Obituaries

Thomas Patrick O'Sullivan, a member of the first Falkland Islands Dependencies Survey Expedition, died in Beckenham, Kent, on 8 September 1998 at the age of 74. O'Sullivan, who was also born in Beckenham, was proud both of his Irish blood and that he was a 'man of Kent.' He was educated at St Joseph's College, Beaulah Hill, and in 1941 volunteered for service in the Royal Navy. He was accepted for a commission and, after initial training at HMS *Collingwood*, served as an ordinary seaman in HMS *Charleston*, one of the 50 First World War destroyers that the Americans had exchanged for bases. These were wet and uncomfortable ships, but were invaluable for convoy escort. O'Sullivan was promoted midshipman in 1942, and, after training at HMS *Excellent* and the light coastal forces base at Fort William, was appointed to HM MTB 621, a 'D' boat, the largest and most heavily armed class of motor torpedo boats. He was initially based in Yarmouth, with its proximity to 'E Boat Alley,' and then, after the Normandy landings, moved to Gosport when coastal forces were defending the landing area perimeter.

Shortly after the end of hostilities in Europe, O'Sullivan was on a photographic interpretation course when he met Surgeon Commander Edward Bingham, who was then Commander of the Falkland Islands Dependencies Survey. This meeting led to O'Sullivan joining FIDS for the expedition to Hope Bay, the objectives of which were to acquire knowledge of the geology, glaciology, weather, and living and navigating conditions, as well as the fauna and flora of that part of the Antarctic Peninsula. The voyage south was to be on MV *Trepassey*, which sailed first for St John's, Newfoundland, to collect huskies for the expedition. The dogs were in poor condition, and, after they sailed on 20 November 1945, O'Sullivan and Stewart Slessor spent a great deal of time each day cleaning, combing, and brushing their coats, which were matted and oily. There were problems with the dog food, which was mostly whale meat and herring preserved in oil. Much of it was less than fresh, and several barrels exploded in the tropics, soaking the deck head in oil and causing discomfort to the ship's company. The dogs, however, did well on the diet, and eight puppies were born at sea. After calling at Port Stanley and being treated to fresh Falkland Islands mutton, they were in good condition for the last leg of the voyage south. These dogs, together with those already at Hope Bay after Operation Tabarin, founded the colony that pulled sledges for British scientific work for the next 30 years and for another 20 years were kept in the Antarctic by the British Antarctic Survey for recreation and the boost they gave to morale.

Once in the Antarctic, O'Sullivan made several sledging journeys from Hope Bay with the dogs. He was travelling with Captain Vic Russell, John Francis, and Dr Jimmy Andrew to reconnoitre a route over the Trinity Peninsula when they encountered such harsh conditions that they ran very low on food. Camped on sea ice, O'Sullivan woke at midnight to find accumulated drift had weighed down the ice so much that the tent and sleeping bags he and Andrew occupied were already in freezing seawater. They moved into the other tent, but by morning one of the dogs had suffocated under the snow and two sledges could not be recovered. They finally made it back to Hope Bay, with O'Sullivan and Francis pulling with the dogs and Russell and Andrew pushing from behind. By the end, one dog was too exhausted to pull and had to be carried on the sledge. O'Sullivan suffered frostbitten hands, but recovered and later made other journeys. He joined Bill Croft, a geologist from the Natural History Museum, on a very successful trip to Seymour Island, during which they collected fossil bones of a Miocene penguin that stood about 2 m tall. On another journey with Russell, Francis, and Alan Reece, they covered an impressive 57 miles in 24 hours, a feat that Sir Vivian Fuchs later called 'a considerable achievement in those early days of FIDS sledging.'

On one occasion at Hope Bay, O'Sullivan found himself stitching together Andrew's scalp, instructed by the unfortunate doctor himself as he drifted into and out of consciousness. Andrew had been hit by the blades of the wind generator while on the roof of the hut, but made a good recovery, thanks to O'Sullivan. The propeller, it is recorded, fared less well and was subsequently unusable.

O'Sullivan's time in the Antarctic, for which he was awarded the Polar Medal, was cut short by his return home on the death of his father. By that time, the war in the Far East was over, and he was demobilised with the rank of Lieutenant RNVR. O'Sullivan was saddened by the removal of dogs from the Antarctic in 1994. However, by that time he was retired and, after a long and successful career in business, he realised, better than many, that the world does not stand still, and that cherished aspects of life rarely last forever.

O'Sullivan is survived by his wife Maureen, their daughter Katie, their son Stephen, and four grandchildren.
Paul G. Rodhouse
Kenneth F. Rodhouse

Professor Svenn Orvig, Arctic meteorologist, died in Kingston, Ontario, in May 1998 at the age of 77. Born in Bergen, Norway, on 4 August 1920, he was educated at Oslo University, where his studies were interrupted by the Second World War. From 1941 to 1945, as a pilot of the Royal Norwegian Air Force, he served with the RAF Coastal Command, mainly in Catalina flying boats, reaching the rank of flight lieutenant and receiving both Norwegian and British war medals.

https://doi.org/10.1017/S0032247400026607 Published online by Cambridge University Press

After graduating cand. mag, from Oslo University in 1948, Orvig moved to a teaching and research post at McGill University, Montreal. In 1950, as meteorologist, he joined the 20-strong expedition to the Barnes Ice Cap area of Baffin Island, organized by the Arctic Institute of North America (AINA) under the leadership of P.D. Baird. The expedition's staging point was Clyde Inlet, whither food and fuel had been transported by sealift the previous summer. Orvig arrived there in late May in the expedition's ski-wheel Norseman aircraft under charter, and joined the rest of the party, who arrived by RCAF Dakota aircraft. He spent the summer at a camp established near the southeast end of Barnes Ice Cap at an elevation of 865 m, where he organized two-hourly meteorological observations from 1 June to 26 August, in support of glaciological observations and for comparison with the records made at the Clyde Inlet post. The expedition was evacuated by the eastern Arctic patrol ship *C.D. Howe* in early September.

In 1953 Orvig took part in a further AINA expedition to Baffin Island, again under Baird's leadership, with similar logistics and a 13-strong party, but this time to the Cumberland Peninsula area, staging through Pangnirtung. He was responsible for organizing the meteorological observations at two camps — at the southeast end of Penny Ice Cap at more than 2000 m, and at Summit Lake at nearly 400 m. The expedition was evacuated from Pangnirtung in early September.

By now Orvig had moved to the Montreal office of the AINA, as assistant director and, later, director. He gained his PhD from McGill in 1954 on his Arctic meteorological work. In 1957 he moved back to McGill as associate professor of meteorology, and in 1965 he was appointed full professor, and, on his retirement in 1986, emeritus professor.

During his long service at McGill, Orvig guided all his students with wisdom and care, and was much liked and respected by them in return. Under a contract with the Defence Research Board in Ottawa, his selected students took part each year from 1957 to 1970 in fieldwork from the Board's Hazen and Tanquary camps in northern Ellesmere Island. These included the four men who manned the Canadian IGY station at Lake Hazen for eight months and throughout the 1957–1958 winter. They and many other of Orvig's students later went on to hold Canadian government or university posts. Orvig also played key roles in university administration, as dean of science, 1976–1985; as a governor of McGill, 1968–1970; and, in a wider field, as secretary of the International Commission on Polar Meteorology, 1963–1975.

Orvig was author or co-author of more than 60 publications in meteorology, and editor of the book *Climates of the polar regions* (1976). His work was recognized by the awards of the President's Prize of the Royal Meteorological Society in 1964, the Andrew Thomson Prize of the Royal Canadian Meteorological Society in 1977, and the Patterson Medal of the Canadian Atmospheric Environment Service in 1982. He was elected to the Royal Society of Canada in 1980 and served on its council from 1982 to 1984.

He is survived by his wife Anne and by two sons of their marriage.

Geoffrey Hattersley-Smith

Correspondence

A disagreement about global warming

C.J. van der Veen
Byrd Polar Research Center, Ohio State University,
108 Scott Hall, 1090 Carmack Road, Columbus,
OH 43210-1002, USA

Received November 1998

Increasingly, issues concerning possible anthropogenic influences on global climate are being discussed outside the mainstream scientific literature. This development is to be encouraged, as the effects of climate change may have important and perhaps adverse implications for civilization, and the public should be involved in formulating policies. Involving wider segments of the population, who cannot be expected carefully to read all the pertinent scientific literature, places a burden on scientists and journalists to convey accurately scientific results and prevailing opinions to a wider audience. An important role for scientists in this process is critically to examine and evaluate material that appears in the popular press, including books targeted at large audiences. Moreover, criticism must be applied with equal rigor, irrespective of whether the reviewer agrees with, or disapproves of, the central thesis that a particular author is trying to promote. Norman Davis, in his review (*Polar Record* 34 (191): 355–356 (October 1998)) of Paul Brown's book *Global warming: can civilization survive?* failed to do so.

Brown's book is divided into four parts, the second of which deals with the science of global warming. According to Davis, this part provides 'the best general account of the science that this reviewer has yet come across.' Not being familiar with the literature Davis has consulted recently, I cannot comment on this value judgement. However, it must be pointed out that Brown's summary of the scientific issues clearly demonstrates a lack of understanding, leaving one to wonder about the accuracy of the other parts of the book, as well as to question the basis for recommendations of strong action to avert alleged damag-

https://doi.org/10.1017/S0032247400026607 Published online by Cambridge University Press