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SCOTT, D.J., JR., UT3
HILL, R.J., PH3

SPIERS, R.R., CS2
ROBERTS, C.H., SW3

Wednesday, May 9, 1956

The average temperature was plus six and winds averaged eighteen knots with frequent gusts to forty-four knots.

On the half holiday routine, the builders finished removing the fill from the rear of the present sick bay and accomplished fifteen percent of the foundation.

LEASE, SV1, and CWO FISHER took ice corings in Winter Quarters Bay and Glacier Channel. Each measured thirty-two inches.

The YOG's were in a satisfactory condition although all lines are still extremely taut.

All other departments continued their normal work of breaking out materials, preparing their shops, installing additional equipment of bins and benches and checking south pole material.

Choir practice was held in the Chapel at 1300.

In the evening, three additional personnel were able to talk with their dependents as contacts were made first on the West Coast and then on the East Coast.

The request for a post office at McMurdo was turned down by the Task Force. The postal gear for the South Pole Station was broken out, inventoried and checked, and the first sorting of mail for the South Pole was started.

A ration of brandy was issued in honor of the six birthdays during the week.

Thursday, May 10, 1956

The average temperature was plus six and winds were gusty throughout the day with maximum gusts of forty-eight knots.

The Builders completed ninety percent of the shell of the Sick Bay Annex.

The aviation buildings are now ready for the installation of the four hundred cycle electrical power.

Both the aviation and the garage crews worked hard on the completion of the storage bins and benches and the breaking out of their spare parts and gear to go into them.

All TPS-1D gear has been brought within the aircraft maintenance elements and will be checked out as soon as the four hundred cycles are brought down to the building by the Electricians.

The Power House watch continued to beautify their building by additional painting and taping, even to the point of giving the generators themselves a coat of paint.

One of the two aircraft fire fighting sleds had been severely damaged during its offloading and shipment enroute, and the Utilitymen and LUNDY have joined together to make repairs. LUNDY is turning out high pressure pipe from solid stock, and the sled should be back in operation in approximately one week.

The Electricians completed their breakout of the South Pole gear, brought it to the Parachute Loft, and it was all placed on pallets and is now ready for an airlift and subsequent drop. Fifteen percent of the IGY South Pole gear was also placed on pallets.

A Parking Area was established for the storage of all types of sleds and instructions were passed to all hands to make use of it.

The sledding contingent set out at 1150 on an overnight run. They travel only during the hours of comparative light and carried with them an AN/GRC-9 radio for purposes of communications. The secondary system was worked out on a visual basis, using a flare gun. It was agreed that communications would occur at 1800 and 0700. Neither CW nor voice was heard at 1800, but the visual communications were satisfactory in that a green flare was seen at 1830, the time agreed upon. The group of four is scheduled to return tomorrow at 1700.

The emergency stove in the head adjacent to BOQ was fired off in the morning to remove an accumulation of fuel oil which had gathered in its bottom. The heat generated by this fire caused a nearby cardboard container of lime to smoke profusely and give off volumes of poisonous gas. Several personnel went in to remove the container of lime. LTJG BOWERS inhaled a large amount of the gasses and was admitted to the sick list for a period of about five and a half hours.

The ice breakup around the YOG's continued due to the combination of tidal action and strong southerly winds and several lines previously taut have gathered a bit of slack.

The amateur radio had successful voice communications with the States for a period of approximately two hours from 1900 to 2100. We have been repeatedly told that our signal is considerably stronger than that of Little America, but our reception at McMurdo does not appear to be as good.

Friday, May 11, 1956

The average temperature was plus eight with winds gusty throughout the day at forty-two knots.

The Builders completed the exterior shell of the Sick Bay Annex.

The tidal gauge was mounted at Winter Quarters Bay, although the bottom was not found even at 175 feet.

A five minute tape was made by AIROPFAC personnel for participation in Armed Forces Day radio broadcasts from the Antarctic. It was relayed to Little America, from where it will be sent to the States. A little later in the day, we were notified that one of the participants had not come through in a satisfactory manner, so a substitution will have to be made.

The Sledding Contingent returned to camp at 1330 from their overnight stay on the ice.

The storage area was cleared for South Pole gear that is already packed and mounted on pallets. The area lies between the Parachute Loft and the "New Wellington" and "Suite 16" huts. Progress on this packaging is coming along very satisfactorily, as all groups continue to check and break out their Pole requirements.

Word was received from Task Force Forty-three by message that the maximum length of material air dropped (at the Pole) would be 144 inches. This means that all building trusses and tower legs must be cut and connecting plates made before packaging them for air drop. In the case of building trusses alone, this will require 9286 holes to drill and the appropriate number of nuts and bolts to be inserted and tightened at the Pole. Needless to say, this adds considerably to the workload.

A meeting of the South Pole teams was held in the library at 1630 and lists of the survival teams were distributed as was a listing of survival equipment which each team would have. Meetings hereafter will be conducted on Tuesday afternoons at 1615.

At the weekly "All Hands" meeting at 1800, a vote was taken on a choice of a cruise book or a "picture scrapbook" and a clear majority voted for the picture scrapbook.

CDR WHITNEY released a message to the Task Force, requesting that the entire wintering over group return to the Continental United States in one ship via New Zealand.

Two additional power cables were cut during the day, causing the Electricians to cease their normal work and spend several hours resplicing.

The weekly inspection of living spaces and heads found everything to be in a very satisfactory manner.

The ordnance storage locker was put in place adjacent to, and on the South side of the Administration Building.

CONFERENCE REPORT
Friday, May 11, 1956 - 0800

LCDR CANHAM We were unable to contact the dog team by radio. We have worked out a system with a flare gun and shells – works very well. Training, once again, we feel we should carry it out if the teams are going to be of any use to us.

CDR WHITNEY I agree. Did you ever get a reply to your message back to CTF-43 on the third party handling of messages?

CDR CANHAM Negative. I feel that they must be trying to make some arrangements or they would have come back with a negative reply.

CDR WHITNEY I have been playing with the idea of sending a message back to TF-43 and suggesting that, if possible, we would like to have all wintering personnel return to the United States on one ship and that we would appreciate a ship's suggested itinerary to make it an enjoyable trip home.

LCDR CANHAM Skipper, I am sure most guys are interested in an enjoyable itinerary on the way home. There are a few, though, that would like to fly home. I think it could be arranged for those few to go back on the Air Force planes.

CDR WHITNEY Yes, if they want to fly. I don't know if the boss will go along with that but, if he does, we should try to make some arrangements.

LCDR CANHAM Along that line – we have not held an open vote – but I have been approached by over thirty camp personnel and all have a strong desire to spend some time in Christchurch on the return trip home.

LTJG BOWERS We have quite a bit of our Pole Station gear together. What do you use for the tiedowns at Little America and what are you going to use at Byrd Station?

CDR WHITNEY You don't require any tiedowns in snow. The snow holds everything in place. You do require tiedowns for your towers though. Deadmen buried in the snow. The same thing is required for your antenna mast tiedowns.

LTJG BOWERS Thank you Skipper. I saw in a message recently that you have some special fittings and gear ordered for the magnetic building. Is your building the same as the one to be at the Pole Station and is that what you ordered the porcelain electrical fittings for?

CDR WHITNEY Right, you need those, and also brass or bronze screws and so forth for the nonmagnetic building.

LCDR CANHAM I have a question for Don Mehaffey. I was wondering is he sure he could get away from paying this one half of one percent general fund assessment to BUSANDA in regard to Ship's Store funds. I am referring to Article 83350, BUSANDA Manual.

LT MEHAFFEY I didn't actually understand all of it. I talked with someone in Davisville and I don't have to do anything with that BUPERS recreation fund.

LCDR GRAHAM Just one thing on this return to the States. I had talked to Admiral DUFEK about our return. He left me with the impression that all of the wintering party would fly out from the Antarctic to New Zealand. I don't know whether that is going to be changed or not.

LCDR CANHAM As far as flying from here is concerned, some guys could almost do it right now. The problem would be excessive luggage which would not be able to be returned by air. From past experience, it is best not to get separated from your luggage.

LCDR GRAHAM I believe present plans are to turn in all of the wintering clothes here before we leave. This would alleviate the excess baggage problem quite a bit.

(GARRETT, RIGBY, and MCCAFFERY discussed technical communications problems concerning the teletype installations – Little America does not yet have theirs in operation.)

Saturday, May 12, 1956

The average temperature was plus six and winds were strong throughout the day with peaks of forty knots.

A half work day was spent in normal routine operations with emphasis on South Pole material breakouts and packaging.

The Electricians installed the 400 cycle power outlet in the aviation buildings and also repaired two broken cables which ran between the library and the dog Quonset and between the library and the inflation shelter.

Choir practice was held at 1300 in the Chapel and a Saturday afternoon movie was shown. These movies are shown primarily for the purpose of giving weekly maintenance to the projectors and are often times stopped to effect proper oiling or adjustment of the projectors themselves. An additional film is shown in the regular manner on Saturday evenings following Happy Hour and a feature entertainment, which is either bingo or a stage show put on by one of the huts.

Aerology experienced a great deal of difficulty in launching their balloon and the afternoon launching took five balloons before one made the grade. Winds are the greatest trouble in effecting a successful launching.

Several messages were received from Rear Admiral DUFEK, congratulating us on our SitReps, education program, and declaring May 19th a holiday for all hands at McMurdo and Little America.

Happy Hour in the evening was a comparatively quiet affair, but everyone seemed to enjoy themselves. Taps at 2400 is being enforced a little more rigidly as there are many who wish to sleep. All Hands are not forced to turn in, but merely to keep the noise level down to about four by four.

Sunday, May 13, 1956

The temperature finally began to drop and the average was plus seven, with the evening temperature dropping to minus four. Winds were strong and gusty throughout the day, averaging from twenty-five to thirty-nine knots.

The winds and blowing snow caused a great deal of static and resulting difficulty in radio reception and transmission.

Church services on this Mother's Day were very gratifying in respect to the numbers that turned out.

A weasel trip to Castle Rock revealed that, once again, the light pancake ice had been cleared out and there is much blue water in McMurdo Sound. From Castle Rock, it appears that the ice edge is at the commencement of the third ice field as indicated in Tuesday's narrative log. Confirmation of this will take place on this coming Tuesday.

The Ampex set that had been used for broadcasting music throughout the huts suffered a malady that was not immediately repaired and now renders a rather garbled rendition of records. The Electronics Technicians will be placed on it to try and locate the cause.

The Sunday Officer-CPO meeting was held and the week's work ahead discussed. A continuation of South Pole breakout and packaging, the constructions of desks for the Administrative Office and a table for the OOD's Office, plus the interior completion of some of the Quonsets in regards to insulation and screws will be the major items. Mechanics and Drivers will work Monday and Tuesday on what should be the conclusion of the breakout of their parts and the storing of the same in bins.

The unwarranted speeding of vehicles around the immediate camp area was brought to the attention of all, and division officers and leading petty officers were instructed to get the word to all hands before an injury occurs as a direct result of this carelessness.

Amateur radio communications were virtually nonexistent on both Saturday and Sunday. Thus far, thirty-two personnel in camp have been able to talk with the person of their choice back in the States.

Monday, May 14, 1956

The average temperature was minus six and winds were very gusty with peaks of forty-two knots.

The Builders split into two groups, one under BEVILACQUA and the other under NIEMEYER. NIEMEYER'S group worked on the interior of the sick bay annex and BEVILACQUA'S worked in communications, constructing a table for the mounting of the two facsimile machines. Late in the evening, the two machines were mounted and checked out a facsimile transmitted from one machine and received on the other. However, this phase of RATT will not become fully operational until the additional modifications are made to the TAB for purposes of transmission.

Amateur communications were unsatisfactory and normal communications were sporadic throughout the day due to the large amount of static created by blowing snow.

All other groups continued South Pole preparations and the breaking out of material

RADM DUFEK sent a message to Little America stating that their proposal for Byrd Station at the 100 mile mark was unsatisfactory. He further stated that would divert two R4D's on skis to Little America before their tractor trains left. He would also bring in some trail experts and he, himself, will make the decision as to the exact location of Byrd Station.

His announcement on the R4D's was a blow to Williams Air Operating Facility as he had initially promised four R4D's for use in establishing the Pole and Beardmore Glacier stations. With only two available for here, it will mean a marked reduction in the freight and cargo space and the time to establish these two additional stations will be more than doubled.

Several hours each day are spent processing mail for the South Pole Station in that the initial sorting is now being accomplished. A voice conference was held at 0800 with Little America, during which CDR WHITNEY stated that we should cancel all of our Pole Station mail here at Williams Air Operating Facility. LCDR CANHAM pointed out that this would be in direct violation of the U.S. Postal Regulations. A complete summary of the conference follows:

CONFERENCE REPORT
Monday, May 14, 1956 - 0800

LCDR CANHAM We have drawn up 95% of our requirements lists for fly-in. We just have one small list to go. We are revising everything, what we have taken is that which

we cannot substitute for. The lists we will start sending to you will be several thousand groups and I guess we'll start sending these today or tomorrow.

CDR WHITNEY Okay, Do you want to talk about mail over this voice circuit? I don't understand your recent message. If you have but a small volume of mail and wish to cancel it at the Pole Station. It is our prerogative to make that decision – the decision to cancel that mail at the two main bases . . . that it could be canceled during the winter night. Incidentally, we have more Pole Station mail here that we'll forward. I can't see any need of sending a message to TF-43. I intend to have all Byrd Station mail canceled here.

LCDR CANHAM The U.S. Postal Regulations clearly state that mail is not to be canceled at any other place than where the postmark states.

CDR WHITNEY: I know that. That was thrashed out in Washington. It would be acceptable to cancel that mail at the main base. No one would know the difference.

LCDR CANHAM If you say the word, we'll do it.

CDR WHITNEY There is the question of hauling the stuff and the equipment when you have a relatively small amount of space in the plane. It takes a lot of time. You would be surprised at the amount of work to be done. It would save time and effort – especially at the Pole.

LCDR CANHAM As far as time is involved, I am in complete concurrence. But, there is the possibility of doing it against regulations. Obviously it is bound to get back to TF-43 and, if he is aware of the facts as I say, he can tell us to go ahead and we shall do it. The other question in mind regarding cancellation early – If we cancel and if, for some reason or other, the Pole Station does not materialize. We have large pouches of mail.

CDR WHITNEY It is easy to explain. You effected a plane as a post office and then the plane crashes. It is the same thing.

LCDR CANHAM Right Sir, CHAUDOIN informs me that Admiral DUFEK told him that if he could not cancel the mail at the Pole Station, not to cancel it at all.

CDR WHITNEY I didn't hear anything about that. I question that part of it. I don't know whether he was involved in that myself (the Admiral). I was in on it.

LCDR CANHAM Aye, aye, Sir. As I expressed previously, you are the boss and we'll go ahead – if you so direct.

CDR WHITNEY I just want to save work for all concerned. There is no hurry if you have such a small volume. How much do you have?

LCDR CANHAM We have ten complete large mail sacks and you said you had some more over there for Pole Station. .

CDR WHITNEY I see. That changes my picture entirely. You would be silly to try and do that at the Pole Station. We have been through it now and we know what we are up against. There is only one place to do that and that is at your base.

CDR CANHAM Right skipper, the feeling here was that perhaps if it could not be accomplished this year, it could be left at the Pole Station and could be done during the coming winter.

CDR WHITNEY That represents three hundred man-hours. You could not afford to spend that much time on it at the Pole Station.

LCDR CANHAM Right Sir. We have already started separating the mail. We have found a number of envelopes addressed to Operation Deepfreeze, Washington D.C., apparently from youngsters, if the writing is any indication. The stamps on them are already canceled. Do you wish us merely to throw these in a bucket or include them in a report to TF-43 and request additional postage. We could supply the envelopes. They will probably number about three or four dozen.

CDR WHITNEY I have got the same problem here. It will be clarified. I still think it should go into a report to advise how many stamps you will need for international mail. You have a number of letters from New Zealand that have foreign stamps on them and what do you know about canceling these?

LCDR CANHAM CHAUDOIN states, and he feels certain, that they can't cancel foreign stamps with U.S. Cancellations.

CDR WHITNEY Right that is what I thought. That is why I am going back with another message. We are going to have to verify the situation with more messages back to TF-43 and with the Post Office department.

LCDR CANHAM I have one item concerning the food for the South Pole. We had thought that perhaps rather than packing some of the IGY food now, ordering additional food, which will have to come in by ship and flown in . . . that it might be far better to have food ordered for the complete group at the Pole in one package. The fact that, as you stated, we have permission to use some of the IGY food would mean that we would have to replace some of that anyway. We would like your opinions and recommendations.

LT MEHAFFEY I didn't quite understand that.

LCDR CANHAM As you know, we merely have food for IGY at present at the Pole Station. Military food has not come in. This will come in by ship, I am sure, sometime perhaps in early January. It will have to be offloaded, put on pallets and flown in and air dropped at the Pole in late January. As there has to be some of it flown in, we thought that perhaps we might as well bring rations for the entire 20 men and just take the IGY food and merge it into what we have here.

LT MEHAFFEY I understood it that time and it is an excellent idea and the Skipper concurs and I'll send a message.

LCDR CANHAM I will certainly appreciate it.

LT MEHAFFEY I will send a pay list over to you as of Mary 15th.

LCDR CANHAM Dick would like to know if you have found the splice plates for the trusses at Little America.

LCDR GRAHAM Negative on that.

LCDR CANHAM I think the Skipper can understand our feeling on the message regarding 144 inches as the maximum length. It is a situation which we sure would like to be out of. As we told you before, it runs close to 10,000 holes, nuts and bolts.

CDR WHITNEY I realize that it is a tremendous job.

LCDR GRAHAM For the fly-in . . . I'll only need one set of helicopter blades. One for here and one for McMurdo. The rest will have to be by ship.

LCDR CANHAM We have made our lists a little bit more extensive, feeling that, with the first planes flying in, we will want rather complete air sea rescue services and the helicopter will be important in that because we will have extensive air operations for the first month and a half. I think Don has a few more spares he feels are necessary. We'll start feeding these lists to you tomorrow morning. We are reading you about two by two. Heavy static.

LCDR GRAHAM Cruise Books – what are your thoughts about that message on the cruise books.

LCDR CANHAM Bob, the cruise books actually turned out to be a much better offer than we had thought. We put it to a vote and the vote was still overwhelmingly for the picture scrapbook. The vote was three to one over here.

LCDR GRAHAM We understand. We'll delete that message entirely.

LCDR CANHAM: Affirmative. The crew felt, after talking with BUD SINGER, that one of the biggest items was the rapidity in which they might have a scrapbook made up. The cruise book would be probably six months after they got back to the states.

LCDR GRAHAM When would you like to come up for the next conference?

LCDR CANHAM The next conference would be suitable about Thursday. We do have the new tape cut and ready and as soon as reception is good, if you will give us a growl, we'll send you the new recording.

(The conference closed at 0830. At 0840, a CW message was received that CDR WHITNEY wanted to talk again with LCDR CANHAM and LTJG BOWERS.

CDR WHITNEY I had a chance to read your 110400Z, subject – following recommended . . . to navigational gear.

LTJG BOWERS What question do you have on that message.

CDR WHITNEY In addition to those that you have there now, do you want some more levels?

LTJG BOWERS We have no levels over here now. We have only one transit. We borrowed one from CBBU during construction. The only one we have is questionable on accuracy. These are for use at Beardmore and the Pole Station and retention in this area. It is a recommended list on the basis of what we have here now. Two theodolites for use at Beardmore and Pole Stations.

CDR WHITNEY We have a list that CBBU left with you. Do you need both transits and levels? Do you really want both of them?

LTJG BOWERS I believe engineers levels are handy for construction people. It is only a recommended list. I think it is up to CBLANT.

CDR WHITNEY I think you do need two more transits. Did you recover the transits and levels left up in Dry Valley?

LTJG BOWERS I don't know about those. Mr. Lewis came by before he left and picked up the transit we had that belonged to them.

CDR WHITNEY I am going to suggest that you have two transits flown in. If you only have one, you need the others. The drafting machine . . . I think they are going to frown on that. As far as the contact printing machine goes, I don't think this is the type of operation that requires it.

LTJG BOWERS We intended to take one transit here and one theodolite to the Pole Station for navigation and construction. Since there will be no construction at

AIROPFAC until the arrival of the ships, they would bring the transits with them and, if necessary, we could fly one back from the Pole. At the most, only one transit in the fly-in. On the drafting machine, it is a miscellaneous item because we had much use for it here. We have all of our drawings completed as they have been built, not as they have been drawn. Actually, the drafting machine would come in handy. Light sensitive paper – we have light tables and we could even build one – the paper is nothing more than a large sheet of paper in lieu of the very expensive photo paper . . . put a tracing on the paper, turn on the light for 5 minutes, rub with a compound and you have a print. We will have to have prints.

CDR WHITNEY I agree. The azimuth drawings, we'll take right with us and have them processed back in the states. I have already sent some in.

LCDR CANHAM On the CBBU equipment left at Dry Valley. The Admiral prohibited further flights to Dry Valley due to the fact that it was over open water. I am not sure, but I think it was a considerable amount of gear. Conceivably, it might be available to us sometime in November.

Tuesday, May 15, 1956

The average temperature was minus six with winds rather steady throughout the day except for a period from 1200 to 1700. Other than that period, the winds averaged from thirty-five to forty-five knots.

The Builders started the construction of the desks for the Administrative Office and also began work on completing the interior ends of the Survival Quonset.

All other groups continued their South Pole preparations and material breakouts.

All but two of our fly-in requirement lists were sent to Little America, as the plan was that we were to send ours there, where they would be combined and forwarded. It now appears that the lists are going to be sent separately, for Little America has forwarded almost all of theirs and has not yet relayed one of ours.

Although Little America continues to submit frequent aurora reports which, according to our IGY representative, are described as very common aurora occurrences, and whereas the only thing requested by TF-43 was a report of the very unusual, it is the intent of Williams AirOP Facility to submit only reports of unusual occurrences in this respect, although a daily record will be maintained for historical purposes.

The Situation Reports (SitReps) were changed from a weekly to a by-monthly basis, ours being due on the 15th and 30th of each month.

CTF-43 sent a message stating that it was his intent to establish a CW net between all Antarctic stations with McMurdo. This confirms a rumor of long standing.

An inventory of the flags of the various nations was conducted and the results forwarded to CDR WHITNEY for further forwarding to TF-43. This was done primarily to point out the lack of availability of flags for such people as the Assistant Secretary of Defense, the Secretary of the Navy, etc.

An ice reconnaissance was conducted. The party consisted of DR TAYLOR, CWO SINGER, LTJG EICHHORN, CHAUDOIN YN1, HILL PH3, AND LCDR CANHAM. The first field adjacent to the old offloading site showed very little growth and averaged in depth twenty-six to thirty-three inches. The second field had lost approximately eight hundred yards of its original ice and the ice remaining ran from eighteen to twenty-two and a half inches in depth. Beyond the second field, where formerly there was two to three inches of pancake ice, was clear water as far as the eye could see (with the darkness, this was not too far). Penguins were again encountered and one Emperor was seen approximately one mile from camp. Corings were taken in Winter Quarters Bay and Glacier Channel. The bay showed thirty-one and a half inches --the channel thirty-five inches. The total ice reconnaissance took four and one half hours.

Wednesday, May 16, 1956

The average temperature was minus seven with strong northerly winds until noontime when they shifted to southeasterly with velocities of thirty-six knots.

The half work day was spent along normal lines with the Builders completing and installing the desks in the Administrative Office. Both of their crews are now turning to on the Quonsets.

Aviation completed the mounting of heaters on the small sleds and they continued their breakout of gear from the hill. The installation of the TPS-1D continued to be delayed due to the difficulty encountered in firing off the four hundred cycle equipment.

Amateur radio communications have been non-existent since Sunday.

CDR WHITNEY called LCDR CANHAM at 1315 and stated that he thought that Williams Air Operating Facility had gone overboard on the number of fly-in items. LCDR CANHAM stated that the lists had been gone over very carefully and that the items requested were required for the safe operation of both equipment and personnel in connection with the establishment of Beardmore and Pole stations. At the close of the day, it was noted that Little America had yet to forward one of our requirement lists.

Choir practice was held at 1300.

Several of the streets were named as were two of the buildings. The building housing the Administrative Office and the Sick Bay was named "Dufek Hall". The building housing

the library and several offices was named "Nimitz Hall". The street starting at the flag pole and proceeding down past Nimitz and Dufek Halls and the ships store building and down past the hill to the aircraft shops was named "Burke Boulevard". The other main street in camp, parallel to Burke Boulevard, starting at the flag pole and running past the CPO quarters and down to the chapel was named "Forrestal Avenue". The road, starting at the power house and running westward past BOQ and down the hill was called "Honeybucket Lane". The road commencing at the Power House running through the supply dump and on down the hill to Hut Point was named "Byrd Highway". The road running East-West starting at the aircraft homer building, coming down the hill, intersecting Byrd highway, proceeding past the garage down into the main camp to the flag pole then passing to the north of Nimitz Hall and finally joining Honeybucket Lane was named "Radford Road"

Thursday, May 17, 1956

The average temperature was minus sixteen with winds calm during most of the morning, increasing to twenty-eight knots in the afternoon.

For the past several weeks, the only appearance of light is normally a small band of light rays to the north. The small amount of light occasionally is also reflected on the mountain ranges across the sound.

The Builders worked on putting the screws in the Quonsets and completed four of the thirteen buildings.

Aviation personnel continued to bring gear down off the hill and sled mount various pieces of equipment necessary for service at the ice and snow runways.

Difficulty is still being experienced with the generator for the TPS-1D search radar and the electronic trouble shooters spent the day in checking it over. They and the electricians will work on it again tomorrow and in the meantime, the CPN-6 will be broken out of its boxes and the identical installation made.

The Mechanics were still unable to commence working on the ice auger extension mount on the back of the D-2 as they have approximately six more man-hours work on the D-2 in the shop now and they have not yet completed the sorting and bin storage of their parts.

Five puppies were born to a supposedly spayed bitch. Two of them died in the process of birth and the remaining three are doing well.

Several times during the day, we called Little America to see if we could be of any assistance in getting out our messages regarding fly-in items. It was noted that all the Little America requests had been sent, notwithstanding the fact that some of our messages had been at Little America for over three days.

At 1535, Little American began to release Williams Air Operating Facility's fly-in messages and, for the next five hours, our radio operators copied down the same messages we had sent them four days ago, then turned around and started sending them to Balboa. We lost Balboa completely at approximately 2130 and did not regain contact with him during the rest of the day.

The Williams Air Operating Facility fly-in requirement messages were quoted by CDR WHITNEY, then usually followed by a comment. Many of the comments made were in direct contradiction to his previous statements concerning his treatment of our requirements and most of them were exceedingly ambiguous. LCDR CANHAM had requested that if CDR WHITNEY disagreed with some items, to separate them and submit two groups, the first group being those he agreed to fly in and the second, those Williams Air Operating Facility fly-in in which he did not concur. This was not done, but several times he made such statements as "Much of this material could be brought in by ship." Such a statement leaves the entire list open to question and subsequent elimination by staff personnel.

CDR WHITNEY eliminated the fly-in of all tents, which leaves only the very heavy ten-man tents for the bulk of our four man teams scheduled for the South Pole. The weight of these tents virtually prohibits its usage in a walk-out which was the primary intent of ordering the lighter five-man tents.

The location of the Commanding Officer, Mobile Construction Battalion (Special) at Little America, while Williams Air Operating Facility continues to be the actual main base, has imposed severe limitations on the operation of Williams Air Operating Facility. As this facility is a central radio station and relay point for all outgoing and incoming messages, everything originating here must be sent first to Little America for clearance, then comes back through Williams Air Operating Facility and has to be again transmitted to the States via Balboa.

The problems of the two stations are entirely different, one being located on land with sea and bay ice the primary problem, and the other station being located on barrier ice with the nearest land several hundred miles distant. Also, air support is the primary mission of the air facility at McMurdo whereas, at Little America, the air facility is relegated to a very minor position which, at the visit of the Officer-in-Charge, Air Operating Facility visit to Little America, was receiving very little support from those in charge.

Should the operations in the coming summer be carried through without an accident in which personnel would have to subsist on the trail, then the elimination of many of the items from our fly-in requirements messages would have no affect, but should just one group be involved in an accident, assuming that TF-43 agrees with CDR WHITNEY, the omission of these items would be sorely felt and very possibly be the difference between living or not living.

It is feared that the lack of a united front on the part of Mobile Construction Battalion (Special) in presenting their airlift requirements to TF-43 will invite the reviewing

authorities to further slash and strike out many items, all of which were felt to be sorely needed or they never would have been placed on those messages.

CONFERENCE REPORT
Thursday, May 17, 1956 – 0800

CDR WHITNEY The message on the generators – take that message with a grain of salt. It doesn't jive with the Caterpillar instruction book. What do you think?

LCDR CANHAM LYNCH has it and we'll make comments later. Our generators are getting along satisfactorily now.

CDR WHITNEY You are coming in very poor. The message from AIRDEVRON SIX – I take that with a grain of salt also. CTF-43 said they would advise us when legislation was through. Just hold it until we see what the story is on that.

LCDR CANHAM On that particular message, I had drawn up a message in conjunction with that to you. The legislation proposed would permit our enlisted personnel to receive flight pay without ever putting in flight time. The provisions of COMAIRLANT INSTRUCTION 1326.1 have always been there. It is a six month proviso very similar to the manual. The Naval Aviator, at times, has also had six months to get his flight time in. This requires that each one get in twenty-four hours. My only question is, the crossing of two fiscal years. What I had asked in my message is that you take such action with COMAIRLANT as to ensure that our flight skins were of the type that would fall under the provisions of their instruction. I was going to ask you in the renegotiations for next fiscal year to increase our flight skins to twenty instead of fourteen in view of the large number of aviation rates here and there, and the very heavy flight schedule. I think we would be fully justified.

CDR WHITNEY I agree with that. I don't have anything else. Don is trying to get all those messages out on material.

LCDR CANHAM Right Skippers. The main thing on our mind is, are you still trying to send them direct to NBA?

CDR WHITNEY Yes, but we cut you in first so you can monitor them. There is a whole pile of it here ready to go.

LCDR CANHAM If you have too much difficulty with NBA over there, in order for us to meet the deadline, it could be relayed here and we'll try to put them into NBA. On the messages, the doctor has one pressure cooker – eight quart – and one only and no two quart. The pressure cookers we have are the large six and eight gallon ones to go to the Pole for the wintering group. We want the small ones for individual survival teams.

CDR WHITNEY That's right, I double checked myself. We'll let that message go right as is.

LCDR CANHAM Dick BOWERS has an item or two. We had three puppies born yesterday alive, and two dead ones. The mother is fair and the puppies are well, so the dog population has gone up here.

LTJG BOWERS I wanted to elaborate on our 150001Z regarding survival gear. We had, when the Admiral was here, presented a plan to him which he later sent in the form of a speedletter to be used as planning purposes for the Pole Station. We plan on making six survival teams of four men each. Each team will have its own radio operator, own gear, own food, etc. and will be able to subsist, in case of air crash, for a period of fifteen days without air support. Some of these items are to be used by these teams. I know that, in some instances, we are asking for an unusual amount. I feel very strongly, with the chances of having to do a great deal of trail work, that this material is very important to me and the twenty-four men I will take with me. I just wanted to tell you what the plans are before you cut the lists, if you are going to cut them. On some things, we can try to improvise.

CDR WHITNEY I haven't cut anything. You are in a position to let them know what you are looking for. I have not cut anything at all, regardless of what you have put down. Nothing has been cut.

LTJG BOWERS I had the impression after yesterday's conference that you did not concur with some of these items and, if you don't, I would like to explain and come up with some kind of an agreement. We cut it to what we thought was pretty good minimums. Some of our clothing items we could probably get along without.

CDR WHITNEY Those that I didn't concur with were very few. I'll tell you one. You had flight hoods and scarves. If you have the hood, you don't want the scarf do you?"

LTJG BOWERS I want every man on these flights to have a flight hood and I feel it is important to have a scarf. I understand there was some question on the binoculars. We have only one or two. They are too heavy. What we had in mind was to give each survival team a light pair of binoculars in case they had to walk out from the Pole.

CDR WHITNEY Okay. However, I found from experience that the binoculars do not have too much on the trail. You are so close to the ground that the binoculars . . . Their only value is to locate things in the air, not too much value on the ground because blowing snow is about twenty feet off the ground.

LTJG BOWERS Our survival teams are based on the assumption that we would have air support and that was the prime requisite for the binoculars.

LCDR WHITNEY Okay, no question at all. The order is going in just like you had it. I reassure you that it is going in just like you wrote it. I have cut nothing. I hope you get everything.

LTJG BOWERS Here's the way I feel. Last year, when we came down, we made a few mistakes in judgement in that some of our personnel and safety items were sacrificed too much. I would rather see us eliminate some of our large items if it meant getting some small items meaning comforts and morale raising for the crew. This may sound a little funny, but I think we came down here to the air station and tried to skimp so much that we lived like dogs for a month and a half and I want to eliminate that at the Pole Station. I think the men are going to have enough forces to encounter up there that they at least ought to have comforts of good clothing and good sound well-rounded survival items in case they do get caught . . . they will have half a chance without serious danger. This list of survival items with two plastic sleds will have everything for relative comfort for two weeks without air support. It is possible, with only two R4D's that the men will have to camp without much support and I want to make sure that they can survive and act independently as a unit and the only way I can do it is to make sure they have everything they need.

CDR WHITNEY That was very hard to read. What I received, I concur wholeheartedly with. Yes, I'll buy the entire thing, lock, stock and barrel. Reception is so bad, I suggest, unless something needs to be discussed of high priority, that we let it go for awhile.

LCDR CANHAM Right Skipper, this is Dave back again. The only other item is the tape for Armed Forces Day which apparently reception hasn't been good enough yet to send over to you. Let us know when it begins to pick up on your end so we can send you this five minute tape.

CDR WHITNEY You are coming through very poorly now. We will contact you later on.

Friday, May 18, 1956

The average temperature was minus fourteen with maximum winds were thirty and a new moon sweeping the horizon. The "feel like" temperature with wind factor was minus seventy.

Workers continued putting screws in Quonsets and all other groups continued to break out South Pole material and to finish up their requirements for fly-in on the first available air transportation.

Commander Construction Battalions, U.S. Atlantic Fleet was requested to concur with certain modifications to South Pole Station buildings.

Williams Air Operating Facility completed the relaying of all their airlift messages to Balboa.

Messages were initiated to CDR WHITNEY requesting that he request twenty in lieu of fourteen flight orders for the period October 56 thru February 1957 and that he also check on the application of 24-hour flight time in a six month period insofar as technical observers are concerned. It is intended to use this six month 24-hour provision for the enlisted personnel of Williams Air Operating Facility. CDR WHITNEY was asked to request clarification from Commander Air Force, U.S. Atlantic Fleet on this point. The individual messages concerned were all drafted here and sent to him for his concurrence..

In a brief voice conference, LCDR CANHAM convinced CDR WHITNEY of the necessity to submit a few changes to his comments on fly-in material.

The "All Hands" meeting normally held weekly on Friday night was postponed as the result of the advancement examinations are expected momentarily. Upon receipt of these results, an "All Hands" meeting will be held to disseminate the information.

As Saturday has been declared a holiday by RADM DUFEK, it offered the first forty-eight hour liberty at Williams Air Operating Facility. Beer was sold at 2030 in honor of the occasion, and the camp partied until the wee hours of the morning.

Temperatures continued to drop steadily in the evening and the winds increased.

Saturday, May 19, 1956

The average temperature was minus eighteen with winds twenty-five to thirty knots.

The morning was very quiet throughout the camp as most hands slept.

BEVILACQUA worked on the rail for the chapel alter and several of the Mechanics worked in the garage on equipment.

Choir practice was held at 1300 and at 1330 CDR WHITNEY called from Little America to remind us of our Armed Forces Day radio commitment. This plan was to have both Little America and Williams Air Operating Facility communicate with an Air Force plane which was to be flying over the North Pole. We were to work with CDR SNAY in Washington. At the time prescribed – 1400M – Little America contacted CDR SNAY but he read them at only strength one. At McMurdo, we read CDR Snay at strength three and he received us the same. Attempts to contact the aircraft were not successful, and after the exchange of stilted greetings by CK –Little America to Washington and from our facility her to Washington – an informal conversation was held with CDR SNAY on both CW and voice. The one major item of importance was a statement by CDR SNAY that the Task Force was going to establish a teletype setup in New Zealand which would receive all traffic from Pearl Harbor and then send it to Williams Air Operating Facility's

teletype. It was agreed that another attempt would be made on the following day to contact the aircraft.

The Olsen-Robinson fight followed immediately thereafter and most of the camp heard it direct via their radios in the huts.

Balboa notified us informally that all call signs had been changed and Little America queried us as to why we accepted messages under the new call sign. A subsequent receipt of an ALNAV which Little America held at the time, clearly stated that JANAP 112 had been superseded by ACP-112A. TF-43 will undoubtedly send us the new appropriate call signs in the near future.

Little America answered the message concerning recommendations on the best frequencies for the Antarctic circuit which would be centered at McMurdo. In the answer, they made several caustic comments about the workability of the TAB at Williams Air Operating Facility. LCDR CANHAM held the message and sent a suggested change back to Little America which they accepted – canceling out their first.

A message was received from RADM DUFEK stating that all airlift requirements would have to be resubmitted on electronics material, so we are off again. If we but knew the space and weight limit available, the list here would be much more simple to prepare. At the present time, those in Washington and those in the Antarctic are working toward the same goal, but without the same ground rules, for the term “essential airlift requirements” really does not mean much as everything is predicated on how much cube and weight can be flown in. As this has not been divulged to us, it is quite difficult to second guess. Also the elimination of items requested by airlift clearly indicates a radical departure from the previously accepted plan for the establishment of Beardmore and South Pole Stations. This, in turn, leaves all planning here in a confused state.

An “All Hands” party was held and taps were delayed until 0200.

Sunday, May 20, 1956

Shortly after midnight, and until 0500, a very light crystal-like snow descended in rather heavy volumes, but each fragment of snow seemed as fine as angel hair. It lent peculiar directions to lights of the camp by making them all appear to be shining in a vertical position – to many at that time of the morning, this combination must have appeared very strange.

Church services were well attended and, immediately afterwards, the second attempt with Washington and the Air Force plane was made with even less success than the previous day, although contact was made by CW with both CDR SNAY and Donaldson Air Force Base in South Carolina.

LTJG TUCK and LCDR CANHAM spent most of the day in preparing charges and specifications and investigation material concerning an alleged violation of the UCMJ on late Saturday evening which could materialize into a General courts-martial.

The Officer-CPO meeting was held in the evening and the broad aspects of the coming week's work were discussed. The Mechanics thought they would have the ice auger ready to roll for sure by the middle of the week and, following this, several agenda items for tomorrow's voice conference with Little America were prepared.

Monday, May 21, 1956

The average temperature was minus three. Winds were strong to gale force throughout the day with peaks at fifty knots. During the early morning, several inches of actual snow fell, and the Builders worked outside on the Quonsets until 1030 when the winds became so bad that they could no longer stay atop of roofs.

Permanent steps in the head, building #4, are eighty percent completed with side rails installed also.

All other groups continued to ready material for South Pole and packing for air drop.

Communications were hampered throughout the day by the strong winds and resultant static electricity.

Tuesday, May 22, 1956

The average temperature was minus seven with constantly high winds averaging from thirty-five to forty-five knots throughout the day. The winds caused excessive snow drifting and a great discomfort to all who worked outside.

Builders continued to work on the interior of the Quonsets and finished the steps to the head by laying in marten matting. The builders also manufactured a "light table" for the Aerology Department.

The Mechanics had to bring in four weasels that the blowing snow might be melted from the engines. This fine material has been driven into every possible spot within the engine and most of the mechanical equipment in camp was inoperative until thoroughly dried out.

In spite of the high winds, Aerology managed successful launchings on the radiosonde both in the morning and the afternoon.

Photographic personnel continued the processing of their film and have started on some printing.

Communications was inoperative during most of the day due to the high winds and resultant static electricity which caused severe arcing in the equipment. The communications people started the construction of a coding room within the Communications Building.

Tests of aviation gasoline, both in the large storage tank, and aboard the two YOG's were completed. All of the gas was found to be in a satisfactory and useable condition. No signs of water content were discovered. A complete testing setup is located in the aviation electronics building.

A formal board of investigation was held and continued until late in the afternoon and the report will be turned over to the Officer-in-Charge tomorrow.

Information was received from Commander Naval Support Forces, Antarctica to the effect that Technical Observers must qualify for their flight pay each month. They are not able to make up, retroactively, any flight time.

The collection of all side arms issued to personnel in camp was completed and they are now all under double lock and key in the ordnance storage which is located immediately adjacent to the Administration Building. Temporary custody cards were prepared for issue to all personnel concerned.

The Welders started work on the galley sinks in an effort to make them more watertight and to put in additional flashing around the counters that lie adjacent to the sinks.

A brief meeting of the South Pole personnel was held to bring all hands up to date on the latest planning of this operation.

By midnight, the winds had almost died down and the temperature began to rise as did the barometer, but a continued overcast prevented seeing the moon.

The weather schedule with Mawson, the Australian Antarctic Station, has now been placed on a twice daily basis at 0400Z and 1130Z. Attempts are being made through Mawson to gain contact with Pointe Geologie and the Russians.

The ice reconnaissance normally conducted on Tuesdays was omitted due to the zero visibility and extremely high winds.

Wednesday, May 23, 1956

The average temperature was plus five and the winds were moderate to gusty with peaks to thirty-three knots. The moon was obscured for one third of the time, but the overall weather for the half holiday was quite satisfactory.

The morning was spent in routine operations. The Utilitymen changed the heating stove installation in the Sick Bay, moving the one from the Doctor's office back into the annex and connecting it up to two barrel drums just outside.

Three weasels were given a thorough check and minor repairs were effected, as following the previous day's storm, they had become inoperative due primarily to driving snow. Personnel working in the parachute rigging loft have installed a long conveyor running from the outside into the interior of the loft itself. All cargo will be sent into the loft in this manner rather than hauling it in by the D-4, as several rips have been put in the canvas through carelessness on the part of the D-4 operator.

Communications, which has been down for most of the two preceding days due to static electricity, resumed operations and a virtual flood of messages was received. Among the more interesting was one from RADM DUFEK to COMCBLANT with info to the Antarctic which concurred in ten of the airlift messages without further modification being desired or requested. One of these concerned William Air Operating Facility's communication requirements which, due to the Admiral's message of a few days prior, had already been modified then and cut down. Now, the Admiral has approved the original one which makes everything rather embarrassing. As surprising as the blanket approval of these ten messages was, the disapproval of the aviation items for fly-in could not be understood, as without the helicopter blades, there will be no helicopter operations here until the ships arrive.

Commander, Construction Battalions, U.S. Atlantic Fleet set the deadline of July 1st for the forwarding of messages recommending resupply items for DEEPFREEZE II.

We have received the new call letters for Commander Task Force Forty-three.

Communications also talked with Pointe Geologie today while on the same circuit with Mawson. Language is a barrier as, apparently, the Geologie radio operators have a very limited English vocabulary and our personnel an even more limited French vocabulary.

The Steelworkers completed the placement of new flanges around the sinks in the galley and a water protective ridge at the counter's edge.

Choir practice was held at 1300.

The check of the YOG's showed them to be quite satisfactory in spite of the intense winds of the last two days.

A message was received from Air Development Squadron Six, foretelling their move to Quonset Point, Rhode Island, a move which will be completed by June 15th.

The investigation in the case of charges brought by one man against another was completed and the charge dismissed as there was insufficient evidence for any type of proof beyond a reasonable doubt.

The Armed Forces Radio Service has commenced sending us a weekly message on the events which will be broadcast over their station, giving times and frequencies. This was in response to CDR WHITNEY's inquiry for a special ballgame to be beamed their way which involved the Boston Red Sox.

Considerable difficulty was experienced throughout the day with a sticking throttle linkage on one of the generators. This has resulted in one generator suddenly assuming the entire load and three times during the day, lights dimmed perceptibly and several circuits had to be thrown off the line until the trouble was rectified.

Thursday, May 24, 1956.

The average temperature during the day was approximately zero with occasional warming periods to plus eleven. The sky remained overcast throughout the twenty-four hour period, depriving us of the normal light from the full moon. Strong winds blew throughout the morning, averaging twenty-eight to thirty-three knots and resumed again late in the evening.

Builders spent most of their time on inside work building a very adequate "light table" for the combined use of the aerology and drafting departments. They also started work manufacturing a new hardwood top for the dough table in the galley as the present plywood one is constantly shedding slivers.

Difficulty was again experienced with the throttle linkage on "Marsha" causing the electrical circuits to act up. CHIEF SLATON spent several hours reworking this linkage and apparently located the trouble.

The Mechanics and Drivers completed repairs on the four Weasels and also discharged another D-2 from the shop, the D-2 having been completely overhauled and its pads cut down to normal size. This group will continue parts breakout which is now approximately eighty percent complete. .

Communications had an extremely heavy day with messages primarily concerning material being airlifted. One from the Admiral requested the cube, weight and number of personnel for Beardmore. Our request to CDR WHITNEY to answer this directly was approved and the reply was sent out. The coding room was completed in the Communication Building and LTJG EICHHORN was added to the Crypt Board.

Aviation Maintenance and Electronics personnel continued bin and bench manufacturing and the breakout of their gear.

A report on the advantages and disadvantages of rubber tanks was sent to CDR WHITNEY Forwarding to Commander, Construction Battalions, U.S. Atlantic Fleet. Permission was also received from CDR WHITNEY to protest the Admiral's decision relegating helicopter blades and rotor clutches to shipboard delivery. This decision, if

carried out, would mean that the helicopter at Williams Air Operating Facility would be inoperative until the ships arrive. As the helicopter is basic to both crash and rescue bills, it is felt that this decision should be questioned.

The Officer-CPO meeting was held at 1815.

CWO SINGER, LTJG EICHHORN, LCDR CANHAM, ADC DORE and AB3 OLIVER made a weasel and foot ice reconnaissance trip to the ice edge, departing at 1730 and returning at 2215. The first ice field adjacent to the old offloading site remains intact and now averages thirty-seven to thirty-nine inches in depth of ice. The second ice field had a portion of its edge carried away, but averages twenty-nine to thirty-four inches in depth. Immediately adjacent to this is an area four hundred yards wide, bordered on the North by open water, made up of rather firm slush, varying from six to twelve inches in depth. Two men with harnesses were used to pull the sled from the offloading site and cut across the various ice fields and back. Although only approximately seventy pounds were on the sled, the harnesses were found to be extremely uncomfortable and a different type rigging will have to be affected.

Friday, May 25, 1956

Temperatures ranged from minus eight to plus five with maximum winds of thirty knots from the southeast. The sky was clear and a luminous moon provided considerable light to the camp as all departments continued preparation of South Pole gear and to finish last stages of breakouts of material and equipment.

The Builders continued working on the inside of the Quonsets, finishing the trim and the windows etc.

The Mechanics at last got the ice auger in the garage and started work on it.

JEFFUS and RIGG put a line into the garage for the PA system and at last we have voice communications with every building that is being used during this winter period, other than the heads.

The inspection of quarters and head spaces was made and conditions were very satisfactory.

HILL PH3, in the photo lab, reproduced a schematic drawing of the base drawn by LEASE, which is to be used as an enclosure to our fire bill.

Communications had an extremely heavy day with over eight thousand groups received in less than ten hours. The latter portion was very garbled from Balboa and much will have to be resent.

A message from RADM DUFEK stated that he was, and is, unaware that the helicopters are both inoperative due to blades. The change of status reports here were sent to LCDR

GRAHAM at Little America who, in turn, has forwarded them to VX-6. Apparently, no liaison exists back in Washington on these matters between the Staff and VX-6.

Ice samples were taken in Glacier Channel and Winter Quarters Bay, where the depth was thirty-seven and thirty-five inches respectively.

One short message was received in regards to advancement in rating, but still the great bulk of the examinations for people at Williams Air Operating Facility have apparently not been corrected and graded at Great Lakes. A message is being prepared for Great Lakes, listing individuals and requesting if they had received completed examinations for them.

An "All Hands" meeting was held at 1815. Among the items noted was the change in the Sunday meal hours. Brunch has been eliminated as it is more difficult for the cooks and not nearly as satisfactory to the patrons. Sunday reveille will be at 0800, breakfast from 0810-0845, dinner from 1200-1300 and supper from 1700-1800.

Saturday, May 26, 1956

The average temperature was minus six with blowing snow and gusts from thirty to thirty-five knots.

The half work day was spent in routine operations with Communications still attempting to receive all of the backlog of traffic from Balboa. Excessive static hampered their operations throughout the day.

Choir practice was held at 1300 in the mess hall and, as usual, about fifteen minutes after the commencement of choir practice, CDR WHITNEY requested a voice conference. He and LCDR GRAHAM had been discussing our request to immediately forward the list of missing aircraft parts by box number that we had sent them on the sixth of March, requesting that they add theirs to it and forward to VX-6. Several times during the preceding voice conferences, LCDR CANHAM had asked LCDR GRAHAM to take some action on our message. CDR WHITNEY decided yesterday that we should go ahead and send it directly to VX-6 which was promptly done.

Permission was obtained to forward directly to the Naval Examining Center, the names of personnel who took their advancement examinations at McMurdo. The results of these examinations, conducted in February, have not yet been received.

Hotel Temporary put on a fine bit of entertainment under the direction of CHAPLAIN CONDIT. This was followed by "Happy Hour" and a movie and, for the first time, almost all hands were in their bunks by 2330 on Saturday night. The camp was exceedingly quiet and there were no minor physical injuries. The consumption of alcohol at "Happy Hour" was exceedingly low.

Sunday, May 27, 1956

.The average temperature was minus eight with rather steady winds through most of the day, averaging twenty to twenty-two knots, gusting to thirty-seven knots. Once again, the blowing snow severely restricted the communications.

Church services were poorly attended.

A message was prepared by LCDR CANHAM for release to Professor KORT, Senior Russian IGY man, who is presently located aboard an icebreaker based here in the Antarctic. Professor KORT sent a message to McMurdo requesting the exchange of weather between the Russians and the United States Antarctic Stations. The initial exchange was to have been this afternoon, but the poor weather conditions prohibited satisfactory communications and another try will be made tomorrow. Professor Kurt's message was relayed to RADM DUFEK and CDR WHITNEY and they were advised that we were going ahead with the schedule and requested their concurrence. Immediately upon receiving his info copy, CDR WHITNEY sent a message to McMurdo stating that we should not have sent the message to RADM DUFEK and that the Admiral had given him the information desired prior to his departure from the Antarctic in March. In view of this, the passing of the message in question to NBA was held up pending a voice conference with Little America. This was finally held at 1630 and LCDR CANHAM told CDR WHITNEY that the message had not gone to Balboa and would be canceled if he still felt the same way. CDR WHITNEY was also asked to pass over to McMurdo any additional information that might pertain to us which the Admiral had left with him in March. CDR WHITNEY stated that the Admiral had desired a message to be sent, one of welcome and good fellowship, to Professor KORT at the time of contact.

This was the only additional information CDR WHITNEY had and he told us to go right ahead and send the message. It is recalled that the Admiral already sent such a message to Professor KORT in March, telling him that the facilities of our station were at his disposal. A voice conference was set up for Wednesday at 0800.

At 1815, the Officer-CPO meeting was held and the importance of getting the sea ice runway underway this week was stressed to all hands. The builders will continue to work on the Quonset interiors, erecting a vestibule for the Ship's Store, completing a hardwood table top for the Mess Hall dough table and minor maintenance work. Supply and the Air Force people have approximately two more weeks before they complete the packaging of IGY material for the Air Drop.

The GCA equipment will be virtually secured from now until mid-September and the remainder of their personnel distributed among other divisions. McCoy is already working for Aerology, JEFFUS ET1 will be working with Chief BARGER in communications on maintenance and installation. RIGG AC1 will work with Chief FLANAGAN on the completion of the aviation electronics shop, and SWARTWOOD AC1 who now has a case of water on both knees, will be employed on a 50/50 basis between Communications, where he will work on getting the records up to date, and

Administration, where he will be employed in sorting the philatelic mail for the Pole Station

Monday, May 28, 1956

The average temperature was minus twelve with winds from sixteen to twenty knots and gusts to twenty-eight knots. Skies remained overcast with the moon barely showing through during the day.

The Builders completed the vestibule on the Ship's Store building and continued working on the interiors of the Quonsets.

The Electricians, again, attempted to fire off the 400 cycle generator which will operate the RACON. They met with more success than heretofore, but still they were unable to keep it running. This particular generator is a three phase affair and, initially, is pulling over two hundred amps on each phase which is much too high for our present Power House output. Several fuses were blown, but nothing serious occurred. The Electricians also completed the interior wiring of the sick bay annex.

WILLETT continued packing IGY equipment and the aviation personnel started on the erection of the second engine sling hoist – this one being a four ton capacity hoist. They are mounted on four of the metal sleds.

The fabrication of the extension on the ice auger was eighty-five percent completed and it should be ready for mounting tomorrow.

EMERICK was employed to remove the crates from the thirty-nine survival drop kits which VX-6 brought with them. The M-1 carbines are being removed and stored in the ordnance locker.

Chief STITH and LCDR CANHAM made a survey of the immediate camp area noting the location and description of various pieces of equipment and material that are lying about and passing this information along to the Division Officer concerned, that proper storage might be effected. A majority of the strewn items are either in a Building or a Utility category, many of them three quarters covered with snow.

The Utilitymen put additional smoke stacks atop the mess hall in an effort to alleviate the heavy smoking that occurs from the stoves whenever the outside doors are open.

Communications had another difficulty day as reception between here and Balboa was extremely erratic, and a backlog of messages still persists.

LTJG BOWERS completed work on the design of the splice plate and the ordering of necessary nuts and bolts for the nine thousand and some holes which, of necessity, must

be drilled as the overhead trusses for Pole Station must be cut in two to meet the maximum length limitations imposed by transporting them in the C-124's.

Communications was once again unable to contact the Russian ship, but the other weather schedules were carried out satisfactorily.

Tuesday, May 29, 1956

The average temperature was minus eleven and winds were light with occasional peaks at fifteen knots. Skies were clear and the moon was visible throughout the entire twenty-four hour period.

The Builders squared away a storage Quonset and began picking up their materials which are spread all over the camp. Additional building work was accomplished on the interiors of the Quonsets.

Survival personnel finished the breakout of carbines from the air drop survival kits and they were stored in the ordnance locker. Work was started on the removal of sleeping bags from the storage tent and, following their airing and repair, they will be stored in the survival Quonset for ready issue.

The Mechanics completed work on the ice auger extension and its mounting and it is ready for the initial operation.

Attempts to start the 400 cycle generator, which will provide a source of power for the TBS-1D and other equipment in aviation buildings, were unsuccessful. It merely succeeded in blowing several fuses, causing one generator to run away with itself and, once again, raising the question "Is it worth it?" One more attempt will be made. The primary difficulty seems to be on initially firing off. The generator draws more than 600 amps which is over half the entire electrical load for the camp.

Communications finally got all messages cleared and, for the first time in five days, a backlog was not present.

A message was received from DR. SOMOV, Chief of the Complex Antarctic Expedition of the USSR Academy of Sciences. DR. SOMOV is located at Miry which is situated at 66 degrees, 33 seconds South and 93 degrees, zero seconds East. They also have a small Russian scientific station called "Pioneer" which is on the surface of the ice plateau at 69 degrees 44 Seconds South, 95 degrees, 30 seconds East. We transmitted all of the information concerning his synops, pilots and temps reports and requested the same data from us. He also requested to have his very sincere wishes transmitted to "Mrs. BYRD and DUFEK". The message was addressed to "Mr. Williams, Officer in Charge of McMurdo".

A small fire was experienced in the chapel just prior to Catholic Mass. COPPOLA had just lit the candles on the altar and walked to the rear, when CHAPLAIN CONDIT

noticed the artificial flowers on the altar to be ablaze. The fire was readily extinguished, but it succeeded in burning up a third of the artificial flowers as well as a hole in the altar cloth and a curtain backdrop.

Linoleum was laid in the galley portion of the mess hall. This should provide a warmer deck for the galley crew as well as enabling them to keep it cleaner with much less work than was required with the sheet metal.

A message was received from RADM DUFEK, noting that he was going to fly in reliefs for LT BERGSTROM and LT SLOSSER.

Wednesday, May 30, 1956

Memorial Day was very chilly with a high of minus sixteen and a low of minus thirty-two, the average being close to minus twenty-four. The winds were light in the early morning, increasing in the afternoon and evening to twenty-three knots.

An attempted voice conference with Little America was aborted by the hour until finally, at 1730, contact was made.

During the morning, almost all hands slept in and breakfast was very poorly attended.

Choir practice was held at 1300 in the chapel and, following that, most retired again to their racks.

Work continued throughout the day in the Administrative Office, typing up reports, releasing the situation report, and putting the First Class Petty Officer Evaluation Sheets in the smooth.

A message was released to DR. SOMOV thanking him for his kind cable and forwarding him the information he desired. It also relayed best wishes from RADM BYRD, RADM DUFEK and CDR WHITNEY, as well as the warmest regards from everyone at Williams Air Operating Facility. Contact was also made with the French at Point Geologie and satisfactory communications were established. This virtually completes the contacting of stations for weather in the Antarctic at this time.

Of major importance was the receipt at 1620 of a message giving the results of our examinations for advancement in rating. All but two who had taken the examinations for advancement in rating here passed and a "forty-eight" was declared for this coming Saturday and Sunday with those who were notified of their passing being the hosts at a beer party on Friday night. There are still minor items to be straightened out, such as the effective date which the Examining Center has set as May 29th, whereas it should be April 16th. However, the Examining Center does not have the authority to backdate, but BUPERS does and will be asked to do so. The examinations were not received at Great Lakes until May 23rd, although the GLACIER arrived in the States on the 5th. This type of "mule train operation" is not understood. LCDR CANHAM asked CDR WHITNEY,

by voice radio to send a message to BUPERS requesting a correction in effective date for advancement to April 16th on all but the CPO'S, and to request message notification of all First Class who passed the CPO examination and are authorized to be advanced to Pay Grade E-7.

The question of names of various relief personnel was again raised and, in the ensuing discussion, LCDR GRAHAM stated that scuttlebutt from his wife indicated that CAPT CORDINER would be the new Commanding Officer of Air Development Squadron SIX and CDR WARD would be the Executive Officer. This information was passed on to VX-6 personnel at McMurdo.

CDR WHITNEY stated that LUCIER, YN1 at Little America had all the pertinent data as to dates of periods etc., etc., on the first class petty officer evaluation sheets and we shall obtain this information within the next couple of days.

CDR WHITNEY offered a recipe for the item that would last until 1968, as referenced in a confidential message from LCDR CANHAM that pertained to the amount of alcohol on hand. As the more refined ingredients on hand will last until the present group departs the Antarctic, it was not felt that we would have to resort to grain alcohol.

The CHAPLAIN, who is also Education Officer, was notified by LCDR CANHAM that he should now prepare our educational program for immediate implementation in order to properly prepare all hands for the examinations which will be conducted in late October.

Thursday May 31, 1956

The average temperature was minus fourteen with winds averaging thirty-five knots throughout most of the day, increasing to fifty-five and sixty-two knots during the night. Visibility was considerably reduced by constantly blowing snow. These strong winds were from the South Southeast and, strangely enough, did not affect antennae fields nearly as much as the Easterly winds do. Communications were maintained throughout most of the day.

The Builders continued picking up miscellaneous material about the camp and built some additional shelves for the storage of their equipment and material in the carpenter shop. The CHAPLAIN and PRESCOTT laid linoleum in the chapel and put several coats of varnish on the deck.

The aviation personnel commenced work on squaring away the Aviation Storage Quonset, placing additional mastick in areas of obvious snow leakage and laid out plans for aviation storage bins.

Twelve additional wall outlets were wired in the aviation electronics building and a thirty-four foot engine hoist platform was erected on four sleds, the high winds notwithstanding.

Work on the ice runway was delayed due to the zero visibility and the normal ice reconnaissance was postponed for the same reason.

Fortunately, there were no casualties in camp due to flying debris, but BICKNESE, who operates the Cary-Lift and fills the various snow melters, fell into the snow melter tank in the mess hall. A very warm bath was experienced, but he pulled himself out without much difficulty.

One half man days are continuing to be devoted to the sorting and separation of Philatelic mail.

A cribbage tournament for all hands was announced, both singles and doubles, and a case of beer will be awarded to each of the winning contestants

Friday, June 1, 1956

The average temperature was approximately minus fifteen with gusts of wind up to sixty-two knots continuing strong throughout the late morning and diminishing to fifteen or twenty knots in the afternoon.

The Builders continued to straighten away their gear and work on Quonset interiors.

Aviation personnel completed the mounting of the engine hoist sling and started construction on their bins in the storage Quonset.

The drivers finally got down on the ice in the afternoon and had drilled approximately eight feet down with the ice auger when an hydraulic coupling burst. Repairs will take approximately one more day.

The Admiral said, in a message to CDR WHITNEY, that present planning included an adequate recreational building at all stations.

A brief voice conference was held with Little America and CHAUDOIN received from LUCIER, all the pertinent data for completing the First Class Petty Officer Evaluation sheets.

Permission was obtained from CDR WHITNEY to send a jib in his name to COMAIRLANT on the type of report desired for the end of the month. LCDR GRAHAM brought up a suggestion that all aviation rates, not assigned to Mobile Construction Battalion (Special), should be assigned to VX-6. He asked LCDR CANHAM'S comments on this. It was pointed out to LCDR GRAHAM that it is a responsibility of an air facility to provide basic support to any air group or squadron utilizing its services and that, although personnel from the squadron or air group are used to augment the numbers of people in certain departments on the base, they are not used exclusively for this purpose. It was further stated that, from an organizational standpoint,

such a concept would be contrary to all naval doctrine. Additional comments will be forwarded to him by CW at a later date.

LCDR GRAHAM was asked about additional information from VX-6, and he sadly stated that he had received none.

Authorization on TYLER'S advancement to AD3 was received. This removes all Mobile Construction Battalion (Special) personnel from the non-rated group.

A party was given in the Mess Hall by the group having just passed the examinations. It was, by far, the most successful of this type held yet and very spontaneous, yet never getting quite out of hand. CHAPLAIN CONDIT, TALLON, ARMISTEAD, DR. TAYLOR, and later on, ZEGERS, WOODY and OLIVER provided music for the impatient crew. Songs, dances and story telling were featured as one by one a great many of the camp personnel were called to the fore or drug to the floor. In honor of the occasion, Saturday had been declared a complete holiday routine and taps were not held until 0200.

Saturday, June 2, 1956

The average temperature was minus twelve with calm winds throughout most of the day, and skies were clear. Glimpses of a fading moon were seen on the horizon. The majority of the camp slept in until noontime when, upon eating lunch, they once again returned to their racks.

Brisk traffic was conducted in messages and some success was encountered with the Ham gear.

The Admiral advised that two sets of helicopter blades would be flown in.

Sizes for complete sets of "greens" and shoes for William Air Operating Facility personnel were sent to LT MEHAFFEY. These will be used for shipboard wear on the return to the continental United States.

VX-6 was notified of the removal of the thirty-four carbines from the air drop survival kits and they were placed in the locked ordnance locker.

LCDR GLEZEN (Staff Admin Officer) was notified of the preparation of PO1 Evaluation sheets on MONTGOMERY and MARINO. This was done to ensure that the two men would have all periods covered as their transfer to Mobile Construction Battalion (Special) was done at a time when few records were being maintained.

RADM DUFEEK stated that he was going to request a postal fund for philatelic use to replace missing stamps and exchange for international coupons for DEEPFREEZE I & II.

All hands in Communications sent an expression of their appreciation to the communications personnel at Balboa for their wonderful cooperation on our point to point circuit.

Today must have been that day that a new regime took over VX-6 as numerous messages, long unanswered, were disposed of; among them the information on the parts necessary for R4D skis.

Happy Hour was held after the movie and, again, it was a rather quiet Saturday night.

Choir practice was held in the chapel with the choir once again back to full strength, personnel difficulties having been

Sunday, June 3, 1956

The average temperature was minus fourteen with winds comparatively calm and occasional gusts to seventeen knots. Skies were, again, mostly clear.

Church services were well attended and the camp enjoyed its second day of rest.

Drawings were made for pairings in the cribbage tournament which commences tomorrow.

An additional five personnel were able to talk to the States – reception was excellent. The TBM was inoperative for several hours with BARGER and GARRETT working steadily through their time off and we were back on the air by 1800 and the backlog of messages was disposed of.

An exchange of greetings with the French at Pointe Geologie was made. It was noted that Little America, in their press release, stated that they had established contact with the Russian IGY station. It went on to say that LT SEAY was acting as translator. This was very interesting to note for the Russians came to us at McMurdo and said he never did understand what they were trying to say and asked us to please assist him, which we will do of course.

A message was initiated to the 18th Air Force, requesting information on GORITY's examination. This young airman second is now the only non-rated man in camp.

The Officer-CPO meeting was held in the evening and the principal items of the week to accomplish are in conjunction with the sea ice runway.

During the day, COMNAVSUPFOR MSG 011936Z was received. This was the first major modification of planning for the Pole and Beardmore stations that had been received. The Admiral has firmed plans to have diesel oil flown to Byrd Station from McMurdo. We must, therefore, prepare an appropriate amount of drummed fuel. There are also several dozen drums of miscellaneous POL, the contents of which will have to be

transferred to the heavy gauge drums. The item remaining for planning purposes on POL is the exact number of gallons that are desired in these drums. Specific information will be requested on this item.

We were also instructed to prepare two D-2 Tractors for drop and a second Weasel. We were instructed to determine the minimum number of personnel required at the Pole on the basis of the availability of the two cats and two Weasels and with a time schedule of a maximum of sixty days available for air drop. According to this message, the Pole Station wintering over personnel will arrive via ships in December. The Admiral changed his mind completely concerning our original conception of air support. According to the latest plan, an R4D will land near the Pole to test aircraft take off capability. Following this, the advance party of eight will be landed at a site determined as the South Pole by aerial observation. The planes will depart as soon as the Advance Party is offloaded. We will then determine the position and move to the geographical South Pole via the ground. Having located the Pole, the air drops and landings will begin. The Admiral states that maximum cargo will be dropped and a minimum landed and that aircraft will operate from McMurdo staging through Beardmore as required. He requested that we change Beardmore to an austere tent camp at the foot of the mountains, accommodating a maximum of ten personnel on a regular basis to provide homer facilities, weather information and fuel. We will contest this decision all the way down the line as our experience with tents at Hut Point are much less than desirable in that over half of each day was spent in merely living without producing much in the way of effective work. The winds experienced at Hut Point are much less than those indicated at Beardmore and it is strongly felt that at least one semi-permanent type structure, such as an Atwell, should be provided. The Admiral also stated that the Air Force was requested to airlift three Otter aircraft to McMurdo instead of shipping one via icebreaker.

LCDR CANHAM and LTJG BOWERS spent a good portion of the day going over the Admiral's message and preparing a tentative reply.

Monday, June 4, 1956

The temperature ranged from minus four to minus eighteen with winds at a maximum of forty-one knots. The skies were clear although very light snow fell most of the day, its source an item of contemplation for almost all as no clouds were visible and, at times, the winds were calm, removing the possibility of blowing snow.

The Builders prefabricated vestibules for both sides of the main Mess Hall entrance and worked in the Aviation Electronics Building on shelves as well as continuing to straighten away their own gear and completing their work on the new waste water carrier. This last item was done in conjunction with the steelworkers.

The Mechanics and Drivers spent the day on repairing the damage incurred to the ice auger; the main hydraulic coupling had a break all the way through its center and KENNEDY welded the break after heating the coupling considerably and it was then

wrapped in asbestos and kept near the stove where it is hoped it will cool slowly, as any distortion whatsoever will render it inoperative.

Ham communications were good and several additional personnel spoke to their families. An interview with the Editor of a small paper in the Mojave Desert was conducted. It was learned later on that Little America apparently monitors all our ham transmissions, so one would gather that, although they spend a good deal of time at it, they, themselves, are not able to reach the states as often as we are. During most of the day, Little America was working on their teletype and they were off the air for extended periods of time. In the evening transmission and reception on 8310KCS was only strength one and it was not until 0500 local time the next day that communications were resumed.

FLANAGAN and COPPOLA ran a phone line between the Wanigan on the ice and the OOD's office.

The cribbage tournament opened in the mess hall following the movie and there were a considerable number of spectators in addition to those playing.

Tuesday, June 5, 1956

The average temperature was minus fourteen with winds light during most of the day and occasional gusts to twenty-nine knots. The skies were three to five tenths overcast.

The special vestibules for the mess hall, being a sort of combination vestibule and tunnel, were completed. These two entranceways actually enter the main vestibule. They will afford maximum protection from snow drifts and should save doors, as the ones presently hung in the main vestibule are becoming very loose due to driving snow lodging between the small clearances about the sills themselves. The Builders also constructed a snow vestibule on the Builder's Quonset and they cleaned up the material all around the Chapel and worked on picking up material in the storage area. A Builder was assigned to the aviation people in constructing storage shelves in the Aviation Storage Quonset.

The Air Force and supply people are nearing the completion of packaging IGY food and material for the Pole Drop.

A meeting of the personnel for the Pole Station was conducted at 1615. A paper – “Concept of the ‘Survival Team’” – was passed to all hands for informational purposes on what to expect of the survival team and its limited capabilities. It presented weather data taken from the 1910-13 British Antarctic Expedition to the South Pole. Commencing the 19th of June, two meetings of this group will be held each week, where the group will be divided in half for training in survival, communications and navigation. Reference was made to CTF-43 message 011936Z of June, in which it was indicated that it is anticipated that landings would be made at the Pole prior to the arrival of any of the survival teams in order to determine the feasibility of landings and takeoffs there.

The playing of the cribbage tournament continued until 2300 in the evening and the basic plans for an intensive educational program were formulated by the Education Officer, Chaplain CONDIT.

The weekly ice reconnaissance was conducted by LCDR CANHAM, LTJG EICHHORN, SPIERS, CS2, and TALLON AB3. Field Number One beyond the offloading site has an average depth of forty-one to forty-two inches, , Field Number Two, twenty eight to twenty-nine inches, Field Number Three, fourteen to eighteen inches, and a short field of approximately one hundred yards averaging six to eight inches extends beyond. Adjacent to this last field, as far as the eye can see, there is approximately one inch coverage of snow upon the open water. The total width of the new ice field combined is 12,800 feet from the old offloading site. No penguins were sighted and, in view of the additional four and a quarter miles of manhauling the plastic sleds, it can be positively stated that the harnesses, at present, are grossly inadequate and that this type of sled is unsatisfactory for any lengthy movement of material or equipment by sled.

A new sled structure is being prepared by MSGT DOLLEMAN and LTJG TUCK – It will be tested out on the following week's ice reconnaissance.

A voice conference was held with CDR WHITNEY and he agreed to all of our comments in reply to the Admiral's message concerning plans for Pole and Beardmore Stations.

CONFERENCE REPORT
Tuesday, June 5, 1956 – 1000

CDR WHITNEY I wanted to go over your message 011936Z. I read over your message carefully and this is what I plan to send out, "Following received from McMurdo quoted in part 'Byrd Station requirements 1100 drums required for station operation, 8600 gallons for cache fuel . . . tractor train fuel base on 1,000 mile round trip. Both McMurdo and Little America will transfer from light to heavy gauge drums. (Read rest of message)

LCDR CANHAM The necessity for putting them on plywood . . . Air Force has provided quantity plywood at McMurdo for that purpose. If they land incorrectly, the bottom drums will receive the full force of the drop. WILLETT states manner in which recently dropped cargo . . . although formerly dropped without plywood.

CDR WHITNEY: Some picture I saw showed them dropped individually, then six at a time on plywood. I have included a statement to CTF-4 telling them those additional GCA officers and personnel required.

LCDR CANHAM Might it not be wise to state that these billets are authorized?

LCDR WHITNEY RADM DUFEK and GLEAZEN know they are on the allowance and they said they are doing the best they can but the allowance doesn't mean too much.

LCDR CANHAM Roger.

CDR WHITNEY (continuing to read the message) “Will all wintering personnel arrive by ship and . . .” The next thing. What about our getting together in order to spend a little time at both bases in an effort to establish our RATT communications.

LCDR CANHAM In discussing this, we will certainly cooperate. The only item, we would like to limit it to a short period of time instead of half a day as 8310KGS is our primary frequency and it ties up the receivers and transmitter. If you could arrange a time in advance there, our personnel will set up a specific period.

CDR WHITNEY I do want to say that it was an excellent radio interview with the ham station in California and I’ll bet you got some darned good publicity out of that.

LCDR CANHAM We have a very fine arranger in Chief GARRETT. We are trying to be extremely careful in limiting our statements to things not classified and to stress the IGY aspect of this thing.

LCDR GRAHAM I was on the ham gear last night and heard you working with California. Congratulations. You might tell GARRETT I monitored his transmission concerning Ham radio equipment.
(LCDR GRAHAM and RMC GARRETT discussed radio gear.)

(LCDR CANHAM & LT MEHAFFEY discussed the status of pay for CWO B. SINGER and reenlistment allowance figures for BMC STITH. It was learned that SWO SINGER was still being carried on the pay records as W-3 and would not be carried as W-4 until some paperwork has been completed.

Wednesday, June 6, 1956

The average temperature was minus eight with periods of calm, but several periods of gusty winds increasing in the evening to twenty-eight knots. The skies were relatively clear during most of the day, with frequent aurora observed.

Tests were conducted on the ice auger extension and the weld at the hydraulic coupling held satisfactorily.

Other groups worked on material and routine matters.

Communications had an exceedingly heavy volume of traffic.

Choir practice was held at `1300.

The YOG’s have bridged out several more feet and several of the dead men are beginning to break loose – no sign of movement on the anchor chains.

CONFERENCE REPORT
Wednesday, June 6, 1956 – 0800

CDR WHITNEY Your 031908Z – the message you requested sent to BUPERS. I suppose you wondered why we had not sent it. Knowing that it was going to take time to get it through, we talked to Washington last night. BUPERS, until yesterday afternoon, had not received the marks from Great Lakes. They have not anything to work on from this. They told us that the following will be made CHIEF because of the shortage in their ratings: COX, STOCKTON, SMITH, DIBE, MCGEHEE, LEASE, LYNCH, KENNEDY, PATTERSON, BEVILACQUA, ESTES, AND LEVESQUE. The marks for the others will have to be integrated with the others in the Bureau.

LCDR CANHAM What information do you have on the April 14, date?

CDR WHITNEY Nothing because they don't have any of the grades as yet. We are going out today with a message to BUPERS asking for all this information officially.

LCDR CANHAM Of course, for people other than Chief, the effective date is supposed to be April 16th. One other thing, several days ago LCDR GRAHAM sent out a message requesting that one set of cylinder compression gauges 18mm be brought into Little America. Don says we have two sets of these here, plus seven spare gauges. He believes this is more than adequate for what VX-6 needs here. Either we could officially advise you of this or we could send a message, noting our content and stating we believe we could spare one.

CDR WHITNEY Bob says he will go out to VX-6 with a message and advise them. He will let you know.

CDR WHITNEY I see you ordered some hatchets. Inasmuch as we have them here and you ordered them by ship, suppose we send them from here to you.

LCDR CANHAM That will be fine. Now, on the turntable that goes for the PA system for both bases, the arm was not received here. Talking to GARRET, he helped in the writing up of the order and the stock number under which it was ordered included the complete turntable, including the arm, however it did not come here and it would seem that it did not come there either.

CDR WHITNEY That is right. I can't understand it. It is one of the items that we are ordering so we will have the unit complete. If you have the stock number, I sure would appreciate it.

LCDR CANHAM I'll double check.. If that stock number was to include this, we have already paid for it.

CDR WHITNEY Don is going to send a message out on it – another ship item.

LCDR CANHAM Of all the recreation gear, the music was by far the most enjoyed item. Along that subject – the various hobby kits – I think there could be a tremendous improvement on them. Most can be made in fifteen minutes. They are virtually useless. We feel that more basic models, taking a considerable amount of time would be far better. The paintings, what there were of them, turned out to be very enjoyable.

CDR WHITNEY I concur wholeheartedly with that.

Thursday, June 7, 1956

The average temperature was minus eight and the skies were extremely clear with moderate winds gusting to thirty-five knots. Fair aurora was visible throughout most of the period.

SLATON and his crew got down to almost nine feet in the ice when the welded spot gave away again on the hydraulic coupling and it was extremely difficult to withdraw the auger from the hole. One additional weld will be tried with a reinforcement ring put on it. Should this fail to work, one of the hydraulic pumps here will have to be modified, if possible, for the extension auger.

The Builders moved panels throughout the day, stowing them in their proper places and completing the breaking out of the proper panels for the one remaining head. The area around the chapel has now been cleaned up and additional dozing has been done which helps it's appearance immeasurably.

Aviation personnel neared completion of their shelves and benches in their storage Quonset and Electronics readied themselves again for another test of the 400 cycle generator.

The decision was made to cease the attempted publication of a daily newspaper in favor of a weekly one issued on Sunday. Until this time, it has been the practice to have BROWN, YN2 commence work at 1300 and publish the paper in the evening but, due to the heavy weather schedules and/or atmospheric interference, the frequency of the receipt of teletype news runs about once every five days, making daily publication very undesirable. It is planned to put out an eight or ten page paper on Sundays, incorporating all news of interest and the weekly menu, and the week's coming attractions at the Movies.

Additional ham contacts were made and three people were able to talk to their folks in the states.

The small pump, which has been incorporated on the diesel fuel carrier for camp fueling, threw a rod after a total service of less than 100 hours. It was replaced with another

identical pump as there is but one additional one left and two of these are very desirable at Beardmore. It may be necessary to request an additional one to be flown in.

The last of the IGY gear was brought down off the hill and WILLETT and HESS will finish this by Monday latest.

A small pump was placed in the Power House to empty the waste water from under the showers and a water level indicator installed to show the amount of water held in the tank. This eliminates the necessity of each individual hand-pumping the tank dry after a shower. A small compressor was placed in the water line to the showers and to the laundry machines. The washers may now be filled in a reasonable time and a most pleasant shower taken with considerable water emanating from the shower head.

CHIEF GARRETT contacted CDR SNAY by CW and received some unofficial work concerning the advancement of our chiefs. It was indicated that PATTERSON, LEASE and SPAINHOUSER would be advanced to CPO status on June 6 BRISTOL on June 16, LYNCH on September 6, KENNEDY on November 16, and BEVILACQUA on January 16 of 1957. Nothing was received on UPTON or BARONICK. January 16th of the coming year will find all of our Chiefs officially rated.

The first muster and instruction period of the fire fighting companies was held at 1300, when personnel concerned were briefed on their duties. This became an "All Hands Evolution" as some fifty-eight people are involved in accordance with WILLIAMS AIR OPERATING FACILITY INSTRUCTION 11320.1 and NOTICE 11320.

Interest continued high in the cribbage tournament and, by the week's end, the quarter final stages will have been reached in both singles and doubles.

CONFERENCE REPORT
Thursday, June 7, 1956 – 0800

CDR WHITNEY I got your message. We can take care of that if that is what Bud (SINGER) is looking for. Did you conclude NAVPERS 339 - the acceptance of office? That is all that is necessary. Why don't you complete it down to the first endorsement and send me a message that he has signed and you have witnessed it, then we can get the thing posted properly.

LCDR CANHAM Right Skipper, I am not sure we have the form.

CDR WHITNEY I can give it to you right now (CDR WHITNEY dictated the Oath of Acceptance).

LCDR CANHAM We'll do that and send the information to you and send a message to BUPERS. When the papers come in, we will complete them and send them on the first plane.

CDR WHITNEY On your 060407Z – Training Courses. There will be an entry made in the service record of any or all concerned that they are qualified to take the examination, and the papers will be forwarded by one of the first planes.

LCDR CANHAM Right. What I was concerned about was those that have already taken the examination. Many have said that they were told that they would not have to take all the course examinations normally required due to the constant change. We have gone along with it and request some entry be made in their jacket. We are preparing end-of-course examinations acceptable in lieu of correspondence courses, but we intend to give classes between now and October. Quite a few are reluctant because they never had to do it before.

A minor item – checking the weather with the Russians and French. Last night, we worked our usual combination Mawson/French weather. We are attempting to get a definite time with the French because the schedule is getting too long. In the midst of our schedule, an LAS Operator notified us that we were busting up the schedule with the Russians. (After a short discussion, it was decided that Little America would not send weather to the Russians because of duplication, but that we would forward it and the Russians would contact Little America for any additional information they needed.)

(HESS and LT MEHAFFEY discussed the reenlistment data on STITH BMC. They also discussed per diem for VX-6 personnel and the reenlistment of MC CRILLIS, who wants to ship over in the Antarctic)

LCDR GRAHAM I am referring to COMNAVSUPFOR message on the cruise books. (After a discussion, it was learned that Little America personnel wanted the cruise book offered from the States and AIROPFAC wanted the picture scrapbooks. With only 73 or less wanting the cruise book, it would raise the cost per book. It was decided that it would be brought up again at the "All Hands" meeting at AIROPFAC and also that Little America would send a message to the Task Force to see if the 80 pages of the cruise book consisted of eight double pages or eighty single pages. Little America was told at a previous conference what the decision was at AIROPFAC and indicated their concurrence, but had never sent a message to TF-43 telling them that we would cancel the cruise book offer.

Friday, June 8, 1956.

The average temperature was minus sixteen – long periods of calm with occasional gusts of wind to thirty-knots – relatively clear skies and faint aurora viewed during the normal work day. An overcast in the early evening prevented further observation of the aurora.

The Builders completed transferring all their panels and building material to one central location.

The Steelworkers reworked the hydraulic coupling for the ice auger extension and also constructed a series of support pieces upon which wooden guidons will be placed for the purpose of supporting one's tray in the mess line,

WILLET completed the packaging of IGY material with the exception of the long box containing the Rawin Tower. These pieces are over three feet in excess of the drop limit prescribed by COMNAVSUPFOR ANTARCTICA. They cannot be cut as we have no way of putting these plastic pieces together again. A message was sent, though no answer has been received as of this date.

Another attempt was made to start the 400 cycle generator in Aviation Electronics – no success. Each time, it apparently progresses a little further but the extreme load it places on the generators in the power house blows several fuses with each try, as it pulls over six hundred amps itself. A message is being prepared to BUSHIPS describing the action that has been taken, the results received, and requesting assistance if possible from any of their technical personnel on this problem

Aviation personnel continued to erect work stands and mount them on sleds, and the storage bins in the Aviation Storage Quonset are fifty percent complete.

The Mechanics are taking apart the D-2 that was salvaged from McMurdo Sound, and utilizing most of its parts for rebuilding another D-2 that had the crank shaft out of line.

Arrangements were made to move personnel into the Chief's Quarters. PATTERSON and LEASE will be the first two as their effective date of advancement to CPO is June 6th. The dates of advancement on the other personnel extend over a seven month period.

The "All Hands" meeting was held at 1815. The educational program here was discussed and the announcement made of the study periods twice a week for an hour and a half interval. These will be held in the Library. The latest plans for Beardmore and the South Pole were presented to the group.

Little America's problem with their cruise books was brought out and an additional fifty-one people from Williams Air Operating Facility desire to go ahead and purchase the commercial cruise books along with having the picture scrap book. It was noted that Communications has only thirty-two people remaining to go on the phone patch to the States before starting over. It was also pointed out that the American Red Cross has organized a service for Operation DEEPFREEZE I personnel only, by which we can send an amateur message direct to Syracuse, New York where five amateur message stations are rotating the watch and the Red Cross will ensure that these messages are delivered within twenty-four hours. They also offered the opportunity to the individual receiving the message to send a reply free of charge.

Saturday, June 9, 1956

The temperatures ranged from plus nine to minus ten with maximum winds of thirty-four knots.

All hands worked a half day at routine activity.

MC CRILLIS, CE2, discovered a small fire in the Electrician's storage Quonset and immediately extinguished it. No damage was done to the building structure, as the fire had been confined to the drip pan around the stove. The Utilitymen were called and, in checking the stove, it was discovered that the stacks were full of soot which, apparently, had caused a flashback, igniting a small amount of the oil that lay in the drip pan. The stove was cleaned.

Recordings were made at Choir Practice which was held at 1300 and the first steps taken for taping a half-hour program which we hope to pass to Little America, thereby starting friendly competition between the two choral groups.

The cribbage tournament ended the quarter finals with interest still very high.

The regular Saturday evening happy hour was held, during and after which the camp was exceedingly quiet. There was no extra business for DR. TAYLOR.

CONFERENCE REPORT
Saturday, June 9, 1956 – 1030

CDR WHITNEY I wonder if you could send it CW so I am sure I have got the whole thing, but I see your point. I have found that message of yours that you spoke of – 050617Z – we found that, but we couldn't find anything that went out to COMAIRLANT. I do think that, with that in mind, we should send them something to indicate that you had some flight time in then, in January, to incorporate that in the other message so they will be able to account for the monetary value that you mentioned.

LCDR WHITNEY Roger, will do. Now, one additional item must be considered in this regard. In the month of May, as I recall, you had two or possibly three MCB(Special) personnel who had actually flown there. We come to this position: Either a split type of report will have to be submitted as – you will have some people flying and some not, this will be a lengthy report and I think confusing in some respects to COMAIRLANT. What I would like to recommend, as the 24-hour flight requirement may be obtained over the entire six month period, at this time, starting for the month of May, submit a report similar to what I have just read . . . it would be erroneous in one respect in that people like COX actually got in four hours, but it would be very simplified. We could take care of COX at the end of the period where you once again used your entire set of flight skins. . . . or with the early light possibly September, you resume normal flying and your percentage of people over there, I think we split eight and six . . . your six people fly each month. Then, in that first month, where they all fly, we could split one report . . . COX, for instance, having flown four hours already; he might fly between now and September, but sometime in September or October, he would complete his entire twenty-four hours

requirement. Then, by only one message . . . you could take care of all of his pay, his time and the rest of the report required. If this is not done, it would mean a split type of report each month which, as I say, I think would be confusing to COMAIRLANT – That would call for a detailed explanation of how we are split up down here and facts on each station as to why or why not personnel could fly. This would have to be done on each report.

CDR WHITNEY That is a darned good point. Excellent! It wouldn't make any difference because they will all have the opportunity to make up that flight time that is required. I'll buy that. It would sound as if COMAIRLANT would understand it without having to come back with other messages. They may not quite get it now but, in the long run, they will get it.

LCDR CANHAM If they were actually getting their pay now and spending it, it would be one thing but, as there is no place to spend it . . . Also it is my intention here to take our quota of flight skins we will have . . . and get all the aviation group together and tell them that each man must split with someone else as we have so many ratings here, I could not give them to just eight people. We have eighteen people, so I will come to a verbal agreement with these people that they will split the money with the other aviation rates. I don't know whether that would be necessary at Little America. It is not quite in agreement with some concepts, but the individual concerned will get the time in so it will be perfectly legal, but we will morally obligate him to split the money with another who also got his time in.

CDR WHITNEY It is something you will have to take up with the individual concerned. You note that message that I sent yesterday to you on the total indebtedness. I am trying to get all these facts and figures together and CHAPLAIN BOL tells me he doesn't have them. I want to be able to, in the near future, know what monies are available in the Ship's Store profit. I can't do it until I know what our total indebtedness is. As soon as I know it, I can tell you how much money you have. I do not hold here, that ALNAV 14. I would like to know what the subject of it is. We will give you an affirmative on 080220Z. We will give you a verbal affirmative on that.

LCDR CANHAM Thank you, sir. We'll get that out on the RATT report. I talked to BOB GRAHAM and told him that I would talk to the troops in the meeting and I did. Our people still want the scrapbook, but in addition to the scrapbook, there are fifty-five people who will also buy the cruise book. Pass that to GRAHAM. This does not replace the scrapbook over here.

CDR WHITNEY Okay. Of course, there's one thing about it. A lot of the good photos that I would like to see used, were returned to the States when the Task Force told us to turn over all exposed film before they went back. Did you get an opportunity to talk to NASH on the Padre gear.

LCDR CANHAM I double checked with him. We have the two padre boards Bob brought from New Zealand. These are for the two R4D's. We don't hold anything for the Otter.

CDR WHITNEY I think that is the answer to that then. We have worked up a certificate – I am going to get over to you a certificate of those . . . Order of the Winter Knight . . . given to every individual who spends a winter night in Antarctica. Lloyd BEEBE (the Disney Photographer at Little America) has volunteered to send it back to Walt Disney Studio and work it over and make a final certificate for everyone's name to be on . . . to be issued to all hands spending the winter night. I want to try my darndest to send it over to you. BEEBE will try to get it out on the first available transport so we can have it prepared for delivery on our return to the States.

LCDR CANHAM I think that is fine. I know everyone here will be pleased. Also, many thanks to BEEBE.

CDR WHITNEY Now another thing on the Flight skins. I also feel certain that they did not get our January report and I think, in order to bring them up to date . . . so that there is no question in their mind as far as the monetary value of flight skins issued. We should tell them something about the January report.

LCDR CANHAM Right, Skipper, I will include that in my proposed message. The Service Record of WILLIAMSON and GOODWIN. That disposition was to return them to you at Little America on the first ship, was it not?

CDR WHITNEY Yes, that was the way we put it to them. It doesn't make any difference. They could send them down and we could complete them on our way back or when we got them in the States. Last night, on the ham gear, we talked to Chief Perry, and he gave us the list of the men who made Chief, but he advised that he gave it to you a few days ago.

LCDR CANHAM Roger. We got the report on everyone over here except UPTON and BARONICK. Of course BARONICK is VX-6 and, because he is, we feel that they forgot to check on him. We are sort of anxious to know whether BARONICK made it.

CDR WHITNEY I won't take any action on these until that comes in officially and at such time as that we will take the necessary action.

LCDR CANHAM Jim brought up the subject of reliefs again. Incidentally, it was yesterday, I believe, that in talking to CDR SNAY, I had GARRETT ask him to obtain the name and address of both Jim's and my relief and send them to us and we can communicate with them and send back information and bring us up to date on who is going to be down here.

CDR WHITNEY Maybe you can get it that way. Actually, it is CBLANT'S action and they have not answered our last message on that and I am going to give them another jib.

Sunday, June 10, 1956

The temperatures ranged from minus three to minus seventeen with maximum winds of thirty-three knots.

Chaplain CONDIT preached on the Sermon On the Mount to a rather small group, both in the Catholic and Protestant services.,

After agreeing to LCDR CANHAM's suggestion regarding flight reports for the months of May thru September, CDR WHITNEY modified his position and forwarded in a record which includes the time Little America people are credited in the month of May and the statement that all the money will be used eventually. It was noted that Little America took nine sets and \$755.00, leaving McMurdo with five sets and \$365.00. As the normal distribution has been eight sets for Williams Air Operating Facility and six for Little America, LCDR CANHAM initiated a message to CDR WHITNEY, requesting confirmation for June thru September of the original agreement – eight sets and \$640.00 for Williams Air Operating Facility.

The Officer-CPO meeting at 1815 included a discussion concerning an “All Hands Party” on the return to the United States. It was decided that any collection of money would be held in abeyance until the departure of our group from the Antarctic.

The ice auger extension is once again ready, and work will begin anew on Monday, in an attempt to get the flooding of the ice runway underway.

An “All Hands Beer Bust” was proposed for Friday night, the twenty-second of June to celebrate the middle of winter in the Antarctic. Those present felt the best way to collect the \$1.00 per man was to have the Hut Captains keep track of who came, make the collection and turn them over to CHIEF HESS. The balance will be taken from Ship's Store profits.

Monday, June 11, 1996

The average temperature was minus twenty-four with moderate winds and occasional gusts to twenty-seven knots – skies were clear.

The Builders started work on the erection of the vestibule for the Chapel and the installation of the steps and platform inside of the Power House leading up to the laundry drying lines in the overhead. The door separating Aerology and Air Operations was removed and the Builders are constructing a dutch door to replace it.

KENNEDY finished welding the reinforcement braces on the hydraulic coupler for the ice auger extension and it was slowly cooled so that tests can begin tomorrow.

HESS began issuing clothing to the South Pole Groups and Aviation personnel finished constructing the bins in their Quonset storage hut and the actual breaking out of parts began.

LTJG TUCK and MSGT DOLLEMAN finished construction on a modified sled for man hauling. It will be used in a test this Thursday during the ice reconnaissance.

The first six of forty messages on ship delivery items to Williams air Operating Facility were released; it is planned to spread the remainder over the following ten day period so as to ease the load on Communications.

The Photographers delivered a number of prints concerning recreational activities; several prints each day are being posted on the bulletin board. Many of these same prints will be reproduced for each individual scrapbook.

Tuesday, June 12, 1956

The temperatures ranged from minus four to minus twenty-four, with maximum winds of twenty-seven knots. The skies were mostly clear.

Two of the Builders continued working on the Chapel vestibule. The base of this vestibule will be eight by eight feet and a small belfry will be mounted on top to house the Chapel bell. The other Builders worked in the power plant, constructing the steps and platform leading to the stop of the storage tanks to the clothes drying area.

Aviation personnel continued their breaking out and erection of engine stands and also spent a good deal of the day in cleaning up and burning trash.

The garage personnel moved most of the ice runway equipment down to the Wanigan and the trail to the proposed runway site was marked with runway reflectors.

Communications handled close to ten thousand groups in sending out the bulk of our ship delivery items to the States. We were able to stay in with Balboa until after 2200 local time – an unusual occurrence. Although the Ham radio was not good enough for voice phone patch, GARRETT was able to pass along several dozen Father's Day greetings to the Red Cross at Syracuse, New York,

CDR WHITNEY called CHAPLAIN CONDIT to a voice conference on the Ham radio to tell him about Chief ALDRICH's father passing away and requesting that he hold a Mass here. CDR WHITNEY also indicated that, as far as entertainment goes, things are rather dead at Little America and he wanted the Chaplain to come over there with the first planes. The Little America Chaplain would come to Williams Air Operating Facility under this plan. As our chaplain is the Educational Officer of AirOpFac and further, as the Admiral is of Roman Catholic faith, the probability of CHAPLAIN CONDIT's going to Little America would appear to be about 50/50. As examinations will be conducted

shortly after the arrival of the first aircraft and, as short-handed as AirOpFac is in officer personnel, the Chaplain's presence would be almost mandatory.

The Steelworkers finished reinforcing a half dozen tongues on the one-ton sleds.

HUBEL and his Utilitymen completed the moving of all jet heaters to the parachute loft where they will be readied for air drop.

HESS and his crew continued to break out supply items for the Pole Station and he also completed the issuing of the special clothing we have for South Pole personnel. A meeting of these personnel was held at 1615 in the Library and they were divided into two groups for purposes of training. This training will be conducted on Tuesdays and Thursdays from 1230 to 1330, commencing the following week

BICKNESE, CD3, took the Singles Championship in the AirOpFac Cribbage Tournament, defeating LYNCH four to three.

Wednesday, June 13, 1956

The temperatures during the day ranged from plus one to minus thirty-three with maximum winds of thirty-eight knots. The skies were clear throughout the day.

The half work day routine was highlighted by the success of chief SLATON'S Group in drilling a hole some eighteen feet into the thick ice adjacent to Winter Quarters Bay. At the limit of the ice auger, eighteen feet, although the hole was not entirely through, there was a noticeable seepage of water. It is planned to excavate a hole approximately four feet deep and drive the D-2 into it; with this procedure, the ice auger should well extend through the bottom of the ice. This initial test hole will be used to flood nearby leads and cracks in the ice to make them safe for the continuous traffic that will be going over them. The hole will also be used to flood an area one hundred feet square that tests might be conducted on the amount of snow that can be removed by sea water. Corings were taken in Winter Quarters Bay proper and the Glacier channel and was found to be forty-one and forty-two and a half inches respectively.

Communications succeeded in clearing all of the messages pertaining to ship delivery items, a notable achievement as the number of total groups in the messages surpassed ten thousand. This work was accomplished in spite of the fact that there is ever increasing difficulty encountered with the TBM transmitter. Amateur Radio operations were poor to nil.

The Builders completed the church vestibule and the platform and steps in the Power House. All of the storage tanks in the Power House have been painted and the interior is in excellent condition – an appearance worthy of anything seen in the States.

The cleanup of cardboard and wood continued. Numerous fires were built in a relatively calm period of the morning.