

Obituaries

Max Ferdinand Perutz, OM, CH, CBE, FRS, Nobel Laureate, died in Cambridge on 6 February 2002, aged 87. Perutz was recognised worldwide as one of the great pioneers in molecular biology, who, with the support of an enlightened Medical Research Council, founded the Molecular Biology Laboratory at Cambridge, and was its first chairman, 1962–79. He was allowed to pick his own staff and get on with it, with an absolute minimum of administration and a lack of tiresome paperwork from above. Perutz claimed that he did all the administration for his laboratory with his secretary on the back of an envelope between 9:00 and 9:30 AM on Mondays. And how brilliantly he succeeded, not only in his own work, but in nurturing five other Nobel Laureates, one of whom was recognised twice over.

However, the running of his laboratory was an object lesson not welcome to those who have made a mystique and an industry from ‘administering’ others at the sharp end of research. After all, the science bureaucrats have their jobs to consider.

Those best qualified have written obituaries of Perutz and of his greatest work in the national press, yet with virtually no mention of his important work in the field of glaciology, which is the main purpose of this short piece.

As a native Austrian, Perutz had an inborn love of the mountains, and was a fine mountaineer and an expert skier, preferring the cross-country to the downhill-only courses. Early in his illustrious career as a crystallographer, he was a member of the Jungfrauoch Research Expedition, 1938, organised and led by the late Gerald Seligman. His work at the Jungfrauoch, at the head of the Aletsch glacier, Switzerland, set the pattern for future research into the mechanism by which fallen snow is converted through firn into glacier ice.

Perutz returned to the Jungfrauoch in 1948 for further research, this time into the mechanism of glacier movement. He sank a pipe into the Aletsch glacier, and returned in 1950 to measure the inclination of the pipe, which showed that the glacier moved fastest at the surface, with gradually diminishing velocity lower down. He thus disproved once and for all the ‘extrusion flow’ theory, advanced by the American glaciologist Max Demorest, by which the velocity profile was supposed to be reversed. Both his 1938 and 1948–50 results were published in the *Proceedings of the Royal Society*.

Perutz also deployed his marvellous sense of humour in an unpublished one-act play describing the vicissitudes of the 1948 expedition and the eccentricities of the German-Swiss caretaker at the Jungfrauoch Research Station. It was his sense of humour that served him well during internment as an ‘enemy alien’ in detention camps in the UK and in Canada, along with several other later famous

scientists. When his work in molecular biology claimed all his time, he donated all his glaciological literature to the Scott Polar Research Institute.

Perutz was one of the great scientists of the twentieth century, but, more importantly, a great human being with a gift for friendship at all levels. He is survived by his wife of 59 years, Gisela, and by a son and a daughter of their marriage.

Geoffrey Hattersley-Smith

Edward Owen Jones, who died on 20 January 2002 at the age of 78, was a Merchant Navy captain who pursued a career in the oil industry at sea and ashore with ever-increasing responsibilities. Nevertheless, he perhaps regarded his secondment to the British North Greenland Expedition, 1952–54, as the highlight of his career.

The expedition, under the overall direction of the Royal Navy, was organised and led by Commander Jim Simpson, RN, who made sure that the other three services were represented in his team. Jones was one of two chief officers in the Merchant Navy who took part, officially listed as general assistants.

The expedition reached Dronning Louise Land, northeast Greenland, in late July 1952 in the chartered Norwegian sealer *Tottan*. With RAF support, a base camp was established at Britannia Lake, some distance from shore and across a wide glacier. Meanwhile, an airdrop of prefabricated hut parts, stores, and equipment was undertaken by RAF Hastings aircraft from Thule Air Base in northwest Greenland, in order to establish the ice-cap station ‘North Ice.’ One of the aircraft involved crashed on the ice cap in poor visibility, having discharged its load, fortunately without serious injury to its crew, who were soon rescued by USAF ski-aircraft from Thule. ‘North Ice’ was duly built close by the wrecked aircraft and 230 miles (370 km) west of the main base at an elevation of about 9000 feet (2750 m).

The objectives of the expedition were topographical survey and geological, glaciological, and meteorological research in a little-known region. Ground transport for the expedition was provided by dog-teams and Weasel tractors. The latter had been landed on the coast, together with several members of the party, who were then assisted to the base for the winter by Jones and others across the dangerous Storstrømmen Glacier. In the early spring of 1953, Jones accompanied Simpson and others in bringing the Weasels into the base. During the second year, Jones served for some months in charge of ‘North Ice’ and later in charge of the vehicle team.

Soon after the return of the expedition to England in September 1954, all members were awarded the Polar Medal, in Jones’ case with Arctic clasp 1952–54. The

cameraderie of those Greenland days was to live on for 50 years in reunions and visits between old field companions, with none more popular than Ted Jones.

Jones was born in London on 15 February 1923 and educated there until World War II began in 1939, when he was evacuated to the family home at Criccieth. He finished his education at Portmadoc Grammar School and, in 1941, joined the Anglo-Saxon Petroleum Company (later Shell Tankers) as an apprentice, serving in tankers until the end of the war on North Atlantic and Russian convoys, and on Mediterranean convoys, covering Malta and the North African landings. After gaining his master's ticket in 1950, he married his schoolfellow Elizabeth (Beti) Llewellyn, whose father, Captain Edward Llewelyn, MN, had died in Japanese hands in the war. Two years later he was able to satisfy a long-standing interest in polar exploration when, with the full blessing of his young wife, he joined the British North Greenland Expedition.

On his return from the expedition, he rejoined the Shell fleet as chief officer successively in two very large crude-oil tankers. In 1957 he was given his first command. He served in three different tankers in the Far East, before being promoted to marine superintendent at the Shell Centre in London. Similar appointments followed — to Singapore in 1962, back to Britain in 1964, to Oman in 1970, and to Durban in 1972.

In 1974 he was appointed to oversee construction of the oil pipeline out of Amlwch Shell Terminal in Anglesey. In his final appointment in 1978, he moved back to London as chief marine superintendent of Shell Tankers (UK), becoming heavily involved with the Inter-governmental Maritime Consultative Organization and chairing its committee on the routing of ships in the English Channel. Among his other duties, he was concerned with international arbitration in marine litigation, and with salvage work, notably of *Pacific Glory* and *Amoco Cadiz*.

On his retirement from Shell in 1981, Jones and his family moved back to their beloved Wales, settling in Anglesey, where he became deeply involved with the Menai Strait Conservation Society, the Bardsey Island Trust, the Caernarfon Harbour Trust, and the Portmadoc Maritime Museum. He was an active representative in Anglesey of Trinity House, and a staunch supporter of the RNLI. A man of many parts, he became an accomplished watercolour painter.

Jones is survived by his wife Beti (who kindly provided biographical detail), a son, two daughters, and four grandsons.

Geoffrey Hattersley-Smith

A.G.E. Jones, well known for his work on the polar regions and on maritime history, died on 1 April 2002. He had not been well for some time.

Alfred Godfrey Elton Jones was born in Cardiff on 19 August 1914, and his family thence moved to Surrey. He went to school in Croydon and later gained a Bachelor of Commerce (Economics) degree through the University of



Fig. 1. A.G.E. Jones (1914–2002).

London. During the War, he served in the Royal Army Pay Corps and afterwards became a company secretary. He then took a teacher training course, and from 1949 until his retirement in 1974 was employed in colleges of further education. He ended his career as head of the West Kent College of Further Education at Tunbridge Wells. He later moved to Eastbourne. He was a life fellow of the Royal Geographical Society.

Jones' writings about polar history covered a variety of subjects and topics, and his collection in *Polar portraits: collected papers*, published by Caedmon of Whitby in 1992, ranged over a wide field, including brief biographies and accounts of voyages and expeditions. He was also especially interested in whaling during the late eighteenth and early nineteenth centuries. His publications on this area included *The Greenland and Davis Strait trade, 1740–1880* and three volumes of *Ships employed in the South Seas trade 1775–1861*. His book on the Greenland and Davis Strait trade is especially useful for anyone interested in the old British Arctic whale fishery. It is based on Lloyds' Registry of Shipping, 1764–1865, and the Register of the Society of Merchants, Ship-Owners and Underwriters, 1800–33. It includes three indexes: of ships, masters, and owners, and, used in conjunction with Basil Lubbock's *The Arctic whalers*, is a very valuable source of information.

During his later life, Jones gave his library of maritime books to the Scott Polar Research Institute in Cambridge, and after his death his remaining papers were also given to the Institute.

Sidney G. Brown