

shelf, it would create an additional difficulty if we had to separate the two—particularly in a place-name. It is already clear that as the Antarctic continent is mapped we are going to need names for a great many of these features.

These considerations have led us to favour “ice stream” by itself, although a longer term might well be more explicit.

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DEFINITION OF “ICE RISE”

The note on “Suggested terms for ice features” by Roberts, Roots, and Swithinbank (*Polar Record*, Vol. 7, No. 49, 1955, p. 331–32) has led to the term “ice rise” being provisionally applied to certain features associated with the northern Ellesmere Island ice shelf (*Arctic*, Vol. 8, No. 1, p. 20). If this usage is acceptable, it is suggested that the proposed definition of “ice rise” should be emended to read: “A mass of ice resting on rock, and surrounded either by an ice shelf, or partly by an ice shelf and partly by sea *and/or ice-free land.*”

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[The writers of the note on “Suggested terms for ice features” agree that the definition be amended accordingly. See p. 7.]

DISCOVERY OF T-3

In perusing the Notes section of Vol. 7, No. 50, of the *Polar Record*, my eye fell with great interest on the report appearing on p. 416 devoted to Soviet sightings of ice islands, and especially on the following sentence of the second paragraph: “This (an ice island) is identified with T-3, first sighted by the U.S. Air Force in August 1950 in lat. 75° 24' N., long. 173° W. In fact, the original discovery of T-3 was made neither by United States nor Soviet aircraft, but by the Royal Canadian Air Force in April 1947, when it was sighted north of the Canadian arctic archipelago.”

While, at this stage, no real importance should be attached to such matters as the discovery of ice islands, I think that, for the sake of the record, the actual facts should be related. The ice island that became designated T-3 was first sighted at 08-35, G.M.T., 27 April 1947, by the crew of the U.S. Air Force B-29 aircraft No. 45-21869, a few miles north of Isachsen Peninsula, Ellef Ringnes Island, in approximately lat. 79° 50' N., long. 104° W. As the senior officer present on this flight, I have taken the preceding data from my flight notes.

Of course, the confusion over the original sighting of T-3 is not hard to explain. In the first place, the so-called first U.S.A.F. sighting of T-3 in August 1950 actually means the first sighting of the ice island by a particular

squadron conducting arctic air reconnaissance; in this case, the 375th Reconnaissance Squadron. The mission and Headquarters of this Unit were in no way related to those of my own element, and the single identity of the two sightings was only established at a later date. That our sighting and that of 1950 were of the same feature is corroborated quite correctly on the map facing p. 684 of Vol. 6, No. 45, of the *Polar Record*.

It has been perfectly logical, also, to credit the discovery of T-3 to Canadian sources, for I believe that the first public mention of the 1947 sighting was made by Flight-Lieutenant (now Wing-Commander) Keith Greenaway, R.C.A.F., who, under the terms of a joint Canadian-United States agreement, was assigned to our aircraft as a navigator.

I well recall the sighting of T-3. Greenaway and I were stationed at the time in the extreme nose of the B-29, and we were immediately struck by the surface characteristics of the ice mass compared with the surrounding floes. Sir Hubert Wilkins was also an observer on this flight, and the three of us speculated at considerable length on what we saw. Sir Hubert was inclined to think of the feature in terms of paleocrystic ice, while Greenaway and I, who had the advantage of having flown over the Ellesmere Island ice shelf a few days earlier, strongly supported the thought that the ice island had come into being as a broken fragment of that ice shelf.

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