

would be bound to occur if twenty people were forced to accept less satisfactory accommodations than the balance of the wintering group.

A message was also received from 18<sup>th</sup> Air Force in which they stated that the winch of the D-2 must be removed as the overall length exceeds the elevator well opening of the C-124. This statement is in error as the well opening is 144 inches long and the overall measurement of the D-2, with winch installed, is 142-3/4 inches.

Special SITREPS from Little America told a story of what they termed a heavy blizzard. Winds in the first portion being up to sixty-eight knots and as it continued, peaks of thirty-eight knots were experienced. The second SITREP stated that the Otter had been damaged beyond repair. This is the first instance of their ever having a wind in the thirties and quite probably the aviation personnel had been lulled into a sense of false security regarding the type of tiedowns for the Otter. It is recalled that, in a voice conversation some months ago with CDR WHITNEY, LT BERGSTROM brought up the fact that our SPAR radar antennae had been physically forced beyond its normal limits of rotation by high winds, the comment from Little America had been "Well, we don't have to worry about that here, as we have very little wind." It was noted that in this particular wind storm at Little America, their SPAR radar was also forced beyond its normal rotational limits.

The Drivers departed at 1800 for their snow compaction runway and worked throughout the night, making three complete sweeps with the Pulvimixer and drag although one D-2 became inoperative due to a broken track. It is planned to continue this group on a twenty-four operation, and additional personnel will be assigned to enable the double shift to be carried out.

Thursday, July 5, 1956

The temperatures ranged from minus thirty-six to minus eleven, with maximum winds of thirty-five knots. The skies were clear. .

Work continued on a twenty-four hour basis on the snow compaction runway with the same difficulties being experienced. The Pulvimixer became inoperative due to the tongue breaking and the ratio of three to four hours maintenance to every one hour of operations still pertains.

The jet heater was installed in the combined Aerological and Air Operations Building and some of its ducts are being used to heat the plastic dome mounted atop the building.

The D-8 prepared a drainage ditch at the side of the power house down through the camp area, running between the photo lab Storage Quonset and the Survival Quonset.

A fire test was held, using the BUAER furnished crash rescue sled with Ansel and the majority of the aviation personnel were given initial instruction in its proper operation technique. Additional instructional periods will be conducted.

The Builders completed the water sled and continued work on the manufacturing of the door to the Aviation Maintenance Building as well as fabricating a frame for Admiral DUFEK'S picture.

The GMD-1A was inoperative during most of the day, which, for the first time, canceled out the balloon launching at Williams Air Operating Facility.

A message was received from the Task Force, relaying one from Eighteenth Air Force, advising of a ninety-two thousand gallon aviation gasoline requirement. This will leave less than ninety thousand gallons on hand for all other users. A message was drafted to this effect and sent back to COMNAVSUPFOR for his information.

A Board of Medical Examiners met in the case of LT JAMES H. BERGSTROM, and their findings, opinions and recommendations were forwarded to CDR WHITNEY for his further forwarding to COMNAVSUPFOR and BUMED. The recommendations were that he be placed on a limited duty status, group three class one as a naval aviator and that he be returned to the continental United States to a U.S. Naval Hospital for further examination and possible surgery.

Papers were completed on LT NASH's promotion to Lieutenant Commander and appropriate messages released to BUPERS.

FLANAGAN worked on the TPS-1D search radar and the high voltage was fired off. Following the installation of the antennae, a complete operational test will be run on it.

Communications with the Air Force aircraft in the North Pole area were good until early morning when they faded out completely and contact in the evening was not made except for spasmodic CW contact with the amateur net established by the Air Force around the North Pole region. Tomorrow will conclude these tests.

The meetings of the South Pole Station personnel were again held in the Library and Survival Quonset. The AN/GRC-9, with hand cranked generator will be left in the library so that individual personnel may attempt to operate it and become further acquainted with dial settings and CW and voice techniques.

Ice reconnaissance was conducted by LCDR CANHAM, LTJG EICHHORN, and MR2 GRISEZ. Field number one averaged a depth of fifty-three inches, Field Number two, a depth of forty-one inches, Field number three, a depth of twenty-nine and one half inches, and Field number four a depth of twenty inches. An additional hundred yards was flagged and marked with reflectors (flags and reflectors being placed every one hundred yards) and, from all appearances, field number four may extend for a distance of several miles, as that ice does not appear to be that which was blown back in from seaward, but looks to be just fresh frozen bay ice, so it could well be that the majority of McMurdo Sound has this same type of cover. Next week, the reconnaissance group will devote the entire day to further explorations of this new field.

Several Ham radio contacts were made, the first in almost a week.

Choices of duty were discussed at the weekly "All Hands Meeting" and the messages received from RADM BYRD and the Chief of BUDOCKS were read to the group. The latest planning, as indicated by the Task Force messages, in regard to further development in the Antarctic, was passed along to the crew.

#### Friday, July 6, 1956

The average temperature was minus seventeen – winds erratic with some period of calm, but peak velocities to thirty-three knots. Skies were clear during the morning hours with a high overcast forming shortly after noon. The skies to the East have a definite grayish cast to them now, although no pink skies have been seen other than from the end of the ice reconnaissance trail out in McMurdo Sound.

Both shifts were able to carry out their work on runway construction although the Land Planer tongue broke again and had to be towed back into camp for a welding repair job.

The Builders closed in the overhead of the office of the Officer-in-Charge to lend it additional soundproofing. They also fixed the door to the vestibule in the Mess Hall, worked on Pole Station tools, and started the construction of a platform decking inside the garage for lumber storage.

The Utilitymen neared completion of their Pole Station packaging with the exception of the large items which will not be packaged until daylight returns.

Requiem Mass was held for Richard WILLIAMS, as today was the six month interval since his death.

The weekly inspection of living quarters and heads found conditions to be outstanding. The two Assistant Masters At Arms, WEEMS and BEDSOLE, had done a particularly superior job in readying the heads for inspection.

A message from COMNAVSUPFOR ANTARCTICA indicated that they planned on placing only three people to a cubicle in the following wintering over party, and a portion of the remaining content of their message revealed that they thought we had only four Clements type quarters for berthing spaces. Comments were prepared and forwarded to CDR WHITNEY, clarifying the number of quarters we have available and are using at the present time, and also stating that four to a cubicle is a satisfactory arrangement and it is believed to be far better to continue this arrangement than to force several groups of personnel to reside in Quonset quarters. The ultimate decision, of course, will be up to the wintering group next year.

A message was received from CNO, modifying their letter of last October which permitted payment to commissioned naval aviators, even though the four hours flight

time per month as not accumulated. Under these special provisions, the time does not have to be made up. This modification extended the coverage to aviation enlisted personnel also, for whom flight skins are authorized. This was only for the period , March 1<sup>st</sup> thru September 30th.

CDR WHITNEY is reluctant to authorize DON MEHAFFEY to make a pay record entry to the effect that DON NASH is a Lieutenant Commander, and has stated in a message that he will await notification from the proper authority. It is not understood why additional information is required in this respect as, by message, both AIRDEVRON SIX and BUPERS have sent notifications of NASH's selection and examination on record only for purposes of this promotion – now that his physical is completed and the results having been reported to BUPERS, further delay seems without basis.

CONFERENCE REPORT  
Friday, July 8, 1956 – 0800

LCDR CANHAM Sorry to hear about the Otter. Item One – In case you should be talking to CDR FLYNN, DICK BOWERS would appreciate your passing word back to him or someone at CBLANT that he would like to stay at Davisville until the job is done and write-ups completed, but not later than mid-August and would like very much to have ROINCC due on the West Coast.

CDR WHITNEY I'll tell you what I am going to suggest. I suggest we don't contact CBLANT at all. They don't have anything to do with it. I think he should draft a message to BUPERS and, within the body of the message, action to the CEO detail section.

LCDR CANHAM Roger. Have you had a chance to read the message on JIM BERGSTROM?

CDR WHITNEY Yes, it looks good to me. We'll send it to COMNAVSUPPPFOR just the way you have it.

LCDR CANHAM If there is no extensive building planned this coming DEEPFREEZE II, we have a fairly adequate supply of steel on hand here. Thus far, we have been told that there will be one 250,000 gallon AVGAS tank, one storage building and one recreation building by inference or direct statement. If that is all, Dick states that we have enough on hand right now.

CDR WSHITNEY Roger, On the sleds, I think you have to blame that on me. I forgot that you had ordered twelve of them. I should have known better. I will make sure they don't drop the ball on that with a follow-up message for the twelve sleds.

LCDR CANHAM Thank you, sir, for reinstating the twelve one tonners.

CWO SINGER LCDR CANHAM informs me that you intend to use excess paper for scrapbooks. We also plan to do that, but I don't feel we have authority to declare it excess. We intend to buy paper through the Ship's Store and, upon arrival by the ships, put it back in stock and then no one can give us a bad time about it. It comes to 125,000 prints for our people. The paper is fairly inexpensive.

CDR WHITNEY We are working up a message and, when we finish, we will give the whole thing to LCDR CANHAM.

CWO SINGER As far as the chemicals are concerned, we'll charge that to part of the training program.

LCDR CANHAM Skipper, to summarize what Bud was talking about . . . Item one – He did not mean that DEEPFREEZE II personnel would receive this paper at no cost. But envisions that our Ship's Store would order the quantity and type of paper that is required. Our men would purchase it from Ship's Store which, in cash, amounts over here to about \$150.00 which would be about \$1.50 which, in cash, is per man. The money would repay that which was used. The paper coming into Ship's Store would then be transferred to the photo lab to replace the quantities to be used in the production of the scrapbook. This process would continue throughout DEEPFREEZE II, III, IV and V and it may be that there might be an excess at the tail end, but all DEEPFREEZE units would pay in this manner.

CDR WHITNEY Yes, I understand. We will prepare a message to COMNAVSUPFOR and order it right now.

LCDR CANHAM Bud tells me that we need twelve boxes of five hundred sheets each of contact paper. That will be our requirement for scrapbooks here.

CDR WHITNEY Okay, I have that. Is there a stock number on that.

LCDR CANHAM Chief ARNDT has the stock number. We need six boxes of number two and six of number three.

CDR WHITNEY Okay, I have got it. We'll incorporate it in the message.

LCDR CANHAM From DON MEHAFFEY, DON NASH would like to know the total amount that he may now put in an allotment to his wife with his new rank of Lieutenant Commander.

CDR WHITNEY Okay, we'll get that and send it to you via CW.

LCDR CANHAM Another item for DON MEHAFFEY is this: We do not have here all the books concerning shipping over, reenlistment and the like. MC CRILLIS would like to know if, when he ships over down here, if he can be paid travel from the port of entry of Wilmington California to his home of record as shown on page one. In other

words, do people reenlisting have an option of payment – option one being port of entry to place of last enlistment and option two being from the port of entry to his home of record as shown on page one.

CDR WHITNEY Affirmative, He can. He has the option of either one or two. Don is here and is nodding his head and it can be done. It is his prerogative/

LCDR CANHAM We noted your outgoing message on housing, and that you are limiting your rooms to two officers to the room and wanted you to know that we are putting four to a room. Our people are living that way now. The only exception would be in the VIP berthing spaces where the Admiral and the General and probably the Chief of Staff will have rooms by themselves and the other high ranking officers, two to a room.

CDR WHITNEY With so many high ranking personnel coming here, I am leaving it up to the Task Force to tell me how many personnel to put to a room. I don't believe I should say to a couple of doctors, "You have got to room four to a room."

LCDR CANHAM Roger. Next Item – Does LUCIER have the data on the accrued leave?

LCDR WHITNEY Yes, he is right here. (LUCIER gave the amount of accrued leave as of July 1, 1956 for all personnel at Williams Air Operating Facility). Now, on the MARS. I perused the books over very carefully and there is nothing in the world that says you cannot come up on a MARS circuit any time you want to.

LCDR CANHAM The book says we have to make contact five times a year in order to keep our license and we intend to do that before the planes come in..

CDR WHITNEY On the Air Force requirements for AVGAS, if we do not hear anything pretty soon, we will go out with a message.

### Saturday, July 7, 1956

Skies were still clear and the average temperature was minus eighteen – winds moderate, gusting to thirty-six knots.

The double shift continued to work on the ice runway. Builders completed the installation of the door in the Aircraft Maintenance Building and covered over the extension on the tool room in the garage, and also completed the altar in the Chapel.

The Steelworkers prepared to move into the parachute loft for the next two weeks to cut all the trusses and drill holes for the truss plates.

As Chief HESS' entire crew went on mess cooking duty, he will spend the next two weeks on paper work and cleaning out the Ship's Store storage Quonset.

Communications has broken out the TBW's which will be used at the Pole Station and they are checking them out and then readying them for delivery. Following this, the UHF and VHF transceivers will be set up.

The wind reached its maximum velocity from a southerly direction during choir practice.

Messages were received from COMCBLANT indicating that they were not going to train the dog handling personnel but will wait until they arrive here at McMurdo and let our present crew do the training. This seems to be highly undesirable for the following reasons: (1) The arrival of this group will be sometime in January 1957; the departure of the present wintering over group should come late in January or the first of February, therefore the time allowed for training is most inadequate. (2) The present group of dog handlers includes Master Sergeant DOLLEMAN, who is extremely well qualified in these matters, and also it is noted that LTJG TUCK spent six months in training and, in addition, attended parachute school. The concept of giving a group of men, with Seabee ratings, two or three weeks of training on sledding and then calling them ready for rescue work is ridiculous. LCDR CANHAM made the recommendation to CDR WHITNEY that, if some qualified personnel could not be obtained, the dogs be returned to the continental United States. CDR WHITNEY, in forwarding his comments to COMCBLANT, did not include this last recommendation.

A quiet happy hour was again held at 2030, the majority of the camp turning in before taps.

Sunday, July 8, 1956

The thermometer showed a low of minus thirty-two, but with a definite rise in temperature toward the end of the day, getting up to minus four. Winds were strong throughout the day, increasing in the evening to fifty-seven knots, and late in the evening, the barometer started a slow steady drop.

Church services were poorly attended and the majority of the camp slept most of the day.

Work continued, however, on the runway construction and another D-2 broke down at the runway site and had to be hauled into camp.

The Officer-CPO meeting brought out the various transportation requirements for the coming week, during which, of course, the highlight will be runway construction work and the Steelworker's progress on cutting the trusses and preparing the holes for the truss plates.

Some of the Aviation personnel and Utilitymen have been assigned to the runway crew.

Message statements were again relayed back to the United States, concerning the crash of the Otter at Little America last February. For some reason, the original statements were not acceptable. George MOSS' statement was particularly bitter, although undoubtedly factual. It was noted that LT STREICH proceeded into IFR conditions in spite of the OpPlan order which reads to the contrary.

The change of command ceremony for AIRDEVRON SIX, scheduled on July 9<sup>th</sup> was postponed for some reason at the last minute.

### Monday, July 9, 1956

Temperatures warmed to above zero for the first time in over a month, reaching a high of plus eight and a low of minus fifteen. The barometer dropped all day and, in the late evening, reached a low of 28.27. Winds were fifty-three knots and from the basis of past experience, everyone waited for a real blow, which as yet has not materialized.

Due to the dropping barometer and comparatively high winds, the runway personnel were kept in camp and work on equipment was the order of the day for this group.

The Builders constructed a huge bookcase for the Library and assisted the Steelworkers on the floor trusses for the Pole Station buildings.

A meeting was held in the library at 1300 with LCDR CANHAM, ENS BAKER, MR. WESSBECHER, T. T. MONTGOMERY and W. K. HORNER. It was learned that Aerology is not obtaining sufficient information to make out two daily surface weather maps. An examination of the schedule that aerology sets as a minimum, clearly shows that from 00001Z to about 0330Z, and from 1200Z to 1530Z, two receivers must be utilized for weather with three being mandatory during the last hour of each of these periods. In effect, this means that during these periods, all contact with NBA and NLA must cease. Further, it would mean a rearrangement with the Russian Antarctic Station insofar as his weather schedule time pertains. The importance of these daily weather maps is realized and, in an effort to determine the Admiral's feelings toward the relative importance of Aerology versus the balance of communications, LCDR CANHAM drafted a message which stated the above facts and requested the Admiral's comments or, if the establishment of the weather schedule as indicated above was agreeable, his concurrence. It was also pointed out that it would be impossible to carry out these two daily weather surface maps following the arrival of aircraft in October with the present planned number of radio operators.

LT EICHHORN continued to clear out the survival tent, moving the balance of a the good sleeping bags down into the survival Quonset, from where, in small numbers, they will be taken to the laundry

The amateur radio enjoyed a good evening and, accordingly, three camp personnel completed phone patches and communications passed a great deal of traffic to W2KCR.



FLANAGAN checked out the TPS-1D Radar and it is now completely operational and will be shut down until late this coming September.

The soundings of the fuel tanks on the YOG's were completed and the latest figures on aviation gasoline are 266,404 gallons in the YOG-70 and 169,505 gallons in the YOG-34 (there are an additional 14,616 gallons of contaminated aviation gasoline in the YOG-34 and 220,000 gallons in the large storage tanks.

Communications experienced a partial blackout and it was not until early afternoon that reception was adequate to hold a voice conference with Little America and to also work CW circuits with NLA. NBA was only worked for a short period until late in the evening.

### Tuesday, July 10, 1956

Winds were very mild throughout the day except in the early morning when they reached fifty-seven knots. Temperatures ranged from minus three to minus twenty-three with the barometer still riding on the bottom. A low of 28.02 inches was reached and it shows no signs of immediate recovery. One of the brightest aurora displays yet viewed, endured for several hours in the early afternoon, spreading from the north to the southwest and being bright enough to be well noticed even when viewed through the many lights of camp. The ridges were well silhouetted by the grayish blue light of approaching daylight and, for several hours a definite pinkish tinge was intermingled with the shades of blue

Personnel working on the runway again encountered equipment breakdown with a D-2 suffering a broken fan belt. However, the night shift was able to make three passes over the two test strips with the Land Planer.

The Steelworkers continued cutting trusses and drilling holes for the truss plates – work progressed at a very slow rate, however these are the initial phases of this operation and, it is anticipated that KENNEDY's men will be up to production rate shortly. Two of the Builders assisted the Steelworkers on this throughout the day and NIEMEYER and MC CORMICK finished the two large bookcases for the Library (all of our books can be stowed within these two) and put up a plywood rack in their Carpenter Shop.

Pole Station personnel lectures included a continuation on the medical survival lecture, noting the contents and usage's of the special first aid kit prepared for the individual Pole Station groups. The opposite lecture group was given a schedule for packing their carry-in items commencing next Wednesday. The subject of Ship's Store items was also discussed. At present, it is planned that each individual going to the Pole will carry with him what Ship's Store items he will require for the first few weeks. He will leave money with Chief HESS and Ship's Store Items will be flown in periodically as required by the individual. The group was brought up to date on present planning for the construction of Pole Station.

The waste water draining from the Power House is beginning to fill in toward the air drop storage area. It will be necessary to construct dikes to lead this water away from this low spot as it would contaminate the food and also make the retrieving of these packages a very difficult thing indeed.

Diesel oil was pumped up the hill to fill the equipment refueling tank.

Only fifty-eight boxes of aviation parts remain in the old storage dump to be broken out. This work is progressing very well.

The YOG's mooring conditions have improved slightly – no additional lines or chains have broken or pulled loose.

It was noted that on the first part of the highway to the runway, a section immediately adjacent to the edge of camp, a large section of the highway, has fallen six to eight inches below the level surrounding it. This area is to be probed, examined, and refilled

CONFERENCE REPORT  
Tuesday, July 10, 1956 - 1535

CDR WHITNEY Your 090330Z. I cannot go along with it right now. After looking the OpPlan over, I find that we are not supposed to be doing some of the things we are doing this year. If we let the Task Force tell us what to do now, we'll be in a position that is untenable. We won't be able to cover it all. We won't have enough equipment and operators to handle the situation. I think we have got to come up and make recommendations that are feasible. The way it stands now, all we are doing most of the time is weather schedules. I realize that weather is important, but there are any number of other items equally important. As far as weather itself is concerned, when the additional personnel come in, they will be able to get more weather data.

LCDR CANHAM Roger, Skipper. Taking them one by one. Item One: The requirement for weather data during the winter period. The OpPlan is very unspecific and, for this, I must rely primarily on JORGENSON and WESSBECHER. They tell me that it was definitely intended that they were to try and build up a history of weather and they need two surface weather maps per day which will be used for accurate forecasting for the coming months. In relation to having to wait until the people arrive. I feel it sort of our responsibility to tell the Task Force, "Look, this is what can and cannot be done". Even when they bring in additional operators and receivers, as indicated on the last known plans we had, the number of receivers and operators is inadequate to carry out two daily weather surface maps. This is the minimum required for accurate forecasting for our aerial flights. I feel that this is quite important and would much rather have the Admiral make the decision now, rather than put us on the hook in October. Would like to get a positive, concrete decision from RADM DUFEK on what he wants and does not want.

CDR WHITNEY I buy that all the way through. I had a chance to talk to JOHN MIRABITO prior to his departure and I explained, while the Admiral was sitting there, that, with the number of operators on at both McMurdo and Little America, there was limited information that we could achieve during this period. Both agreed that it would be limited because of these very facts. That is why I am mentioning the message. I don't want to go back with a negative approach, but with a positive approach like it is not feasible. However, if you want to let everything else go and put us on that type of schedule, then it becomes a direct order. If we accept these various things to do, we'll have to let everything else go and weather becomes the paramount item. Weather is important, we all concur, but it is only one of the things we are trying to do. The message should be entirely redrafted in another vein. I would like to try something before we do that. Getting back to your message, that period 0000Z to 0800Z is, as you say, one of the best times for talking to NBA and both of us together, especially NBA where it is our source of information. I think tomorrow, it will be feasible for us to see if we can satisfactorily carry communications with NBA during that period and again we would like to change to 11266 which will not interfere with frequencies now being used for some weather schedules and leaving the TAB just as an emergency circuit. We'll not come up on it except in an emergency and have a receiver tuned to it all the time and you will do likewise and neither one comes up unless it was an emergency.

LCDR CANHAM Skipper, in regard to using 11266, while our OpPlan authorizes it, NBA definitely told us some time ago that it was for air search and rescue and for us not to use it. As we have pointed out before, it was far better than 12777, but we cannot use it. I can certainly see your point though. Do you suppose that you might forward our message from you and you put all your comments on it. We could make this an initial report to you and you put on your endorsement.

CDR WHITNEY Yes, I could do that. However, I still want to . . . I'll work on this. One other item – your 102221Z, and I quote, “In that an additional 14,000 gallons is sufficiently mixed with MOGAS to give definite color change. Equipment is not on hand to determine exact octane ratings”. Well, I don't know who gave you the information on octane, but I know that you don't have anything down there that can even guess at the octane. I happen to be familiar with the mechanism for the rating of Octane. It is not a chemical process, but a mechanical one.

LCDR CANHAM Skipper, we were well aware of the fact that neither of us had equipment to determine octane rating. We had felt that a sample could be taken back to New Zealand to Shell or some other large oil company and we could obtain an octane rating and find out whether it is safe to use for MOGAS or possibly helicopter usage. That was our intention.

CDR WHITNEY I think I am reading that correctly and I think it is clear in your mind, but would it be clear in the minds of those receiving it. I think the reading could be changed so that there is no doubt in their minds that we cannot even faintly determine the octane rating. If you will eliminate the word “exact”, you will have a good message in my estimation. It actually would be misleading otherwise.

LCDR CANHAM Roger. We'll delete that. On this basis, do we have permission to forward it?

CDR WHITNEY Roger, I'll take it out right now. On the other message we just talked about, before the message goes out, I am going to send what I think is the answer to this and it is only going to you for your perusal and you can tell us what you think of it.

LCDR CANHAM Roger, Skipper. HOWIE WESSBECHER has his monthly report and he would like to send it in too, but he has some comments on the same situation, so I will hold his also until you give the word. We sent a message on the 8<sup>th</sup> for GORITY to the Finance Officer, Donaldson Air Force Base and we have not received clearance as yet. It is our 082116Z

HESS First off, I need longevity on NASON to see if it was credited as of April. Now, on your message concerning Ship's Store inventories and finance. How should control records be handled? I set mine on bulk and sales room and it is working out fine. However, if you will check back, you will find that the cost of operating materials are not in the inventory at selling price. Also, as soon as the first mail comes over here, we would like to have some DD-137's if you have any extra. That is the Officer's BAQ.

LT MEHAFFEY: I'll come back and answer those questions by CW. And we'll get those forms to you by the first aircraft.

HESS I would also like to get the longevity data on RIGG and also the port of entry that RIGG was paid for travel on his last reenlistment.

### Wednesday, July 11, 1956

The barometer remained very low throughout the day and began its rise late in the evening, accompanied by strong winds of fifty-four knots. The lowest setting for the day was 28.020 inches with the temperatures ranging from minus thirty-two to minus three degrees. The high winds and swirling snows caused the cancellation of the night shift for the runway work. Remaining units working their normal half day Wednesday routine, carried on the usual camp maintenance and operational work. The Builders continued to assist the Steelworkers in cutting the steel floor trusses. They are averaging eight per day and this includes the drilling of the seventy-three holes in each truss.

In view of the continually dropping barometer, the Builders were also instructed to doubly secure all plywood stacked outside in the supply dump.

A voice conference was held in the morning with Little America and then about 1530, an additional conversation was held with CDR WHITNEY in an attempt to straighten out a message from Little America which, among other things, stated that one of our messages

was being held up and that he was adding comments to it yet. Twelve hours prior to that time, he had cleared the same message for transmission and it was sent to Washington. Meanwhile, he had also released his modified version and our operators had relayed it to Washington. To eliminate two messages, saying the same thing, going to RADM DUFEK, permission was obtained to cancel CDR WHITNEY'S message. Also, in the same confusing message, he cleared one of our messages supposedly with a date time group which was that of his own message – after several periods of long silence over voice, the group at Little America decided that they could not remember what was intended so they requested that we delete that portion of their message. Word was received from the Task Force that we would switch to 11266 KCS during the period 12-27 July when the President of the United States would be visiting Panama.

Word was also received from RADM DUFEK that, hereafter, all messages originating from units of Task Force Forty-three would carry the Officer in Charge, U.S. Antarctic Programs as an info addree. Apparently RADM BYRD is feeling much better these days. This will cause some consternation initially as there will be many references to messages which RADM BYRD does not hold, which, of course, he will than ask for.

The D-8 Tractor spent most of the day erecting dikes within which to contain the drainage coming from the Power House down the hill.

A new frequency was received for the low frequency homer at Williams Air Operating Facility – 518 KCS – FLANAGAN will set this frequency up and check it out.

Communications has completed eighty-five percent of their check-out work on the TBW for the Pole Station. All pieces and parts are being double checked and all components of the gear fired up and operated to insure that its condition is 4.0. The same procedure will be followed for the TBW for the Beardmore facility.

LCDR NASH had a “wetting down party” for all hands in the mess hall at 1400. Not too many in camp participated as, with the afternoon off, the majority were taking advantage of the time off and were fast asleep in their racks.

A message was received from COMNAVSUPFOR stating that the scrapbooks could be obtained from Brentano's in Washington, at the unit cost of \$3.38. The books are nine by twelve inches and a liberal choice of colors are offered and they have one hundred and twelve perforated pages.

An enjoyable choir practice was held from 1300 to 1400, with the majority of the choir members in attendance.

CONFERENCE REPORT  
Wednesday, July 11, 1956

CDR WHITNEY Dave, the subject is, of course, your 10303Z and this answer that we came up with. I hate to go in to COMNAV SUPFOR and say that we have decided that now another type of boot is being recommended. Frankly, I like that boot myself. We have been experimenting ourselves here with men out driving all the time. Men are out for weeks at a time. I think maybe we had better chew this over a little bit.

LCDR CANHAM Our thoughts are these. This pertains only to a maximum of eight people, as noted in our message. This is the first time for us that people have been working around the clock with comparatively cold temperatures. Every other type of boot has been tried and found to be exceedingly unsatisfactory for a man who must sit in a tractor where the personnel heater does not work. The only thing that was found to be satisfactory was the flight boot with felt innersoles and double pairs of socks. You could even get along with five pair because not more than that would be driving the maintenance equipment at any one time. I think it is peculiar to AIROPFAC because the greatest problem our reliefs will have during the winter next year will be the continued maintenance of the runways. This requires almost daily attention. It would mean that a small number – four to eight – would be involved continuously. We strongly recommend this type of footwear for them.

CDR WHITNEY I understand. We have a very similar condition – men driving vehicles constantly in the sub-zero temperatures and I want to give you some facts we have found. We have, now, every personnel heater working. We found a method of checking them out and are in good shape again. On vehicle operation, the Drivers feel, now, when they are on a long trip in the tractor, that they take their shoes off and drive in their stocking feet with the heater on at the lowest possible point and the ventilators all open. Now, you and I say that these boots are the best possible thing to wear and the next group may say that it is something else. The men here prefer the ski boot to anything else because the thermal boot makes their feet perspire. This is only my own personal opinion, but I have found that a pair of boondockers with galoshes one of the finest combinations you can get. When in the vehicles, you can take the galoshes off and then put them back on when you go outside again. I think the felt boot is good in dry weather. I have taken a poll here and, as far as the thermal boot goes, thirty out of fifty prefer the thermal boot and especially the white ones to the black. I am thinking of DON MEHAFFEY's message on clothing and I did not want to do anything that would confuse the issue.

LCDR CANHAM We haven't meant to confuse the issue. Perhaps I have not defined it as limited as I meant to. In regard to your comment on the men going without shoes, even when the personnel heaters are working over here, it is a rare day that winds at the runway do not exceed thirty knots. This precludes that type of operation as, even with the heater in the cab, it is rather cold. The felt boot, I agree with on dry snow, but we have walked out of all of ours and the runway is very wet because of the continually pumping from the various holes and, when compacted will use a combination of water and snow. They have tried boondockers with galoshes and our particular weather over here, it is not satisfactory for this small group.

CDR WHITNEY I see what you are getting at. BOB GRAHAM just suggested that we go to VX-6 and ask them to bring eight or a dozen pairs and I wouldn't be surprised if they wouldn't go along with us one hundred percent.

LCDR CANHAM If you go to AIRDEVRON SIX and request a dozen pair, may I request that you specifically mark these for use of the runway maintenance personnel in the driving equipment so that, at a later date, with the force split fifty-fifty, there will not be a heated discussion on who they belong to. I think that would handle it very satisfactorily.

CDR WHITNEY Okay, we'll get a message to VX-6 immediately and am sure they will take care of that situation. In fact, we'll ask for a confirmation.

Thursday, July 12, 1956

The temperatures ranged from minus one to minus fourteen with maximum winds of fifty-three knots.

Work on the runway continued with its normal daily breakdown of equipment. This time, the skis of the Land Planer, which are mounted on the rear of the rig, are hanging up in the sastrugi for, instead of riding up over the tops of these compacted ridges, they dig in near the base and immediately act as anchor chains. Difficulty was again experienced with broken tongues on the roller. The breakdowns are not of much magnitude, but there is little else done in the garage by the Mechanics except for working very long hours on the runway equipment. Yet, with all this work effort, the net accomplished has been virtually nil; except, of course, additional personnel have been indoctrinated to the problems attendant to runway construction at McMurdo and slowly, but surely, most of the equipment is being rebuilt and adapted to this area. Strong winds and blowing snow, reducing the visibility to a few feet, prevented the night shift from going to the runway.

Two Builders continued to work with the Steelworkers on the steel trusses. The general conception on the splice plates was that there was one standard size; This was found not to be true and there are, in reality, three different types; Different in that the hole spacing is not standard. This lack of standardization – detrimental even if one were in the States – seems even more ridiculous in the light of this operation. The template, originally built by the Steelworkers, was for but one type, thinking that they were all uniform. This means additional delays, as well as a sorting and matching problem later at the Pole Station.

The other Builders finished the combination table and shelves in the Library and started construction of shelving for Aerology and made a door for DR TAYLOR's bedroom.

The check of the bulk storage tank for diesel fuel indicated that the original computations on the amount of fuel contained therein were erroneous by some twelve thousand gallons.

This additional shortage makes even more acute the need for conservation of the consumption of diesel around the camp for we are now charged with supplying Byrd Station fifty-five thousand gallons. Between complying with this Byrd Station supply and the elimination of twelve thousand gallons which we did not have, there will be insufficient diesel to operate the camp through the month of February. It is assumed that the first ship in can bring a supply of drummed diesel.

An additional line gave way on the YOG-70 and it will have to be spliced.

Mating took place among the dogs and one bitch is now pregnant – the pups are due in August. NOTE: This momentous event took place three times – June 11, 13 & 16 – “planned prostitution”- and, as yet, there is no positive proof of pregnancy.

CONFERENCE REPORT  
Thursday, July 12, 1956 – 1320

CDR WHITNEY On your 112116Z. Did you compose that message?

LCDR CANHAM Skipper, the message was drafted by DAVE BAKER and I would rather put him on to discuss the meaning behind it.

CDR WHITNEY Okay, in the first place there is something wrong here. Either you don't understand the Navy System of handling Class Easy messages or I misinterpreted your message. The abstracts of Class Easy messages are prepared monthly and, in the usual course of events, given to CNO on a monthly basis. But, in the case of overseas stations, they arrive any time that mail facilities will permit. The statement of account is really nothing more or less than the amounts of money or number of messages. In May, you told CNO that you had 185 messages and, with tolls and taxes, etc., it amounted to \$185.00. That is the only thing CNO will go by until such time as they receive from us, their abstract. You can rest assured that if the amounts of your message varied with the bill from Western Union, you would have been informed long before this. I want to know just what it is that you are looking for.

ENS BAKER I talked with MONTGOMERY here and several other radiomen and it was our understanding that the bill for our Class Echo charges were presently being footed by CNO and that Western Union collected from them monthly. Quite often, in abstracting, an operator will misfigure the charge by a few cents and the work check will be different. As an example, some operators count Washington D.C. as two groups and some three groups as it should be. Since a bill is being compiled monthly by Western Union and submitted to CNO, I would like to know what that bill is so we can check that against our abstracts. My main purpose in submitting this message is that when we end



all the abstracts and NCS-235's, they will go to DNC and will be checked against another file there which I am informed is kept of all our messages. The final count is the one that DNC calculates from the received messages as received from NSS and calculated by Western Union. Normally, if there is a mistake when you submit your 234 in abstract form, the next month, before submitting the next month's form, you receive a copy back of that 234 saying where you were in error. In order to balance your books for the month of May, for instance, you submitted too much money for the month, you deduct that from your total in June in the proper column on the 235. Rather than submit all of ours in October and have my relief come down and be faced with a lot of abstract forms, I would like to try and clean up the whole thing and have it balanced by October.

CDR WHITNEY That isn't the way they work it. You send in your message each month and Western Union submits their bill and, if there is any deviation in it, you will hear about it soon. If there is any deviation, they advise you right away. Furthermore, here is the way I intend to handle it. Your abstracts with your 234's will all be bundled together and the monies will be turned over to LT MEHAFFEY who will write one check for the total amount of all Class Easy's for the period we'll cover. I don't think this message is necessary and, in fact, it is superfluous at this time because they will say they won't give you a proper report until they review your abstracts.

ENS BAKER Thank you very much sir. I understand.

CDR WHITNEY I have got a question to ask you while you are there. Do you look over Class Easy's and ham radio messages before they are released?

LCDR CANHAM I will take it upon myself to answer that one. All our personnel have been informed as to what is not considered satisfactory for content in either Class Easy, Delta, or HAM. In addition to that, prior to a person going on the air, GARRETT advises them of things not to be discussed. We do not individually screen the contents of a Class Easy. All radio operators are well aware of the limitations as far as profanity, inference, territorial claims etc. are concerned. To date, we have found that quite satisfactory. Personnel, I am sure, feel much better about not having to have their messages screened.

CDR WHITNEY There was one message that went over ham radio that I was not pleased with, wherein it was stated, "Everything is fine, good steaks, and we are drinking medical alcohol". That could leave me wide open to much criticism. Maybe that went out by mistake, but I did not like it at all.

LCDR CANHAM Right Skipper. I was not aware of that one. Was that voice or CW?

CDR WHITNEY That was by voice and you know that we have any number of people reading our mail so, with that in mind, you can imagine that that could cause us some difficulty.

LCDR CANHAM Roger, I agree that it could. GARRETT does a good job of keeping such stuff out of the ham contacts and there probably won't be any more such as this. In

listening to some of the others speaking to us, some of these other guys come in and say “Bring me another beer” and burp into the mike and so forth and I think we both do a good job of censoring.

CDR WHITNEY I agree. Personally, I don’t see harm in what you were talking about, but what I objected to was the use of the term “medical alcohol”. New subject – Your 112118Z. In that particular case, I think that I should be cut in on that because it is something that I didn’t hear about so I would like to have you give me some background on it.

LCDR CANHAM The thing has been brought up from time to time by communications personnel and radio operators and, as a very good example, we hold a message to one of our men from his wife which I will read in part, “Tried to send a Father’s Day wishes, but was told messages were sent only in case of emergency”. A number of our personnel have received information, usually through RAGS and RED CROSS stating their families tried to send Western Union Telegrams, but would not be accepted except in case of emergency. It seems as if some shift or some group on duty at NSS are not aware of the special privileges extended to people in the Antarctic.

CDR WHITNEY I understand. You also realize I have the responsibility to make sure that, regardless of what Task Force Forty-Three put in the OpPlan, certain types of messages are refused by the Navy Department as Class Easy, such as “Merry Christmas”, “Happy Father’s Day” etc. It could be either incoming or outgoing. I know you have been complying with it and we have been discouraging such a thing as Mother’s Day Greetings, etc, or any holiday greeting for that matter.

LCDR CANHAM I am told by Chief GARRETT that provisions were made for handling that type of message. There were definitely quite a few handled back in Washington sent to us, opening with such phrases as “Happy Father’s Day”. At the same time, there were people who tried to send the same type of message and were refused. It is this inconsistency that I don’t like.

CDR WHITNEY Even in the OpPlan, in which they tell us how they can be handled, there are certain limitations which were not excepted from that particular group. I don’t know where Chief GARRETT got his information, but I had a talk with CDR SNAY and he says we were not excepted.

LCDR CANHAM Right Skipper. We had sent actually from here quite a few to Fathers on Father’s Day through Western Union and they did not turn any down from this end. Looking in the COMPLAN, it does state where commercial facilities are inadequate and not available that the Class Easy privilege can be liberally interpreted. I see no particular limitations on that.

CDR WHITNEY If you will refer back to the proper manual, you will see that it states the types of messages that should be sent and how. It is very clear in there and, in addition to that, there have been messages come out that state that these messages should

not be sent. I know that as a fact and I am going to have to discourage that. Personally, I would have loved to send strictly a Mother's Day greeting, but I did not because you are not supposed to.

LCDR CANHAM Roger, Sir. We have the other publication which I am reading now. If we were limited to the definement of these three categories, we wouldn't have more than two or three Class Easy's a month. I had felt, probably erroneously, that many things under non-acceptable had been exempted for us.

CDR WHITNEY That is right, I agree with you wholeheartedly in that and I have allowed much latitude in the messages in that, but I don't want to be jiggled on that later. We are no different than a flotilla of ships on maneuvers as far as Class Easy's go.

LCDR CANHAM Actually, Skipper, we are driving at the inconsistency of the thing. There have been times where people sent messages to us here which didn't arrive and there was no refund or anything. On Page A4 of the COMMPLAN, it stated that liberal interpretations of Class Easy instructions will be made in view of the inadequate facilities. But, then we come again to how liberal is liberal.

CDR WHITNEY Supposing each and every individual decided that he wanted to send a Mother's Day message. I am sure that if we had, we would have heard about it and it wouldn't have been in good terms. There is no way that I can see you can get around it. A message can be sent thus, thus, thus and thus and so wherein the body a "Happy Mother's Day" could be incorporated. In my mind, that is a liberal interpretation.

LCDR CANHAM Roger. Perhaps I have been too liberal. We had about 1.15 messages per man on Mother's Day because some of the personnel sent them to their wives besides their mothers. And, of course, as you know, we have had no kick back from the home folks (CNO). They got our bill and apparently CNO paid it. It might be from lack of examination of the contents.

CDR WHITNEY Okay, Dave. What I am getting at is I want to make sure that we are doing the same thing – there is no difference between here and McMurdo. What I put down for a rule at Little America goes for AIROPFAC too, and that is the policy. I am going to rewrite it and get it out anyway. Next Item, you will notice that DON NASH was not promoted. I was almost certain that a certain procedure would have to be followed. I don't suppose you have had a chance to study that message I sent you just prior to coming to this conference, so I don't imagine you are ready to comment on it yet are you?

LCDR CANHAM Yes, Skipper, I have been studying it from time to time. We'll take care of the other items for NASH and get that information over to you immediately. Concerning the message on Aerology, I don't understand the comment on the OpPlan wherein you stated "Recognize the importance of two daily surface weather maps, however not indicated in OpPlan for first season". It firmly states that on page 10 of Annex G to the OpPlan, two daily surface weather maps are required.

CDR WHITNEY I don't question that part of it. I am considering it from the communications standpoint.

LCDR CANHAM Skipper, I agree with you on the inadvisability of tying these things up, but you have stated that the OpPlan does not require the weather maps whereas the OpPlan specifically states that there will be.

CDR WHITNEY I understand what you are getting at and that is why I want you to look it over. I am not referring to that page, but I am referring to that page and all other pages that tell us what we should do and not do and maybe it is misleading. I shouldn't have used those words if you don't understand it because if you don't, I am sure that they won't either. I am referring to the OpPlan in general.

LCDR CANHAM I think it is misleading to make the positive statement that it is not included in the OpPlan when it is.

CDR WHITNEY Roger, I am looking at it right now.

LCDR CANHAM If we eliminate that whole portion of the message, it might not be as confusing as it is.

CDR WHITNEY That is why I sent it through you – so you could read it over. Yes, let's delete that part. What I am trying to do on this message is this. I don't think it is rightly up to us to suggest so I am putting it in their lap because I don't want us to be overloaded, especially with the additional load that will be going at your communications center in October. You are just not going to have enough men and equipment to handle it and I don't think we should even encourage it.

LCDR CANHAM I agree with you wholeheartedly on that. Putting additional load on people now, and a bigger load coming in October, is not right. I think what you have, with the suggested changes, done the trick and will have them make a decision one way or the other.

CDR WHITNEY New Subject – I am of the opinion, and I am going to state so, that you are in somewhat on a spot in the amount of diesel fuel that they are requiring you to supply for those various places. I'd like your comment on that.

LCDR CANHAM I have just completed making a "howgozit" chart on our consumption – laying on top of that the Pole Station requirement from the operational standpoint for next year. It looks like we might have a surplus of eight thousand gallons, but another month's operation here would give us a better figure. It has been only in the past three weeks that we have come up to full operational requirements. The figures we have are based on only three and a half weeks and I had much rather see it on the basis of a month and a half operation before we went in and screamed.

CDR WHITNEY That is exactly what I had in mind. LT MEHAFFEY would like you, at your convenience, to give me a list of the make and serial number of the typewriters, adding machines etc. that you have.

LCDR CANHAM We'll do that this afternoon. Another item for LUCIER. Both WOODY and HILL wish to ship over instead of extending three months early. We will complete the physical and have signed statements until they are able to sign shipping over articles.

CDR WHITNEY Okay Dave, that is fine. LUCIER will have all the papers ready. You just advise the effective dates and we'll take care of the rest of it. On those personnel heaters, I was talking about the other day, I will be glad to have GEORGE PURINTON explain the process to SLATS.

LCDR CANHAM Right. I will have SLATS come in for the next voice conference.

Friday, July 13, 1956

Friday morning was clear with winds up to forty-one knots. Temperatures ranged from minus five to minus twenty-two. Blowing snow continued throughout most of the afternoon and evening, obscuring visibility, but work was carried on at the runway throughout the day – usual story – further equipment breakdown. This time, a clutch gave way in the D-2 for no apparent reason except for the normal explanation of this continued cold weather for which the equipment was not originally designed.

Builders continued their work with the Steelworkers on Pole Station trusses and in making shelves and cabinets for Aerology.

Aviation personnel continued to haul parts off the hill and the storage Quonset is filling rapidly. Work continues inside the Aviation Maintenance Clements on the large POL pumps being readied for the October Operations.

An all day ice reconnaissance was conducted by LCDR CANHAM, LTJG TUCK, YN1 CHAUDOIN and MR2 GRISEZ. Although the temperatures were not drastically low, the virtually constant winds kept the party of four in a continual state of chill. An additional three thousand yards was covered and flagged and, just prior to their return, the group proceeded northward until an open lead was reached. The lead, some eighteen inches across, extended as far East and West as the eye could see. On either side, the top covering measured some twenty inches, most of which appeared to be good ice except for the bottom few inches. With this reconnaissance, the trail was reached to within a mile of Tent Island and is passing to the westward of the island. The coring of the first field gave a new depth of fifty-four inches, field number two forty-five inches, field number three thirty-four and a half inches, and the so called field number four which is in reality a number of fields, but all of which appear to have had a common time of formation,

judged from the consistently uniform depth of the ice within, measured from twenty-two to twenty-four inches. Lunch was consumed in the Weasel by the group and the usual amount of difficulty in removing the ice core from the ice auger itself was experienced.

Upon returning to camp, LCDR CANHAM received word that CDR WHITNEY had some information of the per diem rates and so a short voice conference was held with Little America. It was learned that the rates would be \$1.35 for enlisted personnel and \$5.40 for officers. This wide separation in rates is certainly not justified here, as all personnel exist under the same conditions. No special legislation was enacted for this purpose, but previously set rates were integrated to apply to the wintering group. The exact dates which this per diem is applicable are not known at this time.

At long last, confirmation of the effective date of advancement for our enlisted personnel was received from BUPERS. All, other than chiefs, were advanced as of April 16<sup>th</sup> and firm dates were received for our new chiefs. It was also stated that those who passed the examination, but with a multiple too low for promotion at that time, would not be advanced under any special interpretation. For a time, consideration had been given by the Bureau to treating them as special cases. These items were announced at the "All Hands" meeting and the latest plans of VX-6 fly-in and those of COMNAVSUPFOR were divulged to the crew.

Saturday, July 14, 1956

Skies were clear except for short periods of blowing snow which were backed by thirty-nine knot winds. Temperatures were comparatively low throughout the day with a high of minus nineteen and a low of minus thirty-seven.

The runway crews were able to accomplish some work, their restrictions being once again breakdowns of equipment.

The Builders finished the shelves and made a small table for Aerology and again worked with the Steelworkers on cutting the Pole Station trusses – this job is now forty percent complete.

A voice conference was held with CDR WHITNEY at Little America. Chief SLATON discussed maintenance problems with CWO PURINTON. General administrative problems were discussed between CDR WHITNEY and LCDR CANHAM.

Communications completed work on the Pole Station TBW and started to ready the TBA for facsimile transmission.

The processing of Pole Station mail was completed with a little over twenty thousand letters having been received. This mail is addressed to fifty-four foreign countries as well as the United States and her possessions. All told, we are lacking eighty-six three cent stamps, ninety-eight eight cent stamps and one hundred and ten envelopes.

Ice corings were taken in Winter Quarters Bay and Glacier Channel and it was found that fifty-three inches were present in both places.

A message was received that indicated that the VX-6 Change of Command Ceremony would occur on the Sixteenth of July.

USNAVCOMSTA WASHDC stated that they had and would continue to accept all Class Easy messages addressed to personnel in the Antarctic falling within a very liberal interpretation of DNC-26 and they requested specific instances of past or future refusals be forwarded to that command.

A message was sent to RADM DUFEK requesting that, if at all possible, the incoming Communications Officer be one who is well trained and qualified in that field.

VX-6 informed us that twelve search and rescue parachutists were now in training for the fly-in.

Choir practice was held at 1300.

The usual "Happy Hour" took place in the evening with several groups carrying it on well into the morning.

#### Sunday, July 15, 1956

Sunday was a relatively clear day with a quarter moon and maximum winds of twenty-nine knots. The high temperature was minus eighteen and the low was minus thirty-six.

But one shift was able to work at the runway due to inoperative equipment.

One hundred and four scrapbooks were ordered by color through CDR WHITNEY and Brentano's in Washington, D.C. Their delivery price is \$3.38 per unit and they will be brought in by the first ships.

An additional thirty-two personnel desired more of the special Zippo lighters so the total lighters for Williams Air Operating Facility now numbers 272. The unit price is \$3.11.

Attendance at church was extremely poor and all hands not employed in actual work spent most of the day in the sack.

At the evening meeting of the Officers and CPO's LCDR CANHAM asked all present to summarize the things that each had to perform prior to fly-in, put it in writing and turn a copy in to him. All hands were requested to frequently refer to their copy and pace themselves accordingly. There is a great deal to be done and it is strongly indicated that a longer work day will be in order shortly. Communications had some success picking up the teletype from Wigram Air Force Base in New Zealand.

LCDR CANHAM, LT BERGSTROM and LTJG BOWERS met late in the evening for several hours on a discussion toward the progress of the snow and ice runways. A lengthy message prepared primarily by LTJG BOWERS, was gone over and some changes made and it was then decided to let it sit overnight and to re-examine the entire situation the following day. The success of the entire South Pole operation, of course, hinges upon the completion of a runway for C-124 aircraft. With the scanty equipment available and even that prone to breakdown on the average of once a day, runway construction has been severely hampered and, in addition, very little is known, either by books or personnel with experience concerning such construction. These things, plus the severe weather, have made the whole situation a very trying one. It is intended to send this message first to CDR WHITNEY and then hold a voice conference on it and sometime about mid-week, release it to COMNAVSUPFOR Antarctica.

Monday, July 16, 1956

Skies were clear and a half moon was visible most of the day. The temperatures ranged from a low of minus thirty-eight and a high of minus fifteen and temperatures at the ice runway were a good ten degrees colder than at the base camp. Highest winds recorded during the day were twenty-eight knots.

Work on the runway was limited; not due to the temperature, but to the lack of operating equipment which was still being repaired at the garage. Most Mechanics and Steelworkers worked late into the night getting the Pulvimixer and a D-2 in shape.

The Steelworkers and Builders continued on the trusses and, in addition, the Builders completed a small table for the Administration Building and put a shelf in the Supply Office.

Aviation personnel continued to break boxes off the hill, a job that is nearing completion now and there are but twenty-five additional fuel transfer pumps to be overhauled before that phase is one hundred percent complete.

All of the voltage regulators which were brought in from New Zealand in March have burned out and now we have several pieces of equipment operating without them. In view of this, a message was sent, requesting air delivery of at least six voltage regulators. CHIEF STITH made up several panels of international orange curtain and the Chaplain hung them in the Library. This large room now looks very much like many a cozy small library back in the States. The panels of orange take away the dull flat background of the aluminum siding and blends very well with the green cushions on the chairs and lounges..

Stamps were sold again immediately after payday and all but a dozen personnel have purchased their allocated quota – henceforth stamps will be sold on a first come, first served basis.



The after anchor chain on the YOG-70 is now stretched taut and is straight away from the ship to a point about twenty feet from the crest of the high hill. The deadman on the stern of the YOG-70 pulled loose and LCDR CANHAM, LCDR NASH, CWO FISHER, AND YN1 CHAUDOIN went down after supper and dug out a new site for the deadman. Examination of the anchors themselves disclosed no further movement.

LTJG BOWERS, LT BERGSTROM and LCDR CANHAM met again for over an hour on the runway situation. A meeting of minds was had and the special SITREP concerning this subject was released. It will, of course, go to Little America first and we must receive CDR WHITNEY'S okay before it is sent to the other commands listed on the message.

A message was received from the admiral stating that he concurred with our recommendations on the Pole food and that the replacement food would be brought in crated and ready for air drop.

An answer was received to our message on Aerology, noting that we were not able to get sufficient weather to permit Aerology to compile two surface weather maps daily – a requirement of the OPPLAN – if such weather schedules are maintained, traffic with Balboa would have to be shut down for at least three of the usually five hours that we are able to work NBA. The Admiral answered that we would not permit anything to interfere with our Balboa traffic and lend Aerology such support as we could, considering our personnel and limited equipment.

Tuesday, July 17, 1956

The day was clear and the moon cast strong shadows. Winds were moderate, picking up in the late evening to twenty-five knots. Temperatures ranged from zero to minus twenty-eight. During midday, pink tinges were noted in the sky and there was sufficient twilight to drive the Weasel without headlights on. Visibility was from thirty to fifty miles during the few hours of maximum daylight. At 1145 local time, the moon sat directly behind Observation Hill and the silhouette of Scott's Cross was plain to the sight of all in camp.

The Builders continued working with the Steelworkers on the Pole Station trusses; installed a vise in the shop after building a work bench, constructed a new DeWalt saw table and broke the lumber down off the hill for desks, tables and shelves in Air Operations.

During the early afternoon, a brief test of the dozer capability of the D-2 was held at the runway site ALFA, with Chief SLATON driving and LCDR CANHAM, LT BERGSTROM and LTJG BOWERS observing. Although conclusions varied, it was apparent that even the D-2 could move quite a bit of snow. Therefore, later in the evening, the D-8 was moved out to the runway site and an eight hour test started with her. As a last resort, the tractors will be put to work removing the snow from site ALFA after decent drift fences have been established. As the snow depth at ALFA is thirty-six to

forty inches, this procedure is certainly not the optimum, but, if due to lack of equipment and inadequate equipment, it is not possible to construct an ice runway at other sites, the removal procedure will be pushed to completion. The ice depth now at ALFA is sixteen feet.

The lengthening of lines and completion of packing the new deadman were carried out by CWO FISHER and HM1 WOODY – Once again, temporarily at least, the YOG's are well secured.

Ham contacts again last night were good and GARRETT has been successful in phone patching eight people in the last two days.

CDR WHITNEY okayed the special SITREP on the runway without any extended comment other than to say it was an excellent report.

The canopy was completed for the main altar in the Chapel.

Photographic personnel are doing an inventory by serial number of all photographic equipment and are continuing to print pictures for AIROPFAC personnel scrapbooks.

The usual breakdown of equipment occurred and the one D-2 which had been at the strip was brought in for a thorough examination as it was giving off with an odd metallic sound when in operation.

NAVACT 11 was received. This noted the termination of the use of quarterly marks cards as of July 1, 1956. Hereafter, all enlisted personnel shall receive an evaluation similar to that previously given Chief's and First Class Petty Officers. The complete instructions to carry this out are contained in a new BUPERS Instruction which, of course, is not held here. A request was sent to CDR WHITNEY asking the Task Force to forward the pertinent parts of the instruction to us.

Pole Station Survival lectures were held on clothing, its proper wear and care, food, its amount and type that will be carried for the teams at Pole Station, and also its proper preparation and frequency of usage.

### Wednesday, July 18, 1956

The twenty-four hour period was relatively clear with occasional periods of light blowing snow, winds gusting to thirty-eight knots. Temperatures remained low throughout the day with a high of minus ten and a low of minus twenty-nine. The period of twilight is increasing to approximately four hours and the three quarter moon added considerably to this light.

The D-8 was kept at it continuously on the runway site removing snow. All D-2's are presently inoperative.

LT BERGSTROM and LTJG BOWERS met again with LCDR CANHAM on a lengthy discussion of the runway problem and a short summary and conclusion was reached as follows: Firstly, To have a South Pole Station, we must have C-124's available to fly in equipment and material. Secondly, to have the C-124's, we must have an ice runway. Thirdly, with the very limited equipment on hand at Williams Air Operating Facility, there is no possible alternative for an ice runway other than Location ALFA, and at Location ALFA, to obtain the ice runway, almost fifty inches of snow must be removed. Although this is a staggering amount and as it is the only possible way, further dallying will eliminate the possibility of ever getting the C-124's into this area this year. Therefore, an operational plan is being drawn up designed at making the maximum utilization of personnel and equipment on hand. These details will be completed tomorrow. It is intended to keep COMNAVSUPFOR Antarctica constantly posted on the progress and at all times pointing out the limitations and the problematical successful completion of this effort by October 15<sup>th</sup>. It is assumed, however, that if need be, the Admiral will accept a later date on the arrival of the C-124's rather than entirely eliminate the prospects for the fly-in of the C-124's.

The Builders continued working on the Pole Station trusses with the Steelworkers and also continued work on the fabrication of desks for Air Operations.

The Advance Party for the South Pole group spent most of the morning hours in the Survival Hut and Dogheim Manor gathering equipment which will be carried on the sleds and in test packing several of the sleds. Skis and ice axes were broken out for the eight personnel. Bindings will be placed on the skies and the ice axes must be sanded down and the handles soaked in linseed oil. Food containers are being procured. The tents to be used by this group were examined and many holes found. These must be patched and will be by Chief STITH. Tentative plans are set for an overnight bivouac on Friday, August 3<sup>rd</sup>.

BICKNESE suffered a burn in the left eye in installing a new battery when, in letting it slip, it fell into a shallow pond of battery acid which subsequently splashed into the eye.

Choir practice was held and it was a satisfying session to those in attendance.

#### Thursday, July 19, 1956

Heavy blowing snow and reduced visibility prevailed throughout the day and entire evening. Temperatures rose to minus six, but had a low of minus thirty. Winds were strong, with peaks of forty-two knots.

Work on the ice runway was carried on until approximately 1530 when the visibility was reduced to but several feet; Often times, before this, the operators of the D-8 could not see the blade but carried on by feel of the surface beneath them and the sound of the engine. As they were working in a depressed rectangle two hundred feet by three hundred feet and the sides of this rectangle were quite steep, it was apparent whenever

they would come to the side as it would start to climb the steep side and hence her engine would labor. This first area has been well cleared out in less than two days. However, the blowing snow threatens to bring back a considerable portion of the snow already once removed.

Meetings were held by LTJG BOWERS, LT BERGSTROM and LCDR CANHAM with various personnel concerning the organization of the entire camp toward an all out assault on the runway problem. The first of these meetings was a voice conference with CDR WHITNEY. Then began the task of reorganizing the various watch lists and apportioning additional personnel to work at the runway. The radio operators volunteered to take over the fire and security watches – their offer was gladly accepted. It was decided to reduce the number of mess cooks to two and, in view of the limited number of Second Class Petty Officer and below left in camp, it was obvious that these personnel could not take care of both the MAA and mess cooking duties, so an all officer meeting was called and the item was discussed and the conclusion reached that mess cooks would be cut to a period of one week instead of two weeks and that officer personnel would participate as well as the CPO's. If the effort at the ice runway is to succeed, not only are the twenty-seven personnel at the runway going to have to be in a duty free status, but their support personnel will also have to be in a duty free status – Steelworkers and Mechanics. This number, in addition to the Cooks, Aerologists, Radio Operators, and Power House<sup>4</sup> watch standers all reduced the number of effective watch standers to a very paltry number. Hence the rather drastic measure in regard to mess cooking duty. The entire camp will be put on a full six day week with those in camp turning to at 0700 and securing at 1730, while those at the runway will work two twelve hour shifts changing at 0700 and 1900. Runway operations will be continued on Sunday, but in a reduced operation so that their personnel may have two out of every three Sundays off. Movies will be discontinued except for Saturday and Sundays. They will be shown on Sundays in the afternoon and Happy Hour will continue to be held on Saturday nights. The new work day schedule will commence on Monday, July 23<sup>rd</sup>.

The builders continued to work on the Pole Station trusses with the Steelworkers, and finished sixteen – almost twice the number normally accomplished during the day. The Builders also made three tractor planks for the D-2's and completed the shelves and desks for Air Operations.

The Mechanics and Steelworkers worked over an extended period of time getting additional D-2's ready for work at the runway.

This day for all Chief Petty Officers was a holiday as the initiation of the new CPO'S was carried out in good style and not a thing was omitted from the customary indoctrination of the initiates into that inner realm of heaven known as Pay Grade E-7. Haircuts were administered, snow baths and showers with ice water were given and appropriate pig troughs filled with frozen seal fat, pemmican and other atrocious looking food was served up at lunch time for the newcomers. These scenes were appropriately filmed by ELMO JONES and members of AIROPFAC Photo Department.

In the afternoon, CDR WHITNEY called for a short voice conference on the Ham gear with LCDR CANHAM and LT JORGENSEN. The topic was a discussion of a recently received message from COMNAVSUPFOR concerning weather maps and the use of the MPS-4 in connection with forecasting weather. The MPS-4 has been fully operational for some four months, but LT JORGENSEN has not used it and he stated that he preferred to wait until full daylight before starting its use. He also told CDR WHITNEY that, with the weather data now being received, their coverage to the North, north-northwest and Northwest were very good and that one daily weather map could and would be prepared.

An all officers meeting was held at 1800 to further discuss the plans for the coming all out ice runway operation.

The survival meeting of the South Pole Station was postponed until tomorrow due to the Chiefs initiation.

VOICE CONFERENCE  
Thursday, July 19, 1956 – 0810

LCDR CANHAM What I wanted to do this morning, with JIM BERGSTROM and DICK BOWERS down here, was go into a little bit more detail with you and explain the situation amplifying our runway report. First of all, I would like to state that we have eliminated location Bravo as any kind of a possibility for an ice runway. The primary consideration there was the stratification of the ice. I don't know if you were acquainted with that area although I'm sure you heard people talk about it. It was formed from the runoff water both coming down from the glacier and from melting snow I imagine, but it consists of a layer of fairly decent ice covering nothing but actual snow. The thirty-five or more feet that go to make up that field is stratified in that manner. Secondly, of course, we have nothing that will drill down to any such depths. On the new ice location, although we have not heard from COMNAVSUPFOR on the minimum depth that the Air Force would accept on new ice, we could not use the first field adjacent to the offloading site which is now nearly sixty inches in depth because this first field has much snow – almost as much as our present location ALFA. Secondly, the first field is quite narrow as far as its North-South boundaries go and it being very close to the old offloading site, the one edge is very high – piled high with broken ice and snow. The second new ice field has yet to reach fifty inches. This means that our equipment would be unable to safely work on it for some time yet and so, for the last several nights, Jim, Dick and I have been meeting trying to find any other solution other than the one which we have chosen and wish to describe to you today.

CDR WHITNEY Bravo didn't sound too good to me anyway. Did you intend then to try another location . . . say Delta.? Then, it is between ALFA and Delta that you will decide on a runway. I can appreciate your position. I am still waiting for an answer from COMNAVSUPFOR on the minimum thickness acceptable for the C-124's

LCDR CANHAM Roger, Skipper, as to the location of Bravo, it is West Southwest of the AIROPFAC. It lies roughly six miles South of where you went in with the Weasel. As to Delta, yes, I guess we would call it that if it were a planned new location. Our problem seems to be wherever we go, we find snow. Even in the new ice fields as they form. On each ice field, except the last one, we already find eight to twelve inches of snow drifting in and all indications that this will increase. Regardless of where we go, snow removal becomes a necessity. And considering the equipment that we have for snow removal, and this equipment as we well know is extremely limited, putting the equipment to work immediately is a necessity if we are to have an ice runway when the C-124's come down. As the ice runway is the highest priority, if the C-124's come in on it, most assuredly all other planes can utilize the same runway. We have settled down to location ALFA as by far the most ideal for geographic location, close proximity to camp and in plain view of camp, has a good location as far as aircraft landing and taking off are concerned. That, plus the fact that considerable time has been spent on that runway pulvimixing and processing the snow, which means it is quite aerated and much more easily removed. The only possible way, if this is to be done, is to start immediately and move the snow from location ALFA. During the past two days, we have taken the one D-8 out there and it has done a fairly tolerable job of moving a considerable amount of snow. Our objective for total removal is the October fifteenth date. It is too early as to how many feet of runway we'll have by that time. If one were to assume that we would have no further equipment breakdowns and an even break with the weather, it could be done. These, we will have to keep you and the Admiral posted on. Clutches give way in the D-2's due to heavy type operations and extremely cold weather. There are times when we are without a piece of equipment other than the D-8. This could happen to the D-8. She could break down and we would need a part that we were unable to get. If this occurred things would be in a pretty sad condition. Conceivably, the Admiral might have to accept a later date than October 15<sup>th</sup>. We have gone over all the personnel in camp and we are revising all of our watch lists and putting the maximum number of people on the runway work – all that can be absorbed efficiently into that type of operation. Approximately 28 to 30 people. Our drivers on the equipment can only drive an hour at a time and then are spelled, so we need two drivers for each piece of equipment on each twelve hour shift. We intend to use two pumping Wanigans simultaneously and they will each take three people as soon as the D-8 has cleared away an area, the first area being 300 feet along the runway and two hundred feet wide – when that area is completely cleared approximately down to the ice level, the two pumping Wanigans – one on either side of the runway, but not directly opposite each other – will be started and the maximum amount of water pumped into the area. When the D-8 finishes the next area, the Wanigans move right in behind so both operations will be going on simultaneously. Concurrently, the Builders are going out and erecting a drift fence using burlap slated for South Pole tunnels and we'll have to have a new supply brought in, and make a maximum attempt to stop all drift that might be possible by this procedure. In about two weeks we'll have some type of accurate estimate of when we'll have a runway. The good Lord isn't going to give us one out of the goodness of His heart, and we haven't been able to find one. This is the only possible way to see that we'll ever get it. It certainly is not a way that anyone of us would have elected. We envy you the number of D-8's over at Little America. If we had a couple

over here, the pessimism that perhaps crept into my voice would not appear. If we could be assured of no equipment breakdowns, many things over here would be no strain.

CDR WHITNEY I can appreciate the position of your equipment. Frankly, I don't think the D-2 will be able to do it or not. Four to six inches of snow would be no problem at all for them. When the R5D's came in, it caused no difficulty at all. I don't know about the C-124's. In pumping, can you do anything with the snow itself? If you were to pump a stream of water directly on top of the snow, does it settle down and become ice?

LCDR CANHAM The answer is negative. The snow depth at ALFA is now closer to a uniform 48 inches than previous measurements . . . in pumping water on top of this amount of snow, we'd duplicate the conditions of location Bravo – lack of uniformity. There would be weak points which would permit wheels to dig down and landing gear to break down. We have to get to the bare ice itself and then flood. The amount of flooding we'll be able to do will not be such that we'll bring the surface of the ice runway up to the surface of the adjoining snow field. This, as we pointed out, is not a desirable feature because of constant maintenance because of drifting snow. A little snow covering on top of this ice is not going to be much of a deterrent. I think a little snow is a good thing. What we intend to do is remove the snow to the ice and slope the sides giving a gradual slope away from the runway so we'll not have a high piling of snow on either side and we'll put our drift fences at several hundred feet from these edges. Our D-2, with our D-8, will be used to clean up what drift and droplets that the D-8 left. We used a D-2 as a mover of snow and it doesn't begin to move the amount the D-8 will. In addition, in a test of less than an hour, the D-2 developed a noise that didn't belong to it and we had to bring it in for overhaul. We think that, with moderate removal, the D-2's could be used very advantageously. Right now, none are ready for dozing. Of course the Mechanics are constantly working on equipment. As we pointed out in the message, the bulk of this work is not getting new equipment working, and getting it ready, but repairing stuff now in use. Our steel shop is on a twenty-four hour basis and our Mechanics are on a twenty-four hour basis. This will also mean knocking off the half day Wednesday and Saturday because taking thirty people away from camp . . . in fact if we are to accomplish the other things that we must for the operation to go smoothly, it means that others will have to redouble their efforts and work out of their rates at times to accomplish the work. We'll discuss this with the men at the Friday night meeting. We all realize the significance of the South Pole Station, not to us, but the whole of the United States to be accomplished and establishment of the IGY stations. That is what we came down here to do. This will mean a readjustment on some of the first delivery items. We'll have to have drummed fuel on the first ship. The D-8 is really gobbling up the fuel – approximately 160 gallons the first day. That is about sixty gallons more than to run the entire camp utilities.

CDR WHITNEY Here is one thing to bear in mind – that rather than gamble with anything down there, I'd just as soon, for instance, if the Pulvimixer goes down and you don't have the parts, personally, I'd just as soon cannibalize one here and give you the parts to keep that one working because it is important that you have that airstrip over there more than here. No question about the airstrip over here because it is for ski

equipped planes and would be secondary . . . consideration to one there where you will have . . . I'll steal whatever you need. At any time that you figure that there is anything that you need that we have that is necessary for the construction there, we'll see what we can do about getting it over there. I know you need a D-8, but I cannot visualize how we'd get it over there. Furthermore, they are all required for tractor trains here. I wish I were over there with you on the runway because it is an interesting problem. I think, from the various things that I have read, I think you have done about all you can possibly do. Also on thought that occurs to me and that is would it be smarter . . . something that would work out more advantageously . . . if you didn't touch the runway at all for another month and then concentrated on snow removal because of the buildup. In this way, you could get all those numerous chores done for the establishment of the Pole Station and then, when the time came for the concentrated effort on the airstrip, your personnel situation would take care of itself that way.

LCDR CANHAM Skipper, our primary limitation here is not one of manpower, but of equipment. In fact, one piece of equipment, and that is the D-8. That is the only prime mover we have got to move that snow and to delay another month would make the airstrip incomplete until November 15<sup>th</sup>. I feel that time is of the essence. . . . that we have gone to the utmost of extending this thing and I think in the backs of the minds of Dick, Jim and I, we must start right now! Dick BOWERS has been working constantly for months on methods of testing procedures etc. attempting to come up with something that could work for the C-124's without doing what we have been forced into doing now. Nothing has arisen, nor is anything foreseeable that can take the place of the program that we are about to step out on now – that is the removal of the snow from the ice. The area here, thought by many to have many spots free of snow, has been very contrary to that. Snow covers the whole sound and it's rate of accumulation is disheartening. As we work, we feel we'll be able to dig out these spots and flood them and keep the newly cleared area free of snow. If we have an extended blizzard, we'll get numerous inches on the new areas. I don't think any kind of delay could be considered by us at this time. We have got to sit down right now and start. We know, that for the establishment of the South Pole, the C-124's are a must, and therefore the ice runway is a must. We must clear off location ALFA. If for some reason, the Air Force comes back and tells us that eight feet of new sea ice is adequate or something like that, it is conceivable that, in a month's time, we might be able to move out to a new ice area, but I would say at this time that it is highly improbable. Putting the runway in a new ice area would limit its usage due to the ice breaking up. If the ice did move out early, it would mean complete abandonment of that strip and C-124's and, if the airlift were not yet accomplished, then it would kick the South Pole Station right between the eyes. From the aviation standpoint, I think ALFA is more sound than any other.

CDR WHITNEY Thirty to forty inches of snow within any city of the United States would call for all the equipment available within a considerable radius, but there with only one D-8, it is quite a job. Again, I say it is wishful thinking that the Air Force would accept eight feet of ice. I am hoping that, if they understand the situation, when you said forty to fifty inches of snow, they'll realize what is going on. I guess the only thing to do is concentrate on ALFA then. You suggested scrapers for constant maintenance. They



are a hard job to do that with. It is a very slow process. They will have to get some snow removal equipment. The airfield is a top priority down there and, if there is anything here you need and if we can, we'll get them over to you.

LCDR CANHAM The main thing we need are D-8's. Another problem is the length of the runway. We are going to start and just keep going and keep everyone advised of how we progress. They might have to settle for six thousand feet, or if the Admiral wishes, a long one, delay the arrival of the C-124's. Everyone here knows its importance. I'd like to put DICK BOWERS on now.

LTJG BOWERS What I have to say will do nothing more than perhaps justify by the experience of the Cat pubs . . . I concur with what LCDR CANHAM has already said with regard to our proposal for building a runway for C-124's. We have stopped all efforts to building a compacted runway or type of snow and water runway. At one time, we thought we had the problem licked. We devised a method where we could place in the snow approximately 150 gallons of water, but the snow was too thick. We discussed with NAVCERELAB the problem of adding water to the snow and they were very interested with this process, but we won't be able to complete any experiments this year, but I am firmly convinced that if the right equipment and enough time were available, they could build a snow and water runway. . . . directly on the ice or snow capable of handling a C-119 at least. We have an unlimited amount of water available, but it is a matter of developing techniques to put water in the snow in a uniform manner and to perfect a uniform hardness matt. I saw a Pulvimixer at Thule, Greenland where they injected burning fuel and thereby increased the density of the matt by partially melting the snow. As soon as I saw the problem here, I transferred that same technique and planned to put a water injection pipe in right alongside of the hood of the Pulvimixer and bring the hose from the Wanigan while it is sitting alongside the runway and inject the water at a rate of approximately seven gallons per second onto the snow. I think it will work and that they should try to do it next year.

CDR WHITNEY We don't intend to use the Pulvimixer at all over here. It is a time consuming job. Our planned method is to take five D-8's and grade the area and then roll and roll and roll. Wheeled aircraft are definitely out over here then.

LTJG BOWERS Our third item. If anything, I am slightly more pessimistic in our abilities than Dave CANHAM. I think everyone will do his best to move the snow. I have recomputed the figures on the amount of snow and looked at our equipment and I judged by the figures from Army Engineers and Caterpillar earth moving figures trying to allow for all factors – weather, maintenance and breakdown although no one knows what those figures will actually be and I am perhaps pessimistic in our ability to meet the October 15 deadline. However, I don't know that maybe with God and a long handled spoon we may get the job done. We'll certainly try. I hope you realize what the situation is so when the Task Force comes in they can be adequately informed.

CDR WHITNEY I'll give anybody an argument who says that you fellows haven't gone all out and done everything possible. Now, the blower type snow plow is the most feasible thing to work with. Thank you for all the thorough information this morning.

LCDR CANHAM Skipper, that wraps it up from our end. As I pointed out, starting tomorrow, after the "All Hands" meeting, the entire camp will turn to on a minimum of a twelve hour day, six day week shifts and it will mean that we'll be working this way until the arrival of the aircraft. The October 15<sup>th</sup> date is the fly-in date of VX-6. Actually, in view of the ability for skis to land on unprepared surfaces, we have no doubt about VX-6 coming in. There is just one question – Do you think it feasible to have any piece of snow removal equipment flown in and air dropped in say, September? Do you think that should be investigated with Admiral DUFEK? Something to help remove this snow would be extremely advantageous . . . if it would be at all possible for the 18<sup>th</sup> Air Force to load aboard a couple of blowers and drop to McMurdo. Needless to say, the amount of assistance would be out of this world.

CDR WHITNEY I don't believe it is feasible because the smallest piece that I know of the snow removal equipment of the blower type is a size about the equivalent of a D-8 and invariably most units have two engines. I question whether it could be dropped. It would be wonderful though if they could. Perhaps it is worth a message back to the Task Force. I would prefer if a unit that is track driven with the unit mounted on the snow tracks . . . not by power take-off. Your loss of power is terrific. Why don't you try a message to them and see what we can make out. Make it up and send it over and I'll send it out.

LCDR CANHAM We'll do that. That was all we had from this end. We have just about completed cutting trusses and the number that we have because of the train wreck etc. will make it necessary that every truss be spaced in every other slot rather than every one as indicated in the plans. DICK BOWERS thinks this will be necessary because we don't have an adequate number to put in the number of trusses originally called for.

CDR WHITNEY I don't think you will have to worry about the snow load on the roof amounting to anything at all. I think every other one will be sufficient

Friday, July 20, 1956

Varied and erratic weather marked the entire day as temperatures ranged from minus twenty-five to a plus twenty, the latter coming near the end of the day – winds went from dead calm to gusty with peaks of sixty-seven knots and intermittent blowing snow, on occasion reducing visibility to a matter of feet at several lengthy periods during the day.

Work on the ice runway was delayed throughout the morning due to this reduced visibility. In the afternoon, the oncoming shift found that close to a foot of drifting snow

had entered the previously cleared area, but indications were that this would be cleared once again by midnight and tomorrow will see the erection of drift fences, grading of slopes on the runway sides and the drilling of appropriate holes on either side of the runway for the pumping Wanigan. The Builders and Steelworkers finished cutting all roof trusses and worked on the desks for Air Operations.

The inspection of heads and huts found conditions to be excellent.

Lectures on survival for the Pole Station training groups were held in the Library and the Survival Hut. The one day delay was caused by the initiation of the new Chiefs (all Chiefs were given a day off yesterday). Communications has finally located the difficulty on increasing their power for facsimile transmission via the TBA. However, when all was in readiness, the signal with Balboa was too weak to attempt a suitable test – it is hoped that the transmission of LT NASH's papers for promotion will be able to take place tomorrow.

A brief voice conference was held with CDR WHITNEY and a discussion of the use of grid direction was held. The OPPLAN section dealing with grid direction had been cancelled. Therefore, we had requested a statement as to their intent on the use of grid direction in DEEPFREEZE II operations. COMNAVSUPFOR answered by saying, in effect, that bearings would be converted to grid direction as required. This in no way answered our question and seemed extremely ambiguous. CDR WHITNEY agreed it did not straighten out matters in the least and suggested that CDR CANHAM draw up a proposed message to COMNAVSUPFOR again. This was done and it was requested that a standardized procedure be established, acceptable to all units operating as a part of DEEPFREEZE II. It was recommended that such procedure be that all directional information given out by the tower, GCA, base radar – RDF, and communications personnel be converted into grid direction.

The other item of discussion concerned MC COY's reenlistment. MC COY, like so many others, had decided to extend for but one year (this was done back in Davisville in 1955), but having reached the Antarctic in time to ship over or execute his extension, he decided to ship over for six years. Previously COPPOLA had been in the same situation and we had requested BUPERS permission to reenlist him although the actual shipping articles are not held at AIROPFAC. BUPERS concurred by message and added the stipulation that that individual would have to sign a statement in which he swore that he would execute the normal papers upon receipt and presentation to him at the earliest possible date. It was planned to carry out this same procedure with MC COY, but today, following MC COY's actual reenlistment, i.e. completion of physical, and taking the oath and signing the formal statement, a message was received from CDR WHITNEY, stating that he did not believe it desirable. He pointed out that all these personnel had previously had their moment of decision back in Davisville. Hence, in the voice conference, this item was discussed and it was pointed out that the Navy's primary interest was in the reenlistment of an individual. CDR WHITNEY promised to release a message to BUPERS requesting that this procedure be permitted in cases other than COPPOLA.

A meeting with the Chief Petty Officers was held in the afternoon by LCDR CANHAM during which the complete runway situation was explained and the decision announced to reduce the mess cooks to two and to have both Officer and Chief Petty Officer personnel participate as mess cooks. These items were again discussed at the "All Hands Meeting" and it was pointed out that between the numbers of personnel required at the runway and the appropriate support personnel for the runway, who were located back in camp, they were so great in number as to leave but a very few for the watch details in camp. While it is extremely unsatisfactory to have Officer personnel and Chief Petty Officers performing mess cooking duties, i.e. washing dishes, it is also deemed equally unsatisfactory to assign two first class petty officers to this type of duty indefinitely and to place the Officer personnel at the runway under the direct supervision of a Chief would be far more undesirable than a one week tour of washing dishes. A discussion had been held about reverting back to mess kits and having everyone wash his own, however it was felt this would have an even greater effect on the lowering of morale in the camp and, during the coming months, an all out work effort, the morale is going to be an extremely important factor.

It was also announced at the "All Hands Meeting" that the menu for dinner and supper meals would be exchanged as it has been the practice to have the main meal at noon. This meal will now come in the evening and permit both runway shifts to partake of the main meal.

Church services will continue to be held on Sunday, but on a new schedule. Roman Catholic services will be held at 1700 and Protestant services at 1900. The choir has now limited practice to Friday night only, immediately after supper.

Training of the South Pole personnel will be carried on after work.

Saturday, July 21, 1956.

A high of plus twenty-four was recorded with a low of minus twelve and the winds were relatively calm in the morning, but gusting mightily throughout the afternoon with peaks of forty-seven knots. Blowing snow as quite prominent.

The D-8 was brought into camp for a complete servicing and the runway crew prepared things for the all out attack commencing Monday morning. The night and day shifts were organized and discussions held with the leading personnel on each shift.

Builders completed the desks in Air Operations and the entire camp set about to organize themselves for the new working hours which will commence at 0700 Monday morning.

Choir practice was held as usual at 1300 in the Chapel and the decision was made to hold choir practice on Friday evenings hereafter and, of course, continue having a choir – there were enough in agreement to permit an adequate size group.

The Saturday evening "Happy Hour" was held as usual with a slightly greater number in attendance than normal. Several Ham contacts were made although conditions on the amateur radio were below par insofar as the total hours of satisfactory operations are concerned. Communications is continuing to guard Wigram on a twenty-four hour basis and, while the receipt of their CW signal is good, the RATT reception is sporadic.

#### Sunday, July 22, 1956

This was another day with the temperatures reaching above zero at times. A high of plus sixteen and a low of minus seventeen were recorded and winds were unpredictable with periods of calm followed by gusts up to forty-five knots per hour.

The turnout at Protestant services almost filled the Chapel and the CHAPLAIN was obviously shocked, but very pleased to speak to a full house for a change.

As there will be few movies shown in the future, an extra movie was shown in the afternoon and the regular one in the evening. Organizational work continued throughout this holiday routine in preparation for tomorrow and the Officer-CPO meeting in the evening stressed the importance of establishing a work measurement approach that would ensure daily completion of a certain percentage of the items that must be done prior to the fly-in in October.

Communications traffic was exceedingly light due undoubtedly to the restrictions imposed on administrative traffic until 221600Z by the Chief of Naval Operations. This is in conjunction with a nationwide civil defense exercise being carried out in the United States.

A conversation between Chief GARRETT and a stateside ham operator brought to the fore the possibility of statements being made over the ham or through class echo messages that some doubt existed as to the establishment of the runway. Although such a statement would be true, it is felt that, in view of the importance of such an item that there be no reference made to this except by official communications with COMNAVSUPFOR Antarctica and, if the Admiral desires to release it to the press, well and good. Of course, by October 15<sup>th</sup>, the situation will be resolved one way or the other and thereafter will not be in this restricted category. Also, the all out personnel effort, as represented by officers and higher ranking petty officers putting in short periods as mess cooks, while not being as restricted a matter as the runway, is still a subject that, until all the facts are explained, would perhaps leave the wrong impression with some people. Therefore, this topic too will be taboo for the present time for Ham or Class Echo messages.

#### Monday, July 23, 1956

Temperatures were rather moderate with a high of plus eleven and a low of minus seven. Winds were gusty throughout the day but, with little blowing snow although frequent gusts were recorded to fifty-one knots. Although the northern skies remained overcast

through most of the day, an almost full moon was visible throughout the twenty-four hours and afforded a great deal of light.

The ice runway crews accomplished a great deal for their first time in full scale operations. The second area is almost ready for the flooding stages. Meanwhile holes were drilled in the ice alongside the first excavation site. In drilling the hole on the eastward side, after having broken through the ice, the rig got momentarily hinged and, upon withdrawal of the auger, a geyser of salt water sprang into the air "Texas style" and it flooded the pit with almost two feet of salt water. Needless to say, for the moment there was an immediate abandonment of positions. A smaller hose was strung from the pumping Wanigan to the center of the pit and all was put in readiness for the pumping itself. However, the pumping was not actually started, as suction could not be obtained and several parts of the engine had to be brought back to camp for braising. The D-2 threw a track – not broken, but apparently loose and the whole track came off. MYERS and HILL did an excellent job of getting it back on with very limited tools on hand at the runway site and the D-8 had a very fine day at it, putting in twenty hours of operation.

The subject of a daily issue of brandy arose for those at the runway and LCDR CANHAM went out in the evening to speak to the night shift and explain the reason for the policy that he then established. This policy is that brandy is an emergency ration and will be given in emergency conditions. It will not be daily administered to personnel who subsequently must return to the outside and continue working, as it was pointed out that consumption of alcohol actually reduces the resistance of the body to cold. If an individual receives an injury, be it frostbite or a cut, such that it is advisable for him to return to camp, the Chief-in-Charge is authorized to issue an emergency ration of brandy if he thinks it appropriate and follow this by having the man immediately transported back to camp and into sick bay. If any individual who works on the runway crew feels that he has had a particularly hard day on the ice and is unable to get to sleep upon returning to camp and feels that an issue of brandy might assist him in finding sleep, he is most welcome to come to Sick Bay with his cup and there receive and drink a brandy ration. The policy of issuing brandy by the small bottles is a thing of the past as several of the camp personnel have saved up to a gallon of this liquor by hoarding the small bottles.

Photographic personnel continued working on their inventory and CWO FISHER and LTJG EICHHORN worked on burnishing the bulkheads in Air Operations and sanding down the newly made desks.

Aviation personnel brought the two NC-6's off the hill into the Aircraft Maintenance Shop and began stripping them down. The cracks in the head are of such a nature that they might successfully be fixed by brazing. This will be attempted. Several additional bundles of electronics equipment were brought off the hill and some parts previously thought to be missing were located in containers that were incorrectly marked.

Supply started an orderly stacking of Ship's Store supplies immediately adjacent to the Ship's Store building.

The Builders worked most of the day at the runway, erecting a drift fence.

Communications personnel spent the bulk of the day trying to effect a transmission on the Facsimile to Balboa and it so happened that they drew a real dilly as an operator at Balboa and some six hours were frittered away and the attempt had to be abandoned due to Balboa fading out.

A brief voice conference was held with CDR WHITNEY. He expressed great concern over certain missing USAFI test materials which he cannot locate at Little America and so, unfortunately, none of the items are available at AIROPFAC either. LT JORGENSEN was asked about this as he is the officer initially assigned the responsibility at Davisville. However, he disclaimed any knowledge of the whereabouts of the testing materials or test sheets, etc.

LT MEHAFFEY and LCDR CANHAM exchanged birthday greetings.

A discussion was held on ENSIGN BAKER's date of eligibility for promotion to LTJG. CDR WHITNEY Said he would get a CW message off on it right away.

Chief BARGER finished up his third day of working on the x-ray machine in the Sick Bay. It was determined that the fault lies in the tube and there are no replacements available at AIROPFAC.

Due to the reduced number of personnel in camp, it was decided to change the noon meal hour from 1200-1300 to 1200-1245 as, within the first fifteen minutes ninety percent of the camp personnel were served.

Tuesday, July 24, 1956

The day was clear for the most part with a high overcast coming in from the North. Temperatures ranged from plus seven to minus twenty and winds were mostly moderate with occasional gusts to thirty-three knots. With the light from a bright full moon and also the brilliant ridges of orange along the horizon hinting of the sunrise to come in the future, there was a period of about four hours of considerable light and the mountain ranges of the continent were silhouetted against the sky.

Work on the ice runway progressed favorably with no breakdowns in equipment. The D-8 is well on her way through clearing the third section and water has been pumped into the first section for a period of sixteen hours. Near midnight a loud noise was heard much like the report of a rifle and a crack running almost down the center of the runway was noticed – some five to six hundred feet in length and wide enough to put one's hand in, and very deep/ Such cracks can and will be flooded and it is improbable that the pumping Wanigans can ever be taken away from the runway due to happenings such as these. In one respect, this situation could perhaps be expected as it is known there is

definitely movement of ice off the various glaciers and hence the barrier ice moves itself. Obviously, great pressures are created throughout the ice field and it would seem reasonable that, within any particular period of time, cracks would be bound to appear. This type of crack seems much different from any open lead and it is believed that it does not show any particular weakness in the ice field, merely the presence of great pressures. It was recalled that a very wide crack appeared and remained across the tractor train trail near camp (from the tip of Hut Point southwest toward Mount discovery). This wide crack notwithstanding, the ice on the northern side of it did not go out last summer even when the GLACIER broke in past it.

The Builders finished up the interior of the recreation Quonset and completed putting up the four types of test fences at the runway site. One section is burlap only, another just chicken wire, a third is burlap backed up by chicken wire and a fourth is chicken wire with bamboo slats running vertically through it every four inches.

Supply continued to relocate their Ship's Store items. STREIT has commenced the supply paper work on his aviation items.

The Photographic Department ran off seven hundred prints for the crew's scrapbook.

Plans were completed for Saturday Night's "County Fair" to be held at the Mess Hall.

Communications continued to have a very slow period during the day. Apparently the majority of government personnel evacuated Washington, D.C. during their recent civil defense exercise; toward the end of the week, we should receive an avalanche of messages. MONTGOMERY is now typing the press up in the early morning and posting it in the Mess Hall which gives all hands a fragment of the latest news each day. MONGOMERY'S attempts to contact the British at Haley Bay were unsuccessful, but, of course, we'll keep trying. Again, attempts to relay LT NASH's physical via facsimile were unsuccessful due to static on the circuit. The amateur circuit was excellent for CW but unsatisfactory for voice.

In this new effort to go all out on work details, WOODY, HM1 is spending a half day working in the welding shop and SPIERS, CS2 works half a day with the Mechanics in the garage.

ENSIGN BAKER and LTJG EICHHORN completed the work in the survival tent between the Library and Administration Building. The interior has been cleaned out, all usable items taken out, and those requiring repairs have been neatly stacked at one end, leaving a considerable amount of room for future storage.

### Wednesday, July 25, 1956

The entire day was highlighted by strong winds and blowing snow. Wind peaks were sixty-eight knots with several hours averaging at least forty-three knots and visibility was



frequently close to zero. The skies were relatively light although a high overcast existed. The Blowing snow itself was confined to a height of approximately twenty feet above the earth's surface and, on occasion, when we could see through this blowing snow, the ridges and peaks of our camp were plainly visible and, in late afternoon the winds ceased and there followed a period of calm for about eight hours. The temperatures during the day ranged from plus fifteen to minus sixteen.

Work on the runway was extremely slow due to the weather. The pumping stations were manned throughout the day, but snow removal by the D-2 and D-8 was only accomplished during six of the twenty-four hours. The flooding is now proceeding in the number three section and well over one thousand feet of runway has been cleared of snow. However, the present storms will undoubtedly add several inches of snow to the entire cleared surface.

Three of the four drift fences were blown over. The only one remaining was that of the chicken wire itself. The Builders spent the day at the strip where all hands were more or less isolated, as conditions were too bad for them to return to camp until the afternoon.

In the evening, the second D-2 was brought out of the garage and taken to the runway.

FLANAGAN spent the day trying to trace down a short in the field phone wire between the runway and the OOD's office. He, too, was severely handicapped by the weather and was forced to remain at the runway for some six hours.

Communications had an exceedingly heavy day which included receipt of many statements of policy from the Admiral. In reference to our heavy use of diesel fuel, he stated that if equipment and station operations here required using all the fuel now on hand, the Byrd Station fuel would be provided from DEEPFREEZE II resupply. The Admiral also stated that the quantity of diesel per drum for air drop would be fifty gallons in lieu of fifty-two as previously stated.

The Admiral told CDR WHITNEY that while he would regret the loss of his experience, he suggested that CDR WHITNEY accept the BUDOCKS detail for his next duty. LT BERGSTROM was put back on flight status in Service Group Three.

The Admiral sent a reply back to CDR WHITNEY's request for the use of government material for production of scrapbooks and stated that personal use of this photographic material was not authorized but that procurement of this type paper for issuance through Ship's Store should be requested from Detachment Bravo of Mobile Construction Battalion (Special). CWO SINGER had tried to convince the skipper of this reordering through Ship's Store, however CDR WHITNEY had insisted on sending his message requesting information as to whether he could use the excess paper for personal uses. CDR WHITNEY had also asked if he had permission to release photographs in accordance with Annex H, paragraph 8c of the OPPLAN which states that prior authorization from Commander Task Force Forty-three must be obtained before photographs may be released for publication. The Admiral stated that the release of

photographs was not authorized. It is believed that he did not fully understand that the photographs were desired solely for the individual scrapbooks and a new message to that effect is being drawn up.

A message was also received from Admiral DUFEK, wherein he set up CDR FRAZIER as CTU 43.1.1. CDR FRAZIER will be responsible for the establishment of the trail suitable for heavy tractor train operations from Little America to 80 degrees South `120 Degrees West and to construct Byrd Station at that location. Under him will be Task Element 43.1.1.1 consisting of assigned VX-6 aircraft and personnel; Task Element 43.1.1.2 composed of Army personnel who will lay out the initial trail on the basis of observations from both aircraft and surface reconnaissance; and Task Element 43.1.1.3 which will be the assigned units of Mobile Construction Battalion (Special) who will furnish the equipment and personnel as directed by CDR FRAZIER to establish the caches as necessary and transport the material by tractor train to Byrd Station and assemble the fuel and material dropped by aircraft at the Byrd Station site and actually construct the station itself. This particular message specifically states that CDR WHITNEY will be second in command to CDR FRAZIER

LCDR CANHAM released a special Situation Report (SITREP) on runway progress at Williams Air Operating Facility (250515Z).

A message was sent to VX-6 requesting pertinent data on their planned flight schedules for establishing Beardmore and South Pole Stations.

WOODY, BRISTOL and LTJG BOWERS worked in the Survival Quonset readying the skis for the South Pole trip.

Thursday, July 26, 1956

The storm resumed in early morning and continued throughout most of the day with winds of fifty-eight knots and a high temperature of plus fifteen and a low of minus two with much blowing snow. Visibility during most of the day was about a sixteenth of a mile and the night shift was kept from returning to camp from the runway until early afternoon as they were unable to see the flags and reflectors along the trail.

Little work was accomplished at the runway due to the weather conditions. Some repairs were effected to the large ice auger drill which had broken down. The D-8 started in on section number five and the D-2's commenced the further distribution of the snow piled on either side of the runway.

The strainer at the bottom of the large hose which extends through the hole in the ice to the sea water was lost when the large hose was retrieved yesterday and a new strainer had to be manufactured in the machine shop. Two shrimp and a unique looking fish were retrieved from the water being pumped into the runway sections and brought back to camp. Pictures were made of this new type of sea life, seen by us for the first time.

Supply personnel, assisted by RIGG and the Cary-Lift, continued to move large quantities of Ship's Store items to the new storage area alongside the Ship's Store Quonset.

Additional work was done in the Survival Quonset on readying the South Pole camping gear.

The Photo Lab continued to print pictures for the scrapbook. A message had been received from the Admiral denying the request for the release of photos; it was the belief here that the Admiral had misinterpreted CDR WHITNEY's original message on this and so LCDR CANHAM requested CDR WHITNEY to try again – this time being more definite in his specific request for release of the photos in that he would state they were solely for the use of the wintering over personnel and their scrapbooks and would not be released for any other kind of publication. In view of CDR WHITNEY's reluctance to release this second message, LCDR CANHAM initiated a Class Echo to LCDR GLEZEN on the Admiral's staff requesting that he purchase the quantity of photo paper required to print up the various pictures.

Communications had an extremely busy day. Of major importance was yesterday's message 252300Z concerning suggestions for the implementation of a radio central for all Antarctic Stations, both United States and Foreign alike, at McMurdo for the DEEPFREEZE II Aerological program.

VX-6 requested comments and suggestions for their planning purposes regarding air operations at McMurdo and Little America during the winter night.

Numerous messages of significance are beginning to come from the various units in Washington and detailed plans will now be carried out insofar as making arrangements for the arrival of personnel at William Air Operation Facility in October.

There was a partial clearing in the evening and the Day Shift, which had not gone out to the runway, was transported to the runway for operations throughout the night.

A final test report was sent to Auckland on RATT and CW signals. It was noted that the high level of QRM due to local conditions and other radio signals often obliterated the RATT signal, but that Auckland CW was of sufficient strength for CW twenty-four hours a day.

Another message was released to the Civil Engineering Research and Evaluation Laboratory at Port Hueneme recommending that efforts be made to carry out a testing program of compaction utilizing the application of water as a hardening agent with the snow. As our difficulty with our ice runway virtually prohibits further testing of this method at present, it was recommended that it be carried out in DEEPFREEZE II.

A special SITREP was sent in on our ice runway, drafted and released by LCDR CANHAM – 250515z. It gave the complete story of the reorganization of the entire camp to the Admiral.

The CHAPLAIN and his crew neared the completion of their preparations for the coming Country Fair to be held Saturday night. Roulette wheels have been constructed, and poker and crap tables have been made. This carnival will be held but once and for the purpose of raising funds to purchase pop and other refreshments for our Happy Hour sessions each Saturday night as all of the Ship's Store profits will be apparently used up to pay off MCB(SPECIAL)'S indebtedness over their commissioning party as there is no other source of funds.

CONFERENCE REPORT  
Thursday, July 26, 1956 - 1645

CDR WHITNEY & LCDR CANHAM discussed the tapes which Little America recorded from Ham contacts with CDR DOYLE in COMCBLANT. It was decided that Little America would send the whole recording to AIROPFAC via CW.

LT MEHAFFEY gave the pay list to CHIEF HESS. The Pay is figured as of the 21<sup>st</sup> of July. Demolition Pay has been deleted. Flight Pay was credited for the officers but not for the enlisted and pay was computed to take in the advancement in rating. LT MEHAFFEY stated that he would send the reenlistment data on COPPOLA and MCCOY, but stressed that this would not be entered on the pay records of the individuals concerned until they had actually signed the enlistment contract.

DR TAYLOR and DR EHRLICH discussed the procurement of an electric autoclave and will go ahead and order one for each station since it has been found that power restrictions are not as great as originally thought. They also discussed the procurement of 30MA and 100MA output units adaptable to the present x-ray equipment at both bases. It was decided to send the recommendations in to COMCBLANT but that these recommendations in no way cancel the request of AIROPFAC for parts to repair the 15MA x-ray unit at AIROPFAC to be flown in by first available air transportation.

CDR WHITNEY stated that the reason he wanted LCDR CANHAM to send his answer to VX-6, message 251942Z regarding information on weather conditions for flight etc., was that he wanted to send his answer in with it and the whole message came to AIROPFAC for relay to VX-6, he wanted LCDR CANHAM to look it over very carefully and if he didn't agree with it to hold up transmission and call it to his attention. He said that he would like everyone to consider the use of "Grasshoppers" – a line of them from McMurdo to Pole Station.

LCDR CANHAM brought CDR WHITNEY up to date on the progress of the ice runway. LCDR CANHAM asked CDR WHITNEY to send BUPERS a jig on our 292250Z of May regarding permanent appointments to Chief Petty Officer. LCDR CANHAM also asked CDR WHITNEY about the status regarding our messages on next choices of duty

and CDR WHITNEY stated that it would be compiled and put with theirs and sent out soon.

LCDR CANHAM asked CDR WHITNEY the status of our 200010Z regarding the clarification of instructions for the use of Grid Direction. CDR WHITNEY said that he would check on it because he didn't know whether it had gone out yet or not.

CDR WHITNEY stated that he had talked over Ham with the Chaplain in Davisville and a Chaplain BROWKOWSKI was due to report into Davisville soon as Chaplain CONDIT'S relief down here.

Friday, July 27, 1956

Blowing snow continued throughout the morning hours with maximum winds of thirty-five knots. The temperature rose to zero and then descended to a low of minus eleven.

The D-8, in attempting to clear the snow from site number one, broke through the newly formed ice and it was learned that underneath was not completely frozen although there was only a total of approximately twenty inches of new ice prepared. This area was flooded on Monday, July 23<sup>rd</sup>, but the rather warm temperatures for the past four days probably have been responsible for the slowness to freeze all the way through.

Upon an examination of the sea ice surface and sites two, three, four and five, it was decided to eliminate the flooding for the time being and then flood it just a few inches here and there to take off the rough spots. The entire emphasis shall be placed upon removing snow from the sides (reducing this amount to approximately four feet. At the present time, the snow is stacked to almost fourteen feet.)

By stopping the Pumping Wanigans at this time, it will mean an additional three people from each shift who may be returned to camp. The three selected from each shift were TYLER, HAINES and JACKSON from CHIEF STITH's crew and HILL, PRESCOTT and MC CRILLIS from Chief LEASE's crew. This leaves HURD, PASTOR, HISEY, SCOTT, WHITMER, WILLIAMSON, GRISEZ and BROWN on Chief STITH's crew and BICKNESE, MYERS, ROBERTS, WEEKS, OLIVER, WAGNER, MCCOY and ROONEY on Chief LEASE's crew.

Several of the D-2's became stuck in the slush field of site three, a field they are removing in view of the decision to limit flooding to a bare minimum. The runway crews were unable to proceed to site Alfa until 1330 due to the weather conditions, but work was carried on throughout the afternoon and evening and the weather appeared to be improving as the temperatures began to drop and the barometer remained high and the winds shifted to the East.

The Builders worked on the Quonset living quarters, erected a vestibule on the Recreation Quonset which is to become the VIP Quarters, and moved material down from the hill for the five remaining vestibules. They also made up some covers for weasel radiators in addition to accomplishing several small jobs for the Country Fair to be held tomorrow.

Communications had another extremely busy day with both incoming and outgoing messages. A message was received from Air Development Squadron SIX which stated that the Squadron had use for LTJG EICHHORN upon their arrival and that they would not approve him being TAD to Mobile Construction Battalion (Special) and assigned as Officer-in-Charge, Beardmore Auxiliary Base, unless we had a qualified officer to replace him (apparently they meant as a Navigator in a plane crew). This is quite contrary to the Admiral's speedletter of February 29<sup>th</sup> which stated specifically that either LEJG EICHHORN or LT NASH were to be assigned as Officer-in-Charge at Beardmore. As LT NASH's services as a helicopter pilot are essential, there was no alternative as to the enthusiasm of EICHHORN who has demonstrated considerable capabilities as a prospective Officer-in-Charge, the choice seems to have been a good one. LCDR CANHAM released a message to Air Development Squadron Six, pointing out the Admiral's orders and also the time spent on indoctrinating LTJG EICHHORN and the non-availability of any replacement. As this same type of reasoning on Air Development Squadron Six's part would pertain to LT NASH and CWO FISHER, whose services to the Air Facility in October and November are urgently needed, the requirement of their services was pointed out to VX-6.

A lengthy message was released from Williams AirOpFac concerning communications equipment for the South Pole. It summarized the confusion to date and requested clarification of four specific points. This message was 270130Z.

A short voice conference was held with CDR WHITNEY pertaining primarily to a discussion of the message from CDR FRAZIER stating that the Commanding Officer, Mobile Construction Battalion (Special) would be placed second in command insofar as the operations of the tractor train and establishment of Byrd Station were concerned.

Aviation began the packing of equipment for the Beardmore Auxiliary Base and bring down off the hill the equipment to place in the various twelve cube boxes. They also continued their card indexing of their aviation spares stored in the Aircraft Maintenance Quonset.

Supply personnel continued to break out and store the Ship's Store items which previously had been scattered about the camp in various places. Upon the completion of this orderly outside storage, chicken wire will be erected for purposes of safekeeping.

Choir practice was held at 2030 with a good turnout.

A very pleasant message was received from Admiral DUFEK in which he noted his appreciation for our joint efforts and the determination in ensuring that an ice runway will be available for the C-124's. The Staff also sent a message stating that the scrapbooks for Williams Air Operating Facility would be ordered but they, of course, could not pay for them and they would be charged to LCDR CANHAM and delivered to us on the GLACIER's arrival.

Saturday, July 28, 1956

High winds and blowing snow continued during the morning, holding up the work on the ice runway and delaying the ice reconnaissance trip. The temperatures ranged from minus four to minus twelve with maximum winds of forty knots.

In camp, the Builders continued to build vestibules for the remaining Quonsets. Aviation Electronics personnel completed several more test bench setups and the packaging of Beardmore gear was continued.

The preparations for the evening "Country Fair" were completed by the CHAPLAIN and his group.

SPAINHOUSER's difficulty with his back, a direct result of his being aboard the Otter when it crashed in McMurdo Sound on December 21<sup>st</sup>, 1955, has grown progressively worse and his name was officially removed from those going to the SOUTH POLE. CWO BUD SINGER is going to take his place.

LT JORGENSEN was placed on report and charged with violation of Article 90 when he refused to stand the Officer of the Day duty. CDR WHITNEY was requested to recommend an appropriate courts martial.

LCDR CANHAM, LT EICHHORN, CWO FISHER and YN1 CHAUDOIN departed camp at 1215 to conduct an ice reconnaissance. Due to the blowing snow and the high winds of the previous week, the trail had been completely eliminated – very few Weasel tracks were seen and navigation was mostly by dead reckoning, using Tent Island as a guide. Following much searching, the trail flags and reflectors in the new ice fields were finally located and a coring taken in field number four indicated a depth of thirty-six inches. At this point, the twilight in the Northern sky had begun to fade rapidly. Where the previous ice reconnaissance had noted an 18 inch open lead, there now stood a pressure ridge with pieces of ice buckled upright, ranging from six to seven feet in height. Fifty yards beyond this point, and at a definite join-up of an additional ice field, the ice of this new field easily yielded to the mountain ice pick, showing recent formation. Corings were not taken due to the rapidly approaching darkness, high winds and blowing snow. Even with riding two personnel atop the weasel, one with a floodlight, the return trail could not be picked up and, again, a general course was selected, using the following factors: (1) The slight light to the North being kept constantly to the rear, (2) the strong Easterly winds being kept on the Port Beam, and (3) the definite sastrugi markings in the snow clearly indicated the predominantly Eastern winds, so travelling parallel to the sastrugi kept the Weasel on a fairly decent Southerly heading. This procedure was carried out for approximately forty-five minutes and good progress, although bumpy, was made. At this point, when the lights of the Weasel and floodlight were extinguished, a faint light glow could be picked up in the direction of camp, so this additional check was added to the navigational features and the group returned to camp at approximately 1735, very happy to be back.

Winds continued throughout the evening and the "Country Fair" was a huge success with our entertainment fund netting \$623.00

During the evening, MARINO, RM1 fell and broke his leg while making the rounds of the camp as the Fire and Security Watch. LCDR CANHAM smashed one of his fingers and these two accidents kept the DR TAYLOR busy until almost midnight.

The Admiral's message, noting the camp's efforts on the runway, was read to all hands at the weekly "All Hands" meeting.

#### Sunday, July 29, 1956

The camp welcomed the first real holiday in seven days and most took the opportunity to sleep the entire morning.

Definite pink tinges showed in the skies at 0930 with a thick low overcast removing the sun's rays by 1140. The temperature ranged from plus one to minus twelve with maximum winds of thirty-nine knots.

The afternoon movie was fairly well attended, but many still preferred to remain in bed.

LTJG TUCK was appointed Investigating Officer regarding the charges preferred by LCDR CANHAM against LT JORGENSEN and he proceeded to carry out the investigation, obtaining sworn statements of the material witnesses.

A message was received from Commander Naval Support Forces, Antarctica, stating that arrangements for the CPO uniforms had been made and that the instructions for measurement would be sent in September and requested that orders be submitted by early October. The Admiral stated that the uniforms would be brought in by the Supply Officer of the USS CURTISS (AV-4). This is a large Navy Seaplane Tender which brings up the possibility of P5M's.

Church services were well attended and even members of the night ice runway shift came prior to their departure for the ice.

The equipment at the runway continues to run in good shape with no breakdowns for the past ten days.

#### Monday, July 30, 1956

This was a clear day with a high of minus one and a low of minus twelve. Winds were moderate during the day, with peaks of twenty-eight knots diminishing to an almost calm at 2000 and remaining that way throughout the evening.

The runway crew put in a full day except that about 1500 they had to bring the D-8 and one of the three D-2's in for servicing. Work was again resumed by the night shift at 1900. The clearing of snow is going very well. More shallow snow fields are being found as work progresses toward the South end of the runway. The drift control fences were found to be useless due to the extremely high heights of drifting snow; no further attempts will be made along this line, but the D-2's will clean and sweep down the cleared ice space daily.



At the present time, approximately twenty-four hundred feet has been cleared. However, of this, nine hundred feet is endangered, as in the first three sections of three hundred feet each, section one was poured to an increased height of approximately twenty inches. Five days after pouring, the D-8 came along to the new ice to scrape away the snow cover that had fallen and, in the process of doing this, the D-8 broke through the twenty inches of new ice as complete freezing had not yet taken place. In flooding section three, the ice auger broke down and but one Wanigan was used. This resulted in irregular freezing and created a step affair in this section. At the same time of flooding, heavy snows added considerable slush. Therefore, in sites one, two and three, there are various heights of the ice and, until Site Three can be cleared out, site two cannot be used. It is doubtful if Site One can ever be used as a portion of this part of the runway, due to its increased twenty inches in height.

There were approximately four hours this day of sufficient lights from the sky to work without artificial light and the pink glow on the horizon lasted almost five hours.

The Builders erected vestibules on the Survival, Mattress and Electrical Quonset buildings. Prefabrication of additional vestibules was also accomplished. Considerable time was expended in the removal of snow and ice in the vestibule sites.

Communications had an exceedingly slow day with but two messages, other than weather, being received

Preparations for the Board of Investigation on LT JORGENSEN proceeded with DR TAYLOR being appointed as Defense Counsel.

Aerological personnel prepared the statistics on VFR days for the period March 1<sup>st</sup> to August 1<sup>st</sup>; this information was requested by VX-6

The Ham band opened up for the first time in ten days and four voice patches were accomplished in addition to considerable message traffic

EMERICK continues to improve and he is now permitted to visit the library during the normal awakening hours and he is able to attend the movies on Saturday and Sunday. He has had no recent outbreaks.

Tuesday, July 31, 1956

The entire day was exceptionally clear and temperatures in camp ranged from minus seven to minus twenty-one and, as usual, runway temperatures ranged ten to fifteen degrees lower than this. The winds were relatively calm but, in the evening, picked up to twenty-one knots.

Runway progress was excellent but, approximately six and a half hours were lost when the D-8 had to be brought back into camp for repairs; the hydraulic system became inoperative in that the blade could not be raised and maintained in the raised position. The difficulty was minor, however, and it was returned to Site Alfa. A D-2 was brought

in with a crack through the main structure. It will take approximately three days to accomplish the desired welding and return it to operation.

Fewer hairline cracks are appearing in the center of the runway being stripped. It is believed that this is largely due to two factors: (1) The snow covering is growing considerably less than that at the runway's beginning, and, (2) The snow being removed is now distributed over a much wider area, thereby decreasing the amount of weight being exerted on a relatively small area at the sides of the runway. Coring in these hairline cracks indicate strong ice all the way down and a program of slow deliberate flooding will be started to fill in these cracks.

Almost five hours of the day were sufficient for work without additional light.

The Builders completed their work on the vestibules and spent the rest of the day gathering material to prefabricate moveable partitions for the VIP Quarters.

The Board of Investigation, meeting in connection with the charges against LT JORGENSEN, convened at 1500 and completed its work at 1545. The findings and appropriate recommendations were sent to CDR WHITNEY for his approval.

MARINO returned to watch standing in the radio shack, his broken leg notwithstanding. He is in good spirits and the doctor feels that the fracture will heal without any undue difficulty or complications.

The Pole Station Advance Party personnel gathered clothing and affiliated equipment together and placed them in a small rubberized sack which will be flown in with them to the Pole. There will be a slight delay in the overnight bivouacs as LTJG TUCK has been unable to gather the food issue together due to his duties as Investigating Officer and the fact that both CLAY and PRESCOTT had been taken from him for the past two weeks, thereby throwing the entire workload connected with the dogs on LTJG TUCK and MSGT DOLLEMAN.

The consumption of hydraulic oil was increased to a point where we are now forced to begin utilizing those stores set aside for Air Force consumption. Therefore, messages were released requesting that a certain amount be flown in and that the remainder be delivered by the first ship.

A brief voice conference was held with CDR WHITNEY during which he discussed the forthcoming investigation with LTJG TUCK. LCDR CANHAM pointed out LT JORGENSEN's request of the previous evening to speak with CDR WHITNEY. As LT JORGENSEN wished to speak to CDR WHITNEY concerning the Board of Investigation, he was told by LCDR CANHAM that he could only speak to him on the condition that the conversation was duly recorded verbatim by CHAUDOIN and witnessed by the Investigating Officer and the Officer-in-Charge and prior to the conversation, he would take an oath to the effect that all that he was about to say was the truth, etc. LT JORGENSEN did not wish to speak with CDR WHITNEY under these circumstances. This information was relayed to CDR WHITNEY who then told LCDR CANHAM that this was perfectly okay.

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.