

Three additional personnel were able to complete phone patches via the ham band and a large volume of ham grams were both received and transmitted.

Wednesday, August 1, 1956

This was a clear day – winds were moderate with peaks of twenty-nine knots. Temperatures ranged from minus ten to minus twenty-five – no blowing snow.

Both runway crews were able to put in a good day and two D-2's were kept running as well as the D-8. The third D-2 had the welding repair job of two days ago break again. What started to be a rather small crack in the frame bed is now extended all the way through. These welds will continue to be re-done and it is hoped that they will keep the equipment together until the runway is completed. No pumping operations have commenced, but the crew began running into some rather moist snow and so additional corings will be taken to determine the depth of the ice on which the tractors are now working.

The Builders continued finishing up details within the living quarters Quonsets – mounting fans, completing installation of masonite strips, etc. Twenty-four pairs of chocks for aircraft were cut out and put together. A coat rack was made and installed just inside the library door. The lumber stocks within the Carpenter shop were once again filled from the outside storage area.

DR TAYLOR performed a circumcision on WAGNER.

BRISTOL and HILL continued taking Navy motion picture footage within the Communications Building. Preliminary plans were made for the construction of a full length vestibule for the photo lab. This will enable the photographers to leave their cameras in the cold outdoors but yet in a protected place. This will prevent the fogging of lenses, etc.

Communications had a rather busy afternoon. CDR WHITNEY agreed with LCDR CANHAM on the concept of command relationships in regard to Beardmore, South Pole, Williams Air Operating Facility, and Commanding Officer Mobile Construction Battalion (Special) in that Williams Air Operating facility will be in the chain of command between the Commanding Officer Mobile Construction Battalion (Special) and the other two Officers-in-Charge. These command relationships and those involved at Little America were forwarded to Rear Admiral DUFEK for his comment, concurrence, or recommendation.

A price list was received from the Uniform Shop at Brooklyn and CHAUDOIN ran off lists to be given to each Officer and Chief Petty Officer in camp.

CDR WHITNEY approved the recommendation for a Courts Martial on LT JORGENSEN. The approval of this recommendation will mean that such a court could not be held until a law officer is either resident here at McMurdo in the Antarctic, or the accused is returned to the United States.

A scale drawing of the Williams Air Operating Facility was completed by LTJG BOWERS and an attempt will be made to forward it to the States by facsimile.

A very agreeable message was received from COMNAVSUPFOR Antarctica regarding Williams Air Operating Facility's proposed communications plans during the fly-in period in October. From the content of this message, it seems very apparent that CDR SNAY will arrive with the Admiral.

A message was received from COMNAVSUPFOR Antarctica which stated that the missing postal gear for the Pole Station will be forwarded by CNO by first available transportation.

Thursday, August 2, 1956

Another calm day with a very high overcast keeping away most of the twilight. Maximum winds were at nine knots and the high temperature was minus thirteen with a low of minus twenty-nine, although at the runway, temperatures of minus forty-two were recorded.

Runway progress was very good until approximately 2100 hours when Chief STITH noticed an area of apparently bad ice into which they were moving. The Weasel was sent into camp and the hand auger picked up and a coring was subsequently taken. At approximately nine feet, water began to ooze into the hole although there was still ice below. Further checks will be made at this same area on the next shift before the D-8 is permitted to operate on it.

The Builders made up twenty-four more airplane chocks, worked on readying the parachute loft for their own packaging of Pole Station panels and other building materials, and continued to work on the odds and ends connected with the interior finishing of the Quonsets. The builders also began the initial construction of the Photo Lab's vestibule which will be an approximately eleven foot affair across the front of the building.

Aviation personnel continued to package Beardmore Auxiliary Base material in twelve cube boxes.

Communications had an excellent day with the first facsimile transmissions being successfully transmitted to Balboa. These included the standard form 88 on LT NASH's promotion to LCDR and a chart of Williams Air Operating Facility with an accompanying message describing the pertinent contents of the various buildings and their functions.

CDR WHITNEY asked for the complete report of the Board of Investigation on LT JORGENSEN. MONTGOMERY started the verbatim recording of the proceedings to Little America in the evening. This will undoubtedly take several evening.

A reply from COMNAVSUPFOR Antarctica, concerning communications equipment at the Pole included a statement that they were considering eliminating the rhombic antenna – they will keep us advised.

Air Development Squadron SIX came in with a message giving us the cargo carrying capacities for the R4D's on the Beardmore flights. They estimate that three thousand pounds of passenger or freight payload may be carried at one time.

Communication also managed to get their fourth small motor generator operative. This enables both sets of TBW's at the Pole and Beardmore to be completely independent prior to the arrival of an additional power source.

An ice coring was taken in Glacier Channel and showed sixty-three inches of good ice. Simultaneously, tests were carried out to check the efficiency of the new sled harness. This harness is much more effective and should prove to be exactly what the South Pole Groups have been looking for.

The jeep was started, giving very little difficulty in starting after a month of inactivity and several runs were made from camp to the runway – no difficulty encountered in going up and down the hill. Speeds of forty-five miles per hour were recorded on the straightaway. It was then placed in the Aviation Maintenance Building to thaw out, as the interior has feet of snow and ice caked throughout.

MARINO continued to get around camp very well on the crutches and carry on his daily watches at the radio shack. No complications have arisen in relation to WAGNER's operation and he will return to work on Monday morning.

The POL crew continued to prepare for the transfer of fuel from the YOG's to large storage tanks and OLIVER will be transferred from the runway crew to this fuel crew tomorrow.

The cash register is now inoperative and GRISEZ states that it cannot be fixed short of a major overhaul. The carbon monoxide detectors are failing in many of the buildings. As this unit is a heavy duty mine unit, it seems strange that their breakdown should come after only six months of operation. It may be lack of knowledge on our part as to the preventive maintenance which should be accomplished. Information will be sought from COMCBLANT on this problem.

Friday, August 3, 1956

This was a day of rather unusual weather for the Antarctic although the temperatures, with a high of minus fifteen and a low of minus twenty-nine were normal, and even the winds at thirty-knots were consistent, but for almost a four hour period, the unique site of huge banks of fog rolling over the surrounding ridges of Williams Air Operating Facility were observed. Taking on the outline of the terrain over which they passed, they momentarily appeared to be double mirages of the surrounding hills and mountains. The skies were clear overhead but these mists swept swiftly down into and through the camp

momentarily reducing visibility to a few feet and later one could watch as the fog banks rolled on across McMurdo Sound.

The winds were quite constant in their intensity and work at the runway was an unusually chilling experience as temperatures there stayed in the minus forties and the thirty knot winds helped the cold penetrate to every square inch of the crew's numb bodies. To add to the misery of these working at the runway, one of the D-2's threw a track and the repair work had to be carried out on the spot. It took some ten hours of work before the track was back on.

Several spots of comparatively soft ice have been unearthed and cracks in these regions give freely of salt water. Numerous coring are being taken and every precaution is being observed to insure that the D-8 does not operate on a surface inadequate to support it. Quite naturally, there is a good deal of apprehension in the minds of those who drive the D-8 on seeing these damp spots. Other than the above, progress of clearing was good and blowing snow was at a minimum.

Chief BARGER and JEFFUS walked the field phone line from camp to the strip repairing various breaks, and communications are now back in a fully operational status.

The Builders finished the erection of the vestibule for the photo lab and prefabricated the belfry for the Chapel tower.

Communications had another busy day. MONTGOMERY completed the transmission of the Board of Investigation (this in itself took six hours of sending) and the NLA and Balboa circuits were under almost constant operation. Word was received from VX-6 that LTJG EICHHORN would be assigned TAD to Mobile Construction Battalion (Special) to carry out his duties as Officer-in-Charge, Beardmore Auxiliary Base, until a qualified CE officer was available to relieve him. COMCBLANT clarified their previous message on ice runways and asked us for additional information which we will promptly provide.

Word was received from LCDR GLEZEN that the lowest price available for the photo paper was \$198.00 for nine boxes, so LCDR CANHAM took steps to have the money delivered immediately to LCDR GLEZEN.

CDR WHITNEY asked COMNAVSUPFOR Antarctica for a clarification on per diem for the wintering personnel (We have been told numerous times that we will be paid per diem). This will either confirm or negate this conception and, if it is to be, we will learn of the exact rate and periods covered.

We were infoed on a message of COMCBLANT wherein the Admiral told them to deliver a D-8 torque converter engine by first available air transportation on a space available basis. This means that our request for an early fly-in and air drop has been turned down.

The stern anchor chain on the YOG-34 was once again secured by CWO FISHER and AO1 BARONICK, utilizing a length of wire, clips and a come-along.

Aviation personnel continued to assemble Beardmore equipment for packaging.

Choir practice was held from 1900 to 2000 and, at the day's end, although the temperatures did not indicate it, the cold winds were felt by all on this day as much or more than any previous day. A good bit of this could be attributed to the high relative humidity which stayed about eighty percent all day.

The inspection of the Huts and Heads was very satisfactory, for, although the crews are working in split shifts and much longer hours, the cleanliness of the barracks has not as yet suffered.

Saturday, August 4, 1956

There was moderate blowing snow, with occasional patches of fog in spite of the thirty knot winds. Temperatures ranged from minus sixteen to minus twenty-nine in camp. Aerology continues to record a marked inversion above the camp, commencing at fifteen hundred feet.

Work at the runway continued with the usual D-2 breakdowns. This time, another sheared master pin and a split clutch. Chief SLATON is going to try and build up a clutch collar himself with the help of LUNDY on the lathe. The difficulty apparently has been that in the special design of this D-2 for Operation DEEPFREEZE, they have had to extend the distance through which the clutch assembly has its function and they have one roller bearing taking all the thrust from the clutch mechanism in the cab. This has proven insufficient and none of them have stood up under the wear they are receiving and under the extreme cold temperatures. They are exposed to. At the present time, we are going through a stretch of rather rough ice sprinkled with one to two foot ridges which are crisscrossing the runway. These will have to be eliminated in some manner. Complete removal seems impractical, so it may be that flooding will have to be accomplished to a maximum height here. This will mean the runway will have several dips in it but, as long as they are not abrupt ones and the slopes are very gradual, they should not affect the operational performance of aircraft taking off or landing upon the airstrip.

RANDALL received a bad bruise on his kneecap and Chief SLATON knocked himself out by slipping on a piece of steel. Both of these accidents occurred in the garage where the personnel concerned were working on the night shift.

Aviation personnel dozed away the snow from the front of the Aviation Maintenance Building and continued to assemble material and equipment for BEARDMORE.

The Chapel belfry was assembled and, with the first calm day, it will be positioned and made secure.

An "All Hands" meeting was held at 1900 and the personnel were brought up to date on the latest runway progress and the most recent information received from COMNAVSUPFOR Antarctica on plans which affect Williams Air Operating Facility. A movie and "Happy Hour" followed.

Sunday, August 5, 1956

This was another day marked with rather heavy ground fog in spots although the wind was twenty-six knots. The temperatures ranged from minus twenty-one to minus thirty-eight at the camp while a low of minus sixty was recorded at the runway site.

The camp was extremely quiet throughout the entire day.

The limited runway crew had extreme difficulty in getting the Weasel started when they went to change shifts and, in late morning, the lights and electrical system on the D-8 went on the fritz. On bringing the D-8 in to camp, it was noted that the two cracks at the foot of the hill are once again opening noticeably. It was stopped on the far side and MC COY and OLIVER came up and got LCDR CANHAM to go down and check the openings. As both cracks had no cutbacks and the walls were firm, the D-8 was taken across and the mechanics worked on the electrical system throughout the afternoon and had the big boy ready for work by 2000.

GOODWIN, in working at the runway repairing the weasels, got a good case of frostbite on both ears with blisters in attendance. He wears a light hood and cannot be convinced that it is important to wear a parka. It is significant to note that, in all the cold weather experienced, and the temperatures at the runway are always fifteen to twenty-five degrees colder than those in camp, very few cases of frostbite are incurred and these are invariably when personnel become careless with their habit of dress.

A message from Little America disclosed the fact that their amateur radio is no longer in operation due to transmitter failure; they requested permission to use the Byrd Station amateur gear.

The afternoon movie had a fairly good attendance and, once again, UPTON prepared popcorn which was greatly appreciated by those in attendance.

The Officer-CPO meeting was brief. Pertinent items brought up were the planned accomplishments for the various divisions for the coming week and another short discussion on the problems, responsibilities, and leadership as pertains to the Officers and CPO's. The entire group at Williams Air Operating Facility is definitely beginning to show the strain of a prolonged absence from normal living and, although complete recovery from this malady will not occur until all hands return stateside, there must be a tightening of belts and a checking of sagging spirits if the jobs ahead are to be accomplished. It was pointed out that all hands present were responsible for these things and it would take more positive thinking and leadership on their part from now on than we have evidenced in the past.

Amateur radio conditions were fairly good and several additional phone patches were put through. Communications traffic was negligible.

Church services were again very well attended and, apparently, we do have many Christians in camp, provided they are permitted to sleep in on Sunday mornings. So, evening services seem to be the answer.

Monday, August 6, 1956

Winds were rather calm most of the day , occasionally gusts to twenty-three knots. The high temperature in camp was minus twenty-three with a low of minus forty-one. The low recorded at the runway as minus sixty-four. Patches of ground fog were again present.

A direct result of the cold at the runway was the loss of eleven hydraulic lines on the D-2 tractors. They become brittle and snap when the slightest stress is put against them. At noontime, the entire runway crew was shifted to the site of old sections one and three which will be cleared as much as possible. As numerous ice ridges have been encountered at this eastern end, further clearing will take place to the West from Section One rather than continuing on in the Easterly direction. The flooding problem connected with filling in between these ridges is virtually insurmountable with the equipment on hand. With the extreme cold, came additional discomfort to the runway crews. Clothing is wearing out very rapidly. In view of the marked inability of the D-2's to remain in an operational status for any length of time over a day, the decision was reached to stop utilizing D-2's as a snow mover. They will be kept for purposes of hauling the pumping Wanigans about and drilling holes with the ice auger.

The Builders began bringing panels down off the hill to the Parachute Loft in preparation for reworking them and then palletizing them for air drop.

Both hydraulic and mechanical trouble were encountered with the water carrier Cary-Lift, however the Mechanics soon remedied both ailments and it was shortly back on the line.

Additional photographs were selected for the crew's picture scrapbook. This will bring the number selected to approximately one hundred.

Supply personnel started erecting lockers for the VIP quarters and STREIT continued his preparations of inventory cards of the aviation parts.

Communications successfully sent LT NASH's form 88 and report of the Board of Medical Examiners to Balboa by Facsimile.

SPAINHOUER's abscessed throat has improved, but he is still being kept on the sick list and confined to his bed during most of the day, except for meals.

A message was received from Little America requesting dental advice and so a voice conference was set up for 1300 tomorrow.

The bow line on the YOG-70 has parted and will have to be replaced. Tide and the bay's currents continue to pile up ice about the ships.

Tuesday, August 7, 1956

This was a calm day with maximum winds of six knots. Skies were relatively clear with some patches of ground fog. Camp temperatures warmed to minus twenty-eight degrees

in early morning, but fell to a low of minus forty-three and stayed in that range throughout most of the day. Runway temperatures were fifteen to twenty-five degrees colder.

The day shift on the runway concentrated on additional clearing of sections one and three while the night shift worked on out to the West in clearing away a new section. The clearing of Sections One and Three is extremely hard on both equipment and manpower as it is a problem of pounding up ice, which, although newly formed by our own flooding process, is nevertheless reluctant to part from the old bay ice and only the D-8 could make any kind of an impression. The day shift works on this only as long as there is sufficient twilight available. During the twenty-four hour period, hydraulic lines on one D-2 severed and the fan belt on the second D-2 split and came apart. Both cats had to be returned to camp. The clearing of snow to the West of the original starting point will go rather slowly for the next four days. The bulk of the snow compaction equipment has been parked near this area causing deep drifts to set in across the path of the runway itself, and there is from six to ten feet of snow to be removed in this section. The night shift encountered an average of six feet in depth and cleared away 124 feet.

The Builders continued to work on their panels in the Parachute Loft. Innumerable things are being done to shorten construction time at the Pole. Each panel is being fitted to ensure that there are no bulging edges or extraneous material that will have to be planed or sawed off. The splines are being attached to the panel itself so time will not be wasted at the Pole joining up a couple of splines to put them together. The dog-type handle is being placed in the doors prior to packaging and the latch handle and screws, as well as an assortment of nails, are being placed in the fan opening of the door panel. This opening, of course, is temporarily secured by two pieces of scrap wood but, when the Builders come to a door, they will find everything needed with the panel itself. Each panel is being marked individually on the end as to its identification. The panels are being packed by sections and the building numbers plainly marked on them. The more plentiful panels, that is the center floor and center roof panels, are being placed on both ends of the air drop package while the more specialized panels are being placed in the center. If damage occurs, it will occur to a panel that can be replaced with comparative ease. The insert in the skylight panels are being well secured so that they will not be lost as innumerable ones were here at Williams Air Operating Facility. All these small items of personal tailoring are taking considerable time, but it is being done in the comparative comfort of an enclosed building with some heat and it will mean saving many manhours at the Pole as well as minimizing the physical hardships for those erecting the building.

Chief DORE's crew commenced the preparation of the POL products which are to be air dropped at the Pole and Beardmore Stations. That is other than the diesel fuel itself. This entails pumping white gas from the YOG's. This also means that aviation gasoline will have to be pumped out to even up the load, so enough will be pumped to completely fill the large storage tank - approximately 45,000 gallons.

The small glacierette forming on the Northern side of Hut Point continues to break off and additional slack was placed in several lines on the YOG-34.

A voice conference was held with CDR WHITNEY in the afternoon which included: lengthy discussion between DR EHRLICH, DR TAYLOR and DR KNOEDLER concerning medical and dental problems, a discussion of the photographic problems between CWO SINGER and CHIEF ARNDT, disbursing problems discussed by LCDR CANHAM and LT MEHAFFEY, and the CW tests between Balboa and NGD discussed by LCDR CANHAM and CDR WHITNEY. CDR WHITNEY was also brought up to date on runway progress and stated that the same problem with the D-2's as regards the snapping of their hydraulic line hoses did occur at Little America with temperatures of minus sixty or below. After replacing innumerable lines, they finally began to use size sixteen aircraft hose and have experienced no further difficulty. We shall certainly do the same thing here.

Ham contacts were fairly good in the evening and five additional people got through. Communications remained in contact with Balboa until past midnight – one of the very few times this has happened. All traffic was cleared and the shift operators were able to spend a good deal of time in preparing Beardmore and South Pole material.

CDR WHITNEY forwarded our request for an additional fifty pounds of yeast, noting that IGY had 176 pounds at Little America. Therefore, to prevent a fly-in delivery from the States, Williams Air Operating Facility could be provided from this supply and the ships could bring in the replacement. Without the additional yeast, bread will again become a thing of the past at this facility on or about November 1, 1956

A message was received from the staff, finally clarifying the problem of grid direction. All headings given aircraft which are South of sixty-five degrees South will be in grid direction.

Little America obtained permission to break out the Byrd Station amateur radio and use that until a replacement part for the burned out transmitter is delivered by the ships.

The low at Little America yesterday was minus seventy-four.

LTJG TUCK and ENS BAKER exercised the dogs who are all in excellent health.

CDR WHITNEY called LCDR CANHAM for a brief conference at 2200 – just a general discussion.

Wednesday, August 8, 1956

The majority of the day was marked with clear skies, but with considerable periods of isolated ground fog. The winds did not exceed eight knots. The camp had a high temperature of minus twenty-eight and a low of minus fifty-seven. The runway low was minus sixty-nine. For a period of approximately an hour in the late morning, visibility in camp was reduced to approximately one hundred feet due to heavy ground fog. Following its departure, large patches of ground fog could be seen lying about the sound, where they regularly disappeared and reformed throughout the afternoon hours.

Runway work continued, but with the D-2's being used in a reduced status to minimize the breakdowns. The D-8 is averaging 120 to 150 feet each shift. The ice surface being disclosed now is comparatively smooth and as the D-8 is taking the snow a good ways back from the sides, the center bulges and hairline cracks have not as yet begun to appear in the runway. This will minimize the amount of flooding required for basic operations. Due to the reduced operations of the D-2's, two people were taken off each shift for the time being and returned to camp for work appropriate to their rates.

A thermograph, which has a seven day mechanical operation, is being taken to the runway in order that a continuous record of their temperatures might be recorded.

Open leads in the snow field at the foot of the hill, which cross the highway leading to the runway (Burke Boulevard), were again filled with additional snow and compacted by running a tractor back and forth.

In the morning hours, Chief DORE and a crew of four personnel took a pump to the YOG-70 via Winter Quarters Bay and Glacier Channel. This is the first step for offloading several thousand gallons of white gasoline and 45,000 gallons of aviation gasoline. An attempt will be made to right the YOG-70 to remove her list. On their return at lunch time, the five personnel, with Chief DORE, driving all in an open Weasel, noted that SELMAN had slumped over in the corner and they could not raise him. He was immediately brought in to Sick Bay where DR TAYLOR'S examination disclosed that he was rather ill with a severe case of carbon monoxide poisoning. Oxygen resuscitation was immediately started and, after working on him for over half an hour, he came to long enough to acknowledge that he could hear and understand. He was kept on oxygen during most of the afternoon and, by evening, was feeling considerably better.

Messages were received from the Task Force stating the number of people that were coming in on the 15th of October and the first of November – They total 183. As we had previously told them, our maximum capacity was an additional ninety odd. This number shall tax the ingenuity and facilities of Williams Air Operating Facility to the utmost.

CDR WHITNEY received an answer to his proposed chain of command organization. The Admiral approved it all except for CDR WHITNEY's relationship with CDR FRAZIER. CDR WHITNEY had, in his diagram, placed CDR FRAZIER under the Commanding Officer, Mobile Construction Battalion (Special). As this was contrary to the Admiral's previous message on this subject, the Admiral again stated that CDR FRAZIER was responsible only to Admiral DUFEK.

News was also received that the GLACIER (AGB-4) is due to arrive at McMurdo on October 27th, ice conditions permitting.

Notification was received from the staff that there definitely will be no rhombic antenna at the South Pole, but that an additional one will be erected at McMurdo by personnel arriving on the ships. It, therefore, becomes the primary problem of our reliefs. Some sections of the rhombic here were ordered for the Pole are held here and we have ordered the other portions which will make this a complete unit. Its physical location will

become quite a problem, however, as the open spaces at Williams Air Operating Facility have all been utilized for either building or antennae fields.

BUPERS authorized the examination on record basis only for Chaplain CONDIT'S promotion.

Supply continued to erect lockers and the Builders had another good day at packaging panels for the South Pole.

The dogs were again exercised.

Thursday, August 9, 1956

Skies were clear throughout the day. Winds were calm until late evening with maximum gusts of twenty-four knots recorded. Camp temperatures ranged from minus twenty-three to minus forty-five with the low at the runway being minus sixty-five

The depth of the snow being removed from the runway site continues to deepen as the equipment passes through a heavily drifted area. The average depth during most of the days removal was seven feet. There were no major equipment breakdowns, however, as the work is primarily limited to the D-8. This was to be expected as nine-five percent of the difficulty is encountered with the D-2's.

The majority of camp personnel continued at their routine work. The Builders are finishing the packaging of panels for the air drop.

The Mechanics are cleaning up the last few discrepancies on runway equipment and then they hope to turn to on the preparation of two D-2's and two Weasels for the South Pole.

Communications, in their spare manhours not required by circuit watch, continued to finish the preparations of the Pole and Beardmore gear which, at this point, is ninety-five percent checked, packaged and appropriately marked.

Supply personnel continued to erect lockers and both the Photo Department and ELMO JONES shot movies in the Survival Quonset on packaging the survival sleds.

Little America attempted a facsimile transmission to Williams Air Operating Facility with no success.

Another large glacierette is close to breaking off and falling upon the YOG-34. The slack placed in the lines two days ago is now gone and all chains and lines are now very taut.

Chief DORE and his crew worked most of the day on getting the pumping set aboard the YOG prior to the actual transfer of fuel to tanks ashore.

The dogs were again taken out for several hours today. This is to be a regular daily occurrence, weather permitting.

Friday, August 10, 1956

The temperatures in camp ranged from minus twelve to minus thirty-four and it was a relatively calm day until approximately 1600 when the wind picked up with blowing snow and maximum gusts of fifty-eight knots. The past day and a half has seen the barometer steadily falling and the winds this morning were directly out of the North. As the day progressed, they swung to Northeast, East and then South. When they reached South, our blizzard began.

As a result of blizzardy weather, the evening runway crew did not turn to and they day crew came in early at approximately 1545, bringing the D-8 with them for servicing and repair of a battery cable. This was the first break in the good weather we have experienced in the past ten days. The day crew, prior to shutting down, had cleared away an additional 165 feet. They are now encountering less snow, it being approximately three and one half feet deep.

The Builders spent most of the day up in the supply dump excavating building panels and bringing them in to the Parachute Loft.

Chief DORE's personnel also spent most of the day in excavating for the 900-gallon rubber gas tanks. Then followed a combination voice/CW conference with CDR WHITNEY primarily concerning the fittings which we had for the 900-gallon tanks and comments on the usability of the 500-gallon tank. As Little America intends to use these for caching diesel oil, LCDR CANHAM pointed out to CDR WHITNEY that the 500-gallon tanks were merely overgrown 50's and that they were found most undesirable from the standpoint of bulkiness, unbalance, and the difficulty upright position that they must be placed in for filling or fueling. CDR WHITNEY stated that he was going to order some additional 900-gallon tanks and LCDR CANHAM recommended that he obtain , 3,000-gallon tanks in lieu of the 900-gallon as the cube and weight difference are negligible.

CDR CANHAM, DR TAYLOR and CWO SINGER investigated the YOG moorings during the period of maximum civil twilight. The YOG-34 has been raised by the ice approximately two-plus feet above her normal level in the ice. Lines and chains were extremely taut and additional slack was placed in at this time. Another huge block of ice of the glacierette at the Hut point has cracked away from the main body and appears ready to slide into the sound. Although taking away several hundred tons of snow and ice with it, it appears that it will miss the YOG-34, but fall very close astern of her and probably force her level even higher.

Transfer pumps have been placed on the decks of both the YOG-34 and YOG-70 and the POL hose is being cleared out in preparation for its attachment to the YOG tanks and thence to the main avgas storage tanks.

Immediately after lunch, CWO SINGER, PHC BRISTOL, YN1 CHAUDOIN, CHAPLAIN CONDIT and MR. JONES took a hike through the gap down to the bay ice

between Cape Armitage and Pram Point. Seals were sighted through the binoculars in the vicinity of Pram Point.

Word was received from COMCBLANT that no per diem will accrue to the wintering over group of this phase of Operation DEEPFREEZE. This dashed the hopes previously raised by positive statements of CDR FLYNN and then CDR WHITNEY, but at least it does clarify the situation.

The inspection of living quarters and heads were extremely satisfactory.

The Photo Department continues their filming of various phases of camp operations and PHC BRISTOL and PH2 HILL spent the day in "Dogheim Manor" with the sledding continent

Choir practice was held at 1900 midst the howling winds and heavily blowing snow.

A special movie was shown at 1945 as, for the time being, all hands had secured work due to the weather.

Saturday, August 11, 1956

The temperatures during the day ranged from minus five to minus thirty-nine. During the evening, a storm arose with violent fifty-eight knot winds and heavily blowing snow. Quite a bit of debris, left lying about in the supply area, due to the recent breakouts, wafted its way through camp. Visibility was extremely limited.

Although the D-8 was in the garage until noon, they day shift in the afternoon was able to clear off one hundred and fifty feet which brought to a grand total of fifty-three hundred feet of good runway (three hundred additional feet have been cleared at the Eastern end, but this footage is marred by frequent three-foot ice ridges running across the strip). With a decent break in the weather, an additional seven working days will see six thousand feet cleared. It is planned to ask the Admiral if six thousand feet will be sufficient as a minimum basis for the C-124's and if it is, parking revetments will be built for the C-124's and R5D's and turnaround areas at both ends of the runway will be cleared.. Time permitting, an additional two thousand feet will be cleared off.

The Builders finished up their eleventh bundle (110 panels done – 340 more to go). They also constructed shelves in Ship's Store so that HESS' people might continue to transfer supplies out of the storage Quonset as this must be readied for berthing quarters.

WILLETT and STREIT continued to break out aviation boxes from off the hill and bring them down to the Parachute loft.

DORE's crew are filling empty drums with fifty gallons of MOGAS for the South Pole drop. They hope to be able to pump fuel from the YOG's by Wednesday of next week.

Word was received from VX-6 that they okayed the use of BARONICK as the Beardmore Line Chief and they also stated that we could plan on a maximum of two R4D

flights daily instead of four and that the P2V-2 would be used as a fueler for the BYRD's 3,000-gallon rubber tanks with just two flights daily. This will mean close to three weeks to completely establish the Beardmore Station.

Additional requests for guarding communications frequencies were received from the Task Force. One set up a series of tests with ZHF88 as the result of the Paris Conference. The other asked for additional RATT tests with Radio Irirangi which is located in New Zealand. These tests will interfere with our scheduled weather broadcasts, schedules of which have been sent to the Task Force, but apparently the originator of the messages had not bothered to check back and note such things.

Word was received from BUPERS that Chaplain CONDIT's date of rank as Lieutenant would be May 1, 1956.

The weekly "All Hands" meeting was held at 1900 and a brief resume of the major accomplishments of the week was given.

The Saturday night movie followed and then the "Happy Hour". Several near-fights threatened to upset an otherwise pleasant evening, but the participants were prevailed upon by others and verbal agreements were reached.

As the long winter night draws to a close, the petty problems of Seabees versus Airdales and occasional jealousies of the two groups of Air Development Squadron SIX and Mobile Construction Battalion (Special) tend to become much more active than would normally occur. For, here, the ninety-three people cannot get away from each other and, as none of us possess saintly qualities, there comes a time when one's crew gets filled and in some way or some manner one must express his feelings. The return of sunlight will be a good thing for all hands.

Word was received from COMCBLANT that they hold 450 pounds and 125 cube of mail for personnel at Williams Air Operating Facility and the same for personnel at Little America.

Sunday, August 12, 1956

The blizzard continued in the early morning hours with maximum winds of sixty-four knots, but died to a standstill by 0600. The temperatures during the day ranged from zero to minus thirty-one. The skies were comparatively clear by 0700 with practically no wind and the decision was made by the group scheduled for Cape Evans that they would depart. This group consisted of LCDR CANHAM, CWO SINGER, BU1 NIEMEYER, YN1 CHAUDOIN, PH2 HILL and AG2 NOLEN.

The sled, loaded the previous day by CHAUDOIN, was manhauled down the hill by LCDR CANHAM and CHAUDOIN where they were to be met opposite Hut Point in Glacier Channel by the remainder of the group in the Weasel. The first Weasel, number twenty-five, blew a seal upon reaching the base of the hill and, within a matter of minutes lost all of her oil. Another weasel was finally obtained and the group departed off Hut Point at 1000.

The course taken was one for the Eastern end of Tent Island by traveling straight down Glacier Channel. This proved to be comparatively smooth travel. The sled was towed behind the Weasel with NOLEN riding the sled and HILL and NIEMEYER riding atop the Weasel ready to disconnect the tow line from either end in the event it became necessary.

Few difficulties were encountered until a point was reached approximately one and one half miles South of Tent Island. The Weasel developed a very loud protest and one of the rods threatened to throw itself at any minute. The party stopped here and lunched on soup and honey biscuits.

The decision was made to go ahead only to Tent Island, make an ascent of the island and then return, as it was quite plain to all that the sled would have to be manhauled back to camp at least part of the ten mile distance.

As Tent Island was approached, it was noted that a small barrier existed in the area bound between Ross Island and the Razorbacks, Tent, and Inaccessible Islands, indicating here that this ice had not gone out to sea the preceding summer. What appeared to be a large bergy bit was trapped in this year old ice a few hundred yards South of Tent Island.

The ascent of Tent Island by LCDR CANHAM, HILL, NIEMEYER and CHAUDOIN, was made with some difficulty. The slopes run approximately forty degrees and the composition of the island is volcanic ash into which one's feet submerge from six to seven inches with every step. The Island is barren and studded with moderate sized pieces of volcanic rock. An excellent view was had from its topmost peak and the ice could be seen as far as the eye could go toward the North.

Upon returning to the Weasel, it was decided to take advantage of what power the Weasel had left and half a mile was made before the rod threw itself. At this point, approximately eight miles from camp, the group set out at a rapid clip manhauling the sled which weighed approximately 150-175 pounds.

At 1700 hours, the decision was made to secure the sled and proceed the rest of the way with the minimum of equipment by following the trail left by the Weasel tracks on its outgoing journey. At this point, the group was approximately two and one half miles from Hut Point. The visibility was excellent, but light was fast fading and the winds had begun to shift. The party's strength was fast ebbing as all were becoming quite tired as the result of the physical output during the day. To continue to haul the sled would probably have taken an additional two-plus hours at a diminished rate at which all hands were working, and it was believed that, by that time, the group might be well overtaken by a storm from the South as the winds were changing and steadily increasing in that direction.

At 1800 the group reached a point a quarter of a mile from Hut Point where LT BOWERS and LT BERGSTROM had located themselves in the vicinity of the YOG's to keep an eye open for the party's return. By 1845, all members of the party were back in camp.

CWO FISHER, LT NASH and SW1 NASON worked most of the day on putting additional links in the YOG anchor chains, once again giving them additional slack.

As this was a holiday for all hands, the first in over three weeks, groups took trips to Castle Rock and out to the runway as well as climbing the local ridges. All hands were very anxious to see traces of the coming sunrise.

Word was received from COMCBLANT that the choices of next duty were invited at this time. The preliminary lists that AIROPFAC had sent to CDR WHITNEY have not been forwarded even though they were sent over a month ago. Now, additional information will have to be obtained and returned to COMCBLANT.

The transformer to the amateur radio gear became inoperative this day and, although a full examination has not been made, from all appearances we are out of business with Amateur Radio.

Church services were held at 1700 and 1900 and were quite well attended, but not by the members of the Cape Evans party who turned in immediately following their dinner.

Monday, August 13, 1956

There was blowing snow in the early morning, continuing until 1230. Temperatures rose from minus thirty-one to zero and the winds stayed out of the East Southeast, blowing in ever increasing intensity until sixty-four knots were reached.

During the comparatively clear spell from 1230 until 1630, the day shift turned to at the runway. It was noted that, although considerable snow was falling, the wind, being almost directly down the runway, was clearing off the snow from the strip as it fell. The storm returned at approximately 1630 and continued in full force until 2100 when it began letting up and finally cleared at 2230. At that point, the night shift left for the runway.

LCDR CANHAM, LT BERGSTROM and LTJG BOWERS spent several hours discussing the proposed taxiways and parking area which it is intended to start work on Monday, August 20th. At that time, there should be six thousand feet of runway cleared – a length which should be sufficient for even the C-124's although they desire eight thousand feet. The object will be to have a complete unit in existence by the time of the arrival of the aircraft. When the taxiways and parking area are finished, we will continue to extend the length of the runway.

A message was sent out to the Commanding General, Eighteenth Air Force requesting certain data on the turning radius of the C-124 aircraft and a brief summary of the work proposed for August 20th was sent to the Admiral requesting his concurrence at stopping runway construction at six thousand feet until the parking areas were completed.

Doctor TAYLOR had a bumper crop in sick bay with thirteen patients being seen during the morning. A number of these were those of the day's previous sledding party, most of whose feet were quite sore. The poor fitting of the thermal boot is the greatest

contributing factor to feet exhaustion on any of the long hiking or sledding trips as, unless the boot fits snugly, ones feet begin to wallow in the water and, over a period of hours, ones socks begin to roll into undulating waves and raw spots result. Another factor is that the thermal boot does not give much support to the arch of the foot.

Communications had a comparatively slow day and GARRETT and JEFFUS worked the entire day tracing down circuits in the amateur radio gear, but the trouble still has not been located.

The Builders continued their panel packaging in the parachute loft. WHITMER worked at putting additional wiring into the summer Quonset Quarters. Supply broke out additional stores and brought them inside, placing them on the shelves which WILLIAMSON and HISEY had construction on Saturday in the Ship's Store.

DR TAYLOR examined one of the dogs that had developed a tumor the size of one's fist atop his neck. Upon determining the proper anathesia the doctor will perform an operation to remove this tumor. Meanwhile, TANYA commenced to give birth late in the night. From the size of her, the litter should be from six to eight. One of the dog teams was exercised briefly in the afternoon.

The Steelworkers finished work on the large water storage tank for the South Pole Station and repaired two drawbars on the D-2 Tractor.

The Mechanics completed work on the last D-2 for the runway and overhauled the electrical system on another D-2. Barring further breakdowns, work can now commence on preparations of tractors and Weasels for the South Pole Station.

One of the generators in the Pumping Wanigan threw a rod and a small AEC generator will be installed.

Tuesday, August 14, 1956

Poor weather continued throughout the morning with heavy blowing snow – winds of fifty-seven knots and the day shift did not proceed to the runway until 1300. As the day wore on, the visibility improved and , although winds remained rather strong from the North during the evening, the skies were clear and the night shift was able to put in a full twelve hours work with no major breakdowns occurring. The temperatures ranged through the day from minus eight to minus twenty-five in camp with lows in the minus forties at the runway site.

The Mechanics were able to spend quite a bit of time on preparing two additional Weasels for service. The two, now undergoing overhaul, were last used in March and, once a sticking valve is fixed in one and a thorough check of the other engine is accomplished, both should be in A-1 condition. The Mechanics also have a D-2, in which the drive assembly is torn down as the roller bearings on the right side of the housing have crumbled, making the cat unsteerable. This repair is posing quite a problem but, as usual, SLATON is manufacturing parts and devising new ways of accomplishing

the repair. Without the Chief's knowledge and ingenuity, approximately eighty percent of our mechanized equipment would now be inoperative.

The Welders are finishing reworking a large water storage tank for Pole Station and have had to put new fittings on either end.

The Builders completed their fifteenth bundle of panels – this wraps up the floor panels for all except the aurora building but, from the present rate of progress, it will apparently be the end of August before all the panels are completed. While this was a slower week than had originally been anticipated, it will be well worth it, for each panel has been thoroughly checked to ensure that it will fit readily and easily into its proper place and that all of the assorted equipment is one hundred percent complete and ready for use.

The Storekeepers continued to erect lockers. All of them are now put up except fifteen and these personnel will soon commence erecting the bunks and other furnishings for the transient quarters.

Preparations continued for the discharge of fuel from the YOG's and BARONICK is spending at least a half day each day in preparing Beardmore material for air delivery.

MC COY is getting the MPS-4 into operational status for Aerology's use and GARRETT and JEFFUS spent the entire day tracing down circuits in the Collins gear in an attempt to locate the trouble. On the whole, communications had a very slow day.

TANYA delivered a total of seven puppies – this appears to be the extent of her litter, but, as yet, she will not feed them and LTJG TUCK and his crew are forced to hand feed each of the little ones. DR TAYLOR forwarded a message to obtain information on the proper anesthesia for a dog in connection with the removal of a large tumor from the neck of TURK.

Another stamp inventory was taken and an itemized list of total stamp stock on hand was sent to CDR WHITNEY who is going to reorder for both Little America and Williams Air Operating Facility.

A summary of GCA parts, which have previously been ordered, was once again sent to COMCBLANT in compliance with their request. Little America's requirements were included.

CHAUDOIN completed the cover for the information bulletin and he, HILL and SWARTWOOD worked during the evening on producing an excellent negative of it. During the evenings to come, they will run off 325 prints. It now appears that our Information Bulletin will contain some eighteen to twenty pages rather than ten to twelve, but it is planned to make this bulletin as complete as possible for all personnel arriving at Williams Air Operating Facility. The front cover includes a silhouetted map of the Antarctic Continent, showing the locations of the principle IGY Stations as they now exist and the rear cover will be a blowup of the Ross Sea/McMurdo Sound area with an even larger scale insert of Ross Island. The contents will include the usual welcome aboard, a brief summary of explorations which have been conducted in, around, and from

Ross Island, a brief history of the establishment of Williams Air Operating Facility, a short summary of all the pertinent regulations and a listing of the services and facilities that are offered to individuals, as well as a complete map of the camp area with all buildings numbered and a description of what each building houses. Also included will be a brief summary on AirOpFac's weather for the past ten months, and a roster of personnel. Although originally thought of as an item to be given only to the incoming personnel, a sufficient number will now be made to distribute to the wintering over group.

The Admiral informed VX-6 that they would airlift our mail to New Zealand where it will then be flown in by the U.S. Air Force to McMurdo on or about November 1st.

Wednesday, August 15, 1956

Temperatures ranged from minus fifteen to minus twenty-five in camp with maximum winds of twenty-six knots. Blowing snow filled the air throughout the day, but a greater hazard to the visibility was the first marked whiteout for some time which is also a good indication that the sun's return is well on its way.

The runway crew worked throughout the day until the D-8 had to be brought in at approximately 1600 due to oil leakage from one of the steering gear housings – they cleared an additional two hundred feet of runway before this occurred. They are still finding the surface to be very level although much of it now is marked by minor cracks. The evening shift did not turn to due to the D-8 being kept in the garage for approximately nine hours to fix its minor ailments. The majority of the time consumed was necessitated by removal of the many heavy pieces of structure before the housing itself could be reached, so the night shift worked in camp at various jobs.

The best news of the day was brought in by CHIEF GARRETT who, with JEFFUS, had been working continuously on our amateur radio gear since Sunday noon when it became inoperative. They had steadily been tracing circuits since that time and finally located the ailment which was quite simple when found – a small nut had gotten into a position where it was causing a short. This extra piece of hardware was removed and the set is now back in full operation.

The Electricians are starting to move their gear from the Quonset in which it is now housed and they will establish headquarters in the power house.

Attempts to remove fuel from the YOG's with the pumps on hand in camp were unsuccessful and so the generators were fired off in the ships themselves. After great difficulty with valves, lines, etc. AVGAS and white gas were removed from the YOG's to correct their list and to enable the POL crew to ready the white gas requirements for the Pole airdrop. The crew worked until midnight. Both LT NASH and CWO FISHER were with them and the crew consisted of LUNDY, LEDVINA, BARONICK, OLIVER, WEEKS, SELMAN and JACKSON.

Word was received from the Admiral that he agreed that LT JORGENSEN was to continue to stand his duties.

DR TAYLOR performed an extensive operation on TURK and removed a large tumor from his neck. The patient is doing well. TANYA has finally started to feed her pups and so the dog team personnel are relieved of a very time consuming chore.

Thursday, August 16, 1956

Temperatures ranged from minus seventeen to minus twenty-five. Winds were rather constant in the twenties, with a maximum of twenty-nine knots. Light snow fell during the normal working day, increasing in intensity about 1600 and continuing throughout the rest of the evening.

The night runway crew worked in camp throughout the early morning hours, but the day shift was able to turn to at the runway site and cleared an additional 220 feet. In the evening, the night shift went out to the strip but was forced to return, being unable to work due to the restricted visibility. They continued to work in camp at various jobs in the evening.

The Mechanics finished working on number nineteen, one of the two Weasels that has been in the garage for a complete overhaul.

The Steelworkers finished approximately fifty percent of the new fuel dispensing sled as it is no longer practicable to use a one-ton sled for fuel dispensing purposes. We have virtually demolished three of the Army one-ton sleds already while they were being used in conjunction with carrying the fuel dispensing tank around the camp. The tank, fuel, and pump result in too great a weight for the sled and last approximately one month to six weeks.

POL personnel continued to fill MOGAS drums for POLE drop and the Electricians started their move to the Power House.

Communications had a normal day, other than being unable to raise Little America from 0620 local time until 1135 local time. Our radiomen continued to check the various frequencies that Little America sends on and they were unable to pick them up. These checks and callups were made at fifteen minute intervals. When contact was finally re-established, Little America stated that they had been attempting to call us every five minutes since 0630 and that as their TBM had broken down, they were using 4703.5KGS and 8795KCS. CDR WHITNEY sent a rather brusque statement about the failure of our communications personnel to properly guard the various frequencies and stated that his personnel had been trying to call us every five minutes for a period of five hours. LCDR CANHAM called CDR WHITNEY by voice to discuss the problem and pointed out that he had been in communications for almost a two hour period during radio silence with Little America and had personally noted the AirOpFac Radiomen checking on the various frequencies and sending in the blind. CDR WHITNEY, of course, backed up his own Radiomen. The discussion then turned to a report being submitted to Balboa on the results of the test period which both NGD and NLA were conducting. The feeder report submitted by AirOpFac to Little America gave a complete breakdown, hour by hour, for the seventy-two hour period by QRK and QSA. The report submitted by CTG 43.3

condensed it into three periods and attributed far greater readability and reception insofar as NGD was concerned, than was actually encountered. LCDR CANHAM pointed out this, and stated that he felt it was misleading to submit this report. There followed a discussion between ENS BAKER, the AirOpFac Communications Officer, and DUBE, RMC at Little America, following which CDR WHITNEY decided to cancel his message report to Balboa.

The other work around camp continued in the normal vein.

One of the seven pups died as TANYA again refuses to nurse them and several of them do not take to a hand held bottle.

ELMO JONES and HILL shot movies in the Library of Camp Personnel reading books and playing the hi-fi phonograph for over an hour during the evening.

Friday, August 17, 1956

Bad weather continued as snow fell throughout the day and visibility was reduced to almost zero due to the constant winds and the severe whiteout. Although the sun has not been seen, it's presence was certainly felt during the hours of 1000 to 1600 local time by the whiteout which stayed with us for that period of time. Temperatures ranged from minus twelve to minus twenty-four and the peak winds were thirty-three knots.

The day runway crew managed to get to the strip, but were virtually marooned there for the entire day and little work was accomplished. The same story was true for the evening shift. This is the sixth consecutive day of bad weather – very unusual from our limited eight month's experience here. A check with Aerology reveals that there still remains a pronounced inversion from ten to fourteen thousand feet. As a matter of fact, the temperature at ten thousand feet is warmer than it is here on the surface.

Three additional puppies died and now, there are but four remaining from the original litter. TANYA, the mother, has not begun to feed them yet.

Communications got the amateur gear back on the air and the actual parts to repair the Collins equipment were few. The gear now works better than ever before.

In spite of the severe weather, the POL crew continued to pump MOGAS at Hut Point where they were, from time to time, marooned from the camp by virtue of zero visibility.

The Steelworkers completed the new fuel dispensing sled which is made entirely of steel and therefore should not be subject to the breakdowns as were experienced with using the wooden army one-ton sleds.

All other crews continued their normal work with the Builders starting on wall panels in the Parachute Loft.

ENS BAKER and LTJG EICHHORN went out with the dogs to bring back the sled left on the ice last Sunday, however they were forced to return to camp due to the poor

visibility. Both the sled and the broken down Weasel will be brought in on the first good day.

A message was received from Admiral DUFEEK concurring with the plan to stop the runway at six thousand feet and complete the taxiways and parking areas before continuing to extend the runway to eight thousand feet.

During the evening, from immediately after supper until a wee bit past midnight, HILL, CHAUDOIN, SWARTWOOD and NOLEN worked on printing the covers for the Williams Air Operating Facility "Information Bulletin". Fifty percent of this work was completed. The original cover charts were drawn by CHAUDOIN and then photographed by HILL and SWARTWOOD.

LTJG BOWERS held a brief meeting in the Library in the evening with the petty officers who are in charge of the various four-man groups in the POLE Party.

Choir Practice was held at 1900 and CDR WHITNEY held a short voice conference with LCDR CANHAM at 2130. The discussion was primarily limited to legal matters (JORGENSEN)

The inspection of huts and heads was very satisfactory, but it has been a difficult week to keep the decks clean due to the constant snow which, although the temperatures remained comparatively low, has a much stickier consistency than the snows previously experienced here.

Saturday, August 18, 1956

The temperatures ranged from minus eighteen to minus twenty-seven, with peak winds of thirty-nine knots and blowing snow. Due to the adverse weather conditions, no work was done at the runway. The day shift took the day off and will work on Sunday instead.

The Steelworkers are nearing completion of their second one thousand gallon storage tank for the South Pole. They are having to take off one end, reversing it and then rewelding it so that the tank may be stood up on end – one end then being concave and the other convex. This welding has been difficult and several cases of the welders inhaling excessive fumes have necessitated medical attention.

Chief FLANAGAN has been on the sick list with the hives – thus work on prefabrication of the tower radio set-up is being delayed.

MCCOY and JEFFUS continue to work on the MPS-4 – some difficulty is experienced with a surging power source as it is on the same line as the garage and, whenever the large power saws, etc. are in use, the radar's voltage fluctuates considerably. The Electricians changed over its wiring to another phase and an evaluation will be conducted Monday on this modification.

The new fuel dispensing sled, being built very low to the ground, was responsible for tearing up one of the large four inch hose sections through which pass the fire alarm

electrical wiring as well as the wiring for the public address system. The Electricians and ET's spent several hours on its repairs.

All other work was normal camp routine.

Confirmation of the appointment to permanent Chief Petty Officer was received in the case of FLANAGAN, GARRETT, HESS, SLATON and STITH.

Word was received from COMNAVSUPFOR Antarctica that the French had reported voice interference from NAF McMurdo when the French were trying to launch their Radiosondes. The periods in question were 0200 to 0400 and 1400 to 1600 GMT and the frequency was 28MCS. As we do not come up on voice on any frequency except 8310KCS or 14125KCS (our Ham Band), this report was a little hard to swallow. We do not operate the ham gear in the afternoon with the exception of an occasional Sunday and no one is using any kind of voice communications from 1400 to 1600. Which (in local time) is 0200 and 0400 in the morning. Tests will be conducted with the people at Pointe Geologie in an effort to determine exactly what the trouble is.

The All Hands meeting was held at 1900 and a discussion of the latest rumor which was received from the Australian group at Mawson was discussed with the group for what it is worth. On a weather schedule this same day, MAWSON excitedly told us that they had heard from their home press that an Air Force Globemaster would soon arrive at McMurdo for the express purpose of flying a group of us to New Zealand for a week-end. Needless to say, there is no truth in the rumor, but it was a delightful thought. However, it would be extremely doubtful if, once our personnel were again turned loose in New Zealand, the Navy would be able to find them again. The latest plans and the work of the coming weeks ahead were discussed with the entire crew. The movie and happy hour followed immediately after.

Sunday, August 19, 1956

The temperatures ranged from minus twenty-two to minus thirty-seven with maximum winds of thirty-one knots. This was the first clear day in a week with high clouds covering a bit over half of the sky but, in camp, the winds were relatively light and, again, many people took to the ridges and hills about Williams Air Operating Facility on sightseeing tours. Additional groups went skiing and sledding on the steep surrounding slopes. At long last, the sled left on the trail by the Cape Evans party of the previous week was retrieved.

The runway crew had a good day and, as night came on, an almost full moon flooded the snow with a soft but strong light.

The amateur radio band was exceptionally busy and over a dozen people were called to the radio shack and the contacts were excellent. The more formal forms of communications were extremely light with virtually no traffic from Balboa at all.

SVC LEASE, LTJG BOWERS, and LTJG EICHHORN attempted to start a series of celestial observations in the evening. They did get one shot after having much difficulty

with the equipment due to the low temperatures. Batteries seemed to drain themselves in a matter of seconds and left the prospective navigators in complete darkness. The skin about one's eyes have the habit of sticking to the metal eyepiece and it was a painful withdrawal. Occasionally, bare hands were used with the same kind of results. With all this behind them, the group will start again tomorrow morning prior to daylight and attempt to get several more observations.

Church services were well attended in the evening.

The Officer-CPO meeting was held at 2000 and a discussion of the coming week's work by divisions and departments was held.

Monday, August 20, 1956

This was one of the coldest days, insofar as feeling it, that has been known to our group. The temperatures ranged from minus twenty-seven to minus thirty-eight, but constant winds at thirty-one knots gave us a chill factor that almost defied dressing warmly enough (This was a Feels Like temperature of -113 degrees).

As it was factually known that the sun actually had risen today, the national ensign was hoisted and will remain flying until the sun sets in April. The actual sight of the sun was not obtained due to clouds.

CHIEF SLATON and a group retrieved the Weasel which had thrown a rod at Tent Island and, on their return trip, caught the sight of a seal lying on the ice near one of the leads formed by two separate ice fields having joined up, broken apart, and then rejoined.

The runway crew continued to work on the pumps and generators as well as clearing off snow. The Pumping Wanigans are in readiness, however they cannot find the ice auger which was left lying on its side several weeks ago and has now been covered over with snow. An intensified search will be carried on and it is hoped that it will be located within a day or two as there is a great deal of flooding to be done. Personnel at the runway on the day shift were increased by six as the pumping will only be done during the daylight hours. Approximately five hundred feet remain to be cleared before the six thousand feet strip is completed. Checks were made with the French at Pointe Geologie in an effort to determine if we were actually the cause of interference on 28MCS, the frequency that the French use in recording their radiosonde data. According to the radio operator at Pointe Geologie, they had not stated that McMurdo was the cause of the interference as was indicated in the Admiral's message, but had merely informed their home base that an English speaking station was causing the difficulty. In a check of our equipment, it seems impossible for us to have created any disturbance on this particular frequency. The actual frequency, according to the French, is 27.5MCS and we use nothing in that frequency or any other frequency which would give a harmonic close enough to 27.5MCS to cause interference. It was noted, in tuning across this band, that there were many voice stations and it is felt, here, that the commercial stations are the ones to blame and not McMurdo or Little America.

It was learned that the MPS-4 requires 123 volts for its pre-operation operation. As we only put out 110 Volts at the Power House, the radar receives about 108; it is therefore doubtful that efficient performance can be obtained.. However, tests were set up for this coming Wednesday.

The informal investigation of the charge of violations of Article 90 of the Uniform Code of Military Justice, brought against LT JORGENSEN by LCDR CANHAM was completed and the results will be forwarded to CDR WHITNEY

LTJG BOWERS and LTJG EICHHORN have been attempting to take celestial lines of position, using a T-3 transit, and again experienced many difficulties. With the extreme cold weather, the lubricating oils were so stiff as to necessitate applying ones full weight to move the transit about. This upsets the level which must be redone and then an additional adjustment on the transit follows, and the events follow one upon the other like one caught in a revolving door. So, many hours are spent to get but one or two shots. It is hoped to improve on this technique, for there must be many observations taken at the POLE before the initial construction can begin.

The YOG's have ample slack in their lines now, but the YOG-34's list still remains.

The POL crew brought up another ten thousand gallon rubber tank which had been emptied of its contents of MOGAS. It was placed in the Aviation Maintenance Building for warming and then cleaning prior to folding it up for proper storage.

Tuesday, August 21, 1956

The day was exceedingly clear with twilight commencing about 0730. Winds were relatively calm with a maximum of twenty-one knots. The temperatures ranged from minus twenty-two to a minus forty-one with a minus fifty-eight being recorded at the runway.

Note: There appears to be a few sentences omitted here, but not nothing of importance.

break in the track bed frame and the second had the gear shift lever snap off. The Mechanics will work throughout the night in repairing these to have them up for tomorrow.

The Pumping Wanigans are reasonably ready and it is hoped to commence pumping operations on August 23rd.

Word was received from the 18th Air Force that they require a 250 foot radius for their turning circles and that, when parked, there must be a five hundred foot lateral and longitudinal separation of the Globemasters. This means that our parking area will have to be in the neighborhood of two thousand feet long and three hundred feet wide. It was interesting to note that the 18th Air Force, in replying to our message, sent the answer to Admiral Byrd and did not even info us nor the Skipper. Rear Admiral Dufek picked it up and readdressed it to us.

MC CRILLIS got two of his fingers badly frostbitten, but he insists he will be able to work tomorrow. ALMOND was also admitted to the sick list with some intestinal disorder and DR TAYLOR has recommended that he not work in the Mess Hall until better.

Chief HESSÕ group continued to empty the beer hut and dig out fruit juices from snow embankments. Several cases of orange juice, previously surveyed, have now been located.

The waste tank in the Power House was placed in an upright position and the Electricians will start to construct their office about it. The interior of the tank itself will be utilized as shelves.

A group worked in the recreation hut repacking the recreation gear that this Quonset might be cleared and the VIP Quarters established. Several hours each day will be spent on this project until completed.

The POL group continued to pump MOGAS in the drums for the POLE drop. They should be completed by tomorrow.

The Atwell Hut was broken out and brought into the Aircraft Maintenance Clements building. Examination showed that most of it was there, but that many pieces were broken. All the broken items seem to be repairable, however, and this work will start immediately.

Little America attempted to send the preference of duty selections to Balboa direct by teletype. They were unable to even send their test pattern after four hours.

LTJG BOWERS continued to take star shots in the evening and had better luck with last night's observations. However, it takes a great deal of time to develop a cold weather technique in operating the T-3 or any type transit.

The Photo Department has been spending the last several days taking apart shutters and cameras, removing the supposedly cold weather lubricants and washing them with kerosene. Tests conducted since then, indicate that the shutters work perfectly whereas before, they often times hung up in the open position. An appropriate message report was sent back to the Staff Photo Officer.

DR. TAYLOR reported several open cans of caustic soda just outside the Aereology Inflation Shelter and extreme safety hazard and the Aerology Officer (LT JORGENSEN) was informed of the condition and requested to remedy it. Also, it was noted that the area Aerology uses to flush their hydrogen generator is quite naturally heavily concentrated with the caustic soda and will therefore have to be appropriately marked as a restricted area to prevent it being tracked into buildings and eventually finding its way into the eyes of or on the hands of personnel. Other than that, the sanitary conditions of the camp were excellent.

DR TAYLOR inserted an additional set of stitches in TURK's wound, the first batch having rotted away due to saturation by infection. TURK is feeling much better and they hope to have him in the harness within a month.

The one remaining puppy from TANYA's litter is doing splendidly.

The Admiral advised us to accomplish the preliminary preparations necessary for placing the YOG's in commission and that he would make the final decision as to whether or not they would be returned to CONUS sometime during the normal summer operating season.

A message from the Naval Examining Center, advising certain units to order their February examinations now, was infoed to the USS CURTISS, USS ATKA, and USS GLACIER as well as MCB(Special), which clearly indicates that these ships will be a part of DEEPFREEZE II. Still no word on the cargo ships, however.

BUDOCKS informed CDR WHITNEY that, due to a change in their personnel requirements, the job they had previously offered him was no longer available.

MAWSON's message in reply to a greeting by CDR WHITNEY advised him that the sun had returned to them over a month ago and they they had conducted several aircraft flights and two ice reconnaissance trips and one by Weasel and one by sledge.

Wednesday, August 22, 1956

This was an excellent day with extremely light winds and maximum velocity of thirteen knots and yet the temperatures remained rather cool with a range of minus twenty-two to minus thirty-four. But, best of all, the sun was actually seen for the first time, clouds

having prevented it from being seen the preceding day. Although the sun's rays touched Crater Hill and Observation Hill, those in camp were still unable to see it, but those at the runway were treated to this delightful scene from 1330 until 1430 local time and the periods of civil twilight increased rapidly on both sides of the noon hour.

All hands at the runway were noticeably spurred on by the mental warmth of the sun's appearance and the D-8 is now clearing away the turnaround circle at the Western end and the six thousand feet length is now complete. All was not good news, however, as after drilling for approximately twelve inches, the hydraulic pump on the ice auger split \bar{D} not at a point of an old weld, so there is strong hope that it can be repaired rather quickly. The flooding had been planned to start with the day shift tomorrow, but this pump failure will delay it for at least half a day. Meanwhile, the layout of the parking mat and the adjoining taxiways will be accomplished.

Additional circuit troubles were found in the MPS-4 and, although it was in perfect operating condition when shut down in April, it now appears that both BARGER and JEFFUS will have to spend several days putting it back in an operational status.

RADM DUFEK concurred with almost all of our recommendations for flying in our Pole Station parties with their sleds rather than drop the sleds and equipment to them. However, he did state that the TBW would be air dropped. This certainly is not to our liking, but we are sure the Admiral is fully aware of the problems that would arise should the TBW's be smashed upon impact and it is very true that air transportation is not limitless and so there must be curtailment someplace along the line.

Little America succeeded in getting a portion of their long message to Balboa by teletype, but an

additional three hours were spent by this process & they will try again tomorrow. Actually, by the time they finally succeed in getting the entire message to NBA, it could have been sent by CW with many hours to spare.

A message from the staff requests that pictures of general interest be selected and transmitted to Balboa by FAX for air mailing to the States and subsequent national release through publicity media. This is all well and good and we shall be pleased to attempt to send pictures of the camp and runway back to the states. But, if successful, it also points to the possibility of requests from newspaper personnel to utilize our facsimile during this coming summer. As all other circuits must be stilled during the facsimile transmission, this would prove to be highly undesirable and it is sincerely hoped that the Staff Public Information Officer does not let the thing get out of hand.

SCOTT suffered severe frostbite of both ears while working at the runway. Once again, it was not a matter of receiving this injury in spite of the available clothes, but one in which personnel become quite careless in wearing the clothing which would afford a safeguard in this respect. The runway temperatures usually remain in the low minus fifties but, without the presence of winds, it is difficult to realize the intensity of the cold and so many carelessly go about with their ears exposed & It does not take long to freeze them.

For the preceding eighteen hours, a Navy unit with a tactical call of N71B has been blocking out our point to point circuit with Balboa. Attempts to get him off were all in vain and yet, all he was doing was sending a teletype test to Sangley Point. We, therefore, filed an interference report.

LCDR CANHAM turned over the final plans of the runway parking and taxi areas to LTJG BOWERS and Chief DORE is drawing up his line maintenance and POL layout for the runway.

ALMOND continues on the sick list although his white cell count is staying down and it is hoped that this will not develop into an appendectomy.

Both teams of dogs were again exercised with a trip to the runway and back. Both TURK and TANYA and her puppy are getting along splendidly.

DR TAYLOR's horticultural efforts are being met with some success as the popcorn seed that he planted in a used gallon tin have now reached a height above the soil of approximately three inches. None of us expects to be around here when they get knee high, but it is an interesting experiment.

EMERICK continues to improve and is now quite logical in most of his actions and words.

A full moon afforded the camp ample light throughout the night.

Thursday, August 23, 1956

This was another clear day and rather moderate winds, the strongest being twenty-knots, which occurred late in the evening. Camp temperatures ranged from minus thirty-six to minus nineteen with runway temperatures being in the low minus fifties.

The welds were completed on the hydraulic pump of the ice auger but as it has to go through a slow process of cooling, it will not be ready for use until sometime Friday. Meanwhile, the D-8 continued to work on the turnaround circle at the Western end of the runway and the D-2s continued to reduce the side wind rows.

The sun's rays in the afternoon created all sorts of fascinating mirages and, once again, its sight brought renewed spirit to those who viewed it.

The lines and chains on the YOGs continued to lie rather loosely and the large chunk of ice which has threatened to part from Hut Point proper is still in place, although the crack separating it from the mainland is some ten inches wide.

Depth of ice data was received from the 18th Air Force via the Task Force, concerning the minimum depths of ice for various temperatures required for parking the C-124s. Our present depth at the runway site are ample for all types of weather except that above thirty degrees Fahrenheit and, by the time that temperature is reached at the runway site, the C-124s should have all departed for New Zealand.

The Builders have reached a halfway point with bundling their South POLE building panels & the original estimate of two or three weeks has proven to be a bit optimistic as it will take closer to six weeks to complete this project. But, as has been noted, the time spent will be very worthwhile, for all the things done here will expedite the construction of the buildings at the POLE STATION.

Repair work has started on the broken pieces of the Atwell Hut which will be flown in to Beardmore and used as the principal berthing space.

It is now possible to turn off the flood lights about the camp for a period of almost eight hours & this considerably reduces the electrical load on the one generator in the Power House.

The transmission of photographs by facsimile was discussed with CWO SINGER by LCDR CANHAM and it was decided to attempt to transmit a picture of the camp and of the runway. Accordingly, Photo is taking some additional pictures.

Once again, COMCBLANT came in with a request for additional description for various spare parts which would indicate that the orders have not been completely placed as yet.

Additional celestial observations were taken with the same difficulties being encountered & after being outside for a few minutes, the theodolite becomes so stiff that, in order to move the site to align the star, one has to exert his whole weight upon it and thereby changes the absolute level which had been previously obtained. This process goes on and on and is an extremely trying condition in the minus thirties that exist in camp in the evening hours. The lubricants currently being used will be removed and some even lighter ones experimented with.

Friday, August 24, 1956

The skies were clear and the temperatures were in the mid-twenties throughout most of the day, rising to minus twelve in the evening and moderate winds during the daylight period, increasing in the evening to twenty-three knots.

Several additional breakdowns occurred with the ice auger and at the days end, only four and a half feet had been drilled, but all of the discrepancies had been remedied and the day shift tomorrow expects to complete the drilling of the hole. The Western turnaround area was ninety percent complete and, unless bad weather prevents it, the parking area will be started on Monday, the twenty-seventh.

Repairs to the Atwell Hut were completed and it is being bundled and strapped for air delivery to the Beardmore Station.

Chief DORE and his POL crew commenced the laborious work of emptying three gallons of diesel fuel from fourteen hundred drums. The drums are presently stacked above the camp in the POL dump where snow has drifted in all about them, so the first problem is one of snow removal. Then, as the drums are all on their sides and stacked four high, each drum must be taken off the pile, set upright, cap removed, three gallons pumped out of each one, cap placed back on, and the drums restacked. This laborious job will probably take the better part of two and one half weeks and, as the POL dump is located almost at the highest point in the Gap, personnel working there are also subjected to the most severe winds and chill factor.

Little America finally succeeded in transmitting the message containing the next three duty choices for all enlisted personnel of MCB(Special) back to COMCBLANT for appropriate action. As they sent this direct by teletype to Balboa, we do not have a copy of it and have asked for a CW transmission on that portion which pertains to our personnel, that a check might be made that no errors are present.

COMCBLANT sent a message to the effect that we could expect enlisted personnel of various Group VIII ratings from MCB ONE to arrive aboard the GLACIER for further transfer to Williams Air Operating Facility. We immediately sent recommendations as to which rates we would desire and sincerely hope that they will see fit to give us those we asked for.

A message was received from Commander, Naval Support Forces, Antarctica which was very contradictory. In previous messages and discussions concerning a communication plan for Williams Air Operating Facility, this facility has always been mentioned as the Radio Central for the Antarctic. Several weeks ago, a detailed message was sent to Commander Naval Support Forces, Antarctica, explaining the requirements for Radiomen during the summer operating period. These were far in excess of what Commander, Naval Support Forces, Antarctica had originally envisioned. The message received today stated that an additional Communications Building would be erected here and that no further additional buildings at Little America, but that ten radiomen would winter over at Little America with but six at Williams Air Operating Facility. This seems rather incongruous to have the buildings in one location and the personnel to man them in

another Ð it also infers that Radio Central will be at Little America. This lack of positive planning directives leaves both units here in the field in Antarctica in a rather ambiguous position and unable to carry out implementing administrative action which could, if the facts were known, considerably clarify many of the problems now existing. As it is, one feels that both of the groups, here and at Little America are groping in the dark a good bit of the time. An additional minor inconsistency in the message was a statement that an additional rhombic antenna might be erected at Williams Air Operating Facility where, on the eighth of this month, a message from the same source stated that such an antenna would be erected at this facility. LCDR CANHAM and CDR WHITNEY had a voice conference in the evening concerning these two messages.

An earlier voice conference had been held in the morning and items of general interest had been exchanged between CWO SINGER and PHC ARNDT, LT MEHAFFEY and HESS and LCDR CANHAM and LCDR GRAHAM.

CDR WHITNEY stated that the USS CURTISS was not scheduled to leave Davisville until the latter part of December which would mean that it would arrive in McMurdo around February 1st. LCDR GRAHAM stated that VX-6 was scheduled to depart the United States on the eighteenth of September, and same date that the GLACIER is scheduled to depart. A detachment of Fleet Logistic Air Wing aircraft will leave the United States the last part of September to fly most of the equipment and material, which has been ordered, to Christchurch, New Zealand for further delivery from that point by the Eighteenth Air Force.

Chief HESSÕ crew broke parachutes off the hill all during the day in preparation for their repackaging by GORITY. The last of the spare winter clothing has been readied for issue. Following this, a complete inventory will be taken and Detachment Bravo of Mobile Construction Battalion (Special) will be informed of the balance available for their use.

The Recreation Building was cleared of recreation gear with the exception of the wrestling mats and the ping pong tables.

The Electricians completed the moving of their supplies to the Power House.

A lengthy choir practice was held in the evening and the CHAPLAIN announced that the Chapel belfry would be hung on Sunday.

Additional celestial observations were taken by LTJG BOWERS and his computations disagree with the Hydrographic Office consistently by one and seven tenths miles (His figures are very much in agreement with ScottÕs)

ALMOND was discharged from the sick list and returned to his normal duties. Apparently, the danger of flare-up from his appendix is over.

Saturday, August 25, 1956.

This was a clear day with occasional light haze in spots on the ice. The winds were brisk with peaks at thirty-nine knots and camp temperatures ranged from minus twelve to minus thirty-five

The day runway crew spent a discouraging twelve hours, as they would no sooner repair one item on the hydraulic pump or a mechanical part of the ice auger when another portion would malfunction. However, just prior to their secure, the drilling rig was in full operation and a hole of some eleven and a half feet had been completed. With an even break on Monday, they will have but a foot and a half of ice to drill through prior to their starting their pumping operations. The clearing of snow continued and the parking area was laid out. It is found that the time consumed in clearing away spaces of widths over two hundred feet is much greater than was originally supposed. It does not increase as the square of the distance, but the time is much greater than a normal ration using the basic two hundred feet as the standard unit of measurement. It is a rare morning when the personnel are able to get a Weasel started within several hours other than the camp Weasel which is left running all the time. This fact has caused considerable delay. A great deal of the trouble is that these pieces of equipment are completely worn out and it is wondered how many will be in running condition on the arrival of the aircraft.

Once again, lines and chain on the YOGOs have begun to tighten and additional length must be placed in all of them within the next couple of days.

Work continued on the written preparation of the Air Operations Manual as well as the Search and Rescue Plan and the Information Bulletin is approximately thirty percent complete although the Photo Officer made the decision to entirely re-do the cover insofar as the printing and mounting process is concerned.

Little America advised us that they have no extra skylights and so we will have to do without at the Pole.

CDR WHITNEY sent a recommendation to Detachment Bravo of Mobile Construction Battalion (Special) that they take into consideration the faith of the individual when making the assignment of the Chaplains.

The Sledding Contingent, which had originally planned on departing on a three-day trip to Cape Evans today, delayed their departure due to the high winds and the sequence of events, meteorologicallywise, which seemed to forecast the coming of a storm

Chief FLANAGAN is having a difficult time checking some of his electronic items as he does not have a section R catalogue which makes the determining of stock numbers . almost impossible.

Preparations were made for the mounting of the church belfry on Sunday Morning.

Communications was unable to transmit by facsimile the camp photograph due to insufficient signal strength with Balboa. CDR WHITNEY has requested the Task Force to bring in all fresh fruit and vegetables possible for the wintering-over group.

Additional parachutes were broken off the hill and as soon as the Builders are finished with their panel work, GORITY, WILLETT and TYLER will commence repacking of all the chutes.

The departure dates of VX-6 aircraft and some of the ships were divulged to the crew at ÓAll Hands MeetingÓ and it was pointed out that but seven weeks remain before the arrival of aircraft.

The change in spirit at Happy Hour was noticeable and the sunÓs coming has meant a great deal to all hands.

Much of the tension seems to be disappearing for now, with the arrival of the aircraft near at hand, our return to the States seems very close.

Sunday, August 26, 1956

This was a beautiful clear crisp day Ð occasional winds to twenty-one knots but normally quite calm. Temperatures stayed in the minus forties with a low of minus forty-seven, rising in the evening to minus twenty. Once again, there was quite a bit of mist on the bay ice and occasionally some in the camp.

Large groups of personnel were seen all about the adjacent ridges and slopes and many there were who climbed Observation Hill to view the sun. Castle Rock was also visited by CHAUDOIN.

The Chapel belfry and the bell were hung in readiness for evening services. Movies were shown both in the afternoon and evening. Streaks of sunlight now exist from 0830 in the morning until 1800 in the evening but, as yet, the sun itself has not visited the camp although it is readily seen from any place on the ice. If one climbs the ridges, the sun can be seen and it seemed that almost everyone was anxious enough to see it that, at one time or another during the day, they took departure from camp to view what had been, in the States, such a common sight. It will be a long time before one of us pulls a shade to block out the sunÓs rays again.

W1BCR, the NBC amateur radio station in Warren, Rhode Island, contacted us during the day to play a tape which had been cut by Admiral DUFEEK and other members of Task Force Forty-three. Attempts were made in the afternoon and then for several hours in the evening and finally the majority of the tapeÓs contents were jotted down by LCDR CANHAM. The event which had prompted the cutting of this tape was the commissioning ceremony of Detachment BRAVO of Mobile Construction Battalion (Special) which took place on Friday, August 24th. The Admiral stated that the commissioning ceremony had been a splendid event and that he had been very pleased to be able to speak with several of the wives of personnel now wintering over. He regretted that more could not have been there.

Admiral DUFEEK believes that the entire job can be wrapped up in approximately three months following the arrival of the construction groups in the Antarctic. He stated that First Class Mail will be brought in on one of the very first aircraft and that he was departing the States on the 17th of September for New Zealand .

Captain CORDINER told of the training which VX-Six had been carrying out on the Greenland Ice Cap and he feels air support will be plentiful this year.

CDR FLYNN spoke briefly, saying that he and his men were very anxious to get down here and relieve us. We share their anxiety and trust that nothing detains them. They all spoke about peace and quiet and how they longed for it. They shall be most welcome to whatever we have had.

CDR FRAZIER mentioned plans for Byrd Station and the fact that they are bringing MAJ DAWSON and MAJ HOGENSEN. They hope to have Byrd Station completed by February 14th.

CDR HARTMANN and LTJG PORTER sent along their very best regards.

It was very pleasant to hear them all speak and it was regretted that our AMPEX was not in operation so that the tape might have been recorded and played back to all hands. However, now it will not be very long until they are able to say the same thing to the group in person.

CAPT CORDINER had stated that the R4D's were taking departure from the States on the 10th of September.

Church services were well attended and the sounds of the bell pealing forth in camp lent a homey air to the entire scene.

The weekly Officer-CPO meeting's primary item was to remind all hands that various tasks, yet to be accomplished, were to be closely reviewed and timed with the days remaining in seven weeks. Several of our departments are going to have to really hump to accomplish all the things which are necessary to render full support to the groups coming in October.

RIGGS was taken off the Cary-Lift operation and will start tomorrow with the GCA crew, readying the equipment for runway use. HURD is taking his place on the water detail.

Monday, August 27, 1956

This was another cloudless day with calm winds and the highest recorded was ten knots. The temperatures ranged from minus thirty-nine to minus twenty-three and a rather low inversion caused banks of fog to lie in patches about the camp throughout the day.

Pumping operations went at full speed throughout the day and a crew of thirteen is now employed on the day shift as opposed to six on the night crew. The D-8 was brought back to camp by the night crew as it had a slow leak from someplace in the engine casing. It will probably take the better part of a day to locate it. Meanwhile pumping operations will continue.

With the dog team, LTJG TUCK, ENS BAKER and BU2 PRESCOTT took departure from camp at 1030 for Cape Evans. This was the first trip the dogs have made in eight

months. They will remain until Wednesday. A green flare was sighted at 1900 indicating that all is well. They encountered a little difficulty in departing camp, as the original sled they were taking broke down at the foot of the hill and everything had to be transferred to another sled.

Communications tried unsuccessfully for the entire day to transmit a photograph of the camp by facsimile to Balboa. Communications were very good and Balboa kept stating that our signal was fine but, after the third attempt, mention was made at the other end that they were sending out for their facsimile specialist. Apparently, someone not particularly qualified at the other end had been attempting to operate the machine. They never did locate their specialist. As this was still Sunday night in Balboa, he probably was on the beach.

A voice conference was held with Little America both in the early morning and in the evening. LT MEHAFFEY read off the pay list which Chief HESS copied. CDR WHITNEY and LCDR CANHAM discussed the progress of the two camps. In the evening, Chief FLANAGAN attempted to get some stock numbers of electronics equipment from STOCKTON at Little America. As all the catalogues are not held, he was not too successful. During the same voice conference, Little America asked us to monitor the Kiel Tower and we received the tower five by five D actually clearer than Little America herself. They were using the ART-13 with a thirty-five foot whip antenna. If this was any indication of future performance, communications will be a thing of joy this coming summer.

The Builders reached the three quarter mark in completing the packaging of panels for the South Pole and will commence handling the large twelve foot panels in the next day or so.

Chief DORE and his crew continued the tedious job of removing three gallons each from what will be a total of 1400 full drums.

Camp operations were hampered considerably by the lack of availability of Weasels. The one used by the night runway crew, due to return to camp early this morning, ran out of oil and threw a rod at the base of the hill. As this had been the camp Weasel, we were momentarily without transportation to haul the waste water carrier and refuse sled about. The second D-4 was fired up and used for camp purposes for the remainder of the day.

The garage, once again, is overrun with work to be done. Chief SLATON visited the runway in the afternoon and admonished several of the operators about their technique. Some do tend to become a bit careless, but the majority of breakdowns are primarily attributable to the extreme cold and to the worn out condition of much of the mechanized equipment.

Medical began their move of supplies out of the x-ray Dark Room. This will be completely evacuated and combined with what has been the Chaplain's Office to create an office space for Air Development Squadron SIX.

Mail pouches for Little America and Byrd Station mail were put up in the Mess Hall and the majority of camp personnel are beginning to grind out letters for philatelic purposes and also letters to send home with the first outgoing mail.

The GCA crew commenced preparations for the mounting of their gear and the control tower.

All personnel filled out data sheets for Elmo JONES and a routine release sheet which will give Disney permission to show a film for commercial purposes which contains shots of most all of the personnel in camp.

LEASE got an excellent celestial fix on the position of the Administration Building which bore out the previous lines of position obtained by LTJG BOWERS. Although this is one and six tenths miles different than obtained by Hydro, in view of the consistent findings with the T-3 transit, it is believed that it is a very accurate determination.

It was decided to hold movies on Tuesday and Thursday evenings again in camp and to pay the operator the sum of \$1.00 per evening. JEFFUS spent most of the afternoon hours in going through the remainder of the movie films in an attempt to locate sufficient pictures for the balance of the season which would fall in a category other than "losers."

Tuesday, August 28, 1956

This was another clear calm day with on occasions, traces of wind to six knots. Temperatures stayed more or less uniform, having a span of from minus thirty-six to minus twenty-four.

The D-8 spent the entire day in the garage due to a broken fitting in the transmission. Thanks to LUNDY and his trusty lathe, a new fitting was turned out and the mechanics on the night shift were busy completing the installation of it. The day shift on the runway continued to pump, finding it an exceedingly laborious process for, due to the extreme cold, the ends of the large hose through which they bay water is taken, repeatedly freezes up at the connecting joint and each time had to be withdrawn from the drilled hole, taken inside the Wanigan and cleaned out. The only advantage to this extreme weather is the almost immediate freezing of the water itself, when it is pumped into the various areas. The constant withdrawal of the hose and the physical manhandling of the hoses themselves result in most of the pumping personnel's clothing becoming thoroughly saturated with salt water before the day's end. The D-2s, during the day, continued to work on old sites one and three, clearing away the rough ice. The night crew stayed in camp, as no pumping is done during the evening and snow removal without the D-8 would be to little avail.

The Builders finished up everything they had in the parachute loft and, commencing tomorrow, with the help of one additional person, will bring in the twelve foot panels for checking and banding.

Communications again attempted to transmit a photograph of the camp by facsimile to Balboa with three transmissions were attempted. Although it was monitored here and the results were apparently excellent as far as could be determined and Balboa had no

criticism of our signal or constant frequency, they could not receive it and apparently the difficulty lies at the other end. Additional attempts will be made tomorrow, ionospheric conditions permitting. Other types of communications traffic were very light.

A voice conference was held with CDR WHITNEY and he asked LCDR CANHAM to make arrangements for an eight hour teletype test on Labor Day from 1000 to 1800 local. As Mondays are very quiet days, trafficwise, it is not believed that this will be a true test of the receivability and transmission of RATT.

The GCA Crew succeeded in breaking loose a twenty ton bobsled from the snow and ice and will take it to the Welding Shop for repairs to its broken tongue.

The photo personnel ran off additional prints for the scrapbook. Woody is now going to spend at least half a day each day working in the Photo Lab in conjunction with the "Information Bulletin" and/or scrapbook. CHAUDOIN continues writing and typing the interior pages of the bulletin.

Medical moved a large volume of supplies into the Sick Bay; a supply estimated to be sufficient to their needs for the coming six months.

The last of the recreational gear was packed with the exception of the one ping pong table which will be left in the recreation building until the Builders are ready to perform the necessary interior work.

The first quartet practice was held in the Chapel at 1900 Ð CHAUDOIN First Tenor, DR TAYLOR Second tenor, LTJG BOWERS Baritone and LCDR CANHAM bass. Chaplain CONDIT provided the direction and musical accompaniment.

Word was received from the Task Force that the U.S. Postage will be provided without additional charge for the various envelopes, submitted by individuals in conjunction with philatelic aspects of the Antarctic postal stations which had lost postage in transit. But, at the same time, the decision was made by the U.S. Post Office Department that nothing could be done to replace postage on letters bearing foreign postage from various foreign countries. Dollarwise, the latter amounts to very little and it seems to be somewhat shortsighted to ignore such an opportunity to create good will when it would cost so very little in comparison to the many other things that are done in the name of good foreign relations.

CHAUDOIN and LCDR CANHAM completed the rough draft of the Williams Air Operating Facility history, leaving but one major section of the Information Bulletin to do, that being a summary of the rules and regulations of the facility.

A green flare was again sighted at 1900, indicating that all was well at Cape Evans. The group is due back by 1900 tomorrow.

LCDR CANHAM and CHAPLAIN CONDIT discussed the erection of a cairn and cross in memory of Richard WILLIAMS. CHAPLAIN CONDIT would like to place a statuette of "Our Lady of the Snows" within a cairn atop Arrival Heights. Checks will be made with the Steelworkers and Builders to determine the feasibility of such a project.

Wednesday, August 29, 1956

As the wind swung to the South, the temperature rose and a high of minus sixteen was experienced with a low of minus thirty-four. Blowing snow commenced about 1000 and continued throughout the day, slowly increasing in intensity.

This bad weather notwithstanding, the day crew put in a complete day's work and the pumping went extremely well in the morning, but in the afternoon the crew experienced many a frozen line and had to frequently withdraw the large hose to clean it out. The D-8 worked the entire day on the parking area and the evening crew departed camp at their normal time but, if the winds and snows continue, they will probably be unable to complete their shift.

The Builders cleared away the parachute loft, excavated the twelve foot panels from snow drifts and, using the D-4, brought them into the loft for packaging. They completed three of the ten bundles and so, with luck, will finish their work by Saturday evening.

The camp Cary-Lift was brought into the garage for hasty repairs and routine maintenance. Chief SLATON also hopes to get the Pulvimixer back into operating condition.

Chief FLANAGAN and COPPOLA are working with the GCA people in completing the installation of radio equipment in the prefabricated tower console, The big bobsled has been brought to the bottom of the hill immediately below GCA and, early next week, the quad will be mounted atop the sled, as will the tower.

BARONICK continues to work on Beardmore gear and spent most of this day in repairing several tents.

LT NASH's crew is working over the Herman-Nelsons. Chief DORE's group continued at their very trying task of reducing the contents of fourteen hundred drums to but fifty instead of fifty-three gallons of diesel fuel.

GORITY spent the day in Ship's Store sewing clothing for anyone that had repairs to be made.

CHAUDOIN started the lengthy process of dry mounting the "Information Bulletin" cover after first trimming the prints. Due to a bit of negligence on the part of the two photo personnel who processed the prints, over half of the prints do not have a uniform border on the right side and CWO SINGER and PHC SPAINHOUSER have promised that they will do these over.

Messages were received from the Admiral, one stating that he would send us six radiomen on the fly-in instead of the two of his original plans; so, our original appeal for eight additional radiomen did have a good bit of effect on the Task Force. There was also a message to Detachment BRAVO of Mobile Construction Battalion (Special) reversing ComNavSupFor's message of a week ago concerning the number of wintering over radiomen at each station. Last week's message had ten at Little America and six at

McMurdo although the additional communications building will be placed at McMurdo. This week's message would place ten at AirOpFac and six at Little America.

A request was received to have thirty trail rations returned to the United States for examination and analysis by the Navy's Supply Department.

Communications enjoyed a fairly good evening on Ham contacts.

LTJG TUCK, ENS BAKER, and BU2 PRESCOTT returned to camp at 1440, having departed Cape Evans at 1015. The dogs were in good condition and the three day bivouac did a great deal toward shaking down this crew.

CHAPLAIN CONDIT and Chief SLATON journeyed to Arrival Heights at noontime and selected a site for the erection of the cairn to be built in memory of Richard WILLIAMS.

Requests were forwarded to COMNAVSUPFOR for bronze plaques, one for AIROPFAC and one for KIEL FIELD, containing a brief inscription concerning the personnel after which each facility was named.

DR TAYLOR's horticultural efforts came to a sad end as the popcorn sprouts succumbed to an extreme case of the mould. The Doctor will start anew, but will first sterilize the soil in which he places the seed.

Thursday, August 30, 1956

The storm continued throughout the morning with winds of fifty-four knots. The day's high temperature was minus nineteen with a low of minus thirty-three.

Immediately after lunch, as the winds diminished, the day shift proceeded to the runway. They had worked all morning at various jobs in camp. They brought the D-8 back into camp at 1730 as, again, it was losing oil from its transmission and the lights were inoperative. During the afternoon, they were able to clear up the storm's damage (drifts) to the runway and remove a few more feet of snow in the parking area.

The night runway shift was held in camp until after midnight while the D-8 was being repaired. One of the D-2's was brought in from the runway with a crack around the entire transmission housing. The housing from the previously surveyed D-2 will be used as a replacement but this will be a long and tedious job.

The Builders, receiving additional help from the runway crew in the morning, made excellent progress with their panels. Barring unforeseen difficulties, they will complete their job this Saturday and make way in the parachute loft for GORITY and the parachute packing assistants.

The GCA Crew continued to check the QUAD prior to mounting it on the big bobsled, which, weather permitting, they will do on Sunday, using the D-8 with the boom.

Communications received the first set of comics from Balboa via facsimile. Dick Tracy, Li'l Abner, and Blondie were received in the early afternoon, following the clearing of

both outgoing and incoming traffic; This will be the daily arrangement with Balboa. The reception was very good, but, in the middle of it, we experienced our first momentary power failure in many months. As the loads were being shifted from one generator to another at the Power House, they briefly lost the load and this camp was without power for approximately two seconds. This caused the center section of the comics to be slightly askew, but readable. Official traffic was very light. The amateur contacts in the evening were excellent and, again, four more phone patches were completed.

Chief BARGER continues to work on the Ampex and the one set has been occasionally playing in normal fashion. The difficulty is apparently one hundred percent mechanical rather than electrical and it is centered around the main drive shaft and the fan belt.

ENS BAKER apparently caught a bad cold on the Cape Evans trip and is under the doctor's care.

The decision was made to take VHF sets into both Beardmore and South Pole Stations and Chief FLANAGAN is to turn in an inventory of all VHF crystals on Tuesday, September 4th.

The lines of the YOG's and the anchor chains are once again taut, but not in danger of parting.

An ice coring was taken in Glacier Channel and seventy-eight inches of good ice were found.

DR TAYLOR planted the Maple seed in some sterilized earth and its progress will be duly recorded in the narrative log.

An additional three thousand gallon rubber tank of MOGAS was emptied, dug out from its berm, and brought up to the Aviation Maintenance Building to be thawed out, cleaned and stored for future usage. Eighty-five hundred gallons of MOGAS have been placed in drums (50 gallons to each drum) for air drop at South Pole Station and Beardmore Auxiliary Base.

It was decided to use two wooden 4' x 4' x 24' poles for the main flagpoles instead of pipe, as pipe is becoming a very critical item. The Builders will run this wooden stock through their saw and give it an octagonal shape.

Friday, August 31, 1956

The entire day was clear. Temperatures throughout the morning were minus twenty-six, but warmed during the afternoon, due to the sun's warmth, to a plus one and then dropped seventeen degrees as the sun dipped below the horizon. Winds were comparatively calm with maximum gusts of twenty knots.

The day runway shift was able to make much progress with the D-8, but no pumping was done as the ice auger was inoperative due to a sheared pin. Once again, this part is being manufactured by LUNDY on the lathe and the auger will be in operation by tomorrow.

The night shift encountered the same repeated difficulty with the D-8 in that the lights flicker on and off, making it difficult for the driver to see anything. RANDALL installed another voltage regular but, after working for approximately an hour or so, the electrical system went right back to its old behavior and so, on this holiday weekend, it will be brought into camp and the electrical system thoroughly checked.

The Builders managed to clear up two more bundles of their building panels, but will not be able to complete their job by the week's end.

The usual month end reports and inventories were completed.

Communications had a rather slow day. Facsimile transmission of the comics was not very good due to relatively poor reception with Balboa. The Amateur band was excellent though and an additional five people got phone patches through.

The POL detail continued with their task of converting drums to fifty gallons of diesel fuel for air drop.

Four additional ARC-1 sets were located in the supply dump & these had not appeared on the stock inventory cards.

Examinations for Advancement in rating were conducted in the morning hours for OLIVER, ROONEY and COPPOLA, and the results forwarded by message to the Bureau of Naval Personnel.

CDR WHITNEY agreed to the usage of old type Petty Officer evaluation Sheets and directed the preparation of roughs on the personnel slated for Beardmore and Pole Stations prior to their departure. These sheets are due on some on November 1st.

Choir practice, Hillbilly practice and quartet practice were all held in the evening. CWO SINGER and HM1 WOODY walked to the top of Observation Hill and took several more pictures of the runway in an attempt to get one which would be acceptable for facsimile transmission.

Saturday, September 1, 1956

Again, we had unexpected warm weather for a few hours as the temperatures rose to plus four. The low was minus thirty-one and the winds were sporadic occasionally rising to ten knots. This occurred in the late evening and there were many periods of calm throughout the day.

The pumping was not started, due to additional breakdowns with the equipment, but the D-8 managed to get in the better part of the day shift, clearing snow for the parking area. It has been a very disappointing week at the runway, but the one consolation remains that there is little new that could happen to hold up our work, for this past week has seen a little of everything.

The Builders completed their packaging of panels in a last minute burst of energy that completed in one day what had previously taken three and a half.

Shortly after Òturn toÓ, still in comparative darkness, a D-4 cut one of the main power lines by carelessly getting off the road. The cables were in plain sight, but, due to the darkness, were obviously not seen. Later in the morning, in full daylight, the D-8, while clearing away snow from around the corner of the Aircraft Maintenance Clements Building, also severed a main power cable. This resulted in a fair sized electrical fire on the spot, but the switches were finally thrown and the fire ceased with little damage to property or personnel. The two splices will take considerable time to repair and they are but a reminder of perhaps things to come, as the great majority of all power lines through the camp lie on the surface just underneath the snow and, if personnel are at all careless in driving equipment, there shall be many cases of cut lines. The problem is doubly serious due to the extreme danger of electrocution to any person who might come in contact with these exposed wires and secondly, with the limited number of Construction Electricians, we have few manhours to spare for the repair of broken lines.

Messages were received which authorized the advancement of UPTON, SPIERS and EMERICK, provided quarterly marks were adequate and the commanding officerÓs recommendation was made. Due to EMERICKÓs previous condition, he will not be advanced, but it was with a great deal of pleasure that the news was passed to SPIERS and UPTON at the ÒAll HandsÓ meeting. As the effective dates were September 1, the Chiefs lost little time in subjecting UPTON to the initiation. Lengths of his long hair were completely stripped from his head and those remaining were done in braids. The same treatment was given his beard.

The ÒAll Hands PartyÓ was well participated in and, again, reflected a somewhat more relaxed mental condition on the part of all hands, as both the sunlight and the nearness of the operationÓs end have given heart to all.

The Cape Evans trip, originally scheduled for the following day, was postponed twenty-four hours on the recommendation of the Aerology Officer.

The Ampex recorder was put back into normal operation as Chief BARGER had effected repairs which apparently have done the trick. Once again, music was piped into the various living quarters.

Sunday, September 2, 1956

This was a beautifully clear day, temperatures ranging from minus thirty-two to minus eighteen. The maximum winds were seven knots and the entire camp spent the morning in their racks.

Movies were shown in the afternoon and evening and a number of personnel took to the hills and ridges with their cameras in the afternoon. As holiday routine prevailed for the entire camp, the runway crew was entirely secured. However, WAGNER made a trip to the strip to refuel the generators in the pumping Wanigan.

With MYERS driving the D-8, the GCA crew had their Quad GCA lifted atop the 20 ton bobsled where it will be secured into position.

Church services were heavily attended.

Following the evening movie, the combined celebration of Chaplain CONDIT'S promotion to Lieutenant and SPIER'S advancement to First Class was held in the Mess Hall. There was music provided by a hillbilly group consisting of ZEGERS, ARMISTEAD, WOODY, OLIVER, DR. TAYLOR, CHAPLAIN CONDIT and TALLON, and from time to time various individuals were called to the fore to perform either as soloists, duets or quartets. A high note in the evening's entertainment was the impromptu performance by ROBERTS and LT BERGSTROM and Chaplain CONDIT'S pantomime rendition of two Crosby-Jolsen records was outstanding. All hands seemed to thoroughly enjoy themselves and the party progressed well after midnight.

Monday, September 3, 1956

LABOR DAY and holiday routine until time for the evening runway shift to go to work. A brisk northerly wind blew throughout the day averaging fifteen to twenty knots and peaking to twenty-five knots. Temperatures ranged from minus thirty to plus six.

The Cape Evans group, consisting of LTJG TUCK, NIEMEYER, WOODY, CHAUDOIN, HILL, STREIT, and WEHNER and PATTERSON, got away shortly after breakfast and were able to drive to within several hundred yards of Cape Evans with the Weasel so that the manhauling of the sleds was at an absolute minimum. A very enjoyable time was had by all personnel and many pictures were taken. Their return to camp was rather uneventful until reaching the bottom of the hill when the Weasel threw a track. Recalling the long walk of several weeks before to several of the group, all were extremely grateful that the breakdown occurred where it did.

Much rest was obtained by the majority of the personnel remaining in camp although some watched the afternoon movie and ate pounds of popcorn prepared by HESS and UPTON.

In the evening, the Officer/CPO meeting was held and it was decided that BEVILACQUA would continue his POLE preparation work & completing the gathering of the foundations and readying them for drop before commencing the construction of Building #30.

All hands were informed of the Admiral's order to retrieve empty drums for return to the United States and the message from the Naval Uniform Shop, giving instructions for proper measurement in ordering new uniforms was passed to Chief HESS that he might take appropriate action and return the information to Administration. An appropriate message will be forwarded to Brooklyn and we are told the uniforms will be delivered by the USS CURTISS.

Six weeks remain and both the Division Officers and Chief Petty Officers are fully aware of the many things yet to be done.

Tuesday, September 4, 1956

This was a day with unusually high temperatures. The maximum was reached about noon with a plus fifteen and with a low of minus nineteen later in the day. The winds

were rather erratic throughout the day Ð calm enough most of the time to carry on the runway work, but occasionally reaching gusts of forty-one knots.

The aircraft parking area has now six hundred feet completed. However, again, the actual flooding was not commenced due to the delays caused by faulty equipment and necessary repairs. The day shift did manage to wet down the banks in preparation for the flooding which we hope to commence tomorrow.

The D-2 was returned to camp due to mechanical failure, but it was kept working throughout the 24 hour period.

The Builders were assisted by aviation personnel in the morning and were able to get a good start on the aurora building panels. Foundation timbers were also brought alongside the parachute loft.

HILL and SPAINHOUER, of the Photo Department, continued in full speed on taking interior pictures for the crew's scrapbook and, as well, the photo coverage directed by the recent message from Task Force Forty-three, that of the preparation of meals, food storage, Chaplain's activities, and religious guidance, was gotten well underway. BRISTOL continued on motion picture coverage of camp activities.

Communications had a very sporadic day, but managed to pass all traffic received to Balboa. In the evening, amateur facilities took care of eight additional phone patches.

A voice conference was held between CDR WHITNEY and LCDR CANHAM. The principal point of discussion was a message that CDR WHITNEY had drafted to LCDR GRAHAM, but had infoed AirDevRon SIX and RADM DUFEEK and RADM BYRD. It was rather strong in language and contradicted AirDevRon Six's previous message concerning helicopter utilization. After a lengthy discussion, CDR WHITNEY authorized LCDR CANHAM to cancel the message. It had been held up at AirOpFac pending the voice conference with CDR WHITNEY.

LT MEHAFFEY stated that any wastages and losses encountered in our Ship's Store goods (primarily soda pop) would be taken up and surveyed in one large survey about December 1st. Until that time we would report everything as being in a saleable status. This will eliminate numerous small surveys and much unnecessary administrative traffic.

Power lines and wires for the PA system were repaired during the day and Chief BARGER has approximately another six hours work to complete the PA system repairs. Many of these wires have grounded out due to constant chaffing against material where the wires were pulled tight in their initial installation.

The GCA crew continued to work on their tower and it should be ready for mounting atop the sled the latter part of the week.

In the extremely warm weather, Chief DORE's POL crew finished up another 150 drums of diesel for air drop at the POLE.

LT BERGSTROM, LT NASH, LTJG EICHHORN, and LCDR CANHAM met again for several hours on the Air Operations Manual. With this meeting, the work is now complete and a smooth manual will be prepared in the near future.

Supply continued to break out and package the food requirements for POLE Station and BEARDMORE Auxiliary Base.

LCDR CANHAM prepared a lengthy message to ComNavSupFor Antarctica in an attempt to clarify BARONICK's status relative to his advancement to AOC. It is felt that the omission of his name from the recent BuPers message, which authorized the advancement of wintering over personnel who had passed the recent examination, but was withheld due to quota limitations, was an oversight, as his was the only name omitted.

Wednesday, September 5, 1956

Warm weather continued with a high of plus eleven and a low of minus twelve. Winds were moderate in the morning, increasing to gale velocity shortly before noon and continued that way throughout the remainder of the day with peaking gusts to fifty-nine knots

The day runway crew departed for the runway at 0700, but returned within the hour due to the extensive blowing snow. Due to a momentary clearing in the evening, the night crew also proceeded to the runway, but returned to camp shortly afterwards as, by 2200, the winds had shifted to due South and the atmosphere had all the appearances of a major blizzard

Supply personnel completed ninety-five percent of the packaging of Pole Station Food and commenced breaking out the food for Beardmore.

The Builders had an excellent day inside the parachute loft and hope to finish their work tomorrow.

An additional power line was cut in the morning by a tractor and LYNCH discovered that there are only eight terminals remaining for splicing. A message was sent to Little America requesting they forward any extra terminals they had by first available air transportation and a close check will be kept on future power line breaks. Very stringent regulations will be put into effect on the use of tractors about the camp if the cutting of lines continues.

The Mechanics completed ninety percent of the work on the second D-2 for the Pole Station. The D-2 that was brought in last week with a cracked transmission housing has been completely torn down, new housing inserted and is ready for operation as soon as the fuel tank is installed.

Chief DORE's crew worked on the drumming of diesel fuel for the POLE drop in spite of the bad weather.

ComNavSupFor Antarctica agreed to the proposed change in homer frequencies and also directed COMCBLANT to ensure that two new weasels were loaded on the glacier for early delivery to AirOpFac.

CDR WHITNEY directed that all new Chief Petty Officers order at least one set of Blues for their return trip to the United States.

A lengthy message was prepared and released on the channelization of the ARC-1, ARC-2 and ART-13 at Williams AirOpFac. As the latest Task Force ComPlan is not held here, nor have we been advised of its contents, it is very likely that there will be many changes made to our proposal, but it was felt that something had to be put in to black and white rather than wait for planes to arrive without knowing the exact channels that are supposed to be used in air to ground communications.

Another message from ComNavSupFor stated that the terms "Williams Field, Naval Air Facility, McMurdo Sound, Antarctica" would be used for communications, mail purposes and for official identification during Operation DEEPFREEZE instead of "Williams Air Operating Facility." This was contrary to RADM DUFEEK's message of February wherein he officially named the facility after Williams and sent a copy of the message to CNO. The Admiral's message of August 30th was the first which had indicated that there had been any change in the title.

Chief BARGER completed the repair of the PA System and the Communications Division rearranged the interior of the Communications Building to provide greater space for the operators and also to erect a partial barricade to prevent extraneous personnel from wandering through the Communications Building.

Thursday, September 6, 1956

The storm continued spasmodically throughout the day. During the early morning hours, winds peaked at seventy knots and, although this velocity was not equaled again during the day, frequent gusts in the high fifties were recorded. Camp temperatures rose to plus sixteen with a plus four being the low for the twenty-four hour period, the first time in months that the thermometer has failed to get below the zero mark.

The runway crews attempted operations at the strip and approximately six of the twenty-four hours were usefully spent. For the balance of the time, the personnel were either in camp assisting others or, for many short periods, were temporarily marooned on the way to or from camp due to the blizzard. The strip was cleared of drifts and all placed in readiness once again for the pumping which, again, it is hoped to commence tomorrow. One of the most encouraging factors in the day's work was when a D-2 was brought in from the runway in the early morning with a cracked track frame and, instead of having to delay the operating personnel, the garage was able to issue a standby tractor. Indeed, they have two standbys now. So, the extremely bad weather of the entire week has not been without its bright side.

The Builders, assisted in the morning by extra personnel, were able to accomplish the majority of their remaining work in panel packaging.

Packaging of food for the POLE was completed and additional winter clothing was issued to camp personnel, many of whom have worn right through several of the articles of clothing that were first issued.

In spite of the storm, Communications had a good day. In the late morning, a voice conference was held between CDR WHITNEY and LCDR CANHAM concerning the forwarding of the proposed channelization for the ARC-1, ARC-2 and ART-13 radios. Both CDR WHITNEY and LCDR GRAHAM concurred with the contents of the message originated by LCDR CANHAM. However, they stated that they would add to it, the information pertaining to Little America and then forward the combined message. Later in the day, CDR WHITNEY informed us that, after further conversation with his communications personnel, he had decided to hold this message in abeyance and await the outcome of a full scale conference between representatives of both bases and the Staff Communications Officer. An additional message, requesting reconsideration of the last decision, was sent to CDR WHITNEY, but he stated that as CDR SNAY had advised him that he would be with the Admiral on the first fly-in, the assignment of frequencies would await the results of a conference.

A request to determine DR TAYLOR'S lineal position relative to staff corps selection boards meeting this year, was sent to BUPERS.

Permission was received from the Naval Ship's Store Office, Brooklyn, to survey and charge to the store itself the soda pop whose cans have swollen and burst due to the cold weather. By not having to absorb this expense in our own profits, it will mean that, prior to departure from the Antarctic, this detachment of MCB(Special) should have a profit of several hundred dollars to apply to the old commissioning party debt.

LTJG BOWERS and LCDR CANHAM discussed the possibility of the usage of LTJG TUCK and a small group of dogs with the Advance Party for the Pole Station. Using the dogs to help pull the sleds would undoubtedly result in having a much more rested Advance Party reach the SOUTH POLE itself. The performance of the dogs at high altitude, with no period of transition, is a big question mark but, if they could accomplish anything, it would assist the group. If they proved to be a burden, they could be exterminated.

The Medical Department completed the removal of their x-ray tank from the Library and the CHAPLAIN will move his office to the Chapel itself the early part of the next week. These moves are in connection with the preparation of the office spaces for the various units coming in October and November.

Chief DORE'S crew finished up another 110 barrels under extreme working conditions.

It was decided to erect a chicken wire enclosure in the Aircraft Maintenance Quonset for stowage of survival equipment and to leave room for the eventual storage of the VX-6 passenger kits as required by their 251935Z of July.

The high winds of early morning ripped a large section of the canvas from the top of the Sick Bay portion of the Administrative Building. The Builders made repairs.

For the first time, drifts above the window level appeared in camp and the falling snows seem very wet and heavy.

At 1800, as the sun set behind the Society Range, a new combination of colors and cloud disposition could be seen from Camp. There were grays, greens, blues and lavenders in a rich abundance which, if seen in a painting, would cause one to comment, "The artist was painting for color's sake itself."

Friday, September 7, 1956

The storm continued with winds from the North, East, South and West peaking at forty-nine knots. Visibility was reduced to a matter of feet during much of the day due to the swirling snow. Temperatures were warm, being above zero most of the day with plus eleven recorded as the high. And in the evening, temperatures dropped to a minus nine.

Work at the runway was limited to a four hour period by the night shift and much drifting snow will have to be removed before any more flooding is accomplished.

Each evening at 1800, the storm seems to take a break, then for a matter of about two hours, the winds cease, the snow stops and small pieces of the sunset can be seen across the sound. But this respite is soon over and winds and snow resume with renewed vigor.

It has been a very disappointing week, for virtually no positive progress has been made at the runway due to the bad weather.

In camp, the mechanics completed their overhauling of the 30KW generators and, following the closing off of several of their vents to prevent drifting snow from entering, the generators will be placed outside for subsequent shipment to the South Pole and one for mounting on a sled for use by the GCA crew.

During the past several days, Chief SLATON and Chief HUBEL have noticed a slightly different sound to the two 100KW generators in the power house and it was decided to check the diesel for contamination. Chief DORE's crew ran tests in the morning and discovered that the entire eight thousand gallons remaining is contaminated beyond safe use with a twenty-five percent mixture of MOGAS. In view of the order in which the products were pumped from the NESPELEN, and that was first aviation gasoline, second automotive gas, and lastly diesel, it would seem safe to assume that the fuel was contaminated on the NESPELEN herself; probably following her accident, for she had her side gashed in by ice and many of her tanks were partially punctured. Be that as it may, this means eight thousand gallons of Diesel which cannot be used safely for anything in camp. It will have to be either pumped into a ten thousand gallon rubber tank for possible reclamation in the future, or disposed of by pumping it across the gap and down the slope on the barrier side.

The balance of Chief DORE's crew worked with LT NASH and LTJG EICHHORN toward the completion of the readiness of all gear for Beardmore Auxiliary Base and also dug out bamboo poles from under the snow and brought down the bunting material in preparation for making several hundred additional flags for use in marking the sides of the runway.

The main pieces of the TPS-1D search radar antenna were hoisted atop the aviation maintenance Clements building where, on the first calm day, the installation will be completed.

Due to the inclement weather, the sledding group called off their proposed two day trip.

The day shift in Aerology, led by Mr. WESSBECHER, continues to achieve excellent results with their balloon launchings, constantly reaching over sixty thousand feet and frequently going above seventy thousand.

Chief HESS and his crew continued to clear out the beer Quonset in connection with the conversion of this building to summer sleeping quarters.

The choir rehearsed for over forty-five minutes and some recordings were made.

A battery of floodlights were in the Chapel and, later in the evening, ELMO JONES and HILL photographed portions of the Roman Catholic services, following which, all those in attendance stayed around and took numerous pictures of the Chapel's interior. The same procedure will be held on Sunday evening for the Protestant Services.

Communications again had excellent amateur radio contacts and an additional five phone patches were made.

The Bureau of Medicine and Surgery advised us that, in the matter of annual physicals, those for aviators were to be conducted by the Medical Officer subject to re-examination by the first available flight surgeon.

CDR WHITNEY sent an additional message to LCDR CANHAM, stating that he had been assured that Annex Mike (The new ComPlan) would be on the first plane, as would the Staff Communications Officer and, therefore, he would await a joint conference prior to setting up the various communications frequencies.

After several requests had been passed to CDR WHITNEY regarding informing VX-6 of the number of complete JATO units, LCDR GRAHAM forwarded this information for both bases to VX-6

Saturday, September 8, 1956

Southerly winds continued and, with them, frequent small blizzards which constantly interrupted the outside work. The maximum wind velocities were forty-one knots, but the temperatures stayed near zero, rising to a maximum of plus nine and, in the late evening, falling to minus ten. In spite of the bad weather, the day crew was able to get everything ready for pumping tomorrow as, if the weather permits, they will work on Sunday due to our many delays so far this month. The night shift was able to do a little bit of work in the parking area, but secured several hours before their normal time due to strong winds and zero visibility.