

Yukon and Northwest Territories. (Sources: *Indian and Northern Affairs Communiqué* 1-8813; University of Alberta news release 43, 25 April 1988.)

SEASONAL AFFECTIVE DISORDER. 'Cabin fever', a depressive state for long associated with the winter night in high latitudes, is being studied medically in its most severe forms as 'Seasonal affective disorder' or SAD. Affecting subjects overwintering in both polar regions, in the depressive phase sufferers are lethargic, irritable, and withdrawn, losing concentration and initiative; they may crave carbohydrates and gain weight. This may be followed in spring by mildly manic behaviour, improved creativity, less need for sleep and reduced appetite. Phototherapy has been found effective: in one study about 80 out of 100 patients responded favourably to winter treatment of several hours' daily exposure to bright fluorescent light. (Source: Article by Carla Hellekson in *Behavioral Sciences Exchange: Rural Alaska College Newsletter* 9(2): 5.)

NEW PUBLICATIONS ON THE CANADIAN NORTH. The Boreal Institute for Northern Studies announces the publication of a series of occasional papers on northern affairs, based on workshops arising from an international conference, 'Knowing the North: Integrating Tradition, Technology and Science', which the Institute sponsored in November 1986. The papers are edited into five symposium volumes covering environmental disturbances, prospects for empowerment of northern communities, biology and management of northern lakes and rivers, traditional knowledge and northern renewable

resource management, and health care in northern Canada. Details of these and other recent publications are available from the Institute, CW 401, Biological Sciences Building, University of Alberta, Edmonton, Alberta T6G 2E9, Canada; see also the advertisement in this issue of *Polar Record*. (Source: publicity material from the Boreal Institute.)

TOURIST FLIGHTS TO THE NORTH AND SOUTH POLES. On 13 April 1987 a party of 14 landed at the North Pole in two ski-equipped De Havilland Twin Otter aircraft, after journeys totalling over 10 hours from Resolute Bay via Polaris, the Magnetic North Pole, Eureka and Lake Hazen. Return flights were made via Eureka, Grise Fiord and Beechey Island to Resolute Bay. The parties had left Seattle, Washington on 10 April, and were back there on 19 April.

On 21 January 1988 a party of 9 in a chartered, ski-wheel equipped Twin Otter, landed at the South Pole after a flight of over 960 km from the Patriot Hills of the Heritage Range, Ellsworth Mountains. The party had left Portland, Oregon 11 days previously. An 11-hour flight from Punta Arenas, in southern Chile, in a wheeled DC-4, took them to a natural ice runway 2000 m long in the Heritage Range, where they were briefly held up by bad weather. From there they completed the flight to the pole in 4 hours 31 mins. After a two-hour stopover they returned via the Thiel Mountains to the Heritage Range, and were back in Portland on 26 January. Bill Hackett, a member of both parties, succeeded in standing at both poles within nine calendar months. (Source: Bill Hackett, 3130 NW Forest Lane, Portland, Oregon 97229 USA.)

Obituary

ALFRED CHARLES BRIGGS, who served for over nine years as an AB with Discovery Investigations, died on 11 March 1988, aged 82. Briggs joined RRS *Discovery* at the age of 20, serving from October 1925 to September 1927. Between October 1928 and February 1930, while based in South Georgia, he became a member of the small team, under Cdr J. M. Chaplin, which in MV *Alert* made the first definitive hydrographic survey of the coast and coastal waters of the island. In October 1931 he joined RRS *Discovery II* for her eventful second and third commissions, which took him around Antarctica, several times into both the Weddell and Ross seas, and included a stormy early winter and spring (1934) in the Bellinghousen Sea. He was awarded the Polar Medal with 1925-35 clasp. Leaving Discovery Investigations in 1935 he worked for 35 years for the Marine Biological Association

in Plymouth; during World War II he was on firewatch duty on the night of the incendiary raid that severely damaged the laboratory buildings. Recently he was among several old *Discovery* hands invited to the National Maritime Museum to provide details and advice on the restoration of the ship.

David E. Yelverton

Dr ETHEL JOHN LINDGREN-UTSI died at Reindeer House, Aviemore, on 23 March 1988. Born in Evanston, Illinois, she was the daughter of a prosperous banker of Swedish descent. After her father's early death, her mother married the composer Henry Eichheim, who specialized in oriental music. As a result, her youth was spent travelling the Far East, and she early acquired an

understanding of Chinese culture and society. At Newnham College, Cambridge, she took a first in psychology, following it in 1928–32 with fieldwork in Mongolia and Manchuria. For several months she was under virtual house arrest in Urga. There she met her first husband, the Norwegian Oscar Mamen, who accompanied her on expeditions to the remoter parts of Manchuria. She visited the Reindeer Tungus (Evenki), on the north-western border of Manchuria, during a politically tense period; Japanese troops invested Harbin while she was living there. Among the Tungus she established a close relationship with a female shaman, whose ritual and beliefs she studied and described in her PhD thesis, submitted to Cambridge University. She also studied a neighbouring community of Russian-speaking Cossacks. Because colleagues in Mongolia and the Soviet Union were persecuted by their regimes during the 1930s, 'EJ' (as she was known to friends) was reluctant to publish anything that might jeopardize informants or foreign scholars who had helped her; for this reason she published very little about either the Tungus or the Cossacks. Only in her last months did she make arrangements for the editing and publication of her scientific papers, which will appear posthumously.

At the invitation of Prof K. B. Wiklund of Uppsala she visited Sweden and studied Lapp reindeer herders. A traveller in the classical style, she spent months in linguistic and other preparations, and became a capable linguist with a good knowledge of Russian and Swedish. During World War II she was editor in chief of the Social Survey and worked at the Royal Institute of International Affairs as liaison officer to allied governments in exile. After the war for a short time she lectured in the Faculty of Archaeology and Anthropology at Cambridge. She edited the *Journal of the Royal Anthropological Institute* from 1938 to 1947.

In 1947 she married Mikel Utsi, whom she had met in Swedish Lapland. With him in 1949 she established the Reindeer Council of the United Kingdom, and in 1952 reintroduced reindeer to Scotland. The herd in the Cairngorms, which Mikel managed until his death in 1979 (see his obituary in *Polar Record* 19(123): 630–31), occupied much of her energies in later years, and she was visiting the reindeer when she died.

Ethel John Lindgren was physically a most striking person, well over six feet tall and with fine auburn hair. She was a good friend of the Scott Polar Research Institute, contributing many rare items to the library and lecturing on the MPhil programme. Her extreme generosity to young scholars in her field was combined with astringent criticism when the high standards she set herself were not followed by others. Her full stature as a scholar will be appreciated when her scientific observations are eventually published. Many in Cambridge and elsewhere will miss her as critic, mentor and friend.

Ian Whitaker

Dr JOHAN NICOLAY TØNNESSEN, 1901–87. 'The best profession a man can have is to be a teacher and then quit teaching and turn his hobby into a lifelong occupation.' This was Johan Tønnessen's reply when asked if he ever regretted having given up teaching in grammar school for historical research, and the sentence tells us a great deal about Tønnessen as a person. His academic career was somewhat unusual for so prominent a historian. He was not attached to a university, at the outset he probably never intended to become a full-time historian — and certainly had no idea that he would be admitted to the Norwegian Academy of Sciences. And yet there must have been a natural inclination towards history; his birthplace, Kristiansand, and indeed his family traditions, inspired him in that direction.

He came of a long line of seafarers, and himself taught for a while aboard the training ship *Sörlander*. Maritime history thus became a hobby for which he was eminently qualified; but with his gifts he must have felt a growing penchant for the analytical aspect of historical studies. His first work, *Kristiansand 1810–1830. A study of the town's shipping and commerce, social and economic conditions during and after the war of 1807–1814* was submitted in 1928 for his arts degree and later published in book form. The greatest literary achievements of his life were his monumental works on the history of Norwegian shipping and whaling. His next book, *På kapertokt og i prison 1808–1810. Av kaptein Paul Andreas Kaalds etterlatte papirer (Privateering and imprisonment 1808–1810. Extract of the posthumous papers of Captain Paul Andreas Kaald)*, appeared in 1950. Then followed a spate of publications, as though a pent-up urge had at long last found an outlet. He was one of the authors of *Den norske sjøfarts historie (The history of Norwegian shipping)*, vol II, which appeared in 1951, and in 1953 he published his book *Ole Nielsen (Aalgaard) og hans slekt (Ole Nielsen (Aalgaard) and his kin)*. In 1955, at an age when most people begin to slow down, he took his doctorate with a thesis on *Privateering and shipping 1807–1814*. In 1957 he completed the record of the town of Porsgrunn in 3 volumes, and in 1960 his history of the Norwegian Mates Association from 1910 to 1960 appeared to mark the 50th anniversary of that union. The same year he contributed a section on Norway to the *International bibliography of urban history*. In 1963 he finished the chapter entitled *Fra seil til damp—og til olje (From sail to steam—and to oil)* in the monumental work *Dette er Norge 1814–1964 (This is Norway 1814–1964)*.

His crowning achievement, however, was his exhaustive, globally-oriented *Den moderne hvalfangsts historie (The history of modern whaling)*, vols II–IV, which appeared between 1967 and 1970. When Arne Odd Johnsen had completed volume I of *Den moderne hvalfangsts historie (The history of modern whaling)* in 1959, Tønnessen was asked to continue the work, reviewing the period from 1905 to the present day. It took him 10 years

to complete the work, which ran into 3 volumes of 600–700 pages each. Work on the book coincided with the decline in pelagic whaling and the final collapse at the end of the 1960s.

Perhaps what impresses one most is the formidable amount of source material he collected and drew upon. His works testify to a well-nigh incredible grasp of detail, and yet detail is never allowed to blur the contours of the broad outline. Tønnessen has given us an important account of a very special industry which rapidly developed into big business of international proportions with the attendant resource depletion problems. The rise and fall of modern whaling provides an object lesson for other branches of industry. With the aim of reaching a wider international readership Tønnessen later condensed his material into a shorter version in English, *The history of modern whaling*, published in London in 1981. The author himself said that this second version had been tantamount to writing an entirely new book.

In much of his literary production Johan Tønnessen singled out themes that touched upon Norway's relations with England in the 19th and 20th centuries. Later he wrote the final volume of the history of his birthplace, Kristiansand, and a series of articles for journals. A

gentleman in the truest sense of the word, and an indefatigable research historian, he made his mark far beyond the bounds of Norway. We believe his footprints will not readily be erased.

Einar Wexelsen

Sir FREDERICK TYMMS KCIE MC, a pioneer Arctic aviator, died on 9 December 1987 aged 98. Born at Tenby in 1889, he was educated at Kings College, London. During World War 1 he fought with the South Lancashire Regiment, transferring in 1917 to the Royal Flying Corps, in which he was awarded the MC. In 1924 he was seconded from the Civil Aviation Department of the Air Ministry to lead the air section of the Oxford University Arctic Expedition to Spitsbergen. Under George Binney he served as navigator, air photographer and meteorologist. While photographing northern Nordaustlandet with pilot A. G. B. Ellis in the expedition's Avro 504Q floatplane, he reached 80°15'N, achieving a northernmost record for a winged aircraft. Tymms did not return to the Arctic, but spent the rest of his active life in aviation administration in the UK, Africa, India and the West Indies.

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