

CONSERVATIONISTS GATHER FORCES

The Canada-United States Environmental Council was organized at Toronto in November 1974 to further joint action by Canadian and American conservationists on pressing environmental issues. Its second meeting was held in March 1975. Among the participating Canadian organizations were the Canadian Arctic Resources Committee, the Canadian Environmental Law Association, and the Canadian Nature Federation. At the final session of the meeting the Council identified its position on various current environmental issues, including the proposed Arctic gas pipeline, oil tankers, the Law of the Sea, the Fur Seal Convention, and the *Greenpeace V* whaling protest voyage to the North Pacific. The Council is particularly opposed to the construction of any gas or oil pipeline across the Arctic National Wildlife Range and the proposed extensions of the range in northern Alaska and Canada, in the belief that such a pipeline 'would cause unacceptable damage' to 'some of the most superb scenery, wilderness and wildlife habitat on this continent'.

OBITUARY

Captain **FREDERICK WHITE**, an expert navigator of Antarctic waters, died on 11 January 1975 at the early age of 58. Having entered the Merchant Navy in 1932, he had obtained his Master's Certificate by 1937 and served in tankers with Atlantic convoys throughout the war. In 1946 he joined the Falkland Islands Company and for the next 20 years commanded its mail, passenger and cargo service around the islands and to and from the mainland at Montevideo; he was, in effect, the islands' main link with the outside world. He also visited the British bases in Antarctica on several occasions, on charter to the Falkland Islands Dependencies Survey (now the British Antarctic Survey). On such occasions he was always able to identify himself with the Survey; the relieving and supplying operation was never a simple or straightforward one, but nothing was ever too much trouble. His first visit to Antarctica, in company with the little wooden sealer *Trepassey*, was a trying introduction for him: we were hove to for 36 hours in a violent storm on the way down and *Trepassey* caught fire at Marguerite Bay on the way back with the sea ice beginning to close in. Freddie was a tower of strength in this emergency as at all other times.

In 1967 he was appointed an Elder Brother of Trinity House. His particular concern was as a Nautical Assessor of marine cases in the Admiralty Division and he held a number of other associated appointments. Those who knew him will have been shocked at his sudden death, which came the day after he had attended the annual Antarctic Club Dinner. He will long be remembered.

Sir Miles Clifford

J. M. STAGG, meteorologist and polar expedition leader, died on 23 June 1975 at the age of 74. He was born in Dalkeith, Midlothian, and received his MA and DSc at Edinburgh University. In 1924 he joined the Meteorological Office where he soon became interested in terrestrial magnetism and associated subjects. He was chosen to lead the British Polar Year Expedition in 1930 and this involved a preliminary visit to Fort Rae, NWT, in 1931, and a stay of some 16 months in 1932-33, the 50th anniversary of the first International Polar Year. It was an arduous period for the six members of the expedition but the full scientific programme was carried out, including observations made at the old Fort Rae, the site of Captain Dawson's station in 1882-83. Stagg spent two or three years preparing the report of the expedition, which was published in 1937.

The outbreak of World War II found him helping to put the Meteorological Office on a war footing. He became responsible for the army weather service and for various co-ordinating activities, and in 1943 was selected to head the meteorological section of the Supreme Headquarters of the Allied Expeditionary Force (SHAEF). As General Eisenhower's chief meteorological adviser for the invasion of Europe he was responsible for the D-Day weather forecast, and his book *Forecast for Overlord* gives a vivid and personal account of the events preceding his momentous prediction.

Stagg retired in 1960 as Deputy Director General of the Meteorological Office. A member of the Royal Society British National Antarctic Committee, he was a helpful adviser to the British Antarctic Survey and contributed much towards determining policy, especially in connection with magnetic work. He was President of the Royal Meteorological Society from 1958 to 1961 and received the OBE for his work during the 1932–33 International Polar Year as well as the CB and USA Legion of Merit for his work in wartime.

Stagg had a keen mind and was a stern critic of himself as well as of others. He did not suffer fools gladly, but he was respected by all who knew him and regarded with affection by more people than he might have expected.

W. A. Grinstead and A. Stephenson

Professor **HARALD IRVING DREVER** died at Dundee on 4 October 1975 at the age of 63. Son of the professor of psychology at Edinburgh University, Harald grew up in an academic environment and, after attending the Royal High School, read geology at Edinburgh. As a postgraduate at Cambridge he soon came to the notice of James Wordie and joined his student expedition to west Greenland and Baffin Island in 1937. During this expedition he made his first acquaintance with Ubekendt Ejland, a small island in Umanak Fjord, west Greenland, that was to be a lifelong focus of his interest and boundless enthusiasm.

After his appointment to the staff of St Andrews University in 1938, Harald quickly organized the first of nine return visits to Ubekendt Ejland and set up his base in the small village of Igdors-suit, which was to become in many ways his spiritual home. He developed a deep feeling for the people of this indigenous community, where much of the traditional Eskimo culture still persists, and soon earned their respect. Affectionately dubbed 'Aralik' by the Greenlanders, Harald developed an awareness of the native culture and the problems presented to it by western civilization which stemmed not from academic study but from a long and direct association with and appreciation of the Eskimo way of life. His geological examination of the island was thorough and skilful, and his published work on this and the British Tertiary earned him his distinguished reputation in igneous petrology.

While the unique geology of the island provided the main stimulus for his early expeditions, in later years he became increasingly committed to active conservation of the cultural heritage of this remote and extremely beautiful part of the Arctic. In 1967 he successfully initiated, at his own expense, a long-distance kayak race in the Umanak area as a positive step towards preventing the erosion of this distinctive aspect of Eskimo culture. Subsequently, he conceived the idea of according the Umanak area provincial park status and of establishing at Igdors-suit a transcultural centre for collaborative study between the Eskimos of Greenland, Canada, and other countries. He spared neither time nor expense in travelling to Canada, Greenland and Denmark to expose relevant people to his suggestions and to elicit support. His ideas remain unfulfilled and the Arctic may well be the poorer for that.

There are many people, among them former students from St Andrews University where he taught until his death, who owe a considerable debt of gratitude to Harald's selfless guidance and encouragement. He served as president of the Arctic Club in 1968 and was appointed a Principal Investigator with the Apollo programme from 1971 to 1973. Harald still had much to contribute: his loss is great.

David Meldrum

BORIS GRIGOR'YEVICH CHUKHNOVSKIY, one of the best-known Arctic flyers in the USSR, died in October 1975 aged 77. He was one of the earliest airmen to undertake ice reconnaissance for shipping, flying in support of a convoy from Helsinki to Kronshtadt in March 1918. In 1924 and 1925 he took part in the work of the northern hydrographic expedition in the Barents and Kara seas, aiding hydrographic vessels and also freighters bound for the Ob' and Yenisey rivers. He took part in the rescue of survivors of the airship *Italia* in 1928. When the Chief Administration of the Northern Sea Route [Glavsevmorput'] was formed in 1932, he became its first airman, and continued the work of developing the technique of aerial ice reconnaissance. During and after World War II he remained in the employment of polar aviation (as the Arctic civil aviation unit was called) until his retirement. He was awarded the Order of Lenin and other decorations.

Terence Armstrong