



Icebreaking NEWS

UNITING POLAR INTEREST AROUND THE GLOBE

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Winter 2003

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Glacier Society
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 TOLL FREE

The GLACIER and ElderHostel

The GLACIER Society has partnered with Elderhostel to offer a Service Program onboard in April, May and June. The following press release from ElderHostel describes the GLACIER program. For further information call 1-877-426-8056 or sign on to their website at www.elderhostel.org. Let your friends know about the program, they will be able to take a tax deduction as well as help a worthy cause.

PRESS RELEASE - For Immediate Release

Elderhostel Volunteers Help Restore Polar Expedition Vessel US Glacier to 'Ship Shape' Older Adult Teams Will Contribute To Preservation Efforts in New Elderhostel Service Program

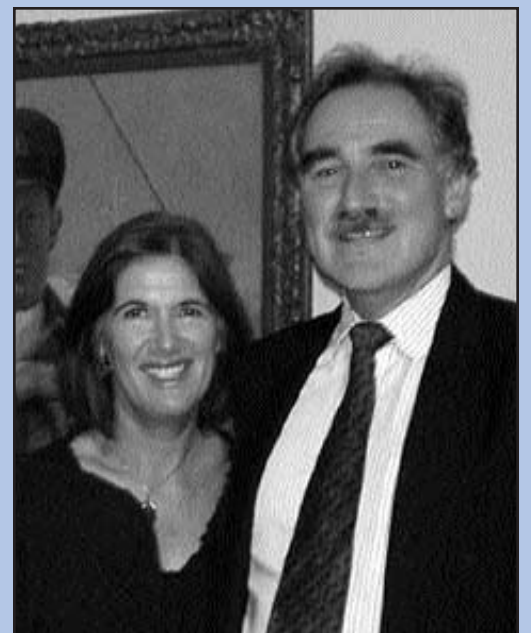
Next Spring, Elderhostel - America's first and largest not-for-profit provider of educational travel programs for adults age 55 and over - will be offering weeklong opportunities to participate in the restoration of a former US Navy/US Coast Guard ship with a prestigious past.

Known in its day as the "free world's largest and most powerful icebreaker," the US Navy/US Coast Guard cutter Glacier was the flagship for Admiral Richard E. Byrd during the ship's first voyage to the Antarctic in 1955. Glacier was also the first ship to penetrate the icy Bellinghausen Sea. Now, the historic vessel, berthed in San Francisco Bay, is undergoing a complete overhaul by volunteers under the guidance of its patron organization - the nonprofit Glacier Society - for re-use as a museum, educational polar oceanographic

research vessel and a floating classroom for students of all ages.

Beginning in April 2003, Elderhostel volunteers in the unique service program will take on projects ranging from wire brushing, sanding and painting to deck replacement and engine repair. "We hope to attract volunteers, share our vision and teach the history and science of Glacier's voyages," says Bernard "Ben"

continued



Christine and Keith Holmes from the United Kingdom. Keith served with the British Antarctic Survey. He and Christine have traveled extensively to both poles and will lecture at Elderhostel.

The GLACIER and ElderHostel *continued*

Koether, chairman of the Glacier Society and a former crewmember aboard the Glacier. "Elderhostel participants will add significantly to our volunteer talent pool with their years of knowledge and unique skills," he says.

Besides the daily restoration tasks, Elderhostel participants will attend lectures on the Glacier's history, polar ecology and related subjects by some of the ship's former officers, as well as by nationally-recognized scientists and polar researchers. "The program will be a wonderful opportunity for people who are interested in polar exploration, Admiral Byrd's Antarctic voyages,

and the history of the Glacier itself," says Birgitta Zissis, Vice President of Programs for Boston-based Elderhostel. "And of course, there's the reward of playing an important role in putting Glacier back on the water as a research and educational resource," Zissis says, adding that Glacier, once restored, will sponsor Elderhostel programs in addition to providing programs for school children and other student groups.

The Glacier project is an example of Elderhostel's myriad opportunities to experience hands-on learning and to get a behind-the-scenes perspective not available to the general public. Besides service programs, the

27-year-old Elderhostel organization offers many other kinds of learning adventures at more than 2,000 educational and cultural institutions in 100 countries worldwide.

Because the Glacier Society and Elderhostel are not-for-profit organizations, portions of Glacier project participants' expenses, such as for tuition and some travel, may be tax-deductible. **For more information about Elderhostel's service programs and other offerings, call toll-free: (877) 426-8056 or visit their website at www.elderhostel.org.**

MY NORTHERN TRIP - Glenn Harris former RM3, USCG

Early in July 1973, we departed on WEB-SEC-73, a trip north. Three days into the trip I received a message saying my first child, a daughter, had been born. After leaving Long Beach, we had stopped at Kodiak for a day, then gone to Dutch Harbor just long enough to drop off supplies before heading on into the Arctic Ocean. Kodiak reminded me more of a shopping center than a town and at Dutch Harbor, all the rocks around the harbor had the names of coast guard cutters or buoy tenders painted on them.

We worked our way into the Beaufort Sea, around to Prudhoe Bay, taking core samples in preparation for the government opening the bidding for oil leases on the North Slope. We also spent time recovering current meters that had been left on the previous trip, which surprised the scientists who thought they had all been destroyed.

Mission accomplished, we headed South to home. I was anxious to get there to meet my new daughter. I was looking forward to spending some time with her for a couple of months before we headed south to Antarctica.

As we sailed South through the Northern Pacific, we hit a storm that must have been the mother of all storms. I remember throwing up a lot. The GLACIER would slide down off the top of one wave and dive into the next. Seawater would geyser up from the bow and the front half of the ship would be engulfed in green water. The utility boats were straining at their restraints and threatened to break loose from the davits. I looked out of a porthole and it was like we were in the mountains.

The ship was rolling up to 55 degrees back and forth, and I had the dry heaves. There was no longer anything in my stomach to throw up.

Scuttlebutt said that the mast and the hanger were designed to come off, lowering our center of gravity, if it got too bad (but I knew the sources were just trying to sound good and that it was bad information). I thought I might die, but I didn't think we would sink. I had a seat belt to hold me in the chair but I had to hold the carriage of the typewriter while I copied code to keep it from slamming back and forth. We had three safes in the radio room, not including those in the on line and off line crypto rooms. The largest one was right across from me, about five feet tall, and must have weighed a ton. The welds that held it to the deck were breaking and it would lean back and forth about eight inches at a time. I just knew it was going to kill me at any time.



Bob Minekheim (center), Rick Glendenning (right) and a volunteer from the port of Oakland (left) are part of the Scuba Dive Team. These men conducted an underwater survey of Glacier. Yes, the screws and rudder are there!

As I remember the bridge crew estimated the waves to be 120 feet. Waves are measured from the trough to the crest to come up with the official height of a wave. The highest waves ever officially recorded were measured by the Executive Officer of the US Navy tanker RAMAPO, on February 7, 1933, in the North Pacific Ocean. He noted that when the ship settled into the trough that the crow's nest of the main mast was level with the crest of the next wave. He calculated that the wave had to be 112 feet high. GLACIER would slam down into the trough and then ride up and over the next wave. One hundred and twenty feet sounded right to me. That's what it looked like and that's what it felt like.

But, we were not the vessel in distress; we were looking for a vessel that had sent out a MAYDAY. A sailboat near our location had broken her mast. She had three persons on board, one of these was a lady with diabetes who had lost her insulin and was in danger of going into shock. The sailboat had taken on water, which had ruined some of their groceries and were in danger of sinking. They were urgently asking for help.

We found the sailboat that night and the next morning, when surprisingly the weather and seas had settled down, we got them alongside. We fixed the mast, gave them insulin, groceries, and water and waved goodbye. They continued on to Hawaii, and we headed for home. The safe was welded back to the deck in the radio room, and when we arrived at the dock in Long Beach, my wife and three month old daughter were there to meet me.

HATS OFF TO THE SHIPBOARD VOLUNTEERS

The drive to get GLACIER to sea is truly a volunteer effort supported by men and women around the world. From January through September, teams, large and small, have made amazing progress in restoring the ship a step a time. Work periods were one or to weeks in duration and covered a wide variety of tasks. These included painting, preservation and resupply of critical equipment to the installation of an entire emergency generator set. The successful testing of the main switchboards allowed the teams to restore lighting to the interior of the ship.

During the nine work periods there were a total of 261 volunteer days by 40 volunteers. Bob Farmer, the volunteer coordinator through August, led the list with 36 days on board. He was followed by Jim Echhoff (21), Ernie Kelley

(18), Geoff Potter, Greg Walker and John Ward with 17 each and Jack Erhard, the restoration manager, with 15. George Rooney, Jim Rooney and Tom Ebnet put in 10 days, Ben Koether was on the ship 9 days and working almost constantly for GLACIER the rest of the time and Marty DeGrand 7. Adolph Maitz, Gordy Wagoner, John Tisdale, Keith Holmes, Stan Prus, Steve Johnson and

Woody Benner were there for 5 days. Others who worked on the ship were Chuck and Mary Wescott, Harold and Zane Lile, Tom Beck, Rick Glendenning, Alice Sennott, Chris Schimnosky Sr. and Chris Schimnosky, Bill Walker, Don Drews, Steve Keller, Calvin and Jan Fisk, Eric Rosendquist, Ethan Currie, George Harris, Jim Lansing, Marcus Whitely, Paul Horre and Shane Grunseth.

Of the nine work periods reported here, Jim Echhoff was there for all 9, Bob Farmer, Greg Walker and John Ward for 8. They were followed by Ernie Kelley (6), Geoff Potter (5) and Chuck Wescott (4).

Well done to all of these intrepid volunteers who made a major contribution to restoring the GLACIER. Your efforts are appreciated by the entire Society. (12 volunteers were back hard at work in mid Nov.)



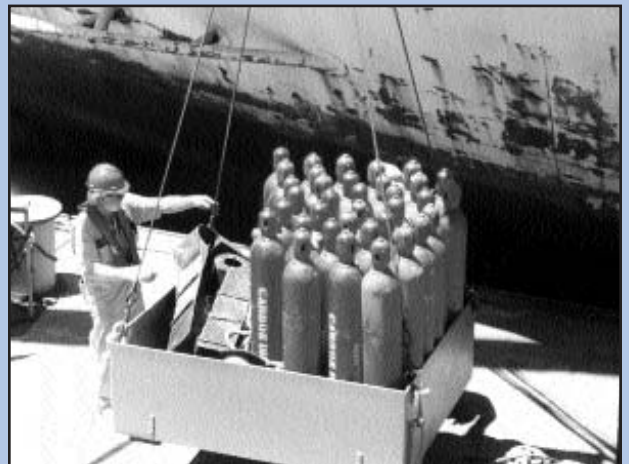
The restoration team - November 2002

BECOME A VOLUNTEER!

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



Glacier's fore deck crane needs repair. Keith Holmes, Tom Ebnet and Christian Koether remove frozen hydraulic cylinders in July 2002. It will be returned in January, rebuilt by volunteers ashore. The crane will be operational soon!



Glacier carries lots of CO2 for fire protection in the engine rooms and the eight motor rooms. We have collected most but will be happy to receive some more!

IMPORTANT MESSAGE FROM THE CHAIRMAN

Happy New Year!

Crew members from around the world continue to commit their energy and expertise to rebuilding the GLACIER and moving the project to strategic levels in 2003.

We are proud of our achievements for 2002:

- Media attention has increased on the West Coast. CBS-TV in San Francisco did a four minute segment on the Glacier in December. News stories were printed in the Contra Costa Times in November and online by the US Coast Guard Auxiliary, District 11, Northern CA. (<http://www.uscgaux.org/~1130104/>). The San Francisco Chronicle will be printing an article in early 2003. Additional Glacier articles will appear in the St. Francis Yacht Club Magazine (Mainsheet) and Loch Lomond Newsletter.
- Volunteers continue to increase in size and level of individual commitment and are being supported by many vendors who are supplying and repairing parts free of charge. These efforts and contributions accumulated to a value of about ONE MILLION DOLLARS THIS PAST YEAR!
- Electrical systems are largely restored throughout the ship.
- The GLACIER Society has partnered with Elderhostel to offer a Service Program onboard in April, May and June, 2003
- We have two youth education programs working, one in the East Coast aboard the Icebucket,

and the other in the Bay Area aboard the Motor Surf Boat.

- The "Hospitality Group" has been formed from the food service industry. This team will be committed to obtaining new galley gear and supplying food for our crew.
- We recovered a very significant quantity of parts from the ships along side and we constructed inventory lists on a palm top for transmittal to a PC database.
- The ICEBUCKET (the old Arctic Survey Boat) is being restored by volunteers at Captain's Cove Marina, Bridgeport, CT

We look forward to achieving our goals for 2003:

- Complete pre-movement survey and obtain USCG approval for movement
- Complete the pier lease with corps of engineers approval
- Expand our grant writing and historical recognition efforts
- Develop partnerships with leading universities for education and research
- Expand on volunteer days to daily and weekends
- Prepare shipyard quotation based upon USCG approved design package for inspection under Sub Chapter U

Ben Koether
Chairman



Volunteers transfer missing CIC and bridge parts from MARAD to Glacier.



Ben talking with Lisa Vorderbrueggen, staff writer and Dan Rosenstrauch, photographer from the Contra Costa Times.

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A "BIG RED" COUPLE

In the summer of 1980 history was made when the first contingent of women reported on board GLACIER in Long Beach, California. One of a group of 18 enlisted personnel and 2 officers was a young Seaman, Rhonda Jean Burr. During her first cruise there were reporters waiting at just about every port wanting to talk to the women crewmembers. They made the papers in New Zealand and Australia. Rhonda had lots of experience with the military. Her father was retired Air Force, and her brother went to the Naval Academy. She entered the Coast Guard after she graduated from high school in Colorado Springs, Colorado. Mark Castro also joined the Coast Guard after graduation from high school (Santee, California, near San Diego). His first tour was on USCGC MORGENTHAU (WHEC 722) where he went North above the Arctic Circle. Then in 1981, Boatswains Mate Mark Castro reported to the GLACIER. This is Rhonda and Mark's story.

Early in her tour, Rhonda, along with three men, volunteered to attend demolition school at El Toro Marine Air Station in Anaheim, Ca. and became qualified to use explosives. Icebreakers carried explosive demolition teams that could use explosives to help open paths ways in the ice when the going got too tough. She remembers that while she was at El Toro, her father tried to reach her on the ship. When she returned his call and told him where she had been there was dead silence for a moment. His first comment was "tell me next time so I can take extra insurance," and then he wished her well.

GLACIER's deck force was divided into four watch teams, and Mark was the leader of the team that Rhonda was assigned to. While in Hawaii Rhonda and another person were griping down the LCVP when an accident occurred. One of the seamen dropped the heavy steel cable used to secure the boat. Mark shouted for everyone to move and then heard the cable hit the deck. All he could think of at that moment was a girl named Rhonda being crushed and turned to make sure she was okay. This was the beginning of a long relationship.

Rhonda and Mark have

their share of sea stories from their trip to the Antarctic. On DeepFreeze 81 Rhonda remembers being on watch the time that the GLACIER accidentally came between a mother whale and her calf. GLACIER stopped and went dead in the water when they realized what had happened. The agitated mother hit the side of the GLACIER several times. The mother and the calf finally joined up and with a flip of their tails said goodbye. Rhonda remembers feeding the penguins during one of those classic icebreaker parties on an ice floe. The penguins were not happy when the sailors ran out of food and chased them. Killer whales or orcas are found near the edges of ice floes and the story we heard in '60 was repeated. Orcas cannot distinguish people on the ice and think the shadows are penguins. They strike the underside of the ice near the edge hoping to tip the floe or break off a piece so the shadows will fall into the water and can be snatched up and eaten. Rhonda remembers getting too close to the edge and being severely warned by one of the senior petty officers. She also remembers that trips to the penguin rookery were fun but, boy, do thousands of penguins smell! Rhonda still collects penguins to remind her of the days of seeing them in the wild. As she said, how many people can say they actually saw them in their natural habitat?

Rhonda always seemed to have the duty when the ship was in McMurdo but Mark made it up the hill and signed the guest book. Another memory he has is of loading cargo for 32 hours without sleep. Both Rhonda and Mark have spoke of the unusual weather effects. Mark thinks of the ice crystals in the

air that would turn blue and red when the sun hit them. And Rhonda thinks back about being lookout and having the fog so thick that you could hardly see your hand. Her imagination would get to her, and she would start thinking of a movie "The Fog". She thought it was funny how your mind works.

Of course it was not all work and no play, and Rhonda and Mark have some great liberty stories. Liberty ports included Hawaii, New Caledonia, Tahiti, Australia, New Zealand, Campbell Station, McMurdo, Punta Arenas, and Valparaiso Chile and Mazatlan, Mexico. Mark remembers their adventures the last night in Punta Arenas, Chile as funny NOW but not quite so funny back then. They were on their way back to the ship after a day of sightseeing and a good dinner. Rhonda had not been drinking. Instead she poured her wine into his glass, so by the end of the evening he was "quite happy". It was their last hours in port so Mark had no need of Chilean money and told the taxi driver that if he got them back to the ship, all the money he had in his hand was the driver's. And that was probably more than he had seen all month. As the taxi pulled up to the gate of the Chilean Naval Base, Rhonda had her ID card out and ready. Unfortunately Mark was still looking for his as the taxi driver started to leave. The guard stopped him and put an Uzi to the side of his head until Mark could finally produce an ID card. By the time he found it, Rhonda was starting to get scared. After seeing the card, the guard waved them through. True to his word, Mark gave the taxi driver all of his money. The driver thanked Mark and told him to be safe and go with God. In

Valparaiso, Chile they ran into abalone and sea urchin pizza, which caused them to lose their appetites.

In Fiji, GLACIER had to drop an anchor. Rhonda was on the anchor detail and vividly remembers using the sledgehammer to release the first anchor. So far so good, but the shot markings were faded, and the chain ran out too fast. The Chief cleared the forecandle and they lost the anchor and all the chain. They dropped the second anchor but only the officers got ashore for business. When they returned to Long Beach,



Rhonda and Mark

A "BIG RED" COUPLE *continued*

the anchor and chain were waiting on the pier. The Navy had recovered it but, you guessed it, painted it pink. The Captain was really mad and the deck force had to repaint it.

Their relationship deepened and when their shipmates on GLACIER learned Rhonda and Mark were to be married, they decided to do something really special - a surprise bridal shower on the mess decks. It is the first one Rhonda ever heard of.

Rhonda and Mark were married on 4 July 1982, and this year they celebrated their twentieth wedding anniversary. Mark left the Coast Guard in 1982. Rhonda became pregnant and was transferred to Terminal Island, Long Beach and then to San Diego and com-

pleted her Coast Guard tour in 1984. They have three children now, Charles 19, Crystal 15 and Bobby 8. Rhonda is the Receiving Manager for grocery and department stores. Mark works for Senior Aerospace, Ketema Division that provides the fueling systems for launch vehicles and the external tanks on the Space Shuttle as a subcontractor to Lockheed Martin, Boeing Space Systems and NASA. He has also worked on the Delta Rocket Family and Atlas V. Rhonda and Mark now live in Lakeside in the East County of San Diego.

Rhonda's thoughts on her experience on GLACIER are really wonderful. "My memories of Antarctica are great ones, many new

friends, seeing sights that few people have, doing good by going down there, being able to say you once walked on the ice. It was so beautiful and the water was so blue. Many times I would sit on the fantail and let my mind wander. I was actually sad to see it end."

Mark said that they have very happy memories of the GLACIER and thanks the ship for getting the two of them together.

(The GLACIER Society greatly appreciates the several emails exchanged with Rhonda and Mark in putting this story together. We wish the Castro family fair winds and a following sea and all the best in the future)

GLACIER ON CBS TV



One of the biggest names in TV broadcasting in the San Francisco Bay Area, Bill Schechner, interviewed Ben Koether on December 12, 2002 on board the Glacier. KPIX, Channel 5 (CBS) covers all of Northern California and beyond. The interview was broadcasted on the 5-6PM. evening news.



Bill Schechner, Ben Koether and Tom Rusert seen giving instructions to CBS camera crew.



MARAD crane barge lifts pallets and skid boxes of gear to the December volunteer team. Two heavy blava assemblies can be seen moving to the G's bow.



LAST
MINUTE
SHOPPER?



LOOKING
FOR A
UNIQUE
GIFT?

SHOP
ONLINE AT
THE SHIP'S
STORE

www.glaciersociety.org

GLACIER Society Represented at OAEA Reunion

Oceanographer Bill Littlewood represented the GLACIER Society in Pensacola November 7-9 at the first reunion of the Old Antarctic Explorers Association (OAEA). The organization was formed after the decommissioning of VX-6, the Experimental Squadron that flew the Navy missions in the Antarctic. One of the chartered purposes of the OAEA is to promote and perpetuate public awareness of the courage, sacrifice and devotion that its members exhibited while on the Antarctic continent. While heavily oriented to the aviation community its membership includes Seabees, base personnel, both scientific and support, and ship personnel. Bill volunteered to represent the GLACIER Society at the reunion attended by over 425 people. He was given time to make a short presentation on the Society and single handedly manned a GLACIER Society table, distributing literature and membership forms and selling selected items from the ship's

store. Some were already also members of the GLACIER Society, and several said they were interested in joining.

Reunion highlights included a huge banquet, tours of the Pensacola Aviation Museum (which includes "Que Sera Sera" the first aircraft to land at the South Pole) lectures on the current situation in the "ice" and a Shackleton presentation. Bill met three members of the Wintering Over Party at Ellsworth Station whom he had not seen since 1957 as well as the pilot of "Que Sera Sera".

OAEA and the GLACIER Society seem to complement each other very nicely. A principal difference is that OAEA does not have the great focal point and challenge, the USS/USCGC Glacier, that we do. It is hoped that in the future that we can foster cooperation between the two organizations and advance both our missions.

Thanks for your help, Bill!



Words of Thanks from a Volunteer

Dear Ben,

I just wanted to write a few lines expressing how great it was for me to have spent the last two days with Tom Ebnet and my fellow Glacier volunteers working on the Glacier. Please pass this on to Tom, as I don't have his email address.

I am an old Army guy (60 years old, that is) while most of the others had some connection with the Navy or Coast Guard or other sea faring organization. It was just great the way these folks accepted a ground pounder and made me one of the group. It was great to work with people who new how to work!. And this goes for the old salts among us as well as for the fine two young reservists who joined us on 12/12. Here were two fine young men who not only had the physical strength for the tougher jobs, but actually had the enthusiasm to perform them. I must say that I have discovered muscle groups I had never known and all my old battle wounds acted up again. (None of

these due to actual battle, but some of those other hazards one encounters while on shore leave in the service).

I love old military hardware, and this ship is from the era when I was on active duty, so much of the apparatus and terminology were familiar. The crew members versed me in the sea going terminology like For and Aft, Port and Starboard and the like. I even learned how to count decks. It was great. On the second day, 12/13/2002, I worked with another volunteer and we surveyed every door and hatch on the ship for serviceability. This gave me the rare opportunity of seeing almost every nook and cranny of the ship. This was fascinating. The 10 diesel engines, the huge electric motors and prop shafts, galley, machine shop, wench room, etc. I couldn't assimilate it fast enough. Of course after going up and down every ladder and stairs about 10 times each, my knees are complaining today, but I wouldn't have missed it.

The cold rainy weather only added to the mystique. Of course two days of VIP type duty in no way resembles life aboard a vessel such as this on active duty (especially during ice breaking). I am just all smiles, but I am sure there were many really tough days also. So to all you ex-crew thanks for letting me share in the experience of rebuilding your great ship. And to my fellow volunteers, it was great working with you and I hope to see you again during the next tour.

I am anxious for the Glacier to get to port so that I can spend more time working on her. And I hope to be aboard as honorary crew during the move!!.

Thanks Ben, these two days gave me a shot in the arm that I needed!

Mike Milligan



GLACIER SOCIETY

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Ship Store Merchandise Order Form

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 - Solid NAVY w/Plaid Collar	100% Cotton, Bill Blass polo shirt w/GS Logo	M, L, XL, XXL	\$33.00
NEW	T-Shirt	50/50 Cotton, design - flag, eagle and the Glacier	M, L, XL XXL, XXXL	\$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
NEW	Polar Fleece Vest	GS Logo on front and back, navy blue	S, M, L, XL, XXL	\$98.00
NEW	Wind Jacket	Nylon shell, GS Logo on front and back, royal blue	S, M, L, XL, XXL	\$128.00
NEW	Parka	GS Logo on front and back, royal blue	S, M, L, XL, XXL	\$293.00
NEW	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
NEW	Greek Fisherman Cap	Navy blue, wool	L, XL	\$24.00
NEW	Greek Fisherman Cap	Navy blue, cotton	L, XL	\$24.00
	Coffee Mug	Navy with White G/S Logo	8.5 oz	\$15.00
NEW	Pen	Burgundy ball point pen w/24K gold accents	Blue ink	\$5.00
	Blazer Buttons	Hand crafted Brass w/GS Logo	6 Front Buttons 8 Cuff Buttons	\$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
NEW	Captain Nathaniel Brown Palmer by John R. Spears	Biography, Limited Edition	N/A	\$50.00
NEW	Arctic Passages by John Bockstoce	Signed by author, Limited Edition	N/A	\$200.00
NEW	The Coldest March by Susan Solomon	Signed by author	N/A	\$200.00
NEW	A Wilderness of Stars by Bernie DuPont	Signed by author	N/A	\$50.00
	"Antarctica 1960"	Limited Edition watercolor lithograph	16" x 20"	\$250.00

TOTAL _____

***Price Includes Shipping & Handling**

Application for Membership

Name _____

Address _____

City _____ State _____ Zip _____ Phone # _____

Email _____

YES, I WANT TO BECOME A MEMBER of the GLACIER CREW and help build a platform to train our youth with the leadership principles of DUTY, HONOR and COUNTRY, which built our nation.

I prefer to give my gift in one payment of \$120.

I'd like to help with a monthly gift of \$ _____

Enclosed is a check for my first month's gift. Please transfer my monthly gifts from my checking account. I understand my future gifts will be transferred directly from my account.

OR

Here is my credit card information. Please transfer my monthly gifts from my credit card. I understand my future gifts will be transferred directly from my credit card.

Card #: _____

Exp. Date: ____ / ____ _____
mm yy Authorized Signature

A record of my gifts will appear on my bank or credit card statement, and I can increase, decrease or suspend my giving at any time by calling (203) 375-6638. All gifts provided to the Glacier Society originating as ACH transactions comply with U.S. law

Enclosed is my first gift of \$ _____. (Refer to giving levels above. As soon as your first gift is received, you will receive your appreciation gift.)

I CANNOT BECOME A MEMBER of the GLACIER CREW at this time, but please log me in as a member of the GLACIER Society.

Icebreaker Veterans \$25 _____ Retired Military \$35 _____

Active Duty \$40 _____ All Others \$45 _____

I WOULD LIKE TO BE REMOVED FROM THE GLACIER SOCIETY'S MAILING LIST.

Please make your check payable to The Glacier Society. The Glacier Society is a non-profit 501-(c) 3 Educational Foundation. All gifts are tax deductible. (Please return this form in the envelope provided or mail to The Glacier Society, PO Box 1419, Bridgeport, CT 06615.)



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