about the Glacier during the years of 1969 to 1971 when she was painted white with a red and blue racing stripe. I was interested to learn that the ship was painted red when she was transferred to the Coast Guard in 1966 and then often was called "Big Red." At about the same time, all icebreakers were painted red for better visibility in the Arctic environment.

I have two newspaper pictures of the Glacier while she was painted white. The first one is from a Chilean newspaper that was taken Feb. 4, 1969. The other is a news photo of the Glacier taken in 1970 or 1971 on one of the North trips.

The following account is based on my memory.

I was a Fireman at the beginning of my tour and EN 3 at the end of my tour on the Glacier.

When I arrived dockside at the Glacier around the first of September, she was in a shipyard having some upgrades done, such as air conditioning

installed. This was in preparation for the deployment from Long Beach CA., Operation Deep Freeze in December 1969, to the Antarctic, with our first stop at Puente Arenas, Chile.

Word came down that we would not go into any heavy ice. We were on a mission to retrieve a scientific buoy that had been placed in the Weddell Sea some years before, but we were unable to retrieve the buoy during this trip.

There was a time when the pack ice moved in on us and, with 10 main engines and the heeling system on, at the end of an eight-hour shift, we were 100 yards behind where we had started!

The weather then changed, and we were able to free ourselves.

There was an Argentine icebreaker stuck in the ice that we were able to free on this voyage.

On our return trip, we experienced a stack fire about 300 miles from the coast of Chile, just opposite the city of Valparaiso. Although no crew members were seriously injured, one firefighter

earned the nickname "Smokey" for his efforts in extinguishing the blaze.

Upon return to our home port of Long Beach, CA, and before the Glacier was put into dry dock to repair the damaged outer hull, I experienced the ghost of Brian Freedman two times.

Both times were during the mid, cold iron watch. I was pinched (or goosed) as I went up through the hatch that led from B1 engine room. The second event was when the low water alarm sounded while the boilers were not even being used. (Brian Freedman, who may have been an electrician, was electrocuted in B1 engine room while the Glacier was still a Navy ship.)

There were two trips to the Arctic while I was on board. One was for the scientific study of marine mammals and the counting of shrimp (Arctic West Summer 70); the other one was zigzagging the International Date Line, mapping the ocean floor (Arctic West Winter 71). We traveled as far north as Point Barrow, Alaska.

# My Antarctic Trip On The AGB Glacier - Darrell Hoff

The year was 1967 and I had just completed a sub-par year at junior college. I had two choices, get drafted or join another branch of the service. I opted for my love of the sea and joined the Coast Guard.

When I completed boot camp, I went to electricians' mate school on Government Island off Manhattan. After EM school, I was sent back to the west coast to the USCG Cutter Gresham. She had just returned from Vietnam and was headed for Ocean Station November.

Eighteen months later, we were back at Ocean Station November. I was showing a movie in the officers' lounge when the commander told me I had the privilege of being assigned to the AGB Glacier, an icebreaker.

Glacier was in dry dock in San Pedro having work done preparing for the next trip, the Antarctic. By the time I was walking the plank, I had heard all kinds of stories; the biggest story for me was that the Glacier is an electrician's nightmare. She has the usual shipboard electrical stuff, electric propulsion and, of course, the heeling system that rocks the ship from side to side.

My rank on the Glacier was EM-2. My first project was reinstalling the main contactors for the main generators in the engine room. Hauling them down all those stairs was a lesson in patience. I was amazed at the massiveness of everything in the engine rooms. Nothing quite matched the main motors, though. A DC electric motor pumping out 10,500 horsepower, WOW!

Soon, it was time to hit the open seas. My parents came down to Long Beach to see us off, and gave me a guitar, hoping I would learn to play it. My new duties were in the motor room. It was cool to answer the bridge when they sent down a command for motor

control.

The captain didn't schedule any stops until we got to Punta Arenas, Chile, the southern most city on the continent. On the open seas, we would cruise with two generators per motor, about 10-12 knots. After refueling, resupplying and mail call, we headed across the Magellan Strait headed to a scientific station on the shores of the Weddel Sea.

As we neared the Antarctic region, the ice formations were very beautiful. We were in a bad storm one day, so we took refuge behind an iceberg that must was close to 200 feet high.

When we got into more ice, we ran 3 diesel generators per motor. When the ice got thick, we would have 4 generators going and occasionally 5 generators would crank out the horsepower. When the ice was solid, a crack would go way out in front of the ship. Sometimes, we would back up, ram the ice at full speed and pound our way as far as we could go, then do it again.

Sometimes, the ship would get stuck up on the ice. That is where the heeling system came in handy by rocking the ship off the ice while the motors were running in reverse. When we were breaking ice, the motor controls were in the hands of the bridge. They had to be careful of reversing polarity before the prop stopped moving or they would trip a motor off line because of overload.

Helicopters were vital when we were in patch ice because they would fly around and find the best routes to take. Otherwise, we could get into dead end places. Once we were in a pretty dense area of ice when the wind changed direction and blew all the ice together. It packed the ice so tight that we were stuck for several weeks before the wind changed and set us free. We got a distress sig-

nal from an Argentine icebreaker that they were stuck, so we went to their rescue and led them out of trouble.

One evening, the ship suddenly went up and over something. Everyone started going to general quarters even before GQ was called. Turns out we drove over a lip of an iceberg about 10 feet under the surface of the water. We were leaking fuel, so we sent divers down to check out the situation. We ripped a pretty good-sized hole, (4-6 ft.) in the hull. Fortunately, the hull had an inner hull.

There were many times when we would pull up to the ice and get to get off the ship for several hours. We would play football or explore around. The penguins would be as curious as we were. It was fun playing with them. They weren't afraid of man as yet so you could go right up to them and touch them.

When we had supplied the stations and done our research, it was time to head home. I would spend a lot of time out on the deck just looking out to sea. Even though I get seasick, I couldn't ignore the magic of being on the open seas. Looking out at the horizon, feeling the solitude, and the awesome power of the ocean, I would feel a certain connectedness to it all.

It was exciting pulling into port. I wouldn't be on deck because I was manning one of the main motors, but it was neat to answer the calls from the bridge and feel the power of those giant motors churning away.

The next year on the Glacier, we went to the Arctic twice. I'm not quite sure why I was destined to spend so much time in the Bering Sea. Out of my 4 years of active duty, I spent 2 1/2 years at sea. The Glacier is an awesome ship and most of the time I felt really good about being there. I learned things that I still use a lot today.

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## Rescued by the Glacier - Svend Kirkegaard, Denmark

Seeing your website is bringing back memories.

It was back in February and March 1960. Our vessel, the Kista Dan, was stuck in the ice on our duty to evacuate one of the British research stations at mainland Antarctica. The station had not had new supplies for a full year, as it has not been reached the year before due to the ice situation.

In our attempt to reach the station, we got stuck in the ice.

The situation was very critical, and our vessel was turned around by the drifting ice. Soon all the ice around was red from the paint of our vessel, and our hull was starting to give in.

We were all ordered to pack our back packs and bring them to the deck, ready for evacuation.

We were in contact with the Glacier, which, lucky for us, was in the area, only four or five days away.

Another icebreaker was closer by, the Russian icebreaker Lenin, which was only two days away!

As we were a charter of the British Government, we were, in those days, not able to use the service of the Lenin.

But Lenin came close and kept stand by until the arrival of the Glacier, at which time the situation was very critical.

After the Glacier arrived, it took three days to get us free of the solid ice.

During these three days, we were invited on board the Glacier, crossing the ice on foot. I remember I was very impressed by the size of the vessel, as well by of the hospitality we received from all the crew.

After we were brought free, Glacier made a survey by air, for a better route for the base, which still had to be evacuated, but that is another story.

The whole operation had been followed by the world press, and later I read an article of the whole operation, in which one of the officers of the Glacier was quoted for saying, "and then those crazy Danes went straight back into the ice", which they did.

I want to take the opportunity to send very late thanks to Glacier and her crew at the time. If any of those who were aboard then, read this, I would be pleased to hear if any recall this incident.

I wish you all the best with the admirable project you have undertaken.

# Comments Re: USCGC GLACIER - Bruce H. Giunta

In 1964, I graduated from Leominster (Mass.) High School in Leominster. I wanted to serve my country and do something with my life that was interesting and fulfilling, so, I joined the United States Coast Guard. I attended boot camp at Cape May, NJ. After boot camp, I reported to Groton, CT for Radio Specialist training for six months and graduated with distinction as a RM3.

This was an exciting time for me. My first duty station was the Air Station in San Diego, CA. Because I wanted the rating of RM2 and above, I was told I needed sea duty. I saw an article concerning the re-commissioning of the USS Glacier to the USCGC Glacier. I put in for the RM3 slot aboard the ship and won the assignment.

I went back home to Massachusetts for a while, thinking about the trip ahead. I was rejoicing at the chance to go out on the USCGC Glacier. I knew this would be an experience of a lifetime.

As I reported to the Navy shipyard in Boston, I looked up in awe at my new gray home. I believe it said "GB4" on the bow. I was about to embark on a new journey.

I was assigned to the Communications Department and also picked up the duties as the only Postmaster aboard the ship. I went to the communications building and reported to pick up the Glacier's mail. A Navy Lieutenant told me that he could not release mail for the USS Glacier to the Coast Guard. I explained, "In Due respect, Sir, I'm the Postal Clerk even though I have sparks on my sleeve!" He still refused. I told the Lieutenant I was not going to leave until I had the mail. He pointed at his name badge and said, "Listen, Giunta, anyone with a last name of Giunta is not going to leave this communications building without accepting an invitation to dinner!" I looked at his name badge and to my surprise it said... LT. John Giunta. It was my cousin from Cambridge, MA whom I had not seen for almost six years.

We left Boston about a month later. This is when I learned why the Navy painted their ships gray. I had never scraped paint to the bare metal before, but soon learned how. Everyone worked very hard to dress up the Glacier to make a good first impression. She now had "W4" on her bow. She was white as a sheet and was floating proud. I had advanced to Seaman when we headed out. We would go around Cuba, through the Gulf of Mexico, the Panama Canal, Acapulco, Mexico, San Diego and then to our new homeport of Long Beach.

We had a few stops on the way. One was in New Jersey to fill up with ammo. I saw for the first time the Statue of Liberty, standing proud out in the harbor. I remember tears floating down my face when a friend said, "Giunta, are you ok?" I handed him the binoculars and said, "You tell me!" This was a very precious moment. Freedom! Liberty! I was extremely proud to be an American!

After we got underway and were somewhere outside of Cuba, we were confronted by a Navy ship. Somehow, our ship was not responding properly to the Navy's requests. Some of us thought the Navy was going to shoot over our bow! I can remember the Chief and our Lieutenant in the crypto room scrambling. Finally, we got something right. I never was sure why the Navy was so upset.

Panama was another "hot spot" in the world. It was off limits to U.S. military personnel, so our visit was limited. As we maneuvered through the lock system, we could see all the money spent at work. It saved many days at sea for thousands of men.

We docked in San Diego to pick up supplies and other goodies and then moved on to Long Beach. Glacier was the first USCGC Icebreaker home-based in Long Beach. It was a great feeling to be a part of history.

On our way to Hawaii, we passed an Ocean Station November. Some folks never knew what OSN and other Ocean Stations were for, but after seeing that ship in the middle of nowhere, I had a deep respect for the crews who served on them. The Ocean Station duty is 30 days on-site in the middle of the ocean. Aircraft and ships would travel near. Their purpose was to have this vessel accessible in case something went wrong. I was not sure how many stations were out there, but I was glad I was on the USCGC Glacier!

Then we arrived in the Ross Sea. Words cannot explain this body of water. I have never seen such waves! When we broke out the other side, the waters started to calm. Icebergs began floating by us. We kept heading deeper into the Antarctica region, headed to McMurdo. MSTs vessels were behind us. We pushed further and further into the thick ice.

Another incident was when I was getting off radio watch and learned we had a helicopter down. The Tinker Bell had crashed somewhere. A bigger helicopter was sent out and the pilots and crew found our folks.

Icebreaking was an interesting experi-

ence; the banging, shifting, ungodly noises, riding up on the thick ice, shifting from side to side, slamming down, watching the ice crack... my adventure to Antarctica was for real! The Glacier slowly moved toward McMurdo.

Once the ship got stuck in the ice and we could not get it off. The plan was to keep a group of people there on the ship during the winter and come back for them the next summer. My name was called to stay. Was I glad when two icebreakers pulled us off the ice!

Finally, McMurdo was in sight. We were close, cutting back and forth in the water. It did not take long for the channel to clear and the MSTs cargo ship following us could dock and bring the people on the base the supplies they needed.

We made three trips to Christ Church, New Zealand and then we were back to the ice. Some might remember the Captain (Oppie Dawson) going over to the Russian icebreaker in New Zealand and asking their captain to stop their crew from throwing eggs at the Glacier. If we had stayed in the port the THIRD WORLD WAR would have started. Dawson backed the Glacier out and anchored outside the New Zealand port until the Russians left.

Back to Long Beach was via Australia, Fiji and New Caledonia. Nice places to visit, but I had my eyes on home.

I was 58 years old Nov. 26th and still remember my 21st birthday on the Glacier. I would love to share some pictures and hear from some old friends. My email address is [bruce.giunta@centurytel.com](mailto:bruce.giunta@centurytel.com)



Bruce & Judy Giunta

# Who is He?

## "Who is he?"

For years I have wandered this earth with a question. This question pops into my mind whenever I see a picture of a penguin or whenever I see images of helicopters hovering over land, sea or an ice floe.

The question has haunted me especially for the past fifteen years as I have attempted to recall, in some detail, my life aboard Glacier during Operation DeepFreeze in 1963 and 64 serving as the ship's Operations Officer. I have been remembering and writing about those two cruises during which we cut the usual channel on course 147 degrees True toward Hut Point, the volcanic finger jutting into McMurdo Sound where Captain Scott in 1901 set up his Discovery camp.

I recall the question when I think of rescuing a sailor from Nella Dan by racing around Cape Adare and westward toward the Oates Coast so Dr. John Dinan could bring the sailor aboard and perform, if memory serves, a successful appendectomy.

The question comes back when I recall the Tent Island adventure:

We helicoptered across McMurdo and set down on this volcanic island not far from Cape Evans where Scott established his base camp for his fateful dash to the Pole in 1911-12, which, as we all know ended in tragedy "all along the line," as he wrote in his journal. On Tent Island, we were viciously and outrageously attacked by a flock of skua gulls because we got too near their rookeries.

The question returns when I remember Vostok:

I had the good fortune to fly off to

Vostok, the Russian base, where glaciologists were drilling down through two miles of polar plateau taking ice cores and revealing the status of earth's atmosphere thousands of years ago. No one then knew there was beneath Vostok a lake the size of Lake Ontario completely free of any human influence.

The question pops into my mind whenever I see Captain Ed Grant teaching me how to drive through the pack ice and when I think that one of our staff, Henry Ohls, once entered his stateroom during a voyage through the "Furious Fifties" to find Captain Grant down on the deck doing his daily pushups. I'm not sure we knew he was a pugilist, as well as track star, in his college days.

This question nags at my mind whenever I think back on "The Mighty G" and the yearbook we created for that cruise. On so many of the pages are these perfectly wonderful cartoons of penguins playing Tic-Tac-Toe with paint on the ship's bow; of a penguin flying choppers (with lawnmower motors) onto the flight deck, of the little Adelies sporting about with footballs and beer on the pack ice and of penguins motoring around in Bud Waite's (one of Admiral Byrd's rescuers in 1934) little ice scooter.

So who was the cartoonist? That's my question! He may have been a member of the Operations Department.

Who was he? Where is he now? How has he developed his aesthetic capabilities?

We want to know who had the imagination to see Nature's splendor of the South in such jocular terms, who livened up what

could have been a dull yearbook, and who has lingered in my memory for lo this many, many years.

Please step forward and receive the accolades of your shipmates!

John Barell  
Ops Officer,  
Operation DeepFreeze 63-64



*The mystery artist has been identified. He is Donald Burns who was a Glacier crew member from 1963-65. He currently lives in Hobart, Australia with his family and works as a trooper with the state police force. Anyone who wishes to contact him can e-mail him at [donsand@netspace.net.au](mailto:donsand@netspace.net.au)*



## Awards From The Belgian Government

Depicted in these photos are two awards given to the USS/USCGC Glacier by the Belgian Government in conjunction with Glacier's assistance in expeditions 1959-60 at the Base Roi Baudouin.

Persons who might have information as to the whereabouts of these two awards are asked to contact the Glacier Society at [info@glaciersociety.org](mailto:info@glaciersociety.org) or TOLL FREE (866) ICE PLAY (423-7529) or (203) 375-6638.



# ASME designates USS/USCGC Glacier a National Mechanical Engineering Landmark

The American Society of Mechanical Engineers has designated the USS/USCGC Glacier, a retired historic icebreaker vessel that conducted 39 missions to the Antarctic, as a National Mechanical Engineering Landmark.

The Glacier was nominated for the recognition by the ASME's Fairfield County Section and its History and Heritage Committee headed by chairman Joseph C. DeFranco, PhD, PE.

Award presentation ceremonies, to take place onboard the Glacier, will be announced.

Built by the Ingalls Shipbuilding Corp., Pascagoula, MI, the Glacier was launched August 27, 1954, and commissioned May 27, 1955. Considered a prototype in icebreaker construction, she was the free world's largest and most powerful icebreaker, capable of breaking ice up to 20 feet thick. Navy service extended to June 30, 1966, when she was transferred to the Coast Guard, serving until decommissioning in May 1987.

The Glacier represented the "Glacier" class of icebreakers, a scaled-up version of the "Wind" class, and had extended range, heavier ice-breaking capability and extended mission duration. The ship supported numerous polar scientific explorations, made several Antarctic landings and penetrations not previously accomplished, and performed a number of ship rescues.

The only ship of its class, the Glacier is the only remaining diesel electric DC powered icebreaker. She is 309.6 feet in length with a beam of 74 feet, draft of 28.5 feet, displacement of 8,600 tons, propulsion of 22,000 hp, maximum speed of 17.6 knots, cruising range of 29,200 nm, propellers 17 1/2 feet in diameter and a heeling system/ship roll of 7 degrees. Her complement of 241 included 15 officers and 226 enlisted men.

The ASME designation lists various mechanical engineering concepts, features and characteristics that make the vessel unique:

- \* Two 15-foot diameter propulsion motors were the largest DC motors (10,500 hp) built into any vessel in the world and her diesel engines represented the greatest diesel power aboard any ship built in the United States up to that time.
- \* Ten Fairbanks-Morse opposed-piston 12-cylinder diesel engines each developing 2,400 hp drove the two propulsion motors. Four 300-kw Fairbanks-Morse diesel generator sets and one 200-kw diesel emergency set provided auxiliary power.
- \* Armature shafts of the two deck-high

motors are actually the propeller shafts with no reduction gears.

- \* The first icebreaker to have total pilot house functions replicated in an aloft control station that could be operated by a single person. Previous vessels had the ship's telegraph and helm wheel enclosed in the pilot house on the main deck, while the aloft station was an exposed crow's nest with intercom to the bridge below, subjecting the crew member to weather elements.

- \* Contained a water ballast transfer system that introduced an artificial list, transferring 69,000 gallons of seawater from side to side to break the vessel from ice.

- \* The ship had an enclosed hangar to protect the aircraft from arctic weather conditions. The hangar is steam-heated and insulated with a complete workshop, including an overhead crane, to service aircraft engines. Previous icebreakers had an exposed helicopter pad added to the aft deck, where maintenance crews worked outside in the extreme cold environment.

- \* Insulation on the Glacier was fiberglass, rather than the cork that had been used on earlier icebreaking vessels.

- \* The glass windows of the ship's pilot house and conning station were treated with an invisible current-conducting film to provide electrical anti-icing and anti-fogging capabilities.

- \* Glacier was the only icebreaker equipped with deep-sea coring and bottom sampling winches and equipment.

The ASME also noted equipment designed for the Glacier which remains unique to the vessel:

- \* Two 25,000 Cargo Lifting cranes, the largest DC cranes built up to that time aboard icebreakers.

- \* Steering gear capable of moving rudder from hard-over (35 degrees) left or right to 30 degrees on the opposite side in 20 seconds when the ship is going ahead at 17.1 knots or astern at a speed that will develop the equivalent rudder torque.

- \* On her maiden voyage, the Glacier sailed south to participate in the first Operation Deep Freeze (1955-1956) in preparation for the International Geophysical Year. She served as the flagship for noted polar explorer Admiral Richard E. Byrd during his final trip to the Antarctic.

- \* In Pine Island Bay of Antarctica, the Glacier penetrated ice floes further than any ship in history, more than 100 miles of previously unsounded waters to the

glacier at the head of the bay. Scientists who accompanied the Glacier were the first humans to set foot on Pine Island Bay Glacier.

- \* Because of her greater ability to break ice, the Glacier permitted establishment of the McMurdo baseline camp in 1955, which has become the largest settlement in Antarctica.

- \* In 1956, the Glacier made the first landing in history on the Princess Martha and Princess Astrid coasts in the Antarctic.

- \* Glacier assisted in the discovery of the Van Allen radiation belt above the Earth.

- \* Glacier was key to the many Operation Deep Freeze expeditions to Antarctica and in establishing and re-supplying bases there.

- \* In February 1960, Glacier was the first ship to penetrate the Bellinghousen Sea in Antarctica and to make landfall on Thurston Island.

- \* Glacier made more than 24 Antarctic trips and more than 12 Arctic trips in support of scientific research by opening vital channels to allow supply ships to reach research stations and remote settlements.

Additional information:

- \* Glacier is under restoration in Benicia, CA

- \* The ship will be preserved and operated by the Glacier Society in Bridgeport, CT

- \* The Society's stated mission is for the ship to be an operational memorial to the contributions of the United States in expanding knowledge of the Polar Regions. The Society will conduct educational cruises for medical and earth sciences and will make the ship available to the public as a museum/university.

- \* A medical team composed of Bruce Becker, MD, Brown University faculty member; John Fox; Sandra Bogdon, DDS; Jerri Nielsen, MD; David Leffel, MD and others from Yale University Medical School has set a mission for a medical facility aboard Glacier. The medical facility will provide free medical care to the indigenous populations of the Arctic while conducting environmental studies related to cancer.

- \* The Glacier Society participates in the annual meeting of the United States Arctic Research Commission.

- \* The Society is a full member of the Historic Naval Ship Association, recognized as operating a museum.

# Volunteer Appreciation Dinner

Chairman Ben Koether and Vice President Steve Johnson were in San Francisco in October to attend the SNAME (Society of Naval Architects and Maritime Engineers) World Maritime Technology Conference and Exposition. The Glacier

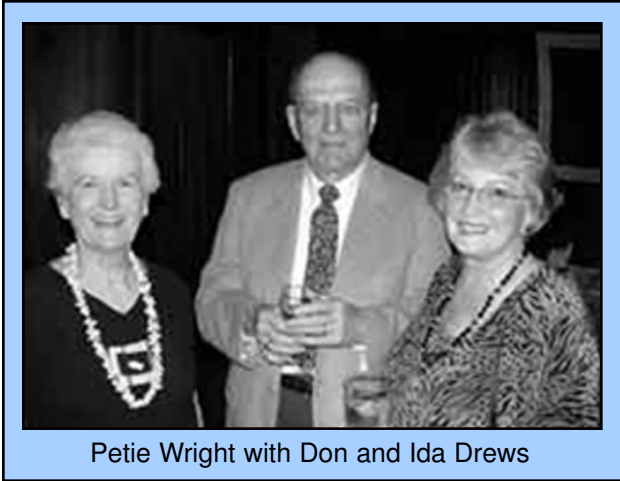
Society was prominently in evidence with its booth on the exposition floor.

As part of their week's stay on the West Coast, a dinner was organized for Glacier volunteers at Scott's Restaurant in Walnut Creek.

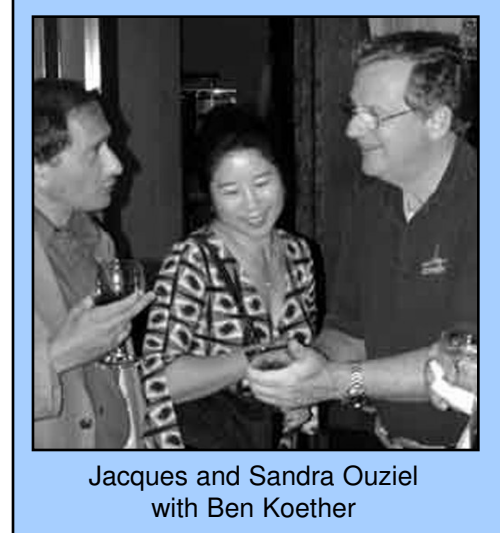
The evening was a chance for volunteers

and supporters to meet each other and for all of them to learn about the most recent developments with the ship.

The photographs below leave no doubt that a good time was had by all.



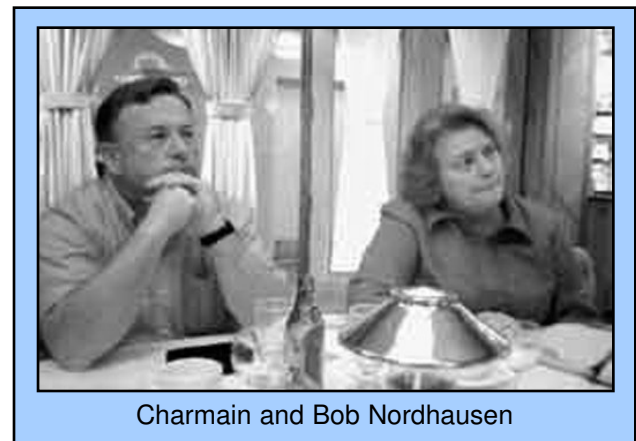
Petie Wright with Don and Ida Drews



Jacques and Sandra Ouziel with Ben Koether



Christian Koether, Steve Johnson & Frank Wright



Charmain and Bob Nordhausen

## Glacier Update

\* We were aboard ship again in December with members of the American Geophysical Union who were holding their annual Convention in San Francisco. The ship is all secured and ready to move to the pier.

\* Kvaerner Masa sent a designer to visit the ship and they have subsequently presented a proposal for beginning the redesign process. They were very supportive of the project and believe it is indeed feasible. This is very big news and we will be proceeding with these discussions early next year.

\* DNV also sent a surveyor who paralleled Kvaerner and our team. We entered voids and found them to be in excellent condition. A complete inspection will be accomplished once we are along side the pier in preparation for placing the ship in Class.

\* Teco-Westinghouse inspected the main propulsion motors and the generators and cleared them for being placed back on line. They also conducted a class in motor design and maintenance for our work crew. We all enjoyed being back in class.

\* We received the okay to proceed to pier 80 after the successful election of the new Mayor Newsome in the City of San Francisco. We are completing the movement details ASAP and hope to shift the week of FEB 17th 2004. As soon as the movement details are confirmed with all the parties we will send out the detailed movement plan.

\* We received aboard a team of scientists who previously cruised on the ship and discussed new modifications to the compartments and structure so as to make Glacier State of the Art

Science capable. Kvaerner participated and contributed their Icebreaker knowledge. This was a giant step forward.

\* The Arctic Research Commission Executive team, Capt. Newton and Dr. Garry Brass, also participated.

\* The only barrier remaining in front of Glacier's sailing is the lack of funding and we need your ongoing support to keep the Glacier Society going! If you can, please consider making a contribution three ways.

1. Online at [www.glaciersociety.com](http://www.glaciersociety.com)
2. Mail it to Glacier Society, 905 Honeyspot Road, Stratford, CT 06615
3. Contact Vickie at (866) ICE PLAY (423-7529) TOLL FREE or (203) 375-6638.



# GLACIER SOCIETY

P.O. Box 1419 • Bridgeport, CT 06601  
 905 Honeyspot Road • Stratford, CT 06615  
 Toll Free: 866-ICE-PLAY (866-423-7529)  
 203-375-6638 / Fax: 203-386-0416  
[www.glaciersociety.org](http://www.glaciersociety.org)  
 vipacs@glaciersociety.org

## Ship Store Merchandise Order Form (Updated 12/29/03)

Qty.	Item	Description	Size	Price*
	Golf Shirt - Solid WHITE	100% Cotton, Bill Blass polo shirt w/GS Logo	M, L, XL, XXL	\$29.00
	Golf Shirt - Solid NAVY	100% Cotton, Bill Blass polo shirt w/GS Logo	M, L, XL, XXL	\$29.00
	Golf Shirt - NAVY w/Plaid Collar	100% Cotton, Bill Blass polo shirt w/GS Logo	M, L, XL, XXL	\$33.00
	T-Shirt	50/50 Cotton, design - flag, eagle & the Glacier	M, L, XL, XXL, 3XL	\$17.00
	Chambray Work Shirt	100% Cotton Chambray long sleeve w/GS Logo	S, M, L, XL, XXL	\$35.00
	Poplin White Dress Shirt	Classic poplin long sleeve w/GS Logo	S, M, L, XL, XXL	\$35.00
	Polar Fleece Vest	GS Logo on front and back, navy blue	S, M, L, XL, XXL	\$130.00
	Wind Jacket	Nylon shell, GS Logo on front & back, royal blue	S, M, L, XL, XXL	\$130.00
	Parka	GS Logo on front and back, royal blue	S, M, L, XL, XXL	\$293.00
	Jump Suit	GS Logo on front and back, royal blue	S, M, L, XL, XXL	\$159.00
	Ball Cap	Navy Military style w/GS Logo	One Size Fits All	\$18.00
	Low Profile Cap	Navy blue, cotton, 6-panel, G/S Logo	One Size Fits All	\$18.00
	Low Profile Cap	Red, cotton, 6-panel, G/S logo	One Size Fits All	\$18.00
	Greek Fisherman Cap	Navy blue, wool	L, XL	\$24.00
	Greek Fisherman Cap	Navy blue, cotton	L, XL	\$24.00
	Greek Fisherman Cap w/Hat Pin	Navy blue, wool	L, XL	\$35.00
	Greek Fisherman Cap w/Hat Pin	Navy blue, cotton	L, XL	\$35.00
	Coffee Mug	Navy with White G/S Logo	8.5 oz	\$15.00
	Antarctica License Plate	For your car or to hang on the wall	N/A	\$25.00
	Glacier License Plate Boat	For your car or to hang on the wall	N/A	\$20.00
	Glacier License Plate Animals	For your car or to hang on the wall	N/A	\$20.00
	Pen	Shimmering red foil ballpoint pen w/ rubber grip.	Black ink	\$3.00
	Decal - Sticks Inside	For your window	N/A	\$3.00
	Decal - Sticks Outside	For your window	N/A	\$3.00
NEW	Patch	Detailed embroidered 5 inch cloth patch	N/A	\$5.00
NEW	Suncatcher Ornament	Solid brass, 24K gold finish, blue stained glass	N/A	\$16.00
	Blazer Buttons	Hand crafted Brass w/GS Logo	6 Front, 8 Cuff	\$100.00
	Cufflink Set - BRASS	Hand crafted w/GS Logo	N/A	\$40.00
	Cufflink Set - STERLING SILVER	Hand crafted w/GS Logo	N/A	\$40.00
	Lapel Pin	Hand crafted Brass w/GS Logo	5/8" dia.	\$18.00
	Hat Pin	Hand crafted Brass w/GS Logo	1" dia.	\$18.00
	Ladies Earrings - 14K GOLD	Round stud style w/hand crafted GS Logo	5/8" dia.	\$174.00
	Ladies Earrings - SILVER	Round stud style w/hand crafted GS Logo	5/8" dia.	\$90.00
	<i>Captain Nathaniel Brown Palmer</i> by John R. Spears	Biography, Limited Edition	N/A	\$25.00
	<i>Arctic Passages</i> by John Bockstoce	Signed by author, Limited Edition	N/A	\$50.00
	<i>The Coldest March</i> by Susan Solomon	Signed by author	N/A	\$75.00
	<i>A Wilderness of Stars</i> by Bernie DuPont	Signed by author	N/A	\$25.00
	<i>A Fine and Private War</i> by Stuart M. Van Tine	Signed by author	N/A	\$25.00
NEW	Video	Learn about the Glacier Society	N/A	\$15.00
	"Antarctica 1960"	Limited Edition watercolor lithograph, unframed	16" x 20"	\$250.00
	"Antarctica 1960"	Limited Edition watercolor lithograph, framed	16" x 20"	\$750.00

\*Price Includes Shipping & Handling

**TOTAL** \_\_\_\_\_



# Glacier Society

## Membership Application

THE GLACIER SOCIETY  
 PO BOX 1419 BRIDGEPORT, CT 06601  
 905 HONEYSPOOT ROAD STRATFORD, CT 06615  
 TELE: 203-375-6638  
 FAX: 203-386-0416  
[www.glaciersociety.org](http://www.glaciersociety.org)

### General Membership

Participation in the General Membership program entitles you to society membership in one of the categories listed below. Dues are payable in full.

#### The Glacier Club

Benefits include the Icebreaker Newsletter, free admission to the ship, a 10% discount at the ship store, news pertaining to ship reunions, a membership kit, and eligibility for restoration participation and voyages.

- \$25 Retired Military (Any Branch)
- \$35 Retired Military and Family
- \$40 Active Duty Military
- \$50 Active Duty and Family
- \$50 Faculty Members & Students
- \$100 General Public Individual
- \$125 General Public and Family

#### The Plank Owners' Club

Plank Owners will receive a \$35 Gift Certificate to the Ship Store in addition to Glacier Club benefits.

- \$250 Plank Owner Silver
- \$500 Plank Owner Gold
- \$1,000 Plank Owner Platinum

#### The Polar Explorers' Club

In addition to Glacier Club benefits, Polar Explorers receive Invitations to Annual Meetings, Invitations to Expeditions, and a Distinctive Jacket with Emblems. Polar Explorers will also receive a \$200 Gift Certificate to the Ship Store.

- \$2,000 Polar Mariner
- \$5,000 Polar Pioneer
- \$10,000 Polar Adventurer
- \$25,000 Polar Explorer

#### The Flag Rank Club

Please speak with one of our trustees about attaining lifetime Admiral status.

#### The Crew Club Membership

The dues for the Crew Club Membership program are payable in monthly, quarterly, semi-annual or annual installments and entitles you to Glacier Club benefits.

### Personal Information

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Business Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Email: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

### Billing Information

Name as it appears on the card: \_\_\_\_\_

Card Number: \_\_\_\_\_

Card Type: MC \_\_\_ Visa \_\_\_ Exp. Month \_\_\_ Year \_\_\_

#### Billing address if different

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

#### I Would Like to Make a Donation

\_\_\_ I would like to make a monetary contribution in the amount of: \$ \_\_\_\_\_

\_\_\_ I would like to make a contribution other than monetary. Please specify:

\_\_\_\_\_

\_\_\_ Enclosed is a check for my contribution.

\_\_\_ Please bill my credit card as indicated above

All gifts provided to the Glacier Society originating as ACH transactions comply with U.S. law.

(For Office Use Only) \_\_\_\_\_



Glacier Society  
PO Box 1419  
Bridgeport, CT 06601  
(203) 375-6638 or  
(866) ICE PLAY (423-7529) TOLL FREE