

Exhaustive tests were made between communications and the steelworkers and it was the final conclusion that the welding machine has absolutely no effect on the communications capabilities. Whatever it is that is interfering with communications, is most effective, but it certainly is not the welding machine. Therefore, the welders will continue to work at a normal twelve-hour shift during what could be termed the normal day.

The R4D, piloted by LCDR FRANKIEWICZ, departed for LITTLE AMERICA in the afternoon but, after an hour and a half out, returned to McMurdo due to a blizzard at Little America. He plans to depart again tomorrow.

Word was received from Little America that the tractor train and trail party had returned to camp and that the offloading operations are going along quite well.

ÒLast RitesÓ for the C-124 were held in the late afternoon as it was towed from the runway strip to a parking place directly behind the Garage where it will be used for storage of parts. It was an odd sight to see the huge carcass being towed up the hill by a D-8, but it will provide storage for every spare automotive part held at McMurdo.

The Laundry and shower facilities were once again resumed as the D-4 repairs were completed at the garage.

A preliminary review was made of DEEP FREEZE III requirements on communications equipment and associated material. The recommendations, chiefly from Chief BARGER, will be reviewed by LCDR CANHAM and turned over to CDR SNAY for a subsequent presentation to the Admiral.

Tuesday, January 8, 1957

With the temperature ranging from plus thirty-five to plus twenty-two, some freezing began across the melt pools which lie in abundance between the facility and the runway and between the facility and the ships that are offloading. The winds of seventeen knots also helped, but the ice layers formed as a result were, of course, not thick enough to be of much use as yet.

The offloading proceeded extremely well until approximately 1530 when the heat of the day reached its peak and, during one thirty minute period, two Traxcavators, with loaded sleds behind, inbound, one Traxcavator and sled (empty) outbound, and one Weasel were all gurgling about in the water at the base of the hill. It took the D-8 some two hours to pull them all to a surface where they could proceed independently. Should warm weather continue for another week, the offloading operation itself would be seriously hampered as it is doubtful that even the D-8 could traverse the area about Winter Quarters Bay. The TOWLE is now over fifty percent offloaded and one more day will see the completion of all the dry provisions. There remains fresh frozen food, beer, and over 10,000 drums of diesel fuel. If the present offloading rate can be continued, the TOWLE should be emptied by January 22nd.

FRANKIEWICZ and his R4D departed for Little America, arriving there in the late afternoon and he immediately relieved LCDR GRAHAM as CTU43.2.2 (LTJG WHITE relieved LCDR GRAHAM as CTU43.3.1 as the same time.

LCDR OTTI and the P2V flight to the POLE was delayed for some ten hours due to local terminal forecast. He finally did get off however and delivered food and Mr. WILLY HOUGH to Pole Station.

The Admiral has completely reversed his decision of yesterday and now states that this will be the last POLE flight by P2Vs until BYRD STATION is supplied with food etc. This means that OSBOURNE, the Builder scheduled to winter at the POLE, will very likely remain at McMurdo throughout the winter. It is also indicated that there is little likelihood of any additional scientists going to the POLE. The present position of VX-6 is that the P2Vs will be returned to the United States in the near future with no additional flights being made in the Antarctic.

The New Zealanders are still experiencing great difficulty in unloading and are virtually stymied. Sir Edmond Hillary made a helicopter tour of the McMurdo Sound area, but no comments were made following his return. Apparently Sir Edmond was looking for a possible new location for camp as buckled pressure ice and huge melt water pools prohibit them gaining access to the beach at their first selected site.

RADM DUFEK sent a message to CTG43.5, telling them to roll out the red carpet for the crew of the P2V for they were Òheroes of the South PoleÓ. This followed the AdmiralÕs decision to send a P2V to New Zealand with CDR WHITNEY and CDR KENT, and also to return DR ASSUR, Admiral MC BEATH, Mr. STANKY (the Caterpillar representative) and one IGY scientist. The message itself was a little disconcerting to MCB(Special) DET ONE personnel, particularly those who spent several weeks at the POLE in its construction and initial operation - - not that they feel that they are heroes, but after all, they are the ones that had actually located, built and initially operated it, and thus far no one in DET ONE has seen anything resembling a red carpet.

CAPT CORDINER sent a message to LCDR DONOVAN and CDR JORDA saying that they would represent him in Washington on DEEP FREEZE III matters. The Admiral immediately took notice of this message and replied, stating that the personnel concerned would represent him and not CAPT CORDINER in connection with DEEP FREEZE III.

The foundation to the Communication Building was completed and the deck laid. The sides cannot be erected, however, as one of the transmitters is of such size that it must be placed inside the building before the walls are erected and this transmitter will not be received until the CURTISS arrives.

The deck was laid for the new quarter million gallon gas tank and the Welders are ready to commence putting the sides up tomorrow afternoon.

CDR WHITNEY came ashore prior to his departure on the aircraft and discussed the latest plans that the Admiral had passed along to him.

Item one was a statement that a letter had been written to CDR FLYNN stating that he was to splice the main brace for a twenty-four hour period for VX-6 upon their arrival.

FLOGWING flights to the States are apparently definitely out. CDR WHITNEY said they intended to have a ceremony at San Diego when we arrived and that he would meet us there. LCDR CANHAM said that he spoke for his entire group in that they did not wish a ceremony. The only thing that would really please them would be rapid transportation from the ship to the FLOGWING aircraft for transportation to the East Coast.

The present planning for the USS CURTISS is that she will come first to McMurdo, discharge cargo (approximately three days), pick up all of DET ONE and VX-6 personnel, sail to Little America, change wintering groups and pick up any VX-6 and MCB ONE personnel, load two Otters and then return to McMurdo, offload one Otter, pick up MCB ONE personnel, proceed to Cape Adare, discharge one Otter and pick up MCB ONE personnel, and then proceed to the United States via Auckland, New Zealand.

Clarification was received from COMCBLANT regarding who had to take action on the BuPers orders received. It is, of course, the Commanding Officer of MCB (Special) and therefore LCDR CANHAM again initiated a request for permission to sign Oby direction as these orders could conceivably be received by message while DET ONE is enroute to the United States.

Chief HUBEL was cleared by DR TAYLOR to go aboard the TOWLE and assist Chief STITH. The x-rays of his chest show everything to be normal.

Showers and laundry facilities were again terminated due to the breakdown of the D-4 and RADM DUFEEK continued his policy of having a member of the press aboard for dinner or supper.

The SOUTH POLE STATION indicated that they had sufficient medical supplies on hand for the entire coming winter period if viewed from an emergency standpoint and, in view of this, they will not receive anything in addition to what they have now except by C-124 airdrop. This decision was made by RADM DUFEEK upon strong recommendations of CAPT CORDINER.

The gathering of seals continued and the matter has now become quite a matter of competition between the New Zealanders and U.S. personnel. As the Kiwis are to gather about 100, they slaughter whole herds and, unknowingly of course, frequently move into areas that we ourselves are working. The competition is keen.

Wednesday, January 9, 1957

Continued moderately cool weather today with the range being limited from plus twenty-two to plus thirty-two. Winds from the East at twenty knots brought low clouds across the hills, resulting in dampness.

During the day, the offloading operations ran smoothly and the D-8 met all sleds before the main road turnoff and at that point the Traxcavators unhooked from the sleds with the D-8 bringing the sleds all the way in to camp (approximately one mile). Even at that, this last mile is becoming just about all the D-8 can do and, twice yesterday, a second D-8 had to go to the assistance of the first. Several times, Weasels got into water so deep that the engine stalled and tractors had to pull them out.

Early in the morning, the P2V, piloted by LCDR TORBERT, with CDR KENT, CDR WHITNEY, AOC BARONICK, AD1 CONOVER, and Mr. TRESE from NBC aboard, departed for New Zealand. Immediately after taking off, the tower notified the aircraft that one ski had failed to retract. After proceeding on course for some time, LCDR TORBERT called, saying that they were returning to base due to hydraulic trouble with the ski. One of the main hydraulic lines had punctured and they lost their hydraulic fluid. The after ski rigging had come loose, permitting the ski to go into a diagonal line in respect to the path of flight and the increased pressure created by the speed of flight caused the forward portion of the ski to constantly bang against the engine cowling as the after section trailed badly and created considerable drag. Medical personnel were alerted and two helicopters were pressed into service with both DR HARRIS and DR TAYLOR in attendance. The aircraft circled for several hours, burning both jets and reciprocating engines in an effort to reduce its landing weight. At 0330, the aircraft touched down on the skiway without mishap, while the helicopters proceeded at full speed on either side during the runout. The damage to the ski on landing was extensive and it is estimated that it will take from one to two weeks to effect repairs. The basic failure was apparently inherent in the design and Lockheed will have to accomplish some additional engineering to make it reliable for Antarctic operation.

LCDR OTTI returned without incident from the POLE on what may well be the last polar flight this season, which includes a landing, at ninety degrees South.

CAPT CORDINER received permission from the Admiral to splice the Main Brace for both the P2V crews.

Late in the afternoon, CAPT CORDINER told LCDR CANHAM that as soon as LCDR SHINN'S R4D was up, the exchange of the first two personnel from BEARDMORE would be made. CAPT CORDINER, and later RADM DUFEEK agreed to manning the BEARDMORE Station for the next several weeks or so with but three personnel and it is intended to take the third man in several days following the first flight and bring out the two remaining old-timers.

CAPT CORDINER expressed the opinion that his P2Vs would be returned to the States for the balance of the season and, although the Admiral initially concurred, he later retracted his concurrence and advised CAPT CORDINER to retain the P2Vs in New Zealand until further advised.

Chief HUBEL and Chief HESS were sent to the TOWLE in connection with the offloading, HUBEL to remain until he boards the CURTISS and HESS to stay aboard until the beer is offloaded. He is inventorying it at that end and HILDITCH and COVINGTON are handling it at this end.

At approximately 1430, RADM DEFUK sent for LCDR CANHAM by helicopter and told him that the New Zealander, Sir Edmond Hillary, had changed the location of their campsite from Butter Point to Pram Point, which places them but two miles from the Naval Air Facility. The Admiral wishes that we send a D-8 to Pram Point to doze and prepare their building site. Also, if needed, to prepare a small strip for their aircraft. Sir Edmond and his group stopped by AirOpFac for supper and then proceeded to Pram Point along with LCDR CANHAM, LT CAVENDISH, LT ANDERSON, LTJG BOWERS, and PH2 HILL. The trail is one over which the D-8 can travel without any undue risks and the area they have selected is free of permafrost for the first two feet. The dozing should be able to be accomplished within four to six hours maximum.

Sir Edmond was invited to stop by camp for the night if he found his return to the ship to be too late.

The two D-4s, one with a broken clutch, the other with final drive extension trouble, were towed into the garage and one of the new LGP D-8ÖS, with wide tracks, suffered a final drive failure appearing to be almost the same thing that occurred to the Traxcavators.

Two of the twenty-ton sleds were repaired and put back into commission and an emergency rush job was accomplished on the Cary-lift when she lost her manifold intake stack.

The decking was laid in the Radio Communications Annex (the Quonset attached to the after end) and shelving is being constructed from scrap lumber. This will facilitate the storing of delicate electronic spares for the Communications people.

The sledding group retrieved some thirty additional seals and brought them into camp via Weasel.

The beer being offloaded is initially being stored in the new recreation building which will be kept locked for this purpose.

It was learned that the cigarette lighters which we thought the Staff had ordered for us were never actually ordered. At least, now, we can stop looking in the various ships for them. DR KNOEDLER received his orders to the Naval Training Center at Great Lakes (his first choice).

CDR FLYNN concurred with LCDR CANHAMÖs intent to turn over command of AirOpFac, McMurdo on January 18th and has designated LT ANDERSON as the relieving officer, pending the arrival of LCDR MARSHALL.

LCDR MARSHALL concurred with LCDR CANHAMÖs plan for the rapid exchange of personnel between BRAVO and DET ONE.

Thursday, January 10, 1957

Today brought even cooler weather with a low of plus sixteen and a high of twenty-five and all this, aided by thirty knots of wind, caused additional freezing at the ice runway. The runway needs to be worked on again, i.e. the holes punctured and more ice crystals

and snow packed in. This will prevent the stratification that Dr. ASSUR mentioned in his message.

RADM DUFEK came to the runway at 1700 and LT SULLIVAN had called ahead to have LCDR CANHAM and CDR MIRABITO meet the Admiral at the strip. The Admiral is very enthused about this new cold wave and wanted work to resume at the runway. It was pointed out that the D-8 equipment situation was extremely poor. As of that moment, three were down, two indefinitely (The Torque converter and POGO) and one is required constantly in camp to pull the loaded sleds up the hill in connection with offloading. At that time, the other D-8 in operating condition was just returning from Pram Point where BICKNESE had leveled the New Zealand site under the direction of LTJG BOWERS and Chief LEASE.

RADM DUFEK stated that he did not want to stop offloading and that we would work on the runway on an equipment and manpower availability basis. Shortly after its return to camp over Fortress Rocks from Pram Point, it was noted that the D-8 had suffered a puncture in her belly fuel tank and would be down for approximately twenty-four hours. This made operations at the runway virtually impossible. However, the aircraft do have to be refueled in the morning which will mean a short period of time when the camp will be without the services of a D-8.

Offloading continued to be spasmodic throughout the day with numerous breakdowns on the trail but, by midnight, the last bit of cargo, other than the drummed fuel, had been offloaded from the TOWLE and she now stands at fifty-nine percent offloaded.

Chief HUBEL joined Chiefs STITH, DORE and SLATON at the TOWLE. He will assist Chief STITH on his watch and, at the same time, it is hoped he will pick up for himself a few pounds that he had lost at the SOUTH POLE.

The P2V's flight to New Zealand with CDR KENT and CDR WHITNEY was postponed again due to headwinds and then, later, it was found that it, too, showed some signs of structural failure in the same location as LCDR TORBERT's. However, temporary repairs can be effected by its proposed departure time tomorrow at 0600Z, and LUNDY set to work immediately on doing the machine work.

The ENDEAVOR incurred some damage due to ice pressure in the early evening as she was proceeding to Butter Point to pick up some men and cargo previously offloaded at that position. The GLACIER sped to her rescue and she is not in any danger. Sir Edmond returned to camp at McMurdo and he and Bob MILLER, his number two man, spent the evening.

CAPT CORDINER was concerned about AirOpFac flying the New Zealand national ensign and so LCDR CANHAM got a statement of policy from RADM DUFEK concerning this. RADM DUFEK stated that we would consider Sir Edmond's first visit as the official visit and let it go at that. This we will be glad to do.

The GREENVILLE VICTORY and NESPELEN are due off Beaufort Island early in the morning and the GLACIER will set off to meet them. Whether or not the NESPELEN

will continue immediately onward to Australia is not known at this time, but no reply from BuPers on the request for some action on LTJG BAKER and the four enlisted men planning on getting married in January, unless something is received in the next several hours, it will be too late to try and get these people aboard the NESPELEN.

Once again, and as an almost daily occurrence, the D-4 Water Carrier broke down causing showers and laundry facilities to be shut down.

The new Pettybone Cary-lift suffered what, at first, was thought to be a fatal blow when the aluminum castings on the manifold takeoff were badly smashed. The vertical pipe which normally carries off the exhaust had lost its top muffler and some of the drivers jury-rigged a long pipe which carried the fumes away from the cab. However, in the process of operations, this pipe jiggled over to the side of the machine and, when the arms were lowered, it caught between one arm and, due to the pipe's rigidity, transferred this force down through the vertical fitting into the aluminum casings alongside the engine mount itself. The casing more or less shattered and the welders had a dickens of a job repairing it.

The Electricians spent the day in putting in new orange colored flags at all power splice locations. They are marked with the words "Power Splice" and a number and each one of them is plotted on a master sheet. This will enable the electricians coming in to readily locate and check any probable trouble points.

Dr. GOULD sent a message to all of his scientists, saying that he was well pleased with RADM DUFEEK's cooperation and intentions and suggested that all of his associates, to use our expression, "keep loose" but quiet.

One hundred pounds of Baloney was received from the GLACIER.

The day was a normal one which found most planning details of yesterday now turned 180 degrees, but then, tomorrow will see a return, probably, of the preceding day's schedule. So, everyone is staying in a very "fluid" condition.

Friday, January 11, 1957

Again, today continued cold weather with temperatures plus sixteen to plus twenty-five and fresh winds to twenty knots.

Melt spots on the trail and the runway are rapidly improving and, toward the end of the day, a D-8 was put in operation on the runway, breaking through the ice and drawing a drag behind it to bring additional fill into the holes. In some spots, the ice now frozen will hold the D-8. There is still much labor to be accomplished at the runway before it would be ready for any operations and, in addition, the taxiway and parking mat have yet to be cut.

The equipment status was very poor. One Traxcavator suffered a break in her main front axle and an additional D-8 had the clutch broken on it. A third Traxcavator was put in the garage for approximately twelve hours to replace broken shoes.

Following the NESPELEN's arrival, which we first learned of at 2000M, we were immediately notified to dispatch Weasels and sleds to the ship's side to take off POL hose. An attempt had been made earlier that morning, by message, to determine whether or not the POL hose was returning to McMurdo. The only information received back was that there were some twenty odd pieces aboard the GREENVILLE VICTORY.

By this time, in addition to the equipment breakdowns, three ten-ton bobsleds had experienced failures of one type or another. Two of these, loaded with beer, were being towed up the hill by the D-8 when, with only another hundred feet to go, the pin which holds the yoke of the sled to the drawbar broke and the two sleds slid halfway back down the hill before the rear one turned and they both came to a halt in a partially upright, but badly skewed position. Damage was incurred to both sleds. A third ten-ton bobsled partly overturned on the trail when a tractor and sled went through a large melt pool, the bottom of which was some two and a half feet below the normal surface of the ice. All told, only four trains made the round trip from ship to camp during the twenty-four hour period.

The ice alongside the ships now being offloaded is from five to five and one half feet thick which is the minimum required for the Traxcavator under normal operations. Corings are being taken daily and any further loss of thickness will necessitate the ships moving in further after an icebreaker takes care of creating a roadway for them.

The GREENVILLE VICTORY has some thirty-three and a half tons of fresh frozen foods aboard, but already the reefers in camp are virtually filled and space is not available for safe stowage of any additional fresh frozen produce.

It is the Admiral's plan to have the GLACIER lead the ARNEB, GREENVILLE VICTORY and NESPELEN through the ice pack and then the NESPELEN will depart direct for AUSTRALIA, the other ships sailing to Knox Coast.

VX-6 flights were delayed again, the P2V due to headwind components. CAPT CORDINER refused to take LTJG BAKER or any of the four MCB (SPECIAL) DET ONE who have planned weddings for the month of January. This means that the TOWLE will be the first possible transportation for these personnel. The R4Ds are still having hydraulic problems with their landing gear and LCDR SHINN was unable to predict any assured date for the BEARDMORE departure.

A bright spot in the camp's picture was the construction of the AvGas tank. It is going along very well. However, partially due to workers' negligence, two of the military welders experienced flash burns of the eyes which will necessitate a two day layoff for them.

Letters of certification were issued to all DEEP FREEZE I wintering officers concerning their payment of some \$366 for mess bills.

The Naval Air Facility, McMurdo Sound, Antarctica, Air Operations Manual was completed, run off, and will be assembled and distributed now.

The Construction Mechanic at the SOUTH POLE has suffered a back injury and the doctor there has told us that he will advise within a week as to the desired disposition of the man concerned.

Film was received at McMurdo for further transfer to Little America (Attn: Chief LARSEN). It was noted that this film and additional equipment accompanying it was from Mr. DAVE BOYER of National Geographic. The Task Force had put out a definite instruction stating that Navy Photographers would not take pictures for commercial ventures and, in view of this message, the film etc. was returned to the GLACIER for further return to Mr. BOYER.

Saturday, January 12, 1957

A slight overcast hung around until almost noon when the sun cleared it away and temperatures slowly rose from a low of plus sixteen to plus thirty-two. Winds were again fresh at twenty-three knots. The general warming on the trail was noticeable and, should warming temperatures prevail the next couple of days, once again the runway will be back in its usual state and the trail will again be a mass of holes.

With the arrival of the GREENVILLE VICTORY, CAPT KETCHUM directed that CDR HIEGEL, the Commanding Officer, Mobile Construction Battalion ONE, utilize his entire battalion in the offloading of the GREENVILLE VICTORY with all the equipment at their disposal. Twenty ten-ton sleds were offloaded from the ARNEB as well as seven tractors. These will be utilized until the GREENVILLE VICTORY is completely offloaded. As McMurdo was only allocated ten sleds and has twice the amount of cargo to offload, LCDR CANHAM requested that the Staff reassign five of the twenty sleds destined to the Knox Coast to McMurdo.

By midnight, the NESPELEN had completely offloaded her POL gear on to ten-ton sleds alongside the ship. The GREENVILLE VICTORY, which had over a hundred pieces of hose aboard, threw them over the side and they are mixed like spaghetti on the snow, but WILL be retrieved, cleaned out, and returned to camp.

Equipment and sleds continue to break down at a rapid rate. Some are due to carelessness such as one of the men backing a Weasel up on a ridge and falling off one side, resulting in the Weasel turning over. But the majority of breakdowns are incurred by a very rough and treacherous trail.

Additional frozen foods, over 2500 cube, arrived in the GREENVILLE VICTORY. This will leave us about three reefer spaces short to adequately store the frozen food. Requests to obtain additional reefers from ships were met with negative results as all reefers aboard are DC current and we have no engines or electric motors for conversion to AC current and none are available. A large snow cave, therefore, was constructed at the beginning of the Hut Point Peninsula and an additional large area was prepared in the same general site where the TOWLE'S POL products may be offloaded, thereby saving a trip up the hill.

An endless chain of beer is arriving at camp. All possible locked storage is now used and it is necessary to place a guard on the remaining as, from all appearances, thefts have

been rather prominent. Probably, as the direct result of this loose beer, the first Captain's Mast at AirOpFac McMurdo was held when one of the MCB ONE men had been drinking beer on duty, failing to comply with a lawful order issued by a superior. The mast was held at AirOpFac as this man had been assigned TAD to AirOpFac from MCB ONE.

RADM DUFEK informed the facility that his former office spaces, the VIP VIP spot, would be used for a living and office space for the Admiral and CAPT CORDINER.

VX-6 flights were again limited to Otter and Helicopter as an effective minus sixteen knot headwind precluded the P2V from returning. The second P2V is still undergoing repairs which will not be completed until approximately six days hence. The R4D has yet to have a successful test flight. CAPT CORDINER has approved two BEARDMORE flights when the R4D finally gets up. As air transportation can be relied upon about as much as dog teams, it is imperative that the replacement personnel at BEARDMORE are wintering people, for we have been trying to get out the present BEARDMORE people for three weeks with no luck to date. CAPT CORDINER finally agreed to sending in a VX-6 wintering man, AG3 CREACY. The other two will be CM3 WILLIAMS and RMC MC CUE.

Work on the large AvGas tank is progressing very satisfactorily and they should be completed within the coming week.

The D-8 had to be removed from the runway work as it was required in camp to help pull sleds up the hill.

DR TAYLOR was requested to look after an injured New Zealand man at Pram Point and it was pointed out that, unless it was an emergency, the Doctor could not leave McMurdo itself but, of course, we would be most happy to take care of anyone brought into the dispensary here.

With the departure of the ships for Knox Coast but a few days away, quite a few of the members of the press are departing camp. They are also sending a team of seven dogs and appropriate food and equipment aboard the GREENVILLE VICTORY for use at Knox Coast.

The latest ship changes are that the GLACIER, with CAPT KETCHUM as CTG 43.6, and CAPT THOMAS assisting, along with the ARNEB and GREENVILLE VICTORY will go through the ice pack, with the NESPELEN behind, rendezvous with the CURTISS, the NESPELEN proceeding to Australia, receive limited supplies from the CURTISS and then the three ship unit will steam directly to Knox Coast.

CAPT CALDER spoke at a press conference at McMurdo at 1900M and stated that, in all probability, the CURTISS would return to McMurdo first. It was later learned, however, that twenty six minutes before this, CAPT KETCHUM had sent out an order to the CURTISS to proceed to KAINAN BAY.

It is obvious that something has to be done with the 100,000 gallons of diesel presently aboard the GLACIER which is slated for ultimate offloading in McMurdo's storage

tank. LCDR CANHAM questioned the Staff and they stated that it probably would be discharged to the NORTHWIND for ultimate transfer to McMurdo.

YNC LUCIER arrived from Little America, bringing with him all of MCB(SPECIAL) DET ONE records and CM1 WEDEMEYER came on the same ship, hoping for early transportation back to the States as his orders to Formosa had already been received.

CAPT CALDER also stated during the day that, in all probability, DET ONE personnel at McMurdo would be kept ashore until the TOWLE's offloading was completed. This is not exactly in keeping with promises made by CTF-43 on his departure last year and, also, from the viewpoint of the personnel at McMurdo, the difficulty in offloading is certainly not one of lack of personnel, but inadequate and insufficient tractors, sleds and Pettibones.

All of the above information was passed to all MCB Units at the regular weekly O'All Hands meeting.

Sunday, January 13, 1957

Sunday, and a beautifully sunny day. It was very surprising that the temperatures only rose to thirty-four degrees. The low was twenty-six and, although there were several periods of complete calm, winds did peak at twenty-five knots from the Northwest.

The melting continued at the runway and the pools of water grow ever bigger. The D-8 did not operate on the runway as its services were required in camp due to the offloading.

The GREENVILLE VICTORY was 85% offloaded at midnight and will be completed by late morning tomorrow and should be ready for sailing Tuesday morning.

An official request was made from AirOpFac McMurdo to CTF-43 to assign five of the twenty ten-ton sleds that MCB ONE now has aboard the ARNEB for their use at McMurdo. This was not quite equitable as the tonnage at Knox Coast is just a little over half of that being offloaded at McMurdo, yet they gave twenty ten-ton sleds and six wagons to the Knox Coast group while assigning but ten ten-ton sleds and four wagons to McMurdo. CAPT KETCHUM refused the request, saying that they might need them all at Knox Coast.

At the Officer-CPO meeting, LCDR CANHAM assigned LT CAVENDISH and LTJG BOWERS to the two twelve-hour shifts which will commence tomorrow in connection with offloading the over ten thousand drums of fuel products aboard the TOWLE. A place has been prepared alongside Hut Point to receive this fuel and barrel chimes will not be used. Instead, dunnage will be laid from the sled to the deck and then out along the snow and the barrels will be rolled off and handled manually. The immediate concern is for one of safety and that is the primary reason that the two officers were assigned. In handling the drums this way, over a thousand drums a day could be offloaded from the TOWLE.

VX-6 has four sledloads of material to go aboard the ARNEB or the TOWLE for return to the United States. They will be taken out in the morning as will the dog team to the

GREENVILLE VICTORY. All of the dog accessories and food etc. are already loaded aboard the GREENVILLE VICTORY.

Dr. SWARTZ departed camp to board the GLACIER for its Knox Coast trip. Dr. ROSE, Mr. IVERSON, and Mr. SHIMOTO went aboard the NESPELEN and will proceed with her to Australia. The 100,000 gallons of diesel aboard the GLACIER is scheduled for transfer to the NORTHWIND. The Staff will also transfer to the NORTHWIND TOMORROW.

The P2V, with LCDR OTTI as pilot, actually got away at 2215M with CDR KENT, CDR WHITNEY, Mr. TRESE, AOC BARONICK and AD1 CONOVER as passengers. Repairs on the other P2V are almost completed and they then hope to take off tomorrow evening. Captain CORDINER okayed LCDR NASHÕs returning on this plane.

A message was received directing that NAF McMurdoÕs helicopter be turned over to the GLACIER tomorrow. This will leave no helicopter in camp.

Permission was received to have LTJG BAKER, WEDEMEYER, HISEY, SWARTWOOD, TYLER and OLIVER returned to New Zealand on the TOWLE. Orders were received from CTF-43 to the effect that HAINES was to be transferred to the TOWLE. Actually, the task force has no authority to transfer him to the TOWLE which, at this stage, carries with it a detachment from Antarctica and, until BuPers the home station of Detachment ONE, only COMCBLANT, COMSERVLANT or BuPers could effect orders on our personnel. However, this information was immediately relayed to COMCBLANT and infoed to BuPers, requesting that appropriate orders be issued.

The Commanding Officer of the USS CURTIS (AV-4) got well indoctrinated into the local situation. Yesterday evening, a message from CAPT KETCHUM directed that they proceed to Kainan Bay after leaving the pack ice. Today, the Admiral sent a message modifying that, directing them to proceed directly to McMurdo. The CURTISS has now joined the Task Force.

AirOpFac McMurdoÕs initial berthing requests for DET ONE personnel was forwarded to the CURTISS. The same message requested office and hold baggage space for the personnel.

It was noted that the Task Force had not been cut in on the departure of the second P2V, for the Admiral directed the BROUGH to return to base when OTTIÕS P2V had passed its point of no return.

CAPT THOMAS and CAPT JOHNSON, Commanding Officer of the ARNEB, along with about sixty others, visited McMurdo and most of them stayed for supper. The Mess Hall was overflowing and the meal was unusually good.

Monday, January 14, 1957

Although the sun shone rather clearly most of the day, a twenty-two knot wind from the east kept the temperatures between plus twenty-one and plus thirty and ice conditions seemed to hold their own.

Offloading in the early morning was a rather ragged affair as the GREENVILLE VICTORY was completely offloaded at 0615, but the full MCB ONE shifts continued to come into camp until midnight tonight when they were all flown back to the ship's side. Their drivers drove all of their own equipment from McMurdo to the ARNEB, where it will be loaded aboard.

Shortly before 0900, word was passed to the OOD's Office that a Weasel had been reported going through the ice just off Hut Point. The OOD and LCDR CANHAM made a rapid trip to the area and found that at a point one hundred yards Southwest of Vince's Cross, in an area which had been a large melt pool and then had refrozen over the top, a Weasel driven by A.O. WEEMS, AM2, had broken through, turned and fell on its left side, and sank to the bottom. Later measurements showed this to be exactly six fathoms. Of the six personnel inside the Weasel, all escaped except Ollie B. BARTLEY, CD2. BAILY, CD2 was the first out, springing up from his position on the left rear side and going out through the right rear overhead hatch. He was only wet to his knees. The second man out was SSGT L.A. LAYTON, USMC. His position in the Weasel was the right rear side. The order of the remaining personnel is not definitely known, but they left very close to each other. L. E. ARNOLD, HM2, stated that, just before getting out of the Weasel, he noticed that BARTLEY was still sitting in the corner with his head down and eyes closed and he reached to try and pull him into an upright position but could not and, as they were sinking rapidly to the bottom, he made his exit through the right rear escape hatch. K. J. LANGENBACK, CN, who was sitting on the engine cover, made his departure through the broken right forward window. WEEMS, the driver, had to leave the driver's seat, make his way to the back and out through the right rear overhead hatch. The first two personnel, after BAILY, that came to the surface were LAYTON and WEEMS. BAILY assisted them in getting to the ice. The other two came up almost immediately thereafter, but had difficulty in that they first came up underneath the ice. The ice surrounding the accident was six feet thick. The five survivors were immediately taken to Sick Bay and given treatment for their shock, exposure and ingestion of sea water.

The entire Hut Point, Winter Quarters Bay and Glacier Channel area was made out of bounds to all hands. The Hut Point area and the YOGs had already been a restricted area except for personnel on official business only.

A verbal report of the accident was made by LCDR CANHAM to CAPT KETCHUM and the appropriate official messages sent. He requested the services of the UDT Group to come to Hut Point and attempt to recover BARTLEY'S body, should it be within the Weasel. The depth of the water at that point was measured at exactly six fathoms and the Weasel could be clearly viewed and was sitting in an upright position. LTJG OLSEN, the UDT Group Leader, inspected the area and agreed that it would be most feasible to attempt the recovery of the body.

A small rowboat, which had just arrived for DEEPFREEZE II, was transported to the location, lines attached fore and aft and a heavy line and seventy-five pound weight were joined so that, when the boat was in position, the weight and line could be lowered immediately alongside the Weasel itself and the UDT swimmers would then be able to use the line to pull themselves up and down.

It was not until 1830M that the initial dive was made, but fifteen minutes later the task had been accomplished and the deceased was taken to the Sick Bay where DR TAYLOR began the embalming process. A check of the ships of the Task Force revealed that there were no caskets aboard, therefore we will have to make one locally.

Preventative maintenance checks were completed on two Traxcavators and the Steelworkers indicated that they would have to have a D-4 with forks tomorrow to put up their roof trusses. The gas tank is now fifty percent complete.

The foundation was completed on the T-5 building and it was learned that all of the panels for the Communications Building had not been received. They were, apparently, never shipped. Three complete bundles are missing and it is not known if they can be made up.

Additional difficulties with the galley snow melter and the strong taste of foreign matter persists in the water. It appears to be either hydraulic fluid or diesel.

The ice cream machine is almost inoperative. Apparently, the supply of freon is exhausted and the ships will be canvassed to see if this can be remedied.

Word was received from the SOUTH POLE that they requested that CM1 BROWN be flown out first available air transportation due to his back injury.

The P2V, with CDR KENT and CDR WHITNEY aboard, arrived in Christchurch at noon. The second P2V is standing by, waiting for decent weather and the R4D is still having gear trouble and is not ready for its BEARDMORE/LITTLE AMERICA flight.

RADM DUFEK held a conference aboard the NORTHWIND at midnight. Those in attendance were RADM DUFEK, CAPT WIIS, the Commanding Officer of the NORTHWIND, LT VAN (CHB Officer), CWO BLEVINS (Actin Staff Supply Officer) and LCDR CANHAM. The Admiral was given a complete briefing on the Weasel accident. The offloading of the TOWLE was discussed and the Admiral stated that he felt we were obligated to offload the New Zealand cargo and take it to their camp for them. However, he did agree that we would remove our drummed fuel first and then will take whatever the New Zealanders have left in the holds of the TOWLE.

A discussion of the depth of the ice alongside the ships was also held. With the GLACIER departing in the early morning, the Admiral pointed out that he had nothing left with icebreaking capabilities. Therefore, we shall continue to offload near the present site unless the further reduction in ice depth is noted. Daily corings are being taken and it is noted that a hundred feet from the side of the ship, the depth of the ice is six feet four inches which is within the stipulated minimum as acceptable to SIPRE.

No tractors were available for ice runway work, but one D-8 will have to be sent to the strip very shortly and do some more work with the GCA and Control Tower as the snow continues to melt away at a very rapid rate.

Tuesday, January 15, 1957

A high overcast commenced and, as the day progressed, became more intensified and started lowering. Temperatures ranged from plus twenty-seven to a new low of the last six weeks to a plus fifteen. Strong winds at thirty-two knots from the east northeast made the lower temperatures felt and, in the late evening, a few traces of snow began to fall.

Due to the new wide lead developing to the West of the offloading channel, RADM DUFEK directed the TOWLE to put to sea that it might not be caught, should this large flow break loose. It is the Admiral's intention to use the NORTHWIND as a freight train again, picking up a load at sea and bringing it back down to firm ice.

At 1300M, all the other ships got underway for their next mission, the GLACIER leading the way and the ARNEB, GREENVILLE VICTORY and NESPELEN following.

Word was received that the CURTISS had set sail at 2100 the preceding evening as a heavy storm was forecast and apparently the Commanding Officer wished to make good his rendezvous time and was giving himself an additional twelve hours.

COL CROSSWELL sent a message to CAPT TOMASCH, requesting that he make arrangements to coordinate with the Navy for space for the return of the civilian salvage crew and salvage parts of aircraft number 1015 via ocean shipment for offloading at Port Lyttleton.

The P2V was delayed again in its proposed trip to New Zealand due to headwinds and lack of sufficient information on the storm developing at sea.

Two helicopters from the NORTHWIND were offloaded and brought into camp Ð an HTL and an H04S-3.

The POL hose which had been left alongside the YOGs on Glacier Channel was moved last night by helicopter lift, six sections being carried at a time, and it took less than an hour to move it all to the top of the hill. Late in the afternoon, the Admiral okayed our retrieving the balance of our POL hose on the bay ice where CAPT KETCHUM had ordered it offloaded from the GREENVILLE VICTORY, and so sleds were diverted from POL offloading to this task. There remained but several large tanks and some one-ton sleds left on the Glacier Channel ice just north of the YOGs. These will be snaked out by Weasel to the northward and then west to our regular offloading trail.

By midnight, the Mechanics had finished the preventative maintenance checks on all the Traxcavators but, as the fourth one proceeded down the hill, the track broke. So, at midnight, there were but three operating in the offloading operations.

In the early afternoon, CAPT CALDER, LCDR GLEZEN and CWO BLEVINS, of the TF-43 Staff, arrived at camp to make an inspection of the area and see what plans we had made for the offloading of the TOWLE. They were quite surprised to find that we actually had a work detail outline with personnel assignments. LCDR CANHAM took CAPT CALDER and CWO BLEVINS on an inspection of the camp, showing them the POL cache which had been prepared at Hut Point, the plans for offloading and the various buildings in progress about the camp. He then took them to the runway where

they made a first hand inspection and agreed that, although the freezing was taking place, several weeks remain before it could be placed in any kind of an operational status.

CAPT CALDER stated that he was very pleased with what he saw although, earlier, he had announced that he felt that the Admiral believed we were "doping off". LCDR CANHAM attempted to explain that it was a little difficult for others to understand the situation until the person trying to comment on it had at least spent a day around it. It was particularly recommended that one round trip by tractor train be made by members of the Staff that they might fully appreciate some of the problems. No one desired to accept the invitation.

Most of the drivers have agreed to resume their offloading runs and we hope to offload one thousand drums a day.

As CAPT CALDER departed, RADM DUFEK and LT SULLIVAN arrived, and there followed the same type of inspection of the camp. The Admiral expressed great satisfaction with what he saw and stated that he was most pleased. No comment was made about CAPT CALDER'S quote about "doping off". It is difficult to know just what does transpire for, as CAPT CALDER stated after discussing the problem at some length, "We are not sure, from day to day, what the plans are either."

LT SULLIVAN placed the HTL helicopter at LCDR CANHAM'S disposal and it will be used to check the trail periodically during the normal working day. Squadron Leader CLAYTON brought the New Zealand Beaver in on the snow skiway and is remaining overnight at our Naval Facility. They intend to go on to Pram Point tomorrow. He and his copilot had been flying around Butter Point and up Ferrar Glacier. Their one comment was that at Butter Point, there had been no wind but, of course, upon reaching here, they found some thirty knots and he wondered what it would be like around the corner at Pram Point.

Memorial Services for BARTLEY will be held in the Chapel at 1000 on Sunday. The New Zealand expedition called by radio and asked for the time of the service and stated that they would like to attend. The invitation was extended of course.

DR. TAYLOR continued the embalming process which will go on for another day and a half, and the Builders completed work on a casket to carry BARTLEY'S remains back to the States. The inventory of his personal effects was completed, but still no word has been received from his Commanding Officer, CDR HIEGEL.

The CB&I men, aided by four of our welders, finished placing the roofing trusses on the AvGas tank and are readying the sheet steel for the roof now. Thus far, their time schedule is being met. Some work was accomplished on the T-5 building toward completing its foundation as the Builders were delayed somewhat by being called back to the new generator installation to place a few more reinforcements in the deck.

The ice cream machine has broken down as it now needs more freon. We have to borrow a manifold charging gauge in order to put the freon in, and trust that one of the ships remaining has one.

An extensive fire took place again in the oven in the galley, but was put out without injuries to personnel.

The snow melter in the galley became inoperative and remained so for a period of some nine hours. The reefers, recently filled with frozen food, are again badly in the need of defrosting, but this process will wait for several days until cooler weather is definitely assured. Then some of the foods will have to be taken out while the defrosting process occurs.

Although but some five hundred drums of fuel were received in camp yesterday and evening, it was noted that it takes approximately one half hour per sled for offloading. This is well within our planned production figure.

The letters on the evaluation of the Marine Bulk Fuel System were completed and an inventory of the safe conducted. A situation report was prepared and forwarded to CTG 43.3.

A message was received from COMAIRLANT, noting that flight time for the period June through November 1956 was insufficient for the orders that were issued. Apparently, the detail desk at AIRLANT is not aware of the special legislation that was enacted. Appropriate information will be forwarded to them.

For the first time in the Antarctic, a meal of cold cuts, baked beans and potato salad was served and it enjoyed a rousing success and a delightful variation to canned hamburgers.

Wednesday, January 16, 1957

This was an overcast day with light to moderate snow flurries which gave a very welcome cover to the ice runway. Temperatures again were moderately low, ranging from plus sixteen to plus twenty-five and the winds were strong in the early part of the day at thirty-two knots from the East, but diminishing by late evening when a virtual calm set in.

Due to the weather, the test flight of the R4D was again postponed and the P2V did not depart for New Zealand. Even the helicopters were limited in their flights. Both helicopters from NORTHWIND remained in camp until late evening when, as the flight deck of the NORTHWIND had been cleared, they were taken back aboard. But, first the HO4S-3 hauled the pumps and tanks from alongside the YOGs up to the hillside storage area.

Offloading was a problem, In the early morning, tractor drivers, attempting to expedite matters, hitched four ten-ton bobsleds behind a Traxcavator. As a result, two sleds were nearly ruined and two Traxcavators broke down. It was a constant fight all day to keep the tractors on the trail. But, overall, the offloading approached 860 drums for a twenty-four hour period and, with good fortune from equipment and weather, the completion of the POL offloading will be accomplished within ten days. Today's work was additionally hampered by the crane on the NORTHWIND becoming inoperative for several hours.

At the ice runway, some additional breaking of refrozen melt ponds was accomplished by the D-8 and a new site prepared for the control tower. Repairs were made to the land planer and the drag and they are now ready for usage whenever the manpower and equipment can be brought to bear on the ice runway.

During the day, as periods of time elapsed with no tractors and/or sleds at shipside, several official messages and many voice calls were made by "Moderate" to the effect of "Where are your sleds and tractors?"

The working parties are slowly being added to for offloading the sleds and now number approximately nine on each shift in addition to the two supervisory personnel.

DR TAYLOR completed the embalming work that he and the Corpsmen had undertaken and BARTLEY's remains are to go to the TOWLE tomorrow.

No further word was received from BuPers or COMCBLANT on squaring away the very fouled up administrative situation that now exists on detaching people from the Antarctic. The majority of our people have received no orders whatsoever and it is questionable whether a movement report can be given, particularly those going by independent ways of transportation such as the two Corpsmen, one of whom is assigned to the TOWLE and the other to the MERRELL and will be travelling more or less by themselves, although HM2 HAINES has actually received orders.

CDR HARTMAN and LCDR SHIRLEY visited the camp, making the trip via Weasel, their first, and both were amazed to think that we could run a tractor train over such a rough and treacherous trail. It was a shame the rest of the staff would not make the same type of trip that they might gain the benefit of personal experience upon which to base their future comments about the efficiency of such an operation. LCDR SHIRLEY worked with CWO SINGER in going over the complete inventory of items on hand and determining those which will be returned to the United States.

The MERRELL has lost several days offloading due to strong winds and heavy seas, so perhaps we will beat her although they certainly should finish ahead of us as they are only hauling some five hundred yards from the edge of the barrier and creating their temporary storage area at that point. After the ships leave, they intend to bring the material in to camp.

Work progressed satisfactorily on the AvGas tank and clearance was obtained through CTF-43 for CONUS transportation aboard the TOWLE for Mr. NIEL and Mr. ROUSE, the two CB&I men. Mr. JONES's transportation was confirmed for the CURTISS, Mr. WESSBECHER's already having been confirmed on the TOWLE.

Shortly after the arrival of the USS CURTISS, an official ceremony will be held at AirOpFac McMurdo, during which DR. GOULD, RADM DUFEK, a British representative, and SIR EDMUND HILLARY will be present along with most of the troops in camp. Letters will be read from several dignitaries, including the royalty of England and the culmination of the ceremonies will be the declaration of the commissioning of the SCOTT-AMUNDSEN BASE. This is the name being assigned to

the SOUTH POLE STATION and it is understood that a similar ceremony will occur at LITTLE AMERICA except that the Norwegian flag will be raised alongside the American there instead of the English flag

Thursday, January 17, 1957

Warm temperatures resumed and above freezing was noted once more with a high of plus thirty-four and a low of plus twenty-five. Winds were moderate with peaks of fifteen knots from the North Northwest. There was very little sky cover and the sun did its most toward melting the surface of the ice.

The trail worsened. The hole into which the Weasel had slipped in Glacier Channel has grown bigger. This melt pool has now expanded all the way to the shoreline running to three hundred feet by approximately one hundred and fifty feet. Although the open lead near the ships shows some signs of freezing over once again, no skim ice at all has formed just opposite Hut Point.

The ice runway condition remained relatively unchanged as there was no D-8 available to operate on it.

In the morning, the R4D finally got off to BEARDMORE, carrying in Chief MC CUE, CM3 WILLIAMS AND AG3 CREACY. It left them there and will return in two days to pick up our own personnel.

In the afternoon, at 1934M, CDR FRANKIEWICZ flew in from LITTLE AMERICA with CDR FLYNN aboard. CDR FLYNN proceeded to the NORTHWIND to have a short conference with RADM DUFEK.

The Admiral, himself, had been in earlier with the Commanding Officer of the NORTHWIND. They had hoped to get a Ham patch thru, but conditions were not good enough. RADM DUFEK expressed pleasure with the way things were now going and authorized each unit to hold a party with generous helpings of liquor being dispensed. LCDR CANHAM told him that the MCB units would not participate for, to do so would mean the loss of a working day or two and further delay our going home.

The P2V departed for New Zealand with twelve people aboard, arriving in New Zealand just before midnight. The offloading went fairly well the past twenty-four hours with close to a thousand drums being stashed, but it becomes exceedingly more difficult on equipment. After each trip, some maintenance work must be accomplished on the tractors.

An ice reconnaissance was conducted in the late morning by helicopter and, while the general condition of the ice field looks fairly good for this time of the year, the trail and the surrounding area are in very sad shape.

The intake manifold pressure gauge was borrowed from the NORTHWIND and the galley ice cream making machine was replenished with freon. This is, apparently, an annual affair as the same situation existed last year.

DR TAYLOR forbade the use of the water in the galley snow melter until the cause of contamination was oriented. Some six personnel turned to and drained the water out of the snow melter and found approximately a foot of mud and debris at the bottom. They cleaned this out, took out the two coils from the lower deck and found several leaks where the antifreeze had been going directly into the drinking water. As this has an ethylene-glycol base, this cocktail might have become fatal over a period of time.

BARTLEY'S remains were transported to the TOWLE and a receipt was obtained for the body and personal effects. HM2 HAINES will accompany the body to New Zealand and sail all the way to the States via the TOWLE. LT ANDERSON'S informal investigation report was completed on BARTLEY'S death and all appropriate record entries will be mailed at the first outgoing mail.

During the late morning, Mr. Arthur HELM, Postmaster from New Zealand and an official of the Ross Dependency Group, visited our camp. He was very interested in the physical setup and expressed a desire to return and our invitation was extended.

During the late afternoon, a couple of unidentified New Zealanders brought two of their broken Weasels to the garage and asked Chief HANSEN how long it would take to repair them and then departed. Chief HANSEN assumed that they had checked with someone in Admin which they had not done.

The order for a typewriter for Mr. Paul BLUM and a letter of appreciation for his many acts of kindness performed for our personnel was placed aboard the P2V just before it departed.

A message was received from COMCBLANT requesting that blankets, all winter clothing, and sleeping bags from DET ONE be returned to COMCBLANT. A request for clarification was sent and we asked that this be done on a selective basis only, as much of this material would be highly desirable to be retained at McMurdo.

Friday, January 18, 1957

Slightly reduced temperatures today, with the official high of plus thirty-one and a low of plus twenty-four. The winds of twenty-eight knots helped considerably in reducing the affects of the higher temperatures.

The night POL offloading shift finished up with a good record but, at the same time, at the conclusion of their shift, all tractors were broken down except the one required in camp to fuel the nested tanks. It was 1300M before additional tractors got on the trail and it was not until 2000M that the number rose to three. And so, again, the bulk of the day's movement fell to the night shift. They came through admirably, offloading just under eight hundred drums which gave us a total off 1150 drums for the twenty-four hour period.

CDR FLYNN took a Weasel trip out over the trail in the early afternoon and, upon his return, was quite disturbed and said that he didn't want any more equipment riding over the trail. He is going to recommend to the Admiral that the drums be dumped from the sleds approximately two miles from the ships and then, later in the year, DET BRAVO

will go out and retrieve them. With this latest statement, he was met with solid opposition from LCDR CANHAM, LT CAVENDISH, LT ANDERSON and LTJG BOWERS. Although the dumping would greatly assist DET ONE's boarding ship, as the TOWLE could then be offloaded within three days, there is a strong possibility that they would lose the whole works if the ice should break up. Late in the evening, LCDR CANHAM, CDR FLYNN and RADM DUFEK got in a discussion on this problem and the Admiral concurred that we would not dump the barrels on the ice. So, CDR FLYNN directed that the trail road be repaired as soon as possible. Of course, he realizes that this is quite a chore, the first requirement being continued cold weather.

The Change of Command was accomplished at approximately 1300M with LT RICHARD E. ANDERSON, CEC, USN relieving LCDR DAVID W. CANHAM JR, USNR and assuming duties as Acting Officer-in-Charge.

RADM DUFEK gave a dinner party which included several hours of cocktails at McMurdo in the VIP VIP Quarters and all the guests were lifted by helicopter to the ship for dinner and a movie. The group included RADM DUFEK, CAPT WIIS, the Commanding Officer of the USCGC NORTHING, CAPT KIRKWOOD of the Royal Navy and Skipper of the ENDEAVOR, CAPT RUEGG (Head of the Ross Dependency Group), CAPT HEDBLUM, CAPT CORDINER, CDR FLYNN and LCDR CANHAM. CAPT KIRKWOOD and RADM DUFEK had quite a discussion on the merits of marriage and the status of the younger generation.

The water system broke down again in camp due to the snow carrier being inoperative and the showers and laundries were again secured.

Work continues to repair the Galley snow melter.

The two sleds left in camp yesterday by the New Zealanders were repaired and returned.

An R4D, piloted by CDR FRANKIEWICZ, returned to LITTLE AMERICA and the one remaining R4D is scheduled to depart on Monday for LITTLE AMERICA .

Work continued on the foundation of the T-5 building which is going very slowly.

The element in the coffee urn burned out and when they looked for a replacement among the new merchandise, they found that the replacement urn runs on three phase and 115 volts ð this might be fine at some other place, but we just do not have that kind of current here. The Electricians will see if they can modify it. Meanwhile, coffee is being made in large pots.

An inspection of the first one hundred movies that were brought down for this year revealed that they are even worse than the selection that DET ONE had . . . a poor selection, old and in poor condition. They show the same lack of attention as was evident with the first shipment.

COMCBLANT approved the message request to return only those blankets, sleeping bags, and clothing that were not desired by DET BRAVO.

Saturday, January 19, 1957

A moderate range in temperatures again today, but none above freezing. There was a range of plus eighteen to plus thirty with the winds quickening from the South Southeast to twenty-nine knots.

The trail to ship's side was dozed and worked by blades of both the D-4 and the D-8 and at least, for the twenty-four hour period, there were no deep potholes in any segment of it. The drivers took good advantage of the conditions and the offloading crew set new records during the twenty-four hour period, stacking over 1500 drums.

Work on the T-5 continued with a small group of Builders and also Communications neared completion on the crating of the items to be returned to New Zealand.

CDR FLYNN plans to return to Little America briefly, departing McMurdo on Monday morning via R4D. He requested LCDR CANHAM to go with him but, as there is much DET ONE work yet to be done, LCDR CANHAM felt that he should remain here.

News was received that LCDR COSTANZA had an engine failure shortly after takeoff and he and his crew dropped into the water, but were rapidly retrieved with no injuries, but a complete loss to the helicopter. They were in the process of transferring mail and cargo between the CURTISS and the GLACIER.

At the present rate of the CURTISS, she will arrive here early Monday morning, almost a day early. The initial exchange of people will be carried out, but it will undoubtedly be Wednesday or Thursday before the entire DET ONE complement at McMurdo can be aboard ship.

News was received from CAPE ADARE that they had lost their runway as the ice all moved to sea.

Over at Weddell, still no campsite located and the STATEN ISLAND has lost a shaft and a propeller.

The ships going to the Knox Coast found it easy going enroute and are steaming ahead of the GLACIER which has rendezvoused with the CURTISS for exchange of cargo.

The Admiral authorized VX-6 to have their party and so whiskey and brandy rations were made as well as donating ten cases of beer, representing the VX-6 profit from the Ship's Store at McMurdo.

Continued difficulties with the Snow Melter and the D-4 being used as a water carrier caused the shower and laundry facilities to again be closed.

Several orders were received on enlisted personnel and LTJG BAKER, and it was stated that all orders would be received by February 1st.

The R4D returned from BEARDMORE, bringing back our group of four men, two of whom had been there since the 28th of October. This completed DET ONE work at McMurdo and they are all ready to go.

Sunday, January 20, 1957

Temperatures ranged from a low of twenty-two to a high of thirty-four, with winds at sixteen knots. Water continued to stream off the surrounding hills in numerous places and the deterioration of Glacier Channel continues at a rapid pace.

The offloading of the POL Drums went extremely well with over 1500 drums being stacked in the twenty-four hour period. The tractors had a few minor difficulties but, during most of the day, four were in operation on the trail. An additional location is being prepared for drummed storage and the second D-8 was used for this and repairing the highway near camp.

Well attended memorial services for Ollie BARTLEY were held in the Chapel at both 0900 and 1000.

In the early afternoon, RADM DUFEK, CAPT WIIS, CAPT KIRKWOOD, CAPT REOGG, CDR FLYNN and LCDR CANHAM attended the formal commissioning of SCOTT BASE, the NEW ZEALAND Antarctic location at Pram Point. They had a short ceremony, followed by an hour of conversation and refreshments. The occasion also celebrated the completion of their first building. Their buildings are prefabs much like our Clements Huts. And the workmanship appears equal although some of the materials are not quite as expensive. It was noted that they had a half dozen AN/GRC-9s, apparently given to them by the Admiral. While there, RADM DUFEK discussed the problem of offloading the remainder of the New Zealand gear from the TOWLE. It was reaffirmed that this would not occur until the drums were taken off and the Admiral was told that it was not practicable for the tractors to attempt to pull sleds through the gap, nor did it seem to be feasible from a safety standpoint to have large tractors and sleds drawn around Cape Armitage as this is the period of maximum pressure activity and the resultant cracks and leads. On the preceding day, SIR EDMUND told the group that he had had three teams depart on the first leg of their caching assignment. Leaving Pram Point, they were circling to the East of White Island and Minna Bluff and then cutting across to Shackleton Inlet where they will ascend to the Plateau.

Due to swells the MERRELL still sits off the barrier at LITTLE AMERICA, unable to moor.

A meeting was held to determine the schedule for loading DET ONE personnel aboard the CURTISS.

Monday, January 21 thru Thursday, January 23, 1957

Temperatures were much warmer with a high of thirty-six and a low of twenty-eight and winds moderate at twenty-five knots.

The offloading of the POL continued at a good pace until late in the evening when the CURTISS arrived and then there was a demand for sleds and tractors to help offload her. Between this, and the constant shifting of berths and moorings of the ships, due to swells, and the use of a tractor and three ten-ton bobsleds all day on Wednesday, the twenty-third, to haul passenger personnel to and from the shipside, the POL offloading almost came to a halt, although but 2500 drums remain. For the better part of these three days, a maximum of three tractors were available.

Mr. SANKEY, the Caterpillar representative, arrived on the CURTISS and had many things to look at in the garage. CDR WHITNEY had told both he and CAPT DOUGLAS that about fifty percent of the time on the equipment at McMurdo was idle time and that the equipment was not being actually used but was just running. Fortunately, we have complete records on all the equipment to the extent of an accurate determination of the times of operation, as this observation is very false.

Aviation activities were confined to the Otter, and even that, on Wednesday, went down due to a bad tail ski and wheel.

The MERRELL and ATKA joined the ships on the 23rd, the MERRELL having been unable to complete her offloading at Little America as yet due to the barrier situation. With the arrival of the CURTISS Monday night, the transfer of BRAVO and DET ONE personnel commenced and was completed by 1700M on Wednesday the 23rd, the only mishap to date being the additional luggage of DR TAYLOR, DR KNOEDLER and CHAPLAIN CONDIT. As it reached the CURTISS as she was getting underway, they had to return to camp.

Extra working parties were brought to camp for cleaning purposes prior to the ceremonies scheduled for 1000M Wednesday. They actually got underway at 1100 due to small delays. The honor guard of Marines made a colorful background for RADM DUFEK, DR. GOULD, DR WEXLER, DR HATHERTON, and a Norwegian representative. All of the aforementioned read brief speeches from various dignitaries of the countries concerned and the ceremony culminated in the declaration of the commissioning of the AMUNDSEN-SCOTT BASE, (Our SOUTH POLE STATION). DET ONE was represented by a group of eight, being the only remaining personnel aboard. The Admiral later said "And these are the boys that built the South Pole" and a slight misstatement as CHAUDOIN was the only one present who had been part of the POLE group. This was later explained to the Admiral.

DR ASSUR was very pessimistic his first day, but optimistic the second on the possibility of making the runway ready for C-124 operations during the next two and a half weeks. He will, however, require a great deal of equipment and personnel. CDR FLYNN diverted a good bit of equipment and quite a few personnel to the runway on Tuesday evening with the result that, come Wednesday morning, there was virtually no one in camp at work.

With DET ONE's departure, one could see that DET BRAVO was already having problems. Being unfamiliar with much of the equipment and, apparently, not being too interested in learning (at least at first), many small items were breaking down, i.e. galley

equipment failing, small pumps becoming inoperative due to lack of sufficient care on their part, etc. But, of course, they will settle down eventually. Undoubtedly, as human nature goes, they will put most of the blame on the DET ONE group.

PAUL EMILE VICTOR visited camp for several days and was a most welcome visitor.

With the boarding of DET ONE McMurdo personnel, conditions were found to be quite good aboard the CURTISS . . . excellent chow, berthing accommodations are adequate and the only real gripe is lack of locker space. To date, our people have not encountered any difficulty that has not been solved, at least as far as watchstanding, as most of the ship's officers are most cooperative and thoughtful.

Tentative plans call for the CURTISS to proceed to Little America at noon Saturday and remain there for fourteen days and then return to McMurdo before proceeding to Auckland, New Zealand. There is talk of a several hours stop at Port Lyttleton to offload VX-6. CAPT FRITTER is toying with the idea of proceeding from Auckland to Sydney for a two day liberty and then back to San Diego.

Office space aboard the CURTISS initially is a very small cubicle which requires signals to be called for moving about, but there is promise of the large IGY office after the people disembark at LITTLE AMERICA.

Thursday, January 24, 1957

Continued warm with temperatures ranging from thirty-four to twenty-eight and little wind.

McMurdo Sound is beginning to become clogged with icebergs, some larger than the ships. The movements of these bergy bits have necessitated the dispersing of ships out to open water in various quadrants and only the TOWLE is left tied up alongside the ice, discharging cargo and she receives hourly briefings on "what to do in case."

The entire day's offloading did not net over five hundred drums in the twenty-four hour period and CDR FRAZIER, in the form of MODERATE, is giving McMurdo a very hard time.

DET ONE personnel became more integrated into the various ship's organizations and, thus far, are able to keep away from such items as mess cooking and dirty work details, although CDR JACKSON, the Executive Officer is quite enthusiastic in "turning to" some DET ONE personnel on these jobs

The mustering petty officers were given their regular mustering sheets and permission was obtained from the Executive Officer to hold a movie in Shop Two for our group whenever the ship did not require the use of the shop itself.

Information was collected for the ordering of additional small stores items, including rating badges, as the ship's supply is completely exhausted. CDR WATTS, the Supply Officer, is willing to send a message to Oakland, requesting airmail delivery to Christchurch.

The balance of the Doctor's, the Dentist's and the Chaplain's gear was brought aboard from the ice. This now leaves but HUBEL and PASTOR aboard the TOWLE to complete the McMurdo contingent. They will be brought aboard ship tomorrow.

Names of those needing new Identification Cards were taken and the initial process on issuing camera passes was completed.

To date, most of our DET ONE personnel are still in the sole category of passengers. But, within the week, most of them will at least have a four to six hour per week job as, without this, time will certainly drag and difficulties will arise.

The chow aboard ship continues to be outstanding and, as far as the ship itself is concerned. DET ONE has no complaints.

Friday, January 25 thru Monday January 28, 1957

Temperatures cooled and each day now reaches a plus fifteen or sixteen, but the sea water temperature remains approximately thirty-four degrees and the ice deterioration from below is being rapidly accelerated. Large floes of ice now break loose from the leading edge and, until Monday, when the ship sailed from McMurdo, moorings were constantly being changed and "flash reds" sent out to the tractors to stay clear of the ice edge.

DR ASSUR continues to be optimistic about getting the runway ready, the only problem now being, will there be any ice left for the runway. It was noted that in 1911, it was February 28th when all the ice departed McMurdo Sound all the way to the barrier and around to Pram Point. On Friday, Chief HUBEL and PASTOR were gotten off the TOWLE via a mile and a half walk and then a ten mile M-Boat ride.

The TOWLE's offloading was completed early Monday morning. Until the completion of the offloading, both the CURTISS and the ATKA sent large working parties into AirOpFac McMurdo where they were employed in connection with runway work, building sidewalks and general camp cleanup.

On Friday, a DET BRAVO Radioman by the name of WILLIAMS was brought aboard with severe lacerations of the face and a slight fracture of the skull. He had been employed on offloading the sleds and was rolling a drum of diesel toward him when he slipped and fell off the sled into the snow and the drum continued to roll and came down on top of his head. The resulting cut started in the middle of his forehead down the middle of his nose and around one cheek almost to the ear. His loss of blood was severe. He was immediately transferred to the CURTISS and, as of today, was taken off the critical list.

In addition, CM3 WELCH from DET BRAVO, was transferred to the CURTISS for return to the United States due to phlebitis in his right leg and SW3 LANCASTE, due to continuously high temperatures, also came aboard for return to the States.

CDR FRAZIER continues to give both McMurdo and Little America a hard time by messages and a recent one told Little America to get the second tractor train on the trail immediately, even if it meant manning it with DET ONE personnel.

The WEDDEL SEA group has finally started offloading cargo, but the KNOX COAST personnel are still being kept away by a heavy ice pack and are continuing to seek an opening. CAPT KETCHUM must be growing impatient.

There are still very few DET ONE personnel integrated into the CURTISS working groups but, each day, they become larger in number. The work day is only from 0800 to 1130 and 1300 to 1600, short hours to what they had been used to working.

Permission was obtained to use Shop Two to show movies for our group on Monday, Wednesdays and Fridays at 1000. Shop One was also obtained from 1500 to 1700 daily for the purpose of calisthenics and/or volley ball, badminton, etc.

The CURTISS departed McMurdo for LITTLE AMERICA on Monday at approximately 1300, preceded by the ATKA and followed by the TOWLE and the MERRELL. It was a beautiful sunshiny day and Mount Erebus was dressed in her best, but there was not much of a feeling of longing in any DET ONE breasts about departing. Most of the regrets were that we would have to return once again to McMurdo before proceeding to New Zealand.

Several lengthy discussions have been held between CAPT DOUGLAS, LCDR CANHAM, LT CAVENDISH and LTJG BOWERS, and it is assumed that some of the misinformation given to CAPT DOUGLAS by CDR WHITNEY has been squared away. Additional meetings will be held aboard ship by both military and civilian representatives from the various bureaus and civilian corporations whose equipment has been utilized in Operation DEEPFREEZE I.

The preliminary drafts of many of the required reports are being prepared in order to cut down the time that personnel will be required to be kept at Davisville.

There was no further receipt of transfer orders, although the last message from BuPers had stated that all would be received by February 1st.

Temperatures in the Ross Sea, enroute to LITTLE AMERICA, were plus seven and the ship noted an excessive usage of fresh water @ 42.2 gallons per man. Although water hours are not yet in effect, they certainly will be if the present usage rate continues.

Chaplain CONDIT plays the Hammond Organ immediately preceding the movies and the McMurdo choir, joined with what was left of the CURTISS group for Sunday church services, although Chaplain CONDIT is precluded from participating in the Protestant services.

LTJG HALSEMA was transferred from the CURTISS to the ATKA at the last minute and, as the ship sailed, it was assumed that no one had been left on the ice. But, it will probably take several days to actually determine this. The ship's sailing came about several hours after the CURTISS had been told that she would not leave for another twenty-four hours.

A message was received from CTF-43 to immediately return the original communications files to AirOpFac McMurdo. LTJG BAKER, our Communications

Officer, had packed them all and brought them aboard ship. However, it was noted that, in accordance with Paragraph 211 in DNC 5A that the originals would have to be retained for one year at the activity concerned. LCDR CANHAM called the camp on a Ship-Shore circuit, requesting that the Administrative copies be sent out in exchange for the originals. LT MC NEILL confirmed this but, shortly thereafter, LCDR MARSHALL called and stated that he was going to keep the administrative copies also. LCDR CANHAM informed him that, if that were the case, the originals would be retained aboard the ship and requested that this information be passed to CDR FLYNN. Fifteen minutes later, a message was received from LCDR MARSHALL stating that the Administrative copies would be sent to the ship. The exchange was made and LCDR CANHAM notified LTJG BAKER, who was aboard the TOWLE and he stated that he had cleared all this with CDR SNAY before taking the originals but, apparently somewhere along the way, in accordance with operational standard procedure, someone had not gotten the word.

LT MC NEILL has decided to stay until next Spring, but his orders for release to inactive duty have already been issued as soon as he returns to the United States Ð another reward to the deserving DEEPFREEZE personnel.

Tuesday, January 29 thru Thursday, January 31, 1957

Temperatures ranged from a low of plus five to a high of plus twenty-eight and bad weather, as evidenced by a solid cloud cover continued to lay to the East of the ships riding in Kainan Bay.

No offloading occurred at Little America as the barrier still prohibited anything from getting alongside and blasting has failed to remedy the situation. Finally, on Thursday, the cargo that the CURTISS had offloaded to the MERRELL was sent back to the MERRELL and then back to the CURTISS and will be lifted by helicopter to the barrier proper where sleds will take it into the temporary supply dump.

All MCB(Special) DET ONE personnel from LITTLE AMERICA were brought aboard the CURTISS, where, on Wednesday, CWO YOUNG returned to render additional assistance to the poor lost souls of DET BRAVO. Thus far, they have turned in a very poor showing and have done nothing but complain about the long hours and work. These complaints fall on rather deaf ears as far as DET ONE is concerned for it has not been two long ago that all members can recall working several months of many many long hours with extremely limited sleep and certainly no one to call and say, "Come and relieve me." DET BRAVO did turn loose forty MCB ONE personnel saying that they did not need them, a rather odd thing in view of their daily cry of "work, work, work, and no sleep!"

The service records of these MCB ONE personnel are all fouled up. No advancement examinations have been located for them. They are being organized into a group under LT CAVENDISH and CWO PURINTON.

The Sunday Choir continues to swell in number and, with daily practice, the choral selections are beginning to sound similar to a normal church. On Sunday, DET ONE personnel painted Shop No. 2, the shop used for the church services on Sunday.

Personnel are being assigned to the various ship's divisions, such assignments to take effect on this coming Monday. But, in discussing it with the various division officers, there will be little or no work connected with it as they state that they have enough personnel already.

RM3 WILLIAMS, who received rather severe injuries several days ago, is now up and about and removed from any doubtful list concerning his condition. He is expected to return to duty in about a week and a half.

Good progress is being made on the various reports of the Detachment and the smooths should all be in by the time we reach the States, although the actual forwarding of the smooth reports, in some instances, will await photographs to be used as enclosures.

Government checks were sent to BRENTANO's to pay for the McMurdo scrapbooks and also a check to COMCBLANT for \$569.63 which terminates the indebtedness of MCB(Special) for its commissioning party.

Payday was arranged and LT MEHAFFEY, RHODEN and JACOBSEN will hold payday tomorrow for our crew.

Six petty officers were assigned to the Library Detail and they now keep the library open both morning and afternoon.

All but several sets of orders were received for the enlisted personnel and approximately eighty percent of the personnel were assigned to duty stations listed among their first three choices. Many require obligated service from 12 to 36 months and February 10th was set as a deadline for the acceptance or turndown of the orders concerned.

Our Administrative Personnel Group moved into the larger office space formerly occupied by IGY personnel. It has at least three times the former space and, in addition has a telephone which saves many footsteps.

Friday, February 1, thru Tuesday, February 5, 1957

During the entire period, the skies remained overcast for approximately seventy-five percent of the time. Temperatures ranged from plus five to plus thirteen and several heavy sea fogs were present for many hours at a time which restricted flight operations and also curtailed small boat movements.

The berthing area for the MERRELL was finally completed and she tied up to the barrier on Saturday to resume her offloading operations. Once again, they are just taking the equipment from the ship, moving it approximately one hundred yards from the barrier edge and dumping it. Later, they intend to retrieve it but, already, a great bit of their supply dump is drifted into the snow although flags still mark out the general location where items have been left.

The CURTISS continues to steam around in circles, deploying working parties ashore each day to assist in the offloading operations.

DET ONE personnel were integrated into the ship's divisions, but with the understanding that no watches would be stood unless the individual so desired. The Executive Officer, CDR JACKSON, reluctantly agreed to let DET ONE personnel sleep in until 0700 each morning.

All Liberty Cards were typed and signed and examinations for DET ONE personnel going up for pay grade E-7 were administered.

DET ONE's disbursing returns were closed out and mailed. All preliminary work on new Identification Cards was completed.

Rating badges were ordered for those personnel who were unable to obtain the same aboard the CURTISS and the Assistant Supply Officer on the ship kept small stores open from 1300 on Tuesday and permitted DET ONE personnel to purchase whatever they needed. Most of the men were able to obtain the items they desired, but many pairs of black socks and shoes will have to be purchased in Auckland.

There are now 130 MCB(Special) DET ONE personnel, one MCB(Special) DET BRAVO and 68 MCB ONE personnel on board the CURTISS.

Checks were made out for the remaining DET ONE debts and letters written to the companies concerned with an apology for the delay in closing out the account. Now, but \$16.20 remains to be paid to CDR WHITNEY for flowers purchased for Chief ALDRICH's father's funeral.

A check for \$160.05 resulted from the money collected for the wife of Ollie P. BARTLEY, and an appropriate letter accompanied the forwarding of the check.

Chaplain CONDIT started a glee club which will be used as the background for the amateur show on Saturday night.

The question of flight skins for DET ONE and DET BRAVO was raised to CDR FLYNN and no satisfactory answer was received. It seems to be indicated that the twenty sets that BRAVO thinks they have are the same twenty sets that DET ONE was allocated by COMAIRLANT. LCDR CANHAM checked at LITTLE AMERICA and they have no knowledge of how many sets they are supposed to have and have no copies of any correspondence pertaining to this subject.

A message request was sent to BuPers for PCS orders for Chief ARNDT, the only enlisted person remaining without orders. The same message noted that PCS orders had not yet been received on LCDR BOL, LCDR CANHAM, LCDR TAYLOR, LT CAVENDISH, LT CONDIT and CWO SINGER.

LCDR CANHAM spent a day and a night at Little America during which time he flew an R4D out to the 250 miles mark on the trail to BYRD STATION, hauling some eight thousand pounds of food for the tractor train.

The BRAVO detachment is still very loosely organized and all hands seem to place the entire blame on DET ONE saying that no one showed them anything. It is known for a fact, however, that DET ONE personnel were with a goodly share of the DET BRAVO personnel for about two months before the changeover. There is no organization at LITTLE AMERICA that one can recognize as such. They are unaware of the regulations or instructions concerning examinations for advancement in rating although they have just come to the Antarctic knowing full well that this would be one of the items that would be foremost on their agenda.

They have not kept the brandy in safe stowage and, as a result, some fifty-eight hundred bottles have been stolen. Numerous personnel are seen drunk about the camp and undoubtedly many of the MCB ONE personnel going aboard the CURTISS are carrying many bottles in their seabags for future sales.

The large crevasse that runs between LITTLE AMERICA STATION itself and the barrier edge opened up to such an extent that all traffic had to be stopped and the crossing reblasted and filled. It was noted, both visually and acoustically, that both sides of the crevasse are working and salt water floods the bottom some hundred odd feet down. Should this large piece go to sea in the next month and a half, it will carry with it the majority of the supplies coming in.

They are still loading the VX-6 R4Ds to 29,000 or 30,000 pounds and the takeoff was made only after using all the runway and a few hundred yards on the other side. The plane munched through the air at ninety-two knots for the first 250 miles. All the sleds and tractors had progressed beyond the accessway to the plateau and a straight, but ascending, road lay before them to BYRD STATION. MAJ MOGENSEN and LT SMITH were picked up and flown back to Little America for subsequent transfer to the CURTISS, their work having been completed.

There is still insufficient fuel at BYRD STATION to conduct a winter session and, apparently, all hands will be evacuated from BYRD STATION unless the C-124s return.

The most notable lack of anything at Little America seems to be that of control. Everything seems to be running by itself. That is, if it runs at all. Snow in the tunnels has melted to such an extent that they are one vast coating of ice and traversing its length was virtually impossible without falling down at least once or twice.

All VX-6 summer people were brought aboard the CURTISS on Monday and the balance of MCB ONE personnel were started aboard the CURTISS on Tuesday evening as the ships were to get underway early Wednesday morning.

The MERRELL still has several thousand barrels of diesel oil aboard for discharge. These will, apparently, be put off at McMurdo as, on late Tuesday afternoon, somehow, the MERRELL succeeded in getting two telephone poles wound up in her screws. Fortunately, no damage occurred to the props, but the CURTISS was alerted to stand by to possibly tow her to New Zealand. A subsequent test proved that no serious damage had been incurred.

Wednesday, February 6th thru Sunday, February 10, 1957

During this period, the temperatures ranged from plus five to plus twenty-nine and on Wednesday morning, the CURTISS got underway to the short lived joy of all for she turned Eastward, at the last minute having received orders to proceed to Sulsberger Bay for an ice reconnaissance. To this day, no one has quite figured out the reason, but it did absorb two days of sailing. The weather, to and from Sulsberger Bay was extremely foggy and, many times, forward speed was limited to three or four knots due to the twenty-four to fifty yard visibility and the numerous large icebergs abounding. The ship could not complete the reconnaissance in its entirety due to pack ice, but did manage to get its nose into Sulsberger Bay which, for all the world, resembles an iceberg graveyard for it has them in all shapes and sizes.

Upon reporting that she had completed her ice reconnaissance, the ship received a 'Well Done' from CTF-43, this meaning that they had not sunk themselves. The CURTISS was, therefore, permitted to start back toward McMurdo. A little over three hours after we had passed abeam of LITTLE AMERICA, a message was received saying 'Return to Little America to pick up examination papers'. At this statement, CAPT FRITTER was truly 'frittering', but back we went to pick up the examination papers and then resumed our voyage to McMurdo. Heavy fog accompanied us until about fifty miles out when we resumed eighteen knots forward speed, arriving at McMurdo early Saturday morning.

All the one year ice has gone out of McMurdo Sound and the NESPELEN and ATKA were tied up at approximately the point of offloading in February of 1956. The ENDEAVOR was in her usual position which is alongside one of our ships secured to it on the leeward side, and the MERRELL was still steaming about the sound. As no word was received on the CURTISS as to the duration of her stay, she, too, commenced doing large and small circles about the bay, close to the ice edge.

The NESPELEN was unable to completely offload as some 100,000 gallons of avgas would have had to be consumed by aircraft to permit stowage capacity ashore.

The first C-124 arrived at 2118M Saturday evening, It was piloted by CAPT BEARSKIN and carrying COL CROSSWELL aboard. To commemorate this occasion, quite an extensive party was held ashore, apparently for all hands as, the following morning, fourteen MCB ONE personnel were received from McMurdo, several of whom were in a completely crooked condition. Two of them did not have any idea how they got aboard and they had left a good deal of their gear ashore. Earlier, on Saturday, four personnel were sent ashore to obtain MCB(Special) DET ONE mail which had been brought down on the NESPELEN. They returned with many bags full. The C-124s also brought mail in and arrangements were made to send people ashore at midnight Saturday but, due to the HO4S breaking down (an engine change was required), this was called off and we had to rely on the McMurdo personnel to sort the mail. Several of the bags were received on Sunday.

With the receipt of PCS order for ARNDT, all enlisted PCS orders are in. Forms were filled out by each individual regarding his willingness or unwillingness to extend or ship

over, where appropriate for the duty to which they were ordered. Extensions and reenlistments were completed on most of those who so indicated with the remainder scheduled for tomorrow the 11th.

The one hundred I.D. Cards were completed and sent to the ship's shop for lamination.

BuPers advised that DR TAYLOR's orders to inactive duty had been mailed on the fourteenth of January to MCB(Special) and it is anyone's guess as to where they might have wound up. As this type of orders cannot be sent by message, additional arrangements will have to be made if the Doctor is to be released upon his arrival at San Diego.

LT MEHAFFEY received the change he desired on his orders. BICKNESE received information from his fiance that she could now marry him in Sidney, Australia and the first steps were initiated to try and make appropriate arrangements through diplomatic channels.

The MCB(Special) flight skin situation is still very fouled up. The headquarters administration unit at McMurdo has very little idea of what they have or where they got it from, but, as LCDR CANHAM was unable to get ashore on this problem, it will have to be continued further by message.

Dr. GOULD, Dr. WEXLER and CAPT DOUGLAS departed at 0900M Sunday on the C-124 for the flight to the POLE, that they might see the station from the air and be able to state that they had been over the SOUTH POLE. On their return, Dr. GOULD and Dr. WEXLER boarded the ATKA which was then ordered to steam to Marble Point to permit the doctors to examine the site of what might eventually become a permanent runway. Earlier, RADM DUFEEK had ordered CDR BULLFINCH, the Commanding Officer of the ATKA, to proceed to Cape Bernacchi and Marble Point and there examine the beach with a viewpoint of later offloading large amounts of material and equipment for a possible permanent naval air facility. Rumor has it that the present one at Ross Island may be given to the New Zealanders should the Bernacchi site materialize. This site was strongly recommended to RADM DUFEEK and CAPT HAWKES in November by LCDR CANHAM as a possible runway site but, for some reason, interest has failed to materialize until just recently.

ELMO JONES is going to return to the states on the NESPELEN and, by midnight on the tenth, the CURTISS was underway to Marble Point where she will pick up the two doctors and then we shall at long last get underway for New Zealand via Cape Hallett.

The ship is still having a water shortage and laundry facilities are limited.

MCB ONE personnel have grown now to a number of 78 and there will be thirty additional enlisted and two officer personnel picked up at Cape Hallett and, at this time, everything will be turned over to the two officers and we will let them run their own unit.

The advancement in rating examinations continued to be conducted in a routine manner and they will all be completed and mailed from Auckland, New Zealand.

Modifications to orders were received in regard to SLATON and SMITH returning them directly to the States with no leave until after their TAD is completed so they will be offloaded at Christchurch for Government Air Transportation. It seems that CDR WHITNEY desires to get some experienced personnel back early to justify some of the requests that he has put in for DEEPFREEZE III and, thus far, all personnel ordered to fly back, have been equipment men.

A variety show, large size, was held in Shop #1 Saturday Night, It was written, produced and directed by Chaplain CONDIT and he was also the Star of the show. It was a tremendous success and played to standing room only. The majority of the soloists and band members were MCB(Special) DET ONE personnel and the forthcoming show will be sponsored by the Marine Corps personnel aboard. The only slight mar to the whole proceedings occurred when one of the Chiefs aboard appeared at the mike having girded his loins with a little bit too much alcohol. But he managed to do his bit and leave the scene peacefully and without falling down. The usual repartee or risqu jokes, narrated by the Chaplain, went over very well with the group. LT MEHAFFEY teamed up with the Chaplain in the lip synching of Bing Crosby and Al Jolson records and was worthy of the tradition established by LTJG FAYE and LT JIM BERGSTROM in the roll of Bing Crosby . The variety show was backed and straight-manned by a choral group consisting largely of the old McMurdo choir.

Monday, February 11th thru Friday, February 15th, 1957

The minimum temperature for the period was plus seventeen, a rather normal daily temperature for McMurdo at this time of year, with a maximum of forty-eight point six being reached on Friday, February 15th. This was after we had passed beyond the Antarctic Circle and were beginning to pick up some of the warmth of NEW ZEALAND.

All day Sunday was spent at AirOpFac McMurdo, waiting for Dr. GOULD, Dr. WEXLER and CAPT DOUGLAS to complete a Pole Flight, which they did via C-124, returning about 1900M. They then proceeded to the ATKA which took them to Marble Point and Cape Bernacchi where they viewed, at first hand, the proposed site for a possible permanent runway installation and associated facility. Dr. GOULD'S comment, from a geological standpoint was that it had excellent possibilities. The departure from McMurdo was made in the early morning and the CURTISS, preceded by the ATKA, arrived at Cape Hallett Tuesday morning. While the CURTISS lay to, some ten miles at sea, the ATKA proceeded into the bay in an attempt to pick up summer transient personnel, offload certain cargo and to onload other items of equipment being taken back to the states. After some four hours, it was determined that the ATKA was held fast in the ice and could not move. The situation was quite serious for several hours but, with the aid of blasting, she freed herself and, by mid-afternoon, transfers of cargo and personnel were underway.

Departure from CAPE HALLETT was taken at 2000 on the twelfth. Viewed from the CURTISS, the area was most attractive scenically, and the surrounding mountain ranges were razor sharp with several large glaciers coursing down near the naval station. Conversing with those who had built the installation, they feel that the greatest trouble encountered was the Penguins and their guano which had been stashed for centuries. On

days of any warmth, the odor was overwhelming. This is a small station, having but twelve wintering people, eight military, one U.S. scientist and three New Zealand scientific personnel. Their greatest problem will be water. Of course the evaporators do require sea water to function and, during the winter, the ice will be far too thick to maintain any kind of an opening. They have no corers or drills of any type.

Shortly before departure from Cape Hallett, the seas began to rise and, for the following three and a half days, extremely heavy seas were encountered with rolls as great as thirty degrees being recorded aboard the CURTISS. The ATKA turned back to AirOpFac McMurdo from Cape Hallett. It was noted that virtually no ice pack was encountered as the ship proceeded northward and occasionally a few bergs and that was all. Constant heavy fog prevailed, and this, plus the violent seas, cast a very squalid atmosphere over the ship. Some were more than a bit seasick and, due to the lack of water, showers were secured, an item which did not help morale any.

Over a hundred new Identification Cards were laminated and distributed to personnel, the old ones being collected and appropriate entries being made in the service records.

Advancement Examinations were conducted on Tuesday and Thursday and all of the results were placed in the ship's mails for further mailing to the States upon arrival at Christchurch on Sunday, February 17th.

A lengthy insurance lecture was held for the benefit of all those who had service prior to April 21, 1951. A Ship's Officer, First Lieutenant SKAGERBERG, USMC had attended a special seminar on the briefing of this item and was extremely well versed and able to answer any and all questions concerning the new insurance. Appropriate papers and forms were subsequently made out to enable all personnel to get up to date on this particular item.

With the arrival of the thirty additional MCB ONE enlisted personnel and the two officers at CAPE HALLETT, all of MCB ONE's problems were turned over to the senior officer, LT RAY LOOMIS.

All of the extensions and reenlistments necessary for accepting the various PCS orders were effected and appropriate messages sent to BuPers on which personnel did not extend or reenlist and several requests for changes and/or swaps were made. But, to date, no information has been received back from the Bureau.

BICKNESE received word from Australia that his fianc would be able to marry him there, so leave will be granted him and requests for air reservations from Auckland to Sidney were made on both his and CWO YOUNG's behalf. CWO YOUNG has quite a few relatives at Melbourne and Sidney.

National Agency checks were initiated for those personnel going either to the Naval Administrative Unit at Lake Mead, Las Vegas Nevada or to other duty stations which require an NAC.

Dr. GOULD held an informal conference in his cabin which was attended by DR. WEXLER, DR. HUMPHRIES, MR. TWOMBLY, MR. RUBIN, LCDR CANHAM and

LTJG BOWERS. The purpose of the conference was to describe some of the problems encountered during the winter night and go over the plan of the POLE STATION construction and obtain personal opinions from LCDR CANHAM and LTJG BOWERS on items which might assist future expeditions. A discussion of the minimum temperatures to be expected at the SOUTH POLE was held primarily between Dr. WEXLER and Mr. RUBIN, and they both concurred that a minus 120 could be expected although Dr. GOULD stated that he thought BYRD STATION could well have lower temperatures than the POLE, although noting that DR SIPLE would be extremely disappointed if anyone recorded colder temperatures than where he was.

Information was received that WAGNER'S youngster was in the hospital with bronchial pneumonia, so he will be put off at Christchurch for government air transportation to the United States that he might reach home approximately one month early and so he could be of assistance to his wife during this time.

Orders on Chief SLATON and Chief JOHN SMITH were cut and they will depart the ship at Christchurch along with Mr. PURINTON and these four will undoubtedly take the March 1st FLOGWING flight to the United States. This is the flight set up for VX-6 and Staff members.

Few answers have been received from BuPers regarding requested changes of orders. No additional officers' orders have been received except LCDR CANHAM'S which were appropriately goofed up in that they don't take him out of the Antarctic until April or May. Therefore, appropriate requests for modification were made.

The ship's water reserve continues to deteriorate at a rapid rate. All showers are now turned off. The laundry's performance is not at all satisfactory and many will be happy when they have offloaded additional people in New Zealand for it will give more living space as well as fewer people consuming the water. Also, the visit to a port will enable the ship to completely fill its water tanks.

The latest ETA in San Diego is now estimated as being March 25th.

The Hayloft Jamboree was held again on Friday night to enable those to come who could not see the first performance due to limited seating. They seemed to thoroughly enjoy the entertainment.

CINCLANTFLT is enroute to NAF McMurdo for a short visit and, undoubtedly, a rapid round trip over the South Pole. Vice Air Marshall MC KAYE is visiting as well as Admiral MC BEATH of the Royal New Zealand Navy. By next year, the place will become, in truth, the place for VIP personnel to come and Kodachrome and enjoy the rigorous Antarctic. This means that, no doubt, a new VIP Quarters must be erected with showers, head, and other services normally felt to be reserved for stateside facilities.

It was learned that the second tractor train had reached BYRD STATION and, of course, now, the C-124s will make the drops at BYRD STATION. It will become a full, functioning operational unit for the IGY.

LT SPEED flew the additional scientists to the POLE and on his return was forced to land on the ice shortly off the BEARDMORE GLACIER, there to make repairs to an oil leak for about three hours and then he was able to proceed to BEARDMORE STATION for refueling.

The WEDDELL SEA group has apparently completed its work as the ships are now enroute to South America. The KNOX COAST group estimates completion by the seventeenth and the ARNEB hopes to meet the CURTISS in Sydney. With Sydney being a large city, it is guessed that it can take two loads.

Saturday, February 16, through Tuesday, February 26, 1957

For the eleven day period, temperatures ranged from plus fifty-six to plus seventy-six. The wintering group found the warmth very easy to take. The sixteenth of February was another rough day at sea with large swells giving the CURTISS a very peculiar motion.

The ship arrived off PORT LYTTLETON just before 1700M on Sunday, where she was met by a small harbor boat which brought out mail, a limited number of emergency supplies and seventy-two of the shoulder patches that MCB(Special) DET ONE had ordered. This leaves a balance of the remaining 170 which will be mailed to Davisville, Rhode Island for further distribution. They should be waiting upon our arrival.

SWARTWOOD came aboard for a few hours. The marriages in the cases of OLIVER and TYLER were working out very well. HISEY was having some difficulty and SWARTWOOD'S never materialized. All of these personnel will rejoin the ship at AUCKLAND.

There were no IBM Typewriter Ribbons available in Christchurch and a further search in Auckland yielded nothing.

The CURTISS got underway from PORT LYTTLETON at 2030 on the same day and arrived at WELLINGTON at 1000M the next morning where she anchored in the bay and additional personnel departed the ship (most VX-6 had offloaded at PORT LYTTLETON) A screw for the ARNEB was brought aboard. This must be delivered in SYDNEY. The NORTHWIND could be seen in dry-dock where she is still undergoing repairs.

WELLINGTON has a beautiful natural harbor as do most of the cities of New Zealand and there are many who desired to visit the Capitol of New Zealand but, due to the ship's departure at 1400 the same day, no liberty was granted. CWO PURINTON, Chief SLATON, Chief SMITH, and UT1 WAGNER were also offloaded at PORT LYTTLETON. They were detached from MCB(Special) DET ONE and will proceed to the United States by government air. \

Max KIEL'S personal effects had been left at Little America and messages were sent out to LITTLE AMERICA and MCMURDO requesting that these effects be delivered to CTG-43.5 for further disposition.

News was received that the WILKES STATION had been commissioned at 161000Z and that CINCLANTFLT is now visiting at AirOpFac McMurdo. The balance of the C-124 flights were accomplished to both the POLE STATION and the BYRD STATION and, now, all the USNC/IGY Stations will be in full scale operation during the coming Antarctic Winter.

The water situation aboard the ship remained critical and showers were turned off for the better part of the week. Laundry was limited in that you could only send a small number of shirts, trousers, etc.

Personnel inspection was held aboard ship on Tuesday, February 19th, and CAPT FRITTER was extremely pleased with the appearance of the SEABEE passengers. The balance of the modifications of enlisted orders were received and there now remain just a few officers who have not received their PCS orders from BuPers. They are Chaplain BOL, Chaplain CONDIT, LT CAVENDISH and an additional modification on LCDR CANHAM'S orders. BuPers advised that DR. TAYLOR'S orders for honorable discharge had been mailed in mid-January but, to date, they have not caught up with the command. As this type cannot be duplicated by message, it might well be that a duplicate set will have to be mailed to the Receiving Station in San Diego as DR. TAYLOR desires immediate separation upon his arrival in the United States. ELMO JONES'S orders were on board, but he missed the ship and is returning by the NESPELEN to CHRISTCHURCH where he can pick them up before proceeding stateside.

The last of the reenlistments and extensions will be taken care of at Sydney.

While enroute to AUCKLAND, many became sunburned. As constant warm weather was encountered, even movies were permitted to be shown on the main deck aft.

The CURTISS arrived in AUCKLAND at 0800 on Wednesday, the Twentieth, and all MCB(Special) DET ONE personnel were over the side by 1010 local time. It was soon learned that no advance notice had been given the city of the arrival of the ship or the numbers of personnel aboard. This, coupled with the fact that there were several conventions in town, made hotel space extremely limited and it was with difficulty that personnel located a place to stay overnight. To prevent a reoccurrence of this, notice was sent to SYDNEY of the proposed time of arrival of the ship and definite plans will be made to accommodate personnel.

The conduct of the personnel on liberty in AUCKLAND was excellent. There were but a few minor infractions and those were easy to overlook. The contrast of the entire group aboard the CURTISS, as compared to those U.S. Naval Personnel who had visited the city several weeks earlier when three destroyers stopped by while returning from the Olympic Games, was so marked as to bring comment from almost everyone one met. The tin can boys literally ripped the place apart, whereas, although our personnel certainly drank their share of the plentiful liquor, there were no instances of extensive damage to personnel, property. There were also no large scale brawls.

CWO YOUNG and BICKNESE departed for SYDNEY by commercial air on the 20th and will rejoin the ship when it departs SYDNEY on the sixth of March.

The CURTISS departed AUCKLAND at 1015 on Monday, the 25th with all personnel aboard, none having missed ship. The standard feeling of all hands in MCB(Special) DET ONE was that this liberty had been on a par, if not superior, to that enjoyed at CHRISTCHURCH, which is saying a great deal.

The City of AUCKLAND has one of the finest harbors in the world and, due to the extensive volcanic eruptions in the surrounding areas, an extremely picturesque spot with many hills and dozens of islands lying about the ocean spaces near the city. The weather during liberty was ideal with just a few traces of rain on one day and much warm sunshine the rest of the time. Personnel found that lodging and meals were very inexpensive, but that clothing and other things cost more than in the United States.

Washington's Birthday was observed by the ship, although she was unable to fire her twenty-one gun salute, being that she was berthed at Wyneward Waff which is adjacent to the Shell petroleum storage. However, the New Zealand Navy obliged by firing the salute from one of their warships on the other side of the harbor. The CURTISS was visited by thousands of Auckland residents.

On the 26th, the ship was informed that the MARIPOSA would not be departing her berth at SYDNEY until 1100M on the first of March and the CURTISS was requested to delay her arrival by several hours as she will occupy the same dock space that the MARIPOSA now has.

Seas, again, are running rather heavily and frequent rolls of twenty-five and thirty degrees are experienced, but most personnel have now gotten their sea legs and very few look pale around the gills.

Wednesday, February 27 thru Thursday, March 7, 1957

Summer temperatures prevailed for the entire period with a low of plus sixty-nine and the high dependent upon where the personnel took their liberty in SYDNEY. But, what heat there was, and it did reach into the low eighties at times, was of the extremely humid type and easily felt by all hands. Whites were the Uniform of the Day and the Officers were permitted to wear the Tropical White Uniform which is extremely comfortable in this type of weather.

The routine aboard ship, until reaching SYDNEY, was much the same as usual. The Executive Officer, CDR JACKSON, requested various working details from MCB(Special) DET ONE, receiving only those which it was felt were just and proper. This condition irritated him a bit and he delayed the liberty of our personnel to coincide with that of the rest of the ship upon reaching SYDNEY. We had also wanted leave papers for all hands at SYDNEY, but finally agreed that it might be a lot of extra paperwork. He was very anxious to start calisthenics, but his concept of calisthenics is about three minutes of exercise in the morning which is scarcely enough to wake the men and muster, let alone be of any benefit to them.

HISEY'S marriage is now coming along in good fashion, apparently, and he expects his wife in the United States within the next couple of months.

The arrival of the ship in SYDNEY was at 1100M on the first of March. The CURTISS was met outside the harbor by the CAPTAIN COOK, the pilot boat. It was a very fine looking converted sailing ship. The initial shoreline of the outskirts of SYDNEY is marked by sheer cliffs of barren rock and the passage through SYDNEY HEAD brings one into an inland harbor of approximately fourteen miles in depth, very beautiful to the eyes and perhaps one of the most easily defended ports yet viewed.

The city sprawls all about to the South, West and North on moderate sized hills and was quite the subject for Kodachrome all the way to the dock. We briefly stood to while the SS MARIPOSA departed her berth and then slipped into berth number seven at WOOLOOMOOLOO and all hands anxiously crowded the Quarterdeck. Liberty commenced at approximately 1300 and, in spite of the size of SYDNEY (a population of almost two million) personnel had to travel about a bit to obtain the desired hotel accommodations. Some of them departed for the Blue Mountain regions, some eighty miles distant from the city. Others journeyed to the beaches at BONDI and MANLEY, but the majority went to the Kings Cross section and holed up in their favorite lounge bar.

The city of SYDNEY, itself, is reminiscent of many a metropolitan area in the States, with one-way traffic on many streets, large office buildings, double decker buses, as well as trams and subways which made one think of New York City of twenty years ago. This is apparently AUSTRALIA'S melting pot for, here, foreigners of all types reside. Many Chinese and Indian people are amongst them. This country is apparently one of opportunity but, due to heavy governmental restrictions, and also an abnormally low wage scale, there is apparently much unrest in the young and middle aged, many of whom harbor a strong desire to go to the United States and live. This desire was evidenced by dozens and they were most emphatic. It is thought, now, that most of our people departed AUSTRALIA, thinking a little bit more of the country they came from and realizing perhaps the prestige the position upholds among all nations.

SYDNEY'S modern department stores, both in their appointment and variety of goods, would seemingly hold their own with any in the United States. The city of SYDNEY, made available transportation on any of their public conveyances free of charge to men in uniform. This also applied to their theatres and sporting events. It was very generous, indeed, of them.

On Saturday, March 2nd, BICKNESE was married at the City Hall at 1245 and then a religious ceremony was held aboard ship at 1500. The event was thoroughly covered by the local TV, Newsreel and still cameras. His bride will depart Australia on the thirtieth of April.

Tuesday Evening, the fifth of March, a large hall (Paddington Hall) was obtained by Chaplain CONDIT and, in a short time, he organized a Seabee Birthday Ball, complete with orchestra, setups and all the trimmings. It was initially paid for by the Chaplain, and then he was reimbursed from our Ship'S Store Profits.

The personnel of MCB ONE, as well of the USS CURTISS were invited and quite a few attended. Although much potential trouble was present, no brawl ensued and no difficulties were encountered by the Shore Patrol. This, again, is attributed to the men of MCB(Special) DET ONE. The festivities continued throughout the night and morning at various places in SYDNEY. On the morning of departure, sixth of March, the docks and adjoining areas were jammed with Seabees with people they had met during the days of liberty, some with a woman on one arm and a bottle in the other. Colored paper streamers were thrown by civilians and strung over the ship, personnel and docks for the occasion. This is just not done on the departure of a U.S. Navy vessel. The Chief of Naval Operations would have had kittens on the spot had he been able to see the departure. But, all hands from the CB UNITS were aboard at sailing. The ship left two of their men behind.

During the balance of the sixth and most of the seventh, the ship was like a morgue with the bodies lying about. This condition pertained from the 02 level to the bottom hold, and even the boss seemed to soften his pipe when passing the word.

Orders were received for Chaplains BOL and CONNIT and LCDR CANHAM finally received his orders as modified. No orders were received for LT CAVENDISH, but travel data and instructions to get him from San Diego to Davisville were sent by COMCBLANT with further word that he would receive his permanent change of station orders after arriving at Davisville.

Negative statements were received from COMCBLANT, AirOpFac McMurdo, and CHRISTCHURCH on the receipt of DR TAYLOR'S separation orders so a message was initiated to BuPers requesting temporary duty orders to NAVRECSTA, San Diego, and the mailing of a duplicate set of separation order to that station to be there when DR TAYLOR arrives on the 25th of March.

As COMCBLANT stated that CDR WHITNEY would not be detached from MCB(Special) DET ONE until on or about March 25th, no further attempt will be made to disestablish the unit on the arrival in San Diego.

Initial requests for a FLOGWING flight was limited to but eight of our personnel, along with the office records for both MCB(Special) DET ONE and MCB ONE. However, COMCBLANT soon modified that by telling MCB ONE that the majority of their personnel will have to return to Davisville by FLOGWING. Final arrangements for this flight are now in the making.

The processing of all the BuPers messages into STOPS and Officer's Orders were started on the seventh and personnel are being brought into the office to discuss their total travel time, proceed time, and if applicable, leave and any other questions that they might have concerning their transfer. A few were still changing their minds about extending and their desire for certain orders and messages are still being sent to BuPers requesting modifications. However, at this late date, the success of these requests are problematical.

The ship has ample water and no rationing is now in effect but, when it reaches a seventy-five percent reserve, showers will be limited to Tuesdays and Saturdays only.

On the seventh, the Lord How Islands were passed, the two foremost islands being extremely high peaks whose sides are sheer and rising from the water in rather a rugged manner, evidencing their birth in a violent volcanic eruption. Although their diameter appears to be but two miles, they would seem to approximate several thousand feet in height. It seemed as if they were almost taken from a fairy story and one feels that there should be a castle on top of them.

The ship continues to maintain sixteen knots with moderate seas and scattered overcast skies and, at that rate, it should arrive in San Diego at 1300 on the twenty-fifth.

Friday, March 8 through Thursday, March 14, 1957

During this period, the temperature ranged from seventy to a maximum of eighty-four, but the sea water held a temperature of eighty-five throughout most of this week. A little rain was experienced, with widely scattered showers. The ship was extremely hot and a great many of the detachment personnel sleep on the decks, some on cots, some on rubber mattresses and others merely on the deck itself.

Ship's Company personnel are busily at work chipping and painting and every compartment, office and passageway is met with a working party of one sort or another during this time. Many of our DET ONE personnel have been employed at tasks akin to their ratings, but in direct connection with readying the ship for its next inspection. Between MCB ONE and MCB(Special) DET ONE, this affords the CURTISS some 250 extra people to ready the ship. It is most convenient.

All but a handful of enlisted personnel orders were completed and individuals called in and their orders discussed and questions answered where applicable. The officers orders were slowly straightening themselves out and COMCBLANT informed us that they had received DR. TAYLOR's Separation Orders from the Antarctic where, apparently, someone had, without saying much to any officer, readdressed it back to COMCBLANT. Both McMurdo and Little America, just a week and a half ago, stated that the orders had not been received at either station. CDR WHITNEY received orders to STAFF COMAVSUPFOR ANTARCTICA (CTF-43)

The health of the crew remains good. JEFFUS was admitted to the Sick Bay with a possible case of Appendicitis. AB3 THOMAS was confined to a rack in Sick Bay due to an infection on his leg. But there were no cases of venereal diseases resulting from the visits to New Zealand and Australia. There were a handful of non-specific urethritis, but these are clearing up satisfactorily.

CDR JACKSON requested that we have a movie in Shop #1 each day at 0830 in an effort to keep the personnel from underfoot of those who are working about the ship. Ordinarily, this would be quite pleasant to most but, due to the extreme heat, it is not looked upon with too much favor.

The 71 patches obtained from Christchurch were distributed to personnel whose orders carried them either overseas or to the West Coast. The remaining patches already mailed to Davisville, will be distributed at that point.

The photographic report was completed, signed and mailed. The medical reports are both in the ink rough; the construction reports are two thirds complete and the remaining reports are past the rough outline stage.

The majority of the crew elected to donate their share of Ship's Store profits to the Navy-Marine Corps Memorial Stadium fund and money orders were mailed to the U.S. Naval Academy Athletic Association in the amount of \$230.18 for this purpose.

Chaplain CONDIT started rehearsing on the next and last show to be held aboard the USS CURTISS. The Show is titled "Southern Memories." This will be presented on Friday, preceding the San Diego arrival.

COMSERVLANT okayed the Fleet Logistic Air Wing flight to depart San Diego at 0800 on the 26th of March for Davisville, RI

News was received by way of ALNAV 11, that RADM RICHARD E. BYRD succumbed to a heart attack on the 11th of March and, accordingly, on the 14th all ships and stations half masted their flags and the Admiral was buried in Arlington Cemetery.

Modifications requested on the various orders were promptly acted upon and, in most cases, approved by BuPers. Indeed, their cooperation has been most heartwarming.

Several "General Quarters" drills were held. During the time they were conducted, the detachment had to stand fast, usually below decks, but wherever the space was closed off and became extremely uncomfortable before secure of the drill.

Thus far, there has been no rationing of water and the laundry has been working fairly well.

Friday, March 15th thru Sunday, March 24th, 1957

Until the seventeenth, temperatures were very warm and the air humid. Considerable discomfort was experienced by the crew in attempting to sleep below and this resulted in many bringing a blanket or a canvas to the weather decks after taps in order to sleep. But, two days after passing the equator, the weather began to steadily chill and highs in the seventies were looked forward to although the overall temperatures for this period ranged between sixty and eighty-five.

Crossing the equator ceremonies were conducted on the sixteenth, although the line was not actually crossed until 1700 on Sunday, the seventeenth. There were but eight pollywogs to initiate, but a full fledged performance was conducted and enjoyed by those who watched and administered the punishment at least.

JEFFUS was released from sick bay with no further complications and the indicated appendectomy failed to materialize. AB3 THOMAS, who had rigorously scratched an insect bite received in SYDNEY, finally developed it into full fledged blood poisoning and was admitted to the Sick Bay where he was discharged just prior to the ship's arrival in San Diego. Joining him on the 18th was CD2 PASTOR, who spent a little over a half hour on the weather deck and the preceding day at noon and suffered second degree

burns. Feeling that he had suffered enough due to his injury, no record was entered in his health record concerning the episode. Sunburn is still considered a misconduct charge in the service.

Boxing smokers were held on the fifteenth and twenty-third with members of MCB(Special) DET ONE, MCB ONE, The Marine Detachment and, of course, the Ship's Company participating. 'Soups' Campbell was MCB(Special) DET ONE's pride and joy, winning two out of two.

Chaplain CONDIT's musical stage production of 'Southern Memories' was presented to the Ship's Company on Friday, the twenty-second, featuring primarily MCB(Special) DET ONE personnel and the Marines. It was a tremendous success.

All personnel are now squared away with their orders and the unit will be disestablished on Tuesday, March 26th as LCDR CANHAM, YNC LUCIER and YN1 CHAUDOIN will remain aboard the 25th to sort the mail and answer any official correspondence required prior to departing the ship.

LTJG BAKER requested that his cruise box be sent FLOGWING Quonset, so this, in addition to official records, will accompany LT CAVENDISH and LTJG BOWERS when the FLOGWING flight departs Tuesday morning at 0800. Major MOGENSEN, Major DAWSON and LCDR SCRIBNER will also go on the FLOGWING.

The fifteenth of March passed and still no SitReps from MCB(Special) DET BRAVO as requested, so the first wintering group will have to wait until they get to the states to learn of the progress or lack of the same at LITTLE AMERICA, AIROPFAC MCMURDO, POLE STATION or BYRD STATION.

A collection of funds for the Federal Agencies, CARE and Crusade for Freedom was collected and \$152.25 was turned over to Chaplain CRABTREE in the name of our detachment.

Letters of appreciation were sent to the Commanding Officer of the USS CURTISS for their fine accommodations that our group enjoyed on our return although all would have preferred air travel in lieu of ship travel. Be that as it may, it is doubted that any other ship would have been as comfortable. A letter was also sent to Disney Studios, noting the excellent work done by both LLOYD BEEBE and ELMO JONES during the Antarctic stay by DET ONE.

Messages were received from COM 11. Indicating that there would be a Seabee Queen to greet the ship in addition to the Commandant, Eleventh Naval District, Chief of Staff ComAirPac, and the Mayor of San Diego. Requests were received for seven wintering personnel to appear on national radio and television shows originating in Hollywood on the 25th and 26th of March. Nominated were: TYLER, BICKNESE, NIEMEYER, DORE, NASON, SPIERS, and HAYWARD. There were also requests made for six to appear locally in San Diego. Chosen to appear on this were CHIEF DORE, MC CAFFERY, CHIEF BARGER, KEMP, WHITMER and CHIEF LYNCH.

The appearance of the detachment at Commanding Officer's inspection on Saturday the twenty-third of March was again excellent and the Captain commended them on both their appearance, conduct and assistance while in a passenger status aboard the USS CURTISS (AV-4).

THE END