heritage of the Falkland Island, have merged to form a single body called Falklands Conservation. The aim of the new body is to promote the conservation of wildlife, wrecks and places of historic interest in the islands, increasing substantially direct local involvement. The Falkland Islands Government has granted the new organization 50% core funding for its first year of operation: the remainder will be sought outside the islands. Among projects to be promoted are seabird monitoring programmes, a surveys of sea lions and tussock islands, production of education material, archaeological surveys of historic sites, and the stabilization of hulks in Stanley Harbour. (Source: *Falkland Islands Newsletter*, August 1991.)

INTERNATIONAL WHALING HISTORY SYMPOSIUM. Opened in 1917, the Kommandør Chr. Christensens Hvalfangstmuseum, Sandefjord, Norway, celebrates its 75th anniversary in 1992 with an international symposium on the cultural, social, political and economic history of whaling. The symposium will be held in the museum on June 12-14: the closing date for enrolment is 1 March 1992. (Source: museum press announcement.)

REPLACEMENT FOR HMS *ENDURANCE*. The Norwegian ice-strengthened ship *Polar Circle*, of the Rieber Shipping Line, has been leased by the Royal Navy to provide a replacement for HMS *Endurance* during the 1991-92 summer. Over 35 years old, *Endurance* is no longer capable of carrying out guardship duties, which require incursions into ice-strewn waters of the southern Atlantic ocean. The guardship performs an important role in hydrographic survey and provides logistic help and support for British Antarctic Survey. (Sources: *Daily Telegraph* 12 October 1991; *Navy News* November 1991.)

Obituary

Malcolm Mellor, eminent glaciologist and polar engineer, died in Hanover, New Hampshire, on 24 August 1991 at the age of 58. Born in Stalybridge and educated in England, his appetite for studying cold regions was whetted by taking part in Nottingham University expeditions to Vatnajökull and later to Spitsbergen. He wintered at Mawson, Antarctica in 1947 with the Australian Antarctic Division and did summer work at Davis and Wilkes stations. After publishing his results he spent the next 32 years in the USA, except while obtaining a PhD degree at the University of Sheffield. The University of Melbourne recognized his work with a DSc in Applied Science. Initially working on snow problems for the US Army Snow, Ice and Permafrost Research Establishment (SIPRE) in Evanston, he moved to Hanover in 1961 when SIPRE became the US Army Cold Regions Research and Engineering Laboratory (CRREL).

A man of extraordinary versatility, his research spanned nearly every branch of pure and applied glaciology, from the mass balance of the Antarctic and Greenland ice sheets to cold regions engineering, avalanches, drifting snow, icebergs, sea ice and permafrost. His experimental and theoretical work covered the physical properties of snow and ice; surface and undersnow construction; cutting, drilling, trenching, tunnelling and blasting in snow, ice, permafrost and hard rock — even on the sea bed; snow removal and ice control; oversnow transport and polar aviation; offshore structures; undersea pipelines and cables; icebreaking and towing ships through pack ice; machine design; and nuclear power systems. These interests led to field work not only in Antarctica and Greenland but also in Siberia, Korea, Alaska and arctic Canada.

His 150 publications and 90 unpublished reports include several monographs widely used as standard textbooks on snow, ice and permafrost engineering. As consultant to the US National Science Foundation he was involved with many aspects of Antarctic engineering and directed CRREL's research in this field. On learning of Canadian flights from Chile to the Ellsworth Mountains using transport aircraft on wheels, he was quick to see the potential value of inland ice runways for aircraft operations in support of the US Antarctic Program. His initiative led to successful LC-130 wheel landings on Mill Glacier and to widespread searches for further runways on naturally occurring bare ice. A permanent ice runway was under development near McMurdo Station at the time of his death. A lifelong innovator, he deplored the inflexibility of logistic practices in Antarctica and did much to inspire changes. To the delight of colleagues and the discomfort of officials, he spoke up when lesser mortals kept quiet. A lively mind and a wry sense of humour made him good company both in the field and at home.

Mellor held one US patent and had three pending, and was widely employed as consultant not only to governments but also to industrial clients and public services. He was Editor-in-Chief of the journal *Cold Regions Science and Technology* since its inception, and served on the International Commission on Snow and Ice and many other bodies. He was awarded the Polar Medal and (on two occasions) the US Antarctic Service Medal. Mellor Glacier is named after him. Always an active man, he was a keen yachtsman, scuba diver, skier, mountaineer and pilot. He went sculling on the Connecticut River on the day he died.

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