



# THE Icebreaking NEWS

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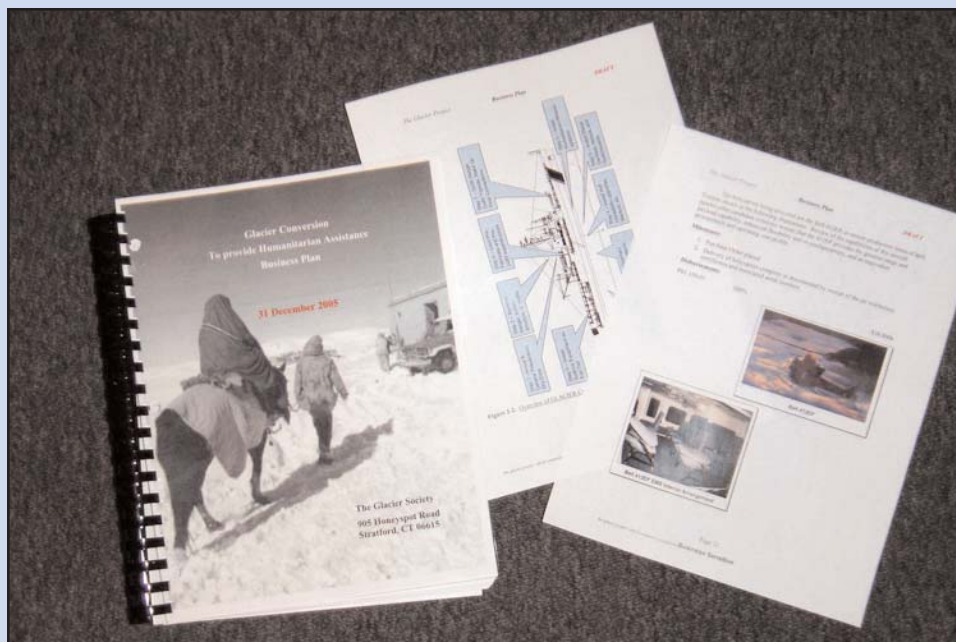
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Spring 2006

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



Glacier Conversion Humanitarian Assistance Business Plan

### JOHN J. McMULLEN ASSOCIATES (JJMA) ALION SCIENCE AND TECHNOLOGY

One of the most respected names in the industry, John J. McMullen Associates (JJMA) is now part of Alion Science and Technology. The Alion JJMA Maritime Sector which delivers unparalleled naval architecture, marine engineering and program management solutions, has spearheaded the production of the Business Plan and new ship design for the USS/USCGC Glacier.

JJMA is one of the most respected companies in marine engineering and programmatic support to the U.S. Department of Defense and is providing solid engineering capabilities with smart program management to the Glacier while bringing innovation and insight to the project. JJMA, with its more than 600 employees, covers all the major marine disciplines of engineering, design and

program management.

In addition to the traditional fields of ship design, the company developed capabilities in a number of specialty fields including ship signature management, electronic compatibility, advanced hydrodynamics and machinery control systems. JJMA's engineers and designers possess the knowledge and experience to cover all phases of ship design starting from early feasibility studies, followed by the various engineering phases, ending with detail design supporting the shipyard during construction.

The company operates out of 10 offices throughout the U.S. and is headquartered in Alexandria, VA.

Glacier Society is extremely pleased to have this renowned group on board.

The Official Newsletter of the Glacier Society

# FROM THE BRIDGE.....

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Winter is fading into a memory, spring is in the air! The Hurricane season is rapidly approaching and I, as many, have not yet completed the repairs to my house from last year's storms! Oh, it is going to be a very busy spring season indeed!

Meanwhile, Glacier lies ready on her mooring. She is ready to move to the pier in San Francisco or be towed directly to her final rebuild yard. That will be the choice of the Alion Science and Technology team once the financing is completed. YES! I know you say, 'WOW, I've heard that before', but we must all continue to believe in victory. Alion Science and Technology is entirely committed to this project and have assumed the leadership in the financing phase as well as the design phase.

This allows our limited resources to focus on the removal of our supplies from the ship and the completion of our youth program.

The MSB (motor surf boat) that has been under way in the Bay Area is being readied for transfer to the East Coast. The Arctic Scout is nearing completion and we are recruiting staff to assist with youth supervision while the boat is completed and readied for launch for summer cruising.

And we continue to work with Tufts University Medical Team to plan our deliverables for the Arctic peoples.

Thank you for your continued support.



**Bernard G. Koether, II**  
Chairman



## GLACIER MUSEUM AND LIBRARY

We've begun to receive items taken from the ship to be included in what will be the Glacier Museum and Library. We welcome any items you may have and wish to contribute including cruise books.



Pictured above is an original clock from the Glacier donated recently by Rear Admiral USCG Joseph J. McClelland of Woods Hole, MA.

We encourage you to donate any items/souvenirs you have from the Glacier by sending them to Glacier Society, 905 Honeyspot Road, Stratford, CT 06615. Any questions, call Gloria at 203-380-3466.

# The *ICEBUCKET* is now *ARCTIC SCOUT*

Co-leaders of the Glacier Society's Arctic Scout Youth Maritime Training Program, Don Epperson of Madison (right) and Capt. Joseph C. DeFranco of Norwalk (left) display a plaque that will be affixed to the bulkhead of the vessel. In the center is Avril M. Westmoreland of Stratford, public relations volunteer at the Society and winner of a recent contest to rename the 40-foot Arctic Survey Boat (ASB), formerly known as the *Icebucket*.

The newly named *Arctic Scout* will be launched this summer and will provide youths with hands-on training in maritime skills, basic marine science, leadership, and teamwork.

To enhance learning environment and operational reliability, *Arctic Scout* is being professionally refurbished at Brewers Pilots Point Marina, Inc. in Westbrook, CT.



## UNIQUE TRAINING BOAT BEING PREPARED FOR LONG ISLAND SOUND YOUTH

Long Island Sound youths - boys and girls 13 and older - are being offered a unique opportunity to become crewmembers aboard an icebreaker in the Arctic or to secure a summer job running a club launch in warmer waters through a new maritime education program being offered by the Stratford, CT-based Glacier Society.

The society's 39' Arctic survey boat, *Arctic Scout*, is being readied as a youth maritime training boat to prepare young people for those operations, as well as to provide hands-on training in maritime skills, basic marine science, leadership, and teamwork.

To enhance learning environment and operational reliability, *Arctic Scout*, is being professionally refurbished at Brewers Pilots Point Marina, Inc. in Westbrook, CT and will be re-launched early this summer.

Youth development groups wanting to avail themselves of the services of the *Arctic Scout*, Youth Maritime Training School or wanting to invest in its future by becoming a sponsor are asked to call Gloria Lockett of the Glacier Society at 866-ICE-PLAY ext. 3 or email [GLockett@glaciersociety.org](mailto:GLockett@glaciersociety.org).

The Glacier Society, an international non-profit foundation, also maintains a branch office in Fort Lauderdale, FL and is making the *Arctic Scout*, available for training to Sea

Cadets, Sea Scouts, and other maritime-oriented youth organizations.

*Arctic Scout*, is a motor vessel of U. S. Navy design, built by the U. S. Coast Guard, and launched in 1965. Arctic survey boats were carried aboard icebreakers to conduct surveys, take depth soundings ahead of the ship, assist in rescue operations, ferry personnel from ship to shore and serve as a lifeboat.

She is a fiberglass, single screw, diesel-powered trawler with pilothouse. Some of the safety features in her design include a ballasted keel for self-righting, a reinforced bow, a reinforced belt around the waterline, collision bulkhead forward of the engine room, a watertight lazarette and watertight deck hatches.

As a youth training vessel, *Arctic Scout*, could operate on a schedule that permits students, within two seasons, to acquire the sea time needed to apply for the U.S.C.G. Limited Operator of Un-inspected Passenger Vessels license, sometimes referred to as the Launch Operator's license or Limited Six-Pack. Students will receive hands-on instruction from professionals in topics such as boat handling, navigation, vessel servicing, weather and oceanography.

*continued on page 4*

**BE A SPONSOR**  
of the

**ARCTIC SCOUT**  
**YOUTH MARITIME**  
**TRAINING PROGRAM**

Call the Glacier Society  
office, 866-ICE-PLAY  
ext. 3 for additional  
information.

Youth development groups  
interested in enrolling  
students in the Arctic Scout  
Youth Maritime Training  
Program or wanting to  
invest in its future by  
becoming a sponsor are  
asked to call Gloria Lockett  
of the Glacier Society at  
866-ICE-PLAY  
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[GLockett@glaciersociety.org](mailto:GLockett@glaciersociety.org)



## Unique Training Boat (continued from page 3)

Future plans include training voyages down the Intracoastal Waterway and winter operations in Florida. Students also will be able to opt for training as **GLACIER** crewmembers and to participate in her Arctic voyages.

The Glacier Society also owns the historic 310' icebreaker **GLACIER**, which was launched in 1954 and in service with the U. S. Navy until 1966 and then with the U. S. Coast Guard until 1987.

During her years of military service, **GLACIER** served as Rear Admiral Richard E. Byrd's (USN) flagship during the early years of Operation Deep Freeze in the Antarctic and became directly instrumental in explorations and discoveries of global importance.

The ship was transferred to the Glacier Society in 2000 to be converted for humanitarian and scientific missions under legislation sponsored by Connecticut U. S. Senators Christopher J. Dodd and Joseph I. Lieberman, and U. S. Rep. Christopher Shays.

The vision of Glacier Society director (and former **GLACIER** navigator) Bernard G. "Ben" Koether II is for the ship to provide medical, dental and educational services to indigenous populations in remote coastal regions of eight nations encircling the Arctic Basin.

The refurbishment is supported by a growing number of commercial sponsors contributing equipment, gear, and services and by Glacier Society members donating

funds.

To date, sponsors of **Arctic Scout** restoration project are Aqua Signal Corporation (Cary, IL), Blue Sea Systems (Bellingham, WA), Brewers Pilots Point Marina, Inc. (Westbrook, CT), Dometic Corporation (Pompano Beach, FL), Duramax Marine (Hiram, OH), Guest/Marinco (Napa, CA), Hubbell Incorporated (Milford, CT), Jabsco/ITT (Foothill Ranch, CA), Kellogg Marine Supply (Old Lyme, CT), O'Neill Industrial (Durham, CT), Royce Industries (Farmington, CT), Scandvik (Vero Beach, FL), Seward Products (Whittier, CA), Sherwin-Williams Company (Cleveland, OH), Taylor Made Systems (Gloversville, NY), and Whitecap Industries (Metuchen, NJ).

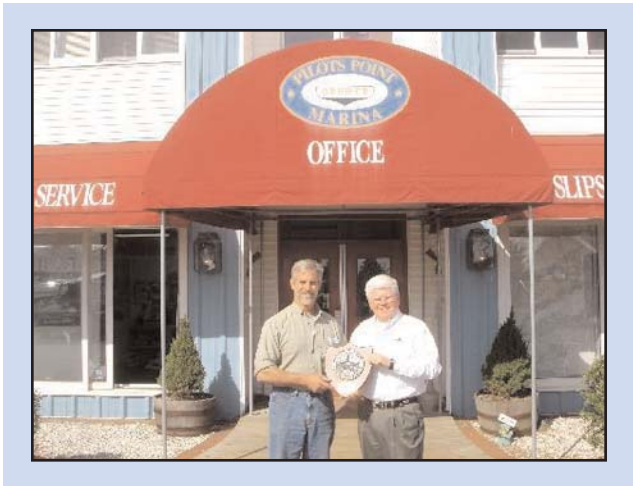


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## KELLOGG MARINE SUPPLY COMPANY



Robert E. Staehle, Vice President and General Manager of the Kellogg Marine Supply Company in East Lyme CT (left) received a plaque of appreciation from Don Epperson, co-leader of the Arctic Scout Youth Maritime Training Program. Mr. Staehle and Kellogg Marine have been long-time supporters of the Glacier Society and, more specifically, the Arctic Scout Program. Their efforts with their suppliers over the past few years have resulted in thousands of dollars worth of equipment being donated for installation on the **Arctic Scout**. Without the individual efforts of Mr. Staehle, our ability to restore and recommission the **Arctic Scout** would have not been possible. Glacier Society owes Mr. Staehle and Kellogg Marine Supply Company a great deal of gratitude for their persistence and support of our program.



## BREWERS PILOTS POINT MARINA

Don Epperson, co-leader of the Arctic Scout Youth Maritime Training Program (right) is shown presenting a plaque of appreciation to Rives Potts, General Manager of Brewers Pilots Point Marina in Westbrook, CT. Mr. Potts and Brewers Pilots Point Marina have been vital links in the efforts of the Glacier Society to restore and recommission the Arctic Scout.

Mr. Potts has mustered the resources of Brewers boatyard to rebuild the Arctic Scout over the last 18 months. Many, many man-hours have been expended to strip the hull, repaint, refurbish the engine, redo the carpentry and hundreds of other details under Mr. Rives' supervision and leadership. Glacier Society is indebted to Mr. Potts and Brewers Pilots Point Marina for their interest and professional management in making Arctic Scout a reality.

## FORGET TO SEND IN YOUR GLACIER SOCIETY MEMBERSHIP DUES?

Please take a moment to do so now.

Complete the membership form on  
page 11 of this newsletter

or

Go to the Glacier website,  
[www.glaciersociety.org](http://www.glaciersociety.org) and  
complete the online form.

Call the office at 203-380-3466  
to make a credit card  
payment

or

Mail your check payable to  
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**Glacier Society**  
PO Box 1419  
Bridgeport, CT 06601

**THANK YOU!**

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# U S S / U S C G C G L A C I E R

## BEFORE: USS/USCGC GLACIER

Photo shows the USS/USCGC GLACIER, built by the Ingalls Shipbuilding Corp., Pascagoula, MI, launched Aug. 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.



## AFTER: MV GLACIER GB4

Artist's rendering depicts the MV (Merchant Vessel) Glacier GB4, now undergoing a multi-million dollar restoration and reconfiguration project in anticipation of her redeployment to public service as a health care delivery vehicle. The vessel will provide critically needed preventive medical services to thousands of indigenous peoples in the Arctic Basin.



# YALE PROFESSOR EMERITUS JOINS GLACIER SOCIETY MEDICAL BOARD

Morton G. Glickman, M.D. of New Haven, Professor Emeritus of Diagnostic Radiology and Surgery/Urology at Yale University, has been named a member of the Medical Board of the Glacier Society, headquartered in Stratford, CT.

The appointment was announced by Bernard G. Koether II, chairman of the Society. The Society's mission, upon completion of a multi-million dollar restoration and reconfiguration project, is to provide assistance to the indigenous peoples in the Arctic Basin of the eight circumpolar countries. The restored ship, which will be known as the MV GLACIER GB4, will deliver needed medical care to remote coastal areas, while supporting polar medical and environmental research and conducting educational programs.

The Society's Medical Board is comprised of several professionals in various medical fields, who are planning and organizing the medical care that will be provided by the ship.

Koether pointed out, "Over the last several years, Dr. Glickman has carried out extensive volunteer work in Alaska, meeting with private medical people and tribal health groups to establish the process of how preventive medical care will be dispensed to indigenous people in remote areas.

"His extensive knowledge and professional expertise will greatly enhance the Glacier Society's mission to provide much needed assistance to the thousands of people living above the Arctic Circle who need eye care, dental care, cancer screening and other preventive care," Koether added.

Dr. Glickman holds a Bachelor of Arts degree in Philosophy from Cornell University, Ithaca, NY; a Doctor of Medicine degree from Washington University, St. Louis, MO and an honorary Master of Arts degree from Yale University.

Since 1968, he has held a wide range of positions at Yale University School of Medicine, specializing in diagnostic radiology and surgery/urology. Similarly, at Yale-New Haven Hospital, Dr. Glickman has served as chief, assistant chief, acting chief, acting chairman and vice chairman of departments in his field.

Other members of the Glacier's Society's Medical Board include Jonathan Fox, LT. USN (Retired), chairman; Bruce M. Becker, MD, MPH, FACP; James Berner; Norman F. Boas, MD; Sandra Bogdon, DDS; Anthony Boschetti, DMD; Phillip Brewer, MD FACEP; Deedee Cahill; Robert Chapman, DMD, MS; Eric Dewailly, MD, PhD; Jeffrey Glassroth, MD; James Hanley, DMD, MS, and Jack Hickel, PhD, ABFP.

Also, Carl M. Hild, MS; Koether; David J. Leffel, MD; Pamela Mitchell; Gerald Mohatt, PhD; Jerri Nielsen, MD; Jan Nyboer, MD; Gary Lee Robbins; David A. Russell, DMD, MPH; Gary Romeo, DMD; Brian Saylor, PhD MPH; Ron Sconyers, USAF (Retired); David A. Snyder, MD, and Kimberly Stevens, MD.



Dr. Morton G. Glickman

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## **ANTHONY MULLER ENGINEERING CONSULTANT, PHILATELIST**

Dr. Anthony Muller, who served tirelessly on the Glacier Society Financial Board, passed away Tuesday, December 13, 2005. We were motivated by Dr. Muller's creative energy and brilliant leadership skills. There are no words that can express the tremendous sense of loss felt by all of his friends and colleagues.

Anthony B. Muller, 52, an international engineering consultant who specialized in water, waste, environmental and power matters, died of leukemia at Virginia Hospital Center in Arlington. He was a resident of Falls Church.

Dr. Muller's broad scientific background and his fluency in three languages fueled a career that took him around the world. Since 2000, he had been a senior public services adviser with McKinsey & Co. based at the consulting firm's Berlin offices. He usually spent two weeks a month in Germany.

He worked with multinational water companies in developing and implementing their global strategies, with public-sector forest-products firms on tactics for improving profitability and with a number of projects in the water-supply sector looking for international funding.

Previously, Dr. Muller spent eight years with Booz Allen Hamilton's global water, environment and waste-management practice. He led their international efforts on water, waste and environmental consulting outside the United States for six years. He also worked with Scandia National Laboratories and the Nuclear Energy Agency of the Organization for Economic Cooperation and Development and with SAIC Inc., where he was assistant vice president and deputy operations manager.

He published more than 100 articles, books and technical reports in his specialty areas. He also published numerous articles on Hungarian stamps.

Dr. Muller was born in war-torn Hungary and fled at age 3 with his family to the United States, eventually settling in Arizona. Dr. Muller received his bachelor's degree in hydrology and his master's degree in 1974 in hydrogeology, both from the University of Arizona. After winning a Fulbright-Hayes fellowship in 1975, he studied at the University of Paris, where he received a graduate degree in isotope geochemistry in 1975 and his doctorate in engineering in 1977.

Dr. Muller, who moved to the Washington area in 1983, was a Boy Scout leader in Northern Virginia. He worked with Cub Scout Pack 1127 and Boy Scout Troop 128 in McLean, sharing his enthusiasm for gemology, marksmanship, stamp collecting and foreign cultures. He was fluent in French and Hungarian.

His friends and his young proteges knew him as a raconteur who avidly shared stories from his travels to more than 15 countries and his family's flight from communist-ruled Hungary.

Survivors include his wife, Isabelle Muller, and two sons, Antoine Muller and Alexandre Muller, all of Falls Church; and a brother.



# COMMENTS FROM GLACIER WEBSITE VISITORS

These are but a few of the many comments we receive from visitors to our website.

**Marty Martinez**, Woodbridge, VA writes:  
*"Heard about this site and had to see it to believe it! It's great to see Coast Guard history that meant so much to me alive and kicking! I was on the Glacier from '79 to '81, which included a South trip to Antarctica. I have my cruise book, dozens of photos and some great memories."*

**Russ Schaal**, Jacksonville, FL writes:  
*"I served from 1966-1968, sailed from Boston to Long Beach as I remember with no fresh water until we got to the lake after we went through the Panama Canal. Our first bath we got in about 2 weeks. We used to kid about the green cloud that followed us. I always will remember the adventures I had on that ship. I was only in the guard for a year and I was a golden square knot sailor, and some sailors won't get that experience in 30 years."*

**Larry Wisler**, Santa Cruz, CA writes:  
*"I am interested in volunteer work at Glacier....I have 16 years' experience primarily in mining construction plus 11 years maintenance mechanic and supervisor of maintenance in wastewater treatment..."*

**Karen Hamilton**, Chebeague Island, ME writes:  
*".....then I was Karen Steen and I was one of the first lucky women to get orders to the USCGC Glacier WAGB 4 out of San Pedro, CA in 1980. I finished the Navy OS school and reported aboard the Glacier as a RD3. What a great experience Deep Freeze 80 was."*

**Jonathan Eibl**, West Linn, OR writes:  
*".....I would like to volunteer in some capacity from home...I am very interested in how the project will help the peoples of the Arctic....I served in the Air Force."*

**Jon Mercy**, San Ramon, CA writes:  
*"I was on the deck force from '74 to '76. Great times! Remember being trapped trying to rescue the San Martin. Breaking numerous propellers(Screws). Was there when we lost one of our crew members from being electrocuted. Sad Day!! But over all, a great experience!! Like to hear from anyone during that time frame."*

**Dennis Shirrel**, Poway, CA writes:  
*"RMIC 4-76 to 6-78, AWS-76, AWS-77 & DF-78 - Great to see she is alive and starting a new career."*

**Shaggy**, Goldsboro, NC writes:  
*"Yeah, I remember you guys from Deep Freeze 80. You were truly the heart and soul of Big Red. Wow! What an adventure that was! The fires in the stack, running aground at McMurdo in a snow storm, The storms at sea - especially that great big one on the way back when we lost the landing craft, the equatorial initiation, "Porthole" running down the pier in New Zealand as the ship was pulling away just to make it aboard at the last second and the cheer that went up when he made it. I went on to become an AT and flew on C-130s out of Air Station McClellan. Now I'm a pharmacist...where the hell is the adventure in that?"*

**Robert DeVore**, Prescott Valley, AZ writes:  
*"I was on the USS Glacier for the 1960-61 Antarctic expedition with the helicopter crew out of Lakehurst NJ. That was the year we went into the Bellinghausen Sea. I would like to know the location of the ship as we are planning a trip back east this summer."*

**Burt**, Rochford, MN writes:  
*"My dad was on Deep freeze IV in the late 50s. He was with the Helicopter group HU-1. Would love to find people he knows and could write to."*

**John Todd MacGregor**, Vacaville, CA writes:  
*"Deep Freeze 85 baby! Wow, what a trip. BI engine room rocks. Pierson made us scrub that entire bilge. We wire wheeled every deck plate. What was with those crazy oil filter machines. Non-rate berthing was awful. Hey doc wake up it's your watch. Excellent memories at the "wall". Did they ever fix that bent shaft? Liberty turns baby!!"*

**Donald J. Wiggins**, Sidney, MT writes:  
*"I was in the Coast Guard in 1966 when we took it over from the Navy. We sailed it from Boston to Long Beach. I made two trips to the Antarctic and one to the Arctic. I was a fireman when I went onboard. I was transferred off in 1969. Love that ship."*

**Jerrold Holstein**, Trabuco Canyon, CA writes:  
*"I was on the Glacier during Operation Deep Freeze in Antarctica from 1968 to 1970."*

**Bob McLaren**, Waltham, MA writes:  
*"Served onboard the Glacier as a BM3 DV2 for her first two trips to Antarctic (McMurdo Sound) as a Coast Guard Cutter, made many dives under the ice with my diving partner Dave Forsythe and scientists from the University of Florida for International Weddell Sea Oceanographic Expedition 1968 (USARP). Would like to make contact with anyone who served onboard from 1966 when the Glacier was first taken over in Boston (I was the first enlisted man to report aboard in Boston) by the Coast Guard through 1968. If you have any pictures that you would like to share, it would be much appreciated."*

**George Rubesha**, Brandon, FL writes:  
*"Served on WAGB-4 in 73-74, Deck Force. I painted that ship at least twice and the floors I waxed probably still shine."*

**Ron Drinkard**, Fairfield, CA writes:  
*"Keep up the great work! Can't wait to get her underway."*

**Bill Gribble**, Colorado Springs, CO writes:  
*"Spent 2 years on the USCGC Burton Island WAGB 283 back in 1976. Made 2 north trips and 2 south with the Glacier. I wish they could have done something with BI but this is a great thing."*

**Fred Goodwin**, Topsfield, MA writes:  
*"I was a crew member aboard Eastwind during Operation Deep Freeze I, 1955-1956."*

**Michael McVeigh**, Prescott, AZ writes:  
*"What a Spectacular Restoration and Refit!! I worked on the Hope (Ex-Conifer,WLB-180) and Fearless(Ex-Sorrel, WLB-180) Part of the Friendships Fleet,(www.friendships.org) I am Glad to see these Tough Vessel being Brought online and underway for helping the World!! - God Bless, Fair Weather."*

**Tyrone L. Greene**, Key West, FL writes:  
*"I served on Glacier in 75 and 76, exceptional time in my life. She is a great ship, take good care of her. Someday I would like to bring my kids to see and experience her for themselves."*

## MORE NEXT TIME!

Take a moment to visit the Glacier Society website, [www.glaciersociety.org](http://www.glaciersociety.org) and stay informed on the progress of The Glacier.



# IN MEMORIAM .....COL. NORMAN VAUGHAN



*Norman Vaughan, at age 88, just before his ascent of Antarctica's Mount Vaughan, named for him in 1929 by Richard Byrd.*

**Norman Vaughan**, veteran dogsled driver with Admiral Richard E. Byrd in 1928, passed away peacefully last December 23, 2005 at the Providence Alaska Medical Center in Anchorage, Alaska. Jim Lanier, Iditarod musher and close friend, will take Mr. Vaughan's ashes in this year's Iditarod Trail Sled Dog Race to be sprinkled at each of the trail's checkpoints, from the North Pole to Mount Vaughan, named for him by Admiral Byrd in 1929, in his beloved Antarctica.

Born in 1905, when Teddy Roosevelt was president and polar exploration was in its heyday, Norman was weaned on tales of Robert Peary, Roald Amundsen, and Sir Robert Falcon Scott. In 1925 he left Harvard to join one of his heroes, Sir Wilfred Grenfell in Newfoundland, bringing medical supplies by dog sled to isolated villages. He left school again three years later to go to Antarctica with Admiral Byrd - a bold move that changed his life.

Norman was part of history as the chief dog driver on the first Byrd Antarctic Expedition in 1928-30. He

raced with the best in sprint mushing demonstration races in the 1932 Lake Placid Winter Olympic Games.

At the outset of World War II, he was commissioned an officer in the Army Air Corps and assigned to a search-and-rescue unit based in Maine. His service included using a dog team to salvage a secret bombsight from the so-called Lost Squadron of US warplanes forced to land in

Greenland in 1942. More than five decades later, Norman would return to Greenland as part of an expedition that found several of the planes buried hundreds of feet beneath the ice.

In 1967, he drove a snowmobile 5,000 miles from Alaska to Boston and brazenly declared himself dog

**d r i v i n g** champion of the Pentagon to compete as the first non-Alaskan dog driver in the North American Sled Dog Championships in Alaska.

**A f t e r** serving in the Korean War, Norman started making frequent trips to Alaska, **m o v i n g** permanently to the state at age 67. He moved to

Alaska for dogs and adventure with empty pockets after a business collapse and a shattered marriage. He shoveled sidewalks for food, found a job as a janitor and built a dog team. He participated in 13 Iditarods, running his first one at age 72. Norman completed 6 Iditarods, with his last finish being in 1990 at the age of 84.

Norman drove dog teams in the inaugural parades of Presidents Carter and Reagan. He taught Pope John Paul II how to mush on his only dogsled ride.

In 1997, Norman organized the annual 868-mile Serum Run from Nenana to Nome, Alaska. This commemorates the 1925 dash to Nome by the fastest village dog teams to deliver diphtheria serum to save Nome.

Norman "Dreamed Big and Dared to Fail". Safe trails, Norman.

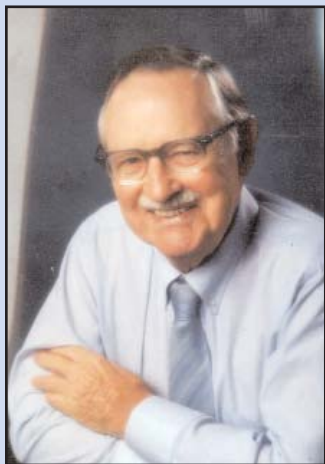


*Ben Koether with Norman Vaughan in Alaska, February, 2004*

**Thank you for your continued support! Please consider making a contribution today! We are in the home stretch and could use your support today!! Visit our website at [www.glaciersociety.org](http://www.glaciersociety.org) to fill out a donation form.**

# GEORGE FERDINAND KOETHER

## JOURNALIST, ECONOMIST, PHILOSOPHER



**George Ferdinand Koether**, a resident of Indian River Estates in Vero Beach, Florida, passed away at the age of 98 on March 22, 2006 after a struggle with pneumonia. His three children, granddaughter and daughter-in-law were in attendance.

Three weeks prior to his passing, Mr. Koether was driving his car and cooking his own meals. He was predeceased by his wife Viola and his daughter Carolyn. He is survived by his two brothers Martin L. Koether of Tequesta, FL and Herbert F. Koether, of Denver, CO., and three children: Karen McDonnell of New Rochelle, NY; Bernard G. Koether II, of Fort Lauderdale and Westport, CT, and Thomas C. K. Koether of Sarasota, FL. He leaves thirteen grandchildren and twenty great grandchildren.

Mr. Koether was born in Detroit, Michigan on July 28, 1907. He attended Howe Military Academy and then Albion College where he earned his BA in Journalism and Business Administration. His distinguished career saw him at Campbell-Ewald Advertising where he became the Editor of Chevrolet's consumer magazine, "Friends." Mr. Koether next moved to Saturday Evening Post as its first Photography Editor, then to Look as Copy Editor, Special Assignments Editor and Assistant Manager of the Book department. He left Look in 1946 to study and write in the field of economics and served on the staff of the Foundation for Economic

Education. After doing post-graduate work in economics at New York University, Mr. Koether rejoined Look as the first full-time Automotive and Transportation Editor on a national magazine.

In subsequent years, Mr. Koether's words passed the lips of the Continental Can Company, United States Steel, Ingersoll Rand and other fortune 500 firms at the CEO and Board levels within their corporate histories, speeches, and public relations. In addition to his many ghost works, He authored a humorous but serious book titled, "The Ass That Went to Washington".

His lips also married the reed of his famous clarinet and saxophone which accompanied bands around the world with joyous sounds of jazz and symphony.

During Mr. Koether's career, he resided in Detroit, MI, Marion, PA, Pelham, NY, St. Croix, VI, Madison, and Westport, CT, and Tequesta, FL, and Brockville, CA.

Mr. Koether was a member of the prestigious Mount Pelerin Society, a group of distinguished international economists, and was a benefactor and Adjunct Professor of the Ludwig Von Mises Institute at Auburn College. He was an earnest supporter of the Glacier Society. George was a member of the Navy League and in 1960 he sailed with us aboard the USS Glacier AGB-4 residing in Admiral Byrd's Cabin. He was very much looking forward to a return sail with Captain Porter and our Glacier Volunteer Team, and in fact discussed how that could continue up to age 105.

The free world has lost another great "Austrian Economist" and philosopher who championed individual rights over central government, free trade, and a firm anti war policy. He will be sorely missed by his friends and freedom-loving people all over the world.



Bernard G. Koether, II with his father, George F. Koether, on the Pier in South Boston after a cruise aboard Glacier.



# 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: \_\_\_\_\_

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

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#### Billing address if different

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#### 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:  
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Enclosed is a check for my contribution.

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