

CONFERENCE REPORT
Tuesday, April 17, 1956 - 1730.

LCDR GRAHAM – Officer in Charge, Little America V. – CDR WHITNEY not attending tonight . . . out in another building. In regard to TF-43 message 041440Z to CDR WHITNEY with reference to continuous letter for benefit of dependents, CDR WHITNEY desires weekly contributions as of each Saturday from Little America and AIROPFAC brought up on your message to WHITNEY.
Any news you have will go out on the Saturday Sitrep.

LCDR CANHAM – Remind CDR WHITNEY that he sent a message to us saying Tuesday. Anything we had was to be added to his.

LCDR GRAHAM – On my next subject, we were up on the ham set another night and talked to CDR MILLER of CNO making arrangements for Armed Forces Day tape recordings on Ham to Ham from Bolling Air Force Base. CDR SNAY (TF-43 Communications Officer) is trying to set up his ham radio station as a mobile unit at Bolling. I thought I'd pass that information to you so we might make preparations. I will give you more detailed information as we receive it.....

LCDR CANHAM – Okay Bob, the message I have reference to is 030347Z to us . . . states a weekly message will be sent to TF-43, info CHINFO etc. sent every Tuesday.

LCDR GRAHAM – Okay Dave, that was a misunderstanding. I think CDR WHITNEY assumed that the one TF-43 sent to him was infoed to you. I'm trying to keep it straight. Ours must be sent each Saturday here on in. I suggest that we go ahead and comply and send them in on Saturdays.

Later

LCDR CANHAM – While they are talking (Towombly & Wessbecher), could you get the Skipper. Have some items to talk to him on that he should come up on.

LCDR GRAHAM – Okay Dave, I'll get a hold of him.

Later

(The following exchange is verbatim to the end of the Conference)

LCDR GRAHAM - CDR WHITNEY is here now, Dave.

LCDR CANHAM – Good evening Skipper. Dick BOWERS would like to talk on some of the items for Pole Stations – towers, the trusses, drop problems we have encountered, the fact that it is a military station etc. According to our last

conversation with Admiral DUFEK, it is a military station at the Pole. We would also like to discuss modification of the garage doors and progress on the ice runway.

LCDR GRAHAM – Okay Dave, here is CDR WHITNEY

CDR WHITNEY – Sorry to hear that Bergstrom was hurt. You do have some problems. It is a military base and will present a number of problems because it is a military base. I wish I could give you a copy of the letter I have here. Maybe some parts can be relayed to you, and the number of military personnel expected to be there. I don't know whether you have that or not. It does have quite a bit for you to go on . . . As far as the domes are concerned, you do have some problems.

LCDR CANHAM – Here is Dick BOWERS.

LTJG BOWERS – Commander, we are primarily working to get our gear together. On the two towers – the aurora tower and the Rawin tower – from what I gather from talking to you, your comments on the both of them are in agreement with mine in that the Rawin dome can be placed on the top of the Aerology Building, and the Aurora Dome on top of the Science Building with no apparent loss of efficiency. We put the Rawin Dome on the aerology building here . . . not using the Rawin Tower at all. Any way possible to eliminate that tower from the Pole Station would save us not only a great deal of manpower and time there, but also here. To modify them a great deal . . . jury rig . . . we would have to cut them for the parachute drop and I think all in all, we would spend more time on these two items than all the rest together.

CDR WHITNEY: I concur with you heartily. The towers are badly fabricated. There is a considerable amount of work to be done in order to erect them as they are . . . I have not received an answer to my message to TF-43 and to BUDOCKS asking them to make some changes in the design. We have not received an answer to that. Again, you recall we suggested that they be built on top of the buildings and it would be perfectly satisfactory providing we left a space between the building and the roof of the building and the deck of the dome which can be arranged very easily. Left it to the bureau to do the necessary design work. We wouldn't have the material. No doubt we would improvise. I am sure we can do without any trouble. I will send a jib on the message if we do not have an answer shortly.

LTJG BOWERS: One thing . . . somewhere along the line someone got the idea that we were going to cut the domes. We had no idea of cutting the domes. The dome we have here, we plan to crop it some way or another. It is just a question of manpower. Next Subject – the trusses. The roof trusses and the floor trusses. As you know, we received a design from BUDOCKS and some splice plates. If we cut the trusses for the air drop, it will amount to a lot of work. It will mean a lot of work here drilling almost 10,000 holes, matched properly, and will amount to placing over 10,000 bolts at the Pole Station. If it is at all possible, we would like to eliminate cutting these trusses and we have not received anything definite from the Air Force, whether they can drop them as they are.. Now, as a last measure, we would like to cut only the

floor trusses which are approximately four feet longer than the roof trusses.. This would amount to about 2500 bolts – 72 bolts in every truss. It is going to be one . . . we can set up impact wrenches . . . it will be one big job so what I would like to do is get some definite answer, bearing in mind that we have, in addition to the trusses, a great deal of timber 19 feet long that has to be dropped and cannot be cut. Since the trusses are only a foot longer, drop both without being cut.

CDR WHITNEY: . . . as far as the Pole Station is concerned, in our last conference just prior to the departure of the ships, they promised faithfully they would have a reply to us in short order on the status as far as planes are concerned. They don't know what plane they are going to use, so I don't know . . . I talked this over with Flip to let us know some of these things as soon as he got some word from the Air Force. You know that this was just a mistake . . . on the dome you couldn't cut . . . I imagine it will take another message . . . I would hesitate to cut either the floor or the roof trusses until absolutely necessary. Maybe they can do something about it. I will send a message . . . get a jib on the towers anyway . . . put the whole thing together.

LTJG BOWERS: Thinking along the same lines . . . you might suggest that if they are going to insist on cutting these trusses, they might try some practice drops in the states. We understand that they did decide on the C-124's. We have been planning on it and the people packing the chutes are planning on it. New subject . . . We are planning all of our maintenance and operating supplies for fifteen people according to the OPPLAN. If there are going to be additional equipment and military personnel, it will mean additional equipment. Everything for the Pole Station is laid out for fifteen. Now, there is no planned room for the additional military personnel. We would like to get some definite word from the Task Force on just how many people are planning to go in and who is going to furnish the additional personnel because we don't have enough beds to house all the personnel coming here next year . . . housing to furnish their operating needs . . . will they use tools that we will leave there and all sorts of questions that involve additional military personnel etc.

CDR WHITNEY: I'll tell you what, I don't have those papers available to me . . . I'll tell you just exactly what the OPPLAN figures are for the Pole Station . . . I'll come up with something . . . logistically that is all in the plans right now for the extra material that is to be brought in by air that may be required. I can't give you too an intelligent answer right now until I look at the figures again. I'll look at them again and give you a story on that tomorrow.

LTJG BOWERS: That will be wonderful. I'll wait until I hear from you tomorrow. New subject . . . We are going to modify . . . first of all we are getting all our material together by building. We are going to modify our Inflation Shelter by making panels out of plywood and I think it will work out. How's it working out as to the size of doors. Lot of criticism as to size of doors and roof doors are not large enough . . . Two doors on the side of the building 10 feet high. Are your doors big enough for the balloons?

CDR WHITNEY: I am assuming that you're talking about the 500 meter balloon. . . . 400 goes out very well. You will find when you put it . . . the doors as originally designed are too heavy so we put in doors. We are lining the entire area with cloth as the balloon ascends . . . we are lining it with cloth and the balloon ascends without any trouble at all.

LTJG BOWERS That answers it. The only thing we would add, . . . We have been advised by WESSBECHER to do the same thing although we haven't done it yet . . . talking to JORGENSEN to see if we can pad the doors. New Subject. . . I wanted to more or less brief you on what we have been doing on the runway situation here. Quite ticklish inasmuch as practically all the ice is going out North of us, with the exception of about four or five miles. The ice has gone out to the offloading site where the icebreakers came up to. Well, the ice is out quite a bit and the only ice remaining in the entire bay is old sea ice, most of which is covered with 2 or 3 feet of snow. We have made systematic surveys of the area . . . by weasel and helicopter . . . drawn maps, plotted, made ice borings across the sound within a feasible runway radius. The ice thickness is no problem. We have over 10 feet of good solid ice wherever we have taken borings. In fact, we are concerned somewhat that we'll not be able to bore deep enough in some areas of 15 feet and over of ice. The question is the snow. The snow compacted runway, we do not feel we will have any difficulty if the techniques and equipment we have been told about are adequate. The snow is dense and hard and should bond pretty well. I am not too concerned about the snow compacted runway. We have looked all over for a sea ice runway and the most logical location, as far as depth of snow, is over five miles from the base. It is going to present quite a logistics problem next year and during construction. I don't know all the angles, but what I have read and what people have told me before we came down here. SLATON knows quite a bit. We are going to do our best to move the snow off an area within 2 miles. If we can't do that, we will have to, of necessity, go out 4 or 5 miles. We have only one D-8 which I am hesitant to send out on the ice and am afraid the D-2 will make it quite a chore. We are going to experiment starting tomorrow trying to find a way of flooding techniques and see if we can flush some of the snow off. Otherwise it might be quite a problem next October . . . just would like to brief you on the situation so you would know.

CDR WHITNEY I imagine that is quite a problem. I don't know whether your snow will get the same way . . . have you tried melting the snow . . . it's if you can get to salt water in the area . . . flooding the snow and letting it freeze, you will get a hard mass. Have you tried that just as an alternate?

LTJG BOWERS: No, we have not tried it, but we plan to do it tomorrow. We are going to set an area 100 feet by 100 feet and see if we can flood the area – not necessarily to build a hard snow area, but to see whether we can melt a layer of snow . . . make a good hard dense ice . . . the snow compacted runway after we get it melted we may be able to increase the hardness by flooding it some way. I think it is worth while. We have three feet of snow . . . real heavy, over .44 grams per cubic centimeter density . . . that is what the books would indicate . . . stratified due to being

exposed to weather over a number of seasons. We are going to do our best and it is a problem. If you have any definite ideas, we would appreciate it.

CDR WHITNEY: It is amazing how hard it is . . . cold water on three feet of snow . . . and goes down to three inches with water on it. Only in a small amount of it on a test. I have an idea that that is about what will happen. You have melted the snow with cold water which is the most surprising thing in the world . . . We find that we can go down 140 feet right now with warm water. You might try it with sea water and see what comes up. You have three feet of coverage and can reduce it to three inches. It is worth trying anyway.

LTJG BOWERS: We'll do that skipper tomorrow and keep you advised as to how the technique works. I'll let you know. I think LCDR CANHAM has some items.

LCDR CANHAM: Hello Skipper. Elaborating on Dick BOWERS' comments on the South Pole. Obviously, until we receive the latest from Washington, we are unable to properly plan and at the same time, I feel that their plans will change somewhat in the next several weeks. We would appreciate being cut in immediately. That is a change to the OpPlan as we now hold it. We received no information, with the exception of the verbal conversation with RADM DUFEK. He said the South Pole, he thought, would be a military base . . . no further elaboration.

CDR WHITNEY: Yes, you can blame me with this inasmuch as all communications haven't been passed . . . I am assuming that you keep a copy . . . should be referred to a certain date time group. Right now, do you want me to send you a copy of everything that came in about the plans? How do you want to handle that?

LCDR CANHAM: We do have a copy of everything that we relay to you. However, there was a time period in which you sent direct. We have never relayed anything concerning this particular matter.

CDR WHITNEY: Yes, I understand. On the conversation the other day, I mentioned the fact that there was a message from Admiral Dufek that they wanted a special news situation report on Saturday. Bob gave you the date time group . . . then they will come in on Saturday from now on. . . . you should know if there is I'll get right on the line and give it to you just as fast as I can. I am assuming now that you keep copies of them. I do have some other information you don't have based on what Dick was saying. It is something you should know. I'll peruse the stuff and give you the information tomorrow.

LCDR CANHAM: We had received in a date time group a message from you to forward this on Tuesday, which we did. The message we received later on had a later DTG . . . assumed you were cognizant of both.

CDR WHITNEY: I understand.. Send it along on Saturday. In fact, you are going to send it yourself. You are going to make out your own stories . . . you must have some

nice parties . . . fine . . . good work by CONDIT. I don't have anything else at the moment unless you have. I will dig out some of the stuff and get together.

LCDR CANHAM . . . We have almost completed all of our equipment and material lists which we feel are mandatory by air or ship next year. We would like to know how you would like to handle it
. . . if you combine it or whether you wish to forward yours and we add to it or what.

CDR WHITNEY: I would like to look over your requirements. Sometimes we are not thinking just along the same lines. I would like to look them over when you do because maybe we have other ideas on equipment that may not be just exactly the same . . . like the last message . . . on International tractors because of certain things you would understand. But, you are going to determine what you require. You are in a better position to know than we are here.

LCDR CANHAM: Alright, we'll start feeding them to you one subject at a time and try to keep them down to about 400 groups per message . . . Regarding . . . suggestion of message on weather . . . letter from MIRABITO to you dated 30 June 1955 . . . communications requirement for aerological . . . official from Task Force . . . aerological officer. . . doesn't have Admiral's signature. Wonder if you have dug up anything there regarding firm commitments this year at our stations.

CDR WHITNEY: I went through everything to see if I could find any. I have also from MIRABITO . They are not official . . . They are not signed by the Admiral. They do not have any weight until we get some firm commitment on them as something that it is necessary to do. We will do all we can within the limitations of our capabilities . . . weather-wise, photo-wise, etc. . . . only within the limit as they do not interfere, until we get a direct order by message , . . the only thing that I see we can do. We must have direct orders that they would like to have it done.

LCDR CANHAM: I feel that MIRABITO feels that it would be done without further orders and understand that we will take down everything we can get and turn it over to JORGENSEN. Personnel Good Conduct Awards. We have a number of people coming up for a good conduct award and would appreciate LUCIER preparing messages so that entries might be in the records for subsequent examinations.

CDR WHITNEY LUCIER is working on all that stuff. Quite a few things coming up all at one time. I am sure we will have to get some message out shortly. BUPERS has not received any marks We will just have to certify them that since we are down here that they are in a 4.0 conduct status.

LCDR CANHAM: The last thing to bring up tonight. JIM BERGSTROM, BOWERS and myself wondered about the feasibility of planning to bring in additional officer personnel on the first planes to this area in addition to the Assistant GCA Officer . . . We wanted our reliefs coming in at that time. Besides the fact that they would have three or four months to work and get acquainted with the situation.

DICK will be at the Pole for a three month period, and I will be there for a one month period and we would be without a CEC officer here all that time.

CDR WHITNEY: I have been watching the messages . . . to date they are sending a dentist and two doctors and one CEC officer. To make some recommendation to TF-43 for CBLANT, so I must see the names. I haven't seen anything that looks like your replacement yet. I sent a message to CBLANT to keep us advised for officer and enlisted orders . . . no matter whom, so we can keep abreast of things. I am heartily in accord with getting the personnel here early.

LCDR CANHAM: Roger. Two CEC officers in to date . . . we would like to emphasize the need for our reliefs. That is all for tonight. If agreeable to you tomorrow night at the same time. Dave BAKER would like to talk with Don MEHAFFEY on his pay . . . together with LUCIER at 0800 for the Quarterly Marks.

CDR WHITNEY: Roger can do . . . ready any time at all. Sent pay list to you by message instead. Is that all?

LCDR CANHAM: That is all Skipper. Jim wishes to send his very best to everyone there . . . he is in good spirits and optimistic over both elbows. He should be perfectly able to handle his job this spring and summer.

CDR WHITNEY: Wonderful news . . . thinking about GCA operations, we had not received any answer to our suggested GCA teams. . . . lot of messages that have not been answered. I can appreciate that they are having trouble too. . .

LCDR CANHAM: Right Skipper, I am sure when the Admiral gets back to duty, things will start pouring out of Washington . We'll contact you at 0800 in the morning.

CDR WHITNEY: I am tickled to death about Jim feeling better . . . until tomorrow . . . maybe I can have some answers ready for you then.

LCDR CANHAM. Good Night.

Wednesday, April 18, 1956.

Temperature averaged minus two degrees and winds averaged twenty-eight knots. Although conditions were satisfactory for flight, the accumulation of snow and ice in the controls and engine of the helicopter resulted in a day of flight abortions due to various parts freezing up at alternate intervals. A lengthy heating process, using several Herman Nelsons, was conducted to remove all moisture from the helicopter.

The Builders placed the door and chute in the annex to the inflation shelter and it was not until then that the Aerology Officer, JORGENSEN made known the requirements for the chute to have a downward rather than an upward slope. So the chute will have to be re-

rigged and the door will also be changed to open outward instead of inward, thereby taking advantage of what little space is afforded in the annex.

The Electricians rigged a unique light system in the power house which provides a panel of lights in plain view of the watch starter which flash on when either oil or water levels fall below the acceptable minimum.

Aviation personnel continued to work on reinforcing the helicopter shelter as well as the work on the helicopter itself, and brought one of the 10,000-gallon rubber tanks into the aircraft maintenance Clements. Towing it up the hill from Hut Point was done with a cargo net and a D-8 with reloading required several times as the partially filled and frozen tank was very difficult to handle

Garage personnel completed the re-hanging of two of the large doors so that they now open in a normal manner with hinges on the sides rather than on the top. Work continued on all the ice runway equipment and is rapidly nearing completion.

Supply continued to break out CSK items and taking an inventory of survival gear.

Considerable misunderstanding appeared to exist throughout portions of the camp on quarterly marks, their meaning, the effect that they have on advancements and the relative privacy of each individual's grades. Discussions were held late into the night with members of various huts and the Officer-in-Charge on this subject.

A Radio Conference was held at 0800 between personnel of both stations.

CDR WHITNEY: Let me give you a little information that might be of assistance for the Pole Base. . . 9 IGY, 1 RM, 1 ET, 1 CH, 1 CS, 1 CN, 1 MC, 1 UT and 1 BU. That is the wintering personnel as plans are now.

LCDR CANHAM: Total of 17, Right?

CDR WHITNEY: Roger. There is much talk about the doctor but the final consensus is that a doctor would be provided for wintering. For your planning, refer you to message CTF 43.4 051638 of MARCH. If you don't have it, let me know .

LCDR CANHAM: I am sure we don't. You were sending direct at that time.

CDR WHITNEY: That could be. We will send a copy to you. Can't give you all the correspondence pertaining to that.

LCDR CANAHM: Do you have the date time groups.

CDR WHITNEY: I don't have them right in front of me. Before this conversation is over, I will give it to you.

LCDR CANHAM: Fine. Just before we started, we were taking for relay a message for you. Part of it concerned the type of aircraft . . . although unable to locate the answer from Task Force . . . they definitely stated C-124's. I am sure all the info addrees were on the answer. I wonder if you would mind us relaying your message a little bit later and perhaps you would like to delete that portion.

CDR WHITNEY: I have that message . . . because there is still a question in the Air Force's mind (that were here prior to departure of the ships) as to the exact type of aircraft to be used. Stated that the 130 would be used . . . possibility of some 119's being used. That left us out in the cold in that we don't know exactly what is to be used.

LCDR CANHAM: I understand and will pursue the thing no further.

CDR WHITNEY: Not right now . . . fellows standing by . . . Yes, in looking through my notes here's what is going to McMurdo. No IGY personnel, 100 military personnel (50 MCB(Special) and 50 VX-6) I indicated in my estimates, a CS to feed the 100 men because you would be short of cooks if you had to feed 100 additional men.

LCDR CANHAM: There are a total of 50 VX-6 wintering next year?

CDR WHITNEY: Right, 50 each.

LCDR CANHAM: Yes, how many total cooks planned for that group?

CDR WHITNEY: They had planned on three cooks only, and we have requested four cooks.

LCDR CANHAM: That would be mandatory because even with 93 people, it is impossible to keep up with that many.

CDR WHITNEY: We further recommended that you have a Chief Commissaryman – either one of the four or in addition to the four cooks. I don't know how that will work out.

LCDR CANHAM: Although, from our standpoint, it is none of our business after we go, we strongly recommend a Supply Officer at this base for the coming year.

CDR WHITNEY: You are getting a LCDR, Supply Corps, to winter over and a LT wintering over at Little America.

LCDR CANHAM: Right Sir, I know definitely we don't hold such definite items in our communications files . . . would appreciate anything like that being passed on.

CDR WHITNEY: Okay. As soon as LUCIER gets through with the quarterly marks, we'll go through them and send some back.

(ENS BAKER discussed his Pay Record with LT MEHAFFEY)

LCDR GRAHAM: Last night, DON NASH brought up a point on some means of authorizing them (VX-6 personnel) to be legitimately at McMurdo. I told him I'd check. I have checked with our personnel officer WES SEAY and, since our orders were from BUPERS to report to CDR WHITNEY for operational control, they will report to me in accordance with BUPERS. The only way to change that is to go to the Squadron and they will go to COMAIRLANT for a permanent change of orders and TAD orders.

LCDR CANHAM: The orders could be easily modified. There is one particular officer that we do want a modification on. LTJG EICHHORN. We need them modified. EICHHORN should be assigned additional duty with MCB(Special) and, as such, will be assigned Officer-in-Charge, Beardmore Glacier Station.

LCDR GRAHAM: What was on Don's mind for TAD over there?

LCDR CANHAM: I cannot exactly say for him. I would assume that, should anything ever arise as to where you were . . . all he wanted was an endorsement that he was at McMurdo even though he reported to you.

LCDR GRAHAM: We'll take care of the thing on EICHHORN to the squadron.

(LCDR CANHAM read the quarterly marks for all hands at Williams Air Operating Facility to LUCIER, YN1 so he could enter them in the records over at Little America)

CDR WHITNEY: Dave, we are going to have to start saving you copies of all these messages, and we will get them to you . . . will send them CW.

LCDR CANHAM: Sure would appreciate it. One thing Dick brought up about the South Pole wintering people . . . who the Officer-in-Charge will be since no line officer is listed.

CDR WHITNEY: According to the message . . . well I have got to guess that it will be a CEC because of number they have are . . . as they have here.

LCDR CANHAM: Then the number would be 18 personnel at the Pole.

CDR WHITNEY: Right, I gave you the list as they had it listed. We'll get copies to you . . . guessing on that.

LCDR CANHAM: In the 50/50 wintering over next year . . . with VX-6 . . . will my relief be a VX-6 man?

CDR WHITNEY: Still listed as a MCB OinC. . . some of the officer personnel assignments to get an idea of what they have in mind. I am assuming that it will come along very shortly.

LCDR CANHAM: The Officer-in-Charge of McMurdo should be the Senior Officer remaining. This should be coordinated at Task Fore levels so that VX-6 and MCB won't have to quibble about it.

CDR WHITNEY: I agree with you.. My recommendation was that it should be an aviator since the primary mission of AIROPFAC is air operations. The rear echelon had something worked out on those lines. You should have 142208Z of 15 March. . . . the next conference. . . reception very good in the morning and the conferences can be short. I recommend very much that we have them in the morning because of very little interference.

LCDR CANHAM: That is fine . . . fits in with our weather schedule . . . we can make them at 0800.

CDR WHITNEY: I agree wholeheartedly. Let it ride for a day or so until we have enough to bring up.

LCDR CANHAM: Will Do. Hope we will have some good word to report on the runway

Thursday, April 19, 1956

Temperatures averaged minus 10 with periods of relative calm – winds on occasion with velocities up to 27 knots.

The helicopter flew both morning and afternoon doing additional ice reconnaissance work and plotting certain points with the assistance of GCA for subsequent mapping.

The Chapel was once again moved off its foundation, this time by manpower. It was moved completely away and the area was re-leveled by the D-8 with new sills placed down. The builders also gathered material which will be necessary to complete the chapel.

The second 10,000 gallon rubber tank was brought up from Hut Point. The first one will be melted enough to pump out tomorrow. These tanks will be checked for leakage and

made ready for transport to Beardmore Glacier where they will be used as a main dispensing unit for refueling R4D's enroute to the South Pole.

The modified D-2 with the auger mounted on the back, having been completely overhauled,, left the garage and is now ready for ice runway operation.

Friday, April 20, 1956.

Average temperature was minus ten with winds of twenty to thirty knots. Flying conditions were average.

The helicopter conducted photo ice reconnaissance flights throughout the afternoon. Late in the flight period, severe vibrations were noted and, on returning to the base, an examination revealed that two of the three blades had opened up near the hub. The opening in the bonding ran from 3 ½ to 6 inches which is far in excess of allowable tolerances and no repair could be affected. The only corrective action is a replacement of the blades. As we have no spare blades here, the helicopter's flying days are over until this coming November.

The Builders continued to work on the Chapel and, with the help of a large group, the chapel was placed back on its foundation and the remaining masonite was taken off to prevent further movement by the wind. The Steelworkers inserted tie-downs about the chapel in preparation for the installation of the metal sheathing

The Builders also worked in communications, completing the broadcasting room which houses the amateur radio and will also be used as a press room for civilian correspondents.

MR. WESSBECHER and LTJG EICHHORN made a surface ice reconnaissance and inadvertently drove the weasel into a crack. No one was injured and the damage to the weasel was slight, but it was lodged in a deep crack for several hours and SLATON and a crew took a D-2 out to the scene which is located several miles from the base, and extricated the weasel and brought it back to camp.

MYERS, BICKNESE and HURD, having completed the work on the Pulvimixer, rollers, drags and other equipment for the snow and ice runway, built an annex to the garage which has for one side the Polar Field Repair Kit and the other side of the garage. It encompasses an area eight feet wide, fifteen feet long and nine feet high. It will be used primarily for the storage of spare parts and also as a means of conducting heat from the garage to the Polar Field Repair Kit.

The inspection of the living spaces and the heads was very satisfactory. All huts are using scrub brushes on the linoleum deck and their appearance is uniformly excellent.

A Builder joined with supply people to help close in the west end of WILLET'S parachute rigging loft. It is expected that the palletization of material for the South Pole will commence on May 1st.

An "All Hands" meeting was held in the evening. Main items of discussion were: messages received concerning the examinations for advancement in rating, ship's store profits and their use, a statement by CHIEF GARRETT on the abilities and usability of the amateur radio, and a brief discussion by CHIEF BARGER on the proper use and voice procedure for the public address system.

Due to the good conduct of the crew the previous Saturday night, it was decided to hold an open bar at the various parties rather than a limited ration per man.

A teletype machine was placed in an operational status and news is now being received directly from the main offices of the major news services.

SWARTWOOD relieved PASTOR on the Water King watch as PASTOR will be used exclusively on driving work in connection with the ice and snow runways.

Permission was received from the Naval Ships Store Office in Brooklyn to ignore our monetary obligations in connection with pilferage of ship's store items; they will absorb the loss. They also authorized Mobile Construction Battalion (Special) to use the profits on their Ship's Store.

Additional messages were received from Bethesda Naval Hospital and Task Force FORTY-THREE advising certain treatment in connection with LT BERGSTROM'S injuries.

The voice feature of the amateur radio is still inoperative, but CW reception is above average.

The public address system is now operating in fifteen buildings in the camp with the main control point being the Officer of the Day's office.

In spite of enlarged doors provided in the inflation shelter, Aerology is still encountering difficulty in launching some of the balloons, as some are larger than others and breakage has been experienced several times. The weather collecting by Communications is extremely satisfactory thus far, although no further word has been heard regarding weather observations from the Mawson, French and Russian IGY Stations.

A voice radio conference was held at 0800:

CHIEF HESS AND LT MEHAFFEY had a long discussion on resupply for next season.

FLANNAGAN, STOCKTON & JEFFUS aircraft runway electronics, etc.

LCDR GRAHAM: Chief ALDRICH is here now to talk with Chief Hess.

HESS: Good morning, Doc. I've got a couple of questions . . . on medical accounting. In the Dental Ledger on page 20, you have listed Burr, Dental, stock number 26K TM6-503-5000. Seems to me like that particular invoice is entered under class 6250 and this page should be . . . back into the group to balance your ledger as far as your sheets etc.

ALDRICH: I'll look into that. As far as your keeping medical records over there, I would not worry about that at all. Records for DR KNOEDLER are only for his information as far as you are concerned and I wouldn't do anything. No need for both of us to worry about it. Thank you for calling my attention to it. As far as WOODY's go, I would completely ignore them. It is too much of a job to set up over there.

LCDR CANAHM advised CDR WHITNEY that we received a message that we would transfer after the conference, basically stating that some equipment had been ordered from our list, and they wanted further justification for some items

LCDR CANHAM There has been an expressed desire on the part of many men in camp to have a little session by voice between personnel of AIROPFAC and Little America, when it is feasible, of course, to conduct this on our amateur radio. Is your voice working at this time on the amateur band?

CDR WHITNEY: Right now, it is off the air. We expect to be on this afternoon. Perhaps we can arrange that very thing and maybe Sunday afternoon would be a good time to do that.

LCDR CANHAM: We had thought to air on Sunday, one hour or so, and just let the personnel talk back and forth about personal items and anything they want to talk about.

CDR WHITNEY: One thing for you Dave. I would like to make a suggestion and that is "command decisions" are your prerogative to make. . . You know I am always available for consultation. The sole purpose I mention it are the messages from McMurdo to Task Force 43 Medical Officer this week. After perusing them and the voice conference between Dr. TAYLOR and Dr. EHRlich, here, I think to his own judgement is now obligated to take action which is, in my mind, contrary to it. Any time we request advice from the states, we leave ourselves open to a certain extent. They do not know or appreciate the conditions as they exist down here. . . . In most cases I would advise the party in the states of the action taken and request their concurrence after it is taken or request they change the plans or procedures. . . .that I am of the opinion and is

proven in the past, the decision must be made by us rather than a request for a decision from anyone making it in the states.

LCDR CANHAM: Aye, Aye, Sir. I think I understand what you are getting at. In this particular case, it possibly meant the future of BERGSTROM in the Navy. DR. TAYLOR wanted POLEY's comments in Bethesda and is very pleased with the messages. He does not intend to carry out the original message from HEDBLOM (CTF-43 Medical Officer). For your additional information, Jim is feeling much better this morning. It is quite obvious that he will be incapacitated for the next five or six months

CDR WHITNEY: That is fine. I am glad to hear that. That is one of those things that occur. I realize that he will be no help to you for quite some time now. As long as he feels better and has the right attitude, that is wonderful. I am not referring to that, in particular, but taking it as an example. Even the second message is not in line with conditions as they exist. That applies to so many things. If we don't get the answer we think is the right way to handle it from the states, my attitude is to Hell with them. Do it our way and then tell them about it afterwards.

Oh yes, Dave, there was just one more thing. Do you recall . . . back in the conference in Washington prior to our coming down here . . . they decided that it was VX-6 responsibility to man Beardmore Glacier Station under your control. In other words personnel of VX-6 would run Beardmore. . . get it underway prior to the arrival of the ships. EICHHORN is supposed to come down and handle that situation for you. He is supposed to be taking care of that for you.

LCDR CANHAM: In answer to your question, no, I was not present. Both Dick BOWERS and I were aboard the GLACIER just prior to the departure of TF-43. However, at that particular conference, RADM DUFEEK stated specifically that both Beardmore and the South Pole were our responsibility and we would have to use VX-6 personnel to man it. He said, "Fine, but you will have to man it and it is your responsibility". Then, he left behind two additional radiomen for this purpose.

CDR WHITNEY: I agree with you. It is your responsibility and you can't get away from that. You will have to get in and man it and, when it is in operation, VX-6 is supposed to bring in enough men to man the station. I read your notes . . . but didn't take any action. You will be short of personnel if you have to supply all the bodies to man it instead of the VX-6 personnel to man it for you.

LCDR CANHAM: Skipper, in regard to that, in the same conversation with the Admiral, the feeling on his part and shared by us was that the people who are here now and acquainted with the conditions here, could be replaced numerically, the replacements to stay at AirOpFac but our own personnel to go up to Beardmore. That is the way we have tentatively planned that small group operation at a distance . . . the replacement in type, like an HM, would be under the direct supervision of DR. TAYLOR here rather than sending a fresh caught corpsman to the station a great distance from the Doctor. The same applies to other ratings. Bring in replacements to remain here. Our people will go

up and man the station. There will be several from VX-6 – the Officer-in-Charge, EICHHORN and several mechanics that are here now.

CDR WHITNEY That makes sense. That is what we meant by their manning it. You would use the bodies that you have on hand at the present time and the numerical equivalent would come in . . . I don't mean . . . I should have made myself clear that the newcomers wouldn't go to Beardmore. It makes sense and should be handled that way.

Saturday, April 21, 1956

Temperatures averaged minus fourteen degrees – winds twenty-five to thirty-six knots.

The half day of work was spent, insofar as building went, by placing the plywood on the lower bulkheads of the chapel and finishing the remainder of the inside cover with masonite. Although originally planning to continue the work in the afternoon, the wind increased to a point which made it impossible to put the metal on.

The Mechanics and Drivers hauled fuel and equipment to the prospective ice runway site and excavated an area 300 feet square in preparation for flooding.

The high winds and blowing snow made almost all of our communications equipment inoperative as we apparently had more current coming back into communications than going out through the antenna. Severe arcing in the equipment was experienced throughout the afternoon and LITTLE AMERICA was the only outside activity with whom we had contact.

A brief voice conference was held with LITTLE AMERICA concerning justification of an additional air compressor.

An "All Hands" party was held in the evening with Bingo being the principle attraction. Prizes were various items purchased from our recreation money. The entire camp was quite orderly throughout the evening.

CONFERENCE REPORT

Saturday, April 21, 1956

LTJG BOWERS: Skipper, I have one more thing . We are presently engaged in the runway survey and making experiments. There is definitely a possibility that the ice may go out. There are many new cracks and many cracks growing wider. There is a great deal of evidence that the ice is shifting and moving . . . We have no idea of how long it will continue . . . As of now, no new ice is in the bay except in Glacier Channel which is protected from the wind. . . . possibility that the runway next year, if the ice should happen to go out during the winter. . . and it is definitely a possibility, the ice runway would have to be located on the new ice North of the offloading site in the same general vicinity that you and the Commander from VX-6 chose last year for the site. Do you

remember how thick the ice was when you made your borings with the chain saw? I remember when you came back in and said some figures, but I can't recall what they are.

CDR WHITNEY: Yes , I do. That chain saw was a 7-foot saw. I could not determine the thickness of the ice because I went down seven feet and was still in ice. On the basis of that, we figured we had enough ice. . . . anywhere between 10 and 20 feet thick. We will have to assume that, based on that fact, that at seven feet we were still in solid ice.

LTJG BOWERS I have looked at some of the books from previous expeditions and they indicated that the ice has frozen at the rate of 8 ½ Feet in one year. If that is true and. . . that is where the runway is . . .what . . . the ice would be safe, but would be relatively marginal. I was wondering what you found over here so we'll know what to expect next year. There seems to be some difference on Opinion.

CDR WHITNEY I asked that same question myself. There was differences in opinion on that ice . . . some said new ice . . . others said that it was old ice. The same condition prevails right up here. I don't think there is any authority that we would ascertain how old it is. As far as the cracks are concerned, I think it is a natural phenomena. The reason I say that is . . . we could notice crevasses opening all over the place, due to the cold. I don't know how to explain it any other way. The ice is contracting because of the cold coming in causing these cracks and I am sure they will fill up . . . I know they will fill up. I am assuming you are getting the same conditions right now . . . there is between three and four feet of ice in the bay here now that has formed recently.

LTJG BOWERS There is no new ice here except in Glacier Channel. The temperatures are quite a bit warmer and plus our higher winds set against it.

LCDR CANHAM Skipper, I don't have much. I just wanted to tell you that we might be a little late getting these messages out for you.. We have a minor gale of thirty or forty knots and quite a bit of snow causing static electricity and preventing transmission. It should not last too long and we will get some of the messages out as soon as possible.

CDR WHITNEY: Sure Dave, I understand . . . the way we are receiving it, there sounds as if you are having a little difficulty there. We don't mind at all. Just so we can get this message out over the weekend so it will be waiting in the task force headquarters on Monday morning.

LCDR CANHAM: We'll get it out. We have already committed ourselves to finish the Quonset Chapel in spite of the storm and get Father John's House of the Lord up for once and all.

CDR WHITNEY: That is great. On your requests for additional buildings next summer – I am going to go along with you. You recall, I thought your sick bay was not big enough. As far as the radio building is concerned, I am sure you will need to have another building for that. . . just on radio along . . . we are going to need more room in sick bay too.

LCDR CANHAM: Right Skipper, Thanks very much . . . all for today . . . anything else from you?

CDR WHITNEY: We'll cook up something . . . you will see it. We hoped we might be able to talk to you over there tomorrow . . . By the way, I do have something . . . do you have your short-wave . . . your ham transmitter set up yet . . . as far as I am concerned, we are set for sometime tomorrow afternoon.

LCDR CANHAM: Alright sir, we'll give you a note early in the morning . . . if this condition continues, we won't be able to do it.

CDR WHITNEY: We'll arrange something to our mutual advantage.

Sunday, April 22, 1956

Approximately forty-five people attended church. This included both Roman Catholic and Protestant services.

The wind was quite calm and it was decided to put the metal on the chapel. A group of nine started at 1250 and by 1645 completed the insulation, metal fabrication, and cable tiedowns of the Quonset with the exception of the ends.

The temperature stayed around minus seventeen, but the winds held off until late in the period. Frostbite was quite frequent, but no one was seriously hurt by it and the majority of the working crew were given the following day off.

The Plan of the Day announced the new working hours will commence on the morrow. Reveille will be at 0700, turn to at 0800, secure at 1130, turn to at 1300, and secure at 1630. Wednesday and Saturday are half working days.

Communications resumed with stateside stations. Amateur radio gear worked very well on the CW and several messages were relayed from many personnel to their families in the states.

MC COY was temporarily assigned to the Aerology Department, an assignment which will continue through the winter months.

The D-4 with the bucket has experienced another, what appears to be, complete breakdown. This will leave the camp with but one D-4 in operation.

Monday, April 23, 1956.

Temperatures averaged minus sixteen degrees with winds from twenty-five to thirty-five knots.

The Builders put both ends in the Chapel and hung the doors.

The Mechanics and Drivers started work on the ice runway by excavating a new area for flooding. This area is approximately one quarter mile from the base of the camp hill. Seven feet of snow had to be removed before ice was reached.

The Steelworkers spent the day moving their large bulky supplies off the hill and Supply and the Air Force people made preparations for placing a temporary decking in the parachute rigging loft.

The Electricians placed the large beacon light on top of the garage for its subsequent installation. It will be used to provide light in the various areas of the supply dump.

The amateur radio had a very heavy day sending via CW notes and letters back to the states for further relay to their dependents and friends. Reception was widespread and very good results were obtained except for the New England area.

Mr. SINGER made a weasel trip to Castle Rock and photographed the ice edge which remains virtually unchanged.

Installation of the tidal gauge was attempted, but a thorough examination of the gauge itself revealed several critical parts to be broken. LEASE spent most of the day and evening in affecting repairs to it.

Aviation personnel worked on purging this second 10,000 gallon tank and commenced moving large stores from their dump to the maintenance building.

The sun was not seen at all during the day and, with the exception of a few occasions where its reflection is caught against the overcast, it seems to have left us for good.

EMERICK was permitted to return to his barracks for berthing purposes, but he is retained on the sick list and will not return to work in his rating at this time.

Tuesday, April 24, 1956

Average temperatures were minus sixteen, with winds twenty to thirty knots.

The Builders prefabricated louver doors for the power house and completed the amateur radio room in the Communications building and made preparations for finishing the ends of the Chapel.

The Electricians mounted the large aviation beacon on top of the garage in a manner which will enable the aviation gear to be brought down from the hill during the winter night.

RIGG and JEFFUS continued work on the MPS-4, and it is now fifty percent operational.

A core sample was taken from Winter Quarters Bay, still showing twenty-four inches of firm slush – no growth since the 9th of April. Snow and ice salinity tests continued.

The Mechanics worked extra long hours on overhauling the two D-4's and three D-2's that they might be in first class condition for the ice runway construction.

The Utilitymen continued installation of the stove and water tank on the inflation shelter annex. Aviation personnel brought eight sled loads of gear down off the hill to the Aircraft Maintenance Shop.

Communications continued to contact numerous amateur stateside and relayed several notes and letters for camp personnel in that manner.

All groups are finishing work on their requirements lists for the coming year as they know them now. We are forwarding such lists to CDR WHITNEY that he may comment on them and combine them with his in a message back to CTF-43.

We had gray twilight for approximately four and one half hours and then darkness on both sides.

Wednesday, April 25, 1956

Average temperatures were minus sixteen with winds twenty to thirty knots.

The Builders completed the interior of the Chapel and a stove was installed and is now operating. An additional modification was affected on the Inflation Shelter Annex.

An ice sample was taken from Glacier Channel showing twenty-six inches of ice – a growth of six inches since April 9th.

The YOG's have breasted out somewhat again and the lines and chain are taut.

It was noted, in affecting the overhaul of the two D-4's, that a total of 4420 hours have been placed on them since our arrival at McMurdo.

The Welders completed a one and a half day breakout of material from the supply dump and supply personnel completed the melting of the snow in the parachute loft in preparation for the laying of the deck.

All other work constituted normal support and, as this is the first Wednesday of the new working hours, holiday routine commenced at 1130.

A lengthy choir practice was held from 1300 to 1430 at which time ELMO JONES shot a few feet of film for Disney.

At 0800, a lengthy voice conference was held with Little America, devoted primarily to medical requirements for the coming year. Excerpts follow:

CONFERENCE REPORT
Wednesday, April 25, 1956 – j0800

LCDR CANHAM: Well, sir, on the discussion of the ice runway . . . Dick is on his way down. We learned one small item in rechecking the ice that the GLACIER has broken out. We found that there has been no ice growth in the two and one half weeks since we last checked. We now intend checking each week in three places . . . although our weather here is not as cold as yours . . . most days average in the minus 20's . . . I'm very surprised to find no ice growth . We have moved into a place only one quarter mile from the camp site to do our initial flooding and testing. The reason for this . . . we have developed a new crack – quite large out in the main old ice field. Until further development occurs at the crack, we feel it unwise to have the Wanigans and all the equipment overnight with personnel with the possibility that the whole thing might go to sea as winds some days are fifty knots. This particular crack is now about two miles long and about three or four feet wide and four to six feet deep – still not going to clear water.

CDR WHITNEY I can see what you are up against. That is quite a crack. I think you have done the smart move by keeping it inshore with all those cracks occurring . . . I thought in various places around here . . . We are 52 below right now and it is dropping some more. We don't get the winds you do, just the cold. I think maybe you have done the smart move on working your ice research comparatively close. I would continue to do that because you never can tell what will happen.

LCDR CANHAM: Dick just came in. I'll check with him and see if he has anything to say other than what I have told you. DR TAYLOR is here if DR EHRLICH is over there.

CDR WHITNEY_No, he isn't here yet Dave. Doctor Ehrlich is a hard man to get up in the morning. He hates like hell to get up.

LCDR CANHAM Back to the runway . . . the actual flooding of course . . . when they start that pumping and note how hurriedly we can make that snow disappear and how fast we can be building up the ice during the. . . SLATS and his boys are working an average of 12 or 14 hours a day on repairing our equipment. As you know, we used our cats pretty heavily and they are in pretty bad shape. One by one, they are putting them through the garage and overhauling them. LUNDY is able to make parts, which he has done both large and small.

We have a tidal gauge that was wished on us by Hydro and we accepted it as a gift as something we might use or might not use. The next thing we know, we got stuck into making an evaluation and reports. This we started to do three days ago . . . many broken pieces and LUNDY fabricated many small delicate ones. We, therefore, should have something to send back to Rear Echelon soon. The Machine Shop is proving to be well worth its while. The lathe particularly . . . our tool equipment is rather shy and needs to be rounded out for next year.

Other than SLAT'S (Slaton) Group of Drivers and Mechanics, we have gone over to an eight hour day with a half holiday on Wednesday and Saturday. We do this, sir, rather than take a five day work week. We felt that time would go faster if we worked half a day Wednesday and Saturday . . . The weeks would pass more rapidly.

CDR WHITNEY That is a good idea. We are on an eight hour day here. We haven't had any more light here at all now. We are able to do quite a bit of work and have enough light to accomplish what is necessary outside. We use lights on the dozers in order to get around. As you suggested, we have instituted a party hour on Saturday – A Happy Hour, as such . . . We had one Saturday and it worked out so well, we'll do it often. As far as I am concerned, as long as everyone takes care of it . . . properly. We distributed some you know what but not too much of it but nevertheless it seems to be popular. It seemed to work out very well. That is one way of disposing of some of the material that we have. As far as jobs being wished on to you, we have them too, but I put them on a fairly low priority. If we can handle them, fine, if not, catch as catch can basis.

LCDR CANHAM Yes, we are. In regard to the Saturday Happy Hour, we started with the departure of the ships in holding something similar to that each Saturday in the Mess Hall. We have experimented a little bit. Instead of rationing, just holding an open bar. It turned out to be a lower consumption rate and all hands are much more pleased. Instituted that some three weeks ago and now intend to carry it out that way. Once a month, Chaplain CONDIT works with a different hut or group for entertainment purposes and a rather full scale show is presented. Thus far, two groups have entertained and other huts are in the process of getting ready for their share. In addition to this, we have had Bingo, using recreation gear for prizes. As we had an insufficient number for each individual, we decided to do it by bingo. Very well participated in – rather a surprise. We are all looking forward to the big bingo game that Chaplain BOL referred to in his message several days ago.

CDR WHITNEY: Sounds wonderful to me. DR EHRLICH is here and ready to start his part of the program.

(DR. TAYLOR and DR. EHRLICH held a lengthy discussion regarding medical requirements for next year. It is felt that the half hut used now for the Medical Department (the other half by the OinC's Office, the general office & the OOD Office, etc.) is far too small. With Dr. TAYLOR and the two Corpsmen living there, if there are two patients to be bedded, the space is very very limited. The space heater takes up too

much room and a different type was requested for the next year. It was also requested that the Medical Department have its own supply of hot and cold running water, head etc. It is believed that the CTF-43 staff is requesting 7 medical officers for next year and they are hard to find with the right qualifications. It was strongly suggested that a surgeon be at each of the stations. It was recommended that at least one Corpsman in each wintering group have operating room training. Dr. Taylor had tried to assign their patients to their beds in the barracks, but it makes it more difficult to treat them and to make sure they stay in bed when required. Definitely a Sick Bay with more patient bed space is needed. They discussed suggested equipment for next season that was not available this year such as more lab equipment, a resuscitator, etc.

DR TAYLOR (in regard to LT BERGSTROM) – I have not done anything more to him, but tomorrow planning to adjust the fragments in his right elbow and a little later making a limited open reduction. He is feeling a lot more comfortable and the swelling is going down. The left arm is a great deal better and we're not going to have much trouble with that. I think that is going to come along very nicely.

The conference was terminated due to heavy weather coming in.

Thursday, April 26, 1956. Temperatures ranged from minus sixteen to minus thirty-three with winds from twenty-five to thirty knots.

Outside work was limited with the aviation people conducting the transfer of fuel from Hut Point to large storage tanks within the camp itself.

The Mechanics continued working on the ice runway equipment. The Builders remained inside during the day, working on interior work for the Chapel and within their shop on fabricating small items for Aerology and the Medical Department.

The Electricians continued to install additional lighting equipment, which includes lights over the mirrors in the heads for purposes of shaving.

All other groups conducted routine activity which included continuing to ready their shops for full scale operations as well as conducting their routine maintenance and daily living.

As the sky was clear, the moon could be seen throughout the entire day – it never set in encircling the camp. Temperatures continued to drop and, by late evening, thermometers registered close to minus forty.

TF-43 sent us a mandatory requirement to give NSS strength and readability signals on eight frequencies every hour for a twenty-four hour period. This meant losing a considerable portion of our weather.

Due to the reduced hours of daily operations, the crew in the galley has found it difficult to accomplish the preparation of the meals and the coffee breaks. Therefore, specific hours were set up and will be observed during normal work days.

Photographic personnel made a trip to Castle Rock for photo ice pictures. It was noted that, once again, pancake ice has covered the area from the ice edge northward as far as the eye can see. No blue water was visible.

Friday, April 27, 1956

Average temperatures were minus twenty-six and winds were relatively calm throughout the day with short periods of gusts to thirty-six knots.

Outside work was at a minimum although the aviation group continued to bring down considerable spares off the supply dump hill. The Air Force men, assisted by Supply, continued to work on the south side of the parachute rigging loft in readying material for palletization.

The Mechanics and Drivers spent the entire day on the D-4 with fork lifts. This tractor has averaged over twenty-two hours a day of constant running since we arrived and was on its last legs. Its overhaul, therefore, is almost akin to rebuilding it. As the only other D-4 we have is down and as only these two can be used in moving large pieces of equipment, the Maintenance personnel have been spending long hours to get them back into operational condition.

The Builders continued finishing work on the Chapel interior and prefabricated some benches for the various shops. Other groups continued their support missions and all spent several hours on South Pole material.

Radio reception was extremely poor and we appeared to be entering the first phases of an ionospheric blackout. A lengthy voice test was conducted in the early hours with the amateur radio gear with no success.

An "All Hands" meeting was held at 1815 in the Mess Hall and the issue was once again raised regarding movies on Saturday and Sunday afternoons instead of in the evenings. Twenty-three people supported the change. Therefore, they will remain in the evening.

An issue of brandy was passed to all hands in honor of the three birthdays during the month.

EMERICK was returned again to sick bay, making the construction of an annex to the rear of sick bay even more pressing. It is planned to start this project the second week in May.

At 0800, a Voice Conference was held with Little America in spite of the poor reception. Following are excerpts:

CONFERENCE REPORT
Friday, April 27, 1956 - 0800

CDR WHITNEY: I was a little bit perturbed about that message that CTF-43 sent you concerning communications. I wonder if you can give me some idea – maybe you can straighten me out on that. I am referring to messages from RAD Washington to you, from you to RAD Washington, from RADM DUFEEK and you to ADM DUFEEK.

LCDR CANHAM We were very much amazed also at the one from Admiral Dufek. . . . the only thing we can think it might pertain to certainly was not a violation if communications directives over here . . . as much as RAD Washington . . . as was indicated in ours to RAD Washington. The request was received by informal note from NSS. They desired that we tune in frequently on various frequencies and give them readings on strength and readability etc. We told them that we would do it compatible with our schedule and have been doing that for a six day period. We had accumulated quite a few statistics and all of a sudden we got the message from Admiral Dufek. We asked for an amplification of what they meant. Neither ENS BAKER, CHIEF GARRETT or myself are aware of any particular violation of instructions.

CDR WHITNEY: I didn't quite understand and thought I would go to you and see if there was something I didn't know about. I feel certain that they are off base and first I said, "We'll get a communications officer if that is what they want". I know that CHIEF GARRETT knows as much about that stuff as anyone else we can get down here.

LCDR CANHAM: Right Skipper, several other items have come up and I think you are aware of them . . . the difficulty of trying to get PFC GIESLER's message to Davisville. Here again, we tried several times to tell the radio people in the states that Mobile Construction Battalion (Special) had a detachment in Davisville. They kept sending the message down here. This type of message was sent via informal traffic. Very possibly, we should have put a DTG on each one but, other than that, we have nothing here that is a violation of instructions or directives.

CDR WHITNEY: Okay Dave, I agree. There is something a little bit out of color. I have just been watching the messages. One thing I wanted to make clear . . . this is for your people over there that we are not ordering for DEEPFREEZE II. They are going to do that themselves in Washington. We are just suggesting what they should have, with our experience in operations pertaining to equipment and we are just ordering for the continuation of DEEPFREEZE I projects.

LCDR CANHAM. Let me repeat that sir. You state that we are not doing any ordering for DEEPFREEZE II. As I understand you, it is just for the extension of DEEPFREEZE I – that portion in which we will participate. We will submit separate recommendations then, based upon what we have here now and that which we have never received, but should have, and need for more maintenance and housekeeping duties.

CDR WHITNEY: But, we are ordering for any operations pertaining to DEEPFREEZE I. We have to differentiate between DEEPFREEZE I and II, but the balance of the material is in the nature of your suggesting to them that which we think they should have. Do I make myself clear?

LCDR CANHAM: Yes, I think I understand clearly. There is some doubt just where DEEPFREEZE II starts and DEEPFREEZE I ends. Various messages and press releases indicate they sort of merge come next November.

CDR WHITNEY: You and I know that this is not so. DEEPFREEZE II is when the ships arrive.. That is DEEPFREEZE II for our benefit. Anything that the planes bring down should be considered for DEEPFREEZE I. . . . You know the feeling back in Washington. A great majority of personnel within the Task Force believe that the dogs and all things pertaining to them are strictly something that costs money and of not too much material value.

LCDR CANHAM: Yes, I think we understand that here. Our feeling though, Skipper, is that if we do keep them, we should keep them in readiness for use. At the present time, many of the parts mentioned in that message are vitally needed for any type of operations. We think we would be misleading the Rear Echelon if they feel we could carry out the dog rescue when we cannot without the materials requested.

CDR WHITNEY: Roger, I understand. We are going to be up against the same thing as last year. When I came down to caribou pairs of mittens and caribou muckluks, we'll be against the same conditions as last year when we were turned down.

LCDR CANHAM: Yes I understand. They sent people down here as a dog rescue team . . . some very experienced personnel . . . all I have done is forward the minimum requirements for continued operation of a sledding contingent at the request of the experienced personnel.

CDR WHITNEY: Yes, I understand. With all due respect to the dog team crew . . . there was only one or two that had any prior experience. The idea to bring dogs, for the greater part, was taken from the old explorers. . . . take a lot of that stuff with a grain of salt.

LCDR CANHAM: Yes, I understand. We wish Rear Echelon would do it or get off the pot on the dogs.

CDR WHITNEY: I agree with you wholeheartedly on that. I heard it by scuttlebutt that CAPTAIN BLACK is no longer with them.

CDR WHITNEY: Okay. Next thing . . . this is for your information on the weather balloon inflation – at the present time, we are using 2100 grams . . . I am not sure whether you are using it . . . to 4 milligrams. They now ascend at 310 meters per minute which is pretty darn fast. If we could get it to below 300, it would help a lot. They are continuing

to cut down the input of gas – the average altitude is 67,000 feet with a maximum of 81,000 feet. Thought that it might be of interest.

LCDR CANHAM. Thank you Skipper, I think that definitely will be of interest. We have been fortunate in having HOWIE WESSBECHER here, who is sort of an old hand at the release sort of thing. I don't think they have been reducing their input . . . our average has been somewhat below yours – about four or five thousand feet below. We have lost a few balloons – not necessarily from releases. As you know, we have wide garage doors for release . . . the greatest problem is that we sit on the side of a hill —and with our windy conditions, the balloon has a tendency to go along the ground or even down the slope.

CDR WHITNEY. What we were talking about the other day . . . we didn't open the side door . . . we release it from the roof hatch and, when the balloon is ready for flight, we open the doors and there is a natural draft that takes the balloon up very nicely. We pick it up by radar almost instantaneously.

This is getting close to May 1, when our post office goes into effect . . . cancellation on May 1st . ; ; How about starting it May 1 at 8:00 A.M.

LCDR CANHAM. Do you intend that we start our cancellation of the South Pole mail here on May 1st?

CDR WHITNEY. That's right, I forgot that you don't have any post office at McMurdo. Let's agree on the time . . . 8 AM. As it goes in the cancellation. We have got quite a bit of mail for some of you fellows over there. . . We have quite a bit of mail for the South Pole Station . . . found them in going through our bags.

LCDR CANHAM. Aye, Aye Sir. Agreed . . . cancellation date for South Pole mail on December 15th at 0800.

LCDR CANHAM. Okay, Doc TAYLOR is standing by when ED gets up.

LCDR GRAHAM. I finally got him up and he has been here the last ten minutes. Try to get him on before he goes to sleep.

(Chief HESS and LT MEHAFFEY discussed payroll matters for three of our personnel)

DR TAYLOR. Good morning Ed. We worked on Jim Bergstrom again yesterday. I did not open the elbow. We remanipulated the fragment into a somewhat better position. I have the impression from the X-rays that we took yesterday that the whole of one fragment was just shattered and I did not see how I could fix those fragments by open reduction. I have much hope of securing them with an open reduction. There is still quite a bit of edema in the elbow, so I settled for the best possible alignment I could get

which is fair . . . by closed reduction. The arm still is in extension in anterior splint. It is going to be possible to mold these fragments a little better. Go ahead with your list.

(DR TAYLOR and DR EHRLICH continued to discuss medical requirements for next year, such as hot and cold running water, an electric autoclave instead of the gasoline operated ones now. Dr. EHRLICH said that he thought they should have an electrically operated still for water for use in the sick bay.. The requirement for a desk for the typewriter)

DR. TAYLOR. Now in regard to the entire camp – I am concerned about waste disposal. The situation is alright at present, but this summer we are going to have a considerable problem when warm weather returns. I talked briefly with Dick BOWERS about the possibility of installing an incinerator of appropriate size and capacity to dispose of the waste from the heads as well as garbage and paper and other combustible refuse. It seems that if we are going to be in this camp for another four years, this would be a very important item in the health of the camp in the future.

DR. EHRLICH. I heartily agree with you on that. We have had our problems here in sanitation. We are on solid ice and snow and it is never above freezing. As long as the men are using the showers and washing machines in the heads, things sink but, from time to time the odor becomes bad. You don't get any chemical or bacterial action. I feel that it would be to our interest to get some equipment for testing water. Our water is becoming cloudy. We don't know for sure what is in it. The water is beginning to give off a bad taste. I don't know what the contamination is. (*Note: the laundry machines and the showers were in the heads at Little America, whereas they were up in the power house at McMurdo*)

DR TAYLOR. That was the other item I had in mind. We get our water from a snow pile up hill and on the windward side of the camp about 100 yards from the camp. In the main, the possibility of trash blowing from the camp over near it is not very great, but we do have shifts in the wind which makes that a danger. In the summer, we have standing pools of water on the surface as snow melts and drains across the permanently frozen ground. These have growing in them, algae and other low forms of vegetable and animal life. We drank that last summer without any problems at all as far as our health is concerned. I am sure that there is very little human contamination, but it seems to me that we ought to have provisions for chlorination of our water supply with a camp the size of yours and ours. It think it would be worthwhile to discuss the construction of a fairly permanent type of water purification setup with filter and settling basins and chlorination apparatus in order that we can be absolutely certain that the water we drink is safe and potable. When warm weather comes and we have people from the outside visiting, it seems the problem is going to be potentially dangerous here. I suppose the same thing applied over at your side. Our Dentist has a setup for bacterial culture and I intend to make some culture studies on the water as soon as we get that set up. I have examined the water microscopically and have seen nothing in the water which we actually drink. It gets up to pasteurization temperature in the melting process in the snow meters. But, in

some of the pond water, I found redifers and unicellular animals running around. This is probably harmless and adds caloric value to the water.

In regard to personnel, we are talking about the number of corpsmen desirable in the wintering over bases. We have two corpsmen here . . . have had two people on the sick list here for a couple of weeks requiring a watch throughout the night, and find that under these circumstances, two corpsmen are not enough, but when no one is sick, it is more than enough. The possibility of requesting three corpsmen should be considered and I would like your recommendations. Our dentist needs someone to assist him from time to time . . . and the possibility of having a dental technician who could also stand corpsmen watches should not be overlooked.

DR. EHRLICH. I want to ask a question on the status of zinc poisoning of men welding with galvanize. One man is sick every time he welds with galvanize. I wondered if you have any experience with this. Ventilation is a big problem where we are welding.

DR. TAYLOR. Yes, we have two or three men here who have had Metal Fume Fever from inhaling zinc fumes. This is well recognized by our welders as an occupational hazard. I do not have any reference books over here, but the welders tell me that they have been advised to drink milk. In line with that, I broke open an ampoule of Calcium Gluconate and powdered milk and two aspirin tablets. Within a few hours, it is alright. It is nothing to worry about, particularly in the individual case, though it is uncomfortable for them.

LCDR CANHAM. I had a question on the various requests for photo equipment for the South Pole . . . in checking with Howie WESSBECHER, I find weather bureau, IGY and CTF-43 ordering the same equipment for that small photo lab in the head. What can you tell me of this.

CDR WHITNEY. I hate to say it like this, but they are crazy as hell. There is just not enough room for it. It is a combination head and photo lab like here . . . very limited

LCDR CANHAM. What I particularly had reference to was the triplication of ordering. If agreeable to you, we will send a message to you, listing items ordered by each, also including space allocations.

Saturday, April 28, 1956

Average temperatures were minus thirty-one and winds were relatively calm, with a maximum of thirteen knots. Skies were clear and the moon shown strongly throughout the day.

The Builders completed their interior work on the Chapel for the time being. The construction of the altar will be withheld until other, more pressing, construction is completed.

The Mechanics continued to work on the D-4 and the Welders worked until midnight fabricating new parts for the D-4.

The bake ovens in the galley are lasting but a maximum of two months. At this rate, we will be out of bake ovens by the end of July. The problem seems to be one of bringing them to maximum heat over too short a period of time, and the Utilitymen are doing their best by both instructing the cooks and limiting the maximum temperature on the oven.

Once again, a communications blackout was almost constant throughout the day. All other working groups continued their routine operations for the half work day.

Choir practice was held at 1300 and the CHAPLAIN announced that he would hold his first services in the chapel on Sunday, May 6th. The additional week would give him more time to beautify the chapel's interior.

An "All Hands" party was held in the early evening, followed by Bingo, and parties continued in each hut until approximately 0300.

Partial communications was established in that several messages were sent and received from Little America, one a confidential and the other one replacing the restriction of originating messages without first clearing through CTG 43.3. A subsequent voice conference concerning this was unsatisfactory due to reception. That portion which was received indicated that CDR WHITNEY was displeased with the press releases. However, it was noted to him that we merely followed the Little America pattern in making them words for words sake. He acknowledged this and said they, too, were going to change. We heartily agree, feeling that stories with more names and less flowery and somewhat untrue statements would be both better reading and certainly more popular with the press and news people.

LT BERGSTROM, feeling much better, has had another cast put on the right arm, and the cast on the left arm has been removed although he still must carry it in a sling. It is expected that he will be able to return to BOQ in one week.

A reconnaissance hike was made to Crater Hill to select a prospective site for the placement of a large cross in honor of WILLIAMS. While there, the group also selected a spot to be later used as an overnight bivouac site for training South Pole groups.

Sunday, April 29, 1956

Average temperatures were minus twenty-six and winds were relatively calm, with occasional surges to sixteen knots. The skies were clear and the moon was constantly with us.

The morning was unusually quiet although attendance at church was a bit above average.

Several groups spent the afternoon taking advantage of the semi-twilight in hiking to Crater Hill and in skiing about the ridges of Crater Hill and the slopes off Castle Rock.

In a morning attempt to take a stellar azimuth, sufficient tremors were present to prevent the bubble from ever settling down. As the instrument was one that rests on the ground, the error could not be attributed to the previous night's effect on the individual.

Communications reception and transmission continued to be spasmodic throughout the day, although, in the evening, it was adequate to receive press and the "Antarctic Bulletin" resumed its daily publication.

Attempted voice conferences with Little America were unsatisfactory.

The Sunday evening Officer-CPO Meeting outlined the primary objectives for the coming week which are (1) the construction of the North end of the helicopter Quonset, (2) the re-rigging of the inflation shelter chute leading to the annex, and (3) the rehangng of the two remaining garage doors and bolting down the garage roof. If time permits, the Builders will also place a new personnel entrance on the South side of the garage which will eliminate the necessity of individuals passing through the welding shop every time they wish to go to the garage. Also, Aviation requested several shelves be designed for over the benches in the Electronics Shop. Aviation will continue to break out spares. The Mechanics will finish work on the D-4 tomorrow morning and then ready the second D-4 for operation. Following that, work will be commenced on manufacturing an auger extension, permitting deeper drilling in the bay ice. Supply will conduct a complete inventory of Ship's Store items to determine what profit we may have derived and will also assist UPTON in conducting a food usage inventory that our food consumption per man might again be re-evaluated.

The Narcotics and Alcohol Inventory Board conducted their monthly inventory and it was noted that the whiskey has frozen over two thirds the bottle area. No discrepancies existed in the inventory.

It was noted that, in spite of the comparatively low temperatures with the moderate winds, there were no cases of frostbite over the past four or five days – A decided contrast to the previous week, where the temperatures averaging from minus ten to twelve, with winds continually in excess of twenty knots, several dozen minor cases of frostbite were experienced.

Monday, April 30, 1956

The average temperature was minus one – winds moderate with occasional gusts to twenty-six knots. The day was about two thirds overcast, but there was sufficient light to work without lights from 1030 to 1400.

The entire building crew turned to on the inflation shelter and de-rigged the chute once and for all. Then, they proceeded to the Helicopter Quonset and started rigging the North wall which will have removable panels so that the helicopter may be easily withdrawn from or placed back into the building. This work will take several days to complete

The Utilitymen and Steelworkers almost completed the rigging of tandem barrels for fuel source for the individual hut's space heaters. These are mounted outside buildings on a rack, and piping leads into the stoves themselves, maintaining a constant fuel level. With this arrangement, the fueling detail needs only to replace fuel approximately once a week.

Aviation continued to break out gear and set up machinery and equipment in their shops.

Examination of the YOG's showed very strong tidal and ice pressures being exerted against the ships. Lines were extremely taut and, once again, it is questionable if they will all hold. Glacier Channel shows dozens of cracks and leads now, but Winter Quarters Bay remains rather solid.

A communications blackout has disappeared almost entirely although an early morning voice conference with Little America had to be postponed due to non-readability. It will be attempted again tomorrow morning.

LT BERGSTROM left Sick Bay and is now living in BOQ

Our recommendations for specific rates and qualifications of personnel wintering at AIROPFAC for DEEPFREEZE II were sent to CTG 43.3

Supply personnel worked on the Ship's Store inventory the whole day. The month-end reports were cleared through the Administrative Office.

Aerology is now ready for a test of their hydrogen generator as, through today, they have used Helium to inflate their balloons.

A test was conducted to determine the effectiveness of the blue Ansel Fire Extinguisher. Four large boards were placed outside side by side, drenched with diesel oil and ignited. The flames were permitted to rise to a height of 3 ½ feet and the chemical was then applied. The flames were extinguished in approximately two seconds. Tests of the other fire fighting equipment at AIROPFAC will be conducted in the near future.

Tuesday, May 1, 1956

The average temperature was plus seven with a high of plus thirteen. Winds were moderate to strong with a maximum of thirty-three knots. The Builders continued to work on the Helicopter Quonset, placing the panels in the North end of the building.

The MPS-4 Search Radar was placed in a 100% operational status. Emphasis will now be placed on the erection and maintenance of the TPS-1D Surveillance Radar.

Aerology fired off their hydrogen generator for the first time and, with other than minor adjustments, they feel that the hydrogen generator may be used on a continuing basis, commencing about May 6th. This will conserve the helium on hand for emergency operations of the aerological equipment.

The trip to Castle Rock was unsuccessful in that, due to lack of light and restricted visibility, neither photographs nor sketches of the ice edge could be made.

The erection of machinery in the aviation shops continued and the Parachute Rigging Loft is ready for the palletization of South Pole material.

There was a Voice Conference at 0800 this morning. Comments follow:

CONFERENCE REPORT
Tuesday, May 1, 1956 - 0800

LCDR CANHAM and CDR WHITNEY: discussed generators for running the landing strip equipment, etc etc.

CDR WHITNEY Now, the next item – your message on trail rations. We made a complete study after all the trail work we had here – this was far in excess of what you had – after the trail work and all the aircraft work in the SAR program we had, the comments are such that the Army ration was the preferred type of ration. Of all the interviews, - the surface trail party and the air people, all, with the exception of two people (Burley and Stretch) preferred the other ration. The other people said the Gutenko ration was not palatable. As far as aircraft personnel are concerned, after interviewing all the pilots on SAR, they said that the 5-in-1 was the best. This is for information purposes. I have Don standing by right now and he assures me that we have ample supply of Pemmican to take care of us for years.

LCDR CANHAM> Right Skipper, I understand. We had not envisioned this emergency ration as a Caterpillar or Weasel ration. We are thinking in terms of walking out from the South Pole or Beardmore with dog teams or with manpower. A C-124 carrying 45-day survival rations for the twenty men aboard, each day's ration per man weighing 5.5 pounds is quite a load in the aircraft. In this case, our VX-6 personnel here feel that the weight is almost restrictive. We were thinking of things to be used in an actual emergency over long periods of time. It would be impossible for an individual to haul the weight required for extended emergency work, walking or with dogs. We agree, the army ration is far more palatable and much more desirable as far as advance party work is concerned. In actual emergencies, though not too enthused about it, the other is adequate. In regard to your message about the supply on hand at the base, VX-6 said the squadron brought all for this year and next year when they came in last December. On this basis, we would not need the complete kits for all as indicated in my message yesterday to meet the requirements. We do have enough pemmican, but not enough of the other quantities.

CDR WHITNEY Yes, I understand Dave. I think it is a good idea. I think we should order that material you have on your message. Just thought I'd mention our views for information purposes . . . that was what they carried however . . . think you have a good point. We'll order all that material you requested. Just giving you this as the comments on the groups that have come back. You know what the prescribed Gutenko ration per day calls for twelve ounces of pemmican at one meal and the best anybody has been able to eat to date has been two ounces. I am just bringing this thing up so you will understand.

LCDR CANHAM Roger, understand. I would like to emphasize that if VX-6 and 18th Air Force are going to fly in their emergency ration again this year, we would not be required to fill out our present shortages. I am merely going on statements of VX-6 personnel here . . . that they will not do that . . . that they have brought everything down already.

CDR WHITNEY We are starting to get the Post Office underway. We have quite a bit of cancellations started. We have a considerable amount of international mail for checking . . . You know the story on that stuff. We don't have stamps to take care of it. Our supply of stamps is limited. If possible, I would like for CHAUDOIN to check over the mail for the South Pole and find out how much international mail you have, then stand a statement out so we know how much international mail we have that will require postage.

CDR CANHAM We can go through and inventory the contents. It was just brought up that at the time the philatelic situation arose and publicity was given, the statement was made that stamps would not be placed on any of that mail. Those people submitting the mail would have to put the stamps on. Are they (CTF-43) going back it (their original policy) or put the stamps on?

CDR WHITNEY The task force accepted from various countries, especially New Zealand, international mail. Those were for the philatelists. The Task Force accepted it – I don't have any choice in the matter. We can't take care of it until they bring down the stamps. That is why I am looking for an inventory.

LCDR CANHAM Aye, Aye, Sir. Would that be okay if we got that to you within the next six days.

CDR WHITNEY It will take us that amount of time to even open the bags. We have got bags upon bags upon bags of mail. It is going to take us a good week to get it taken care of. We are also going to request of the task force to take care of the QSL cards for the ham radio . . . require stamps just like on other pieces of mail. I don't know how you intend to take care of that situation.

LCDR CANHAM It was a question in our minds. I had thought the individual would have to pay for the stamp.

CDR WHITNEY That's the way it would end up. I don't think it is fair just because we assigned someone to handle our ham radio. I don't go for that. I am going to see if the Task Force won't supply us with the stamps.

LCDR CANHAM We would be glad to hear of that positive statement over here. I know the limitations on the radio operators would cause a hardship.

LCDR CANHAM I think you will be happy to know that, due to our communication blackout, the Chaplain's story did not go out and I did some censorship on it and did some deleting and deleted the reference to the commercial item

CDR WHITNEY Good. You saw that message that went out last night. I am sure you were in accord with it. It was in keeping with the various broadcasts that come in and with the statement we received from CHINFO . . . thinking you would go with that anyway.

LCDR CANHAM It sort of hit us in the gonads. We wondered what it was that came up that questioned our loyalty or allegiance. We were interested what the background was on that.

CDR WHITNEY Maybe you missed that. It came out in a CHINFO bulletin as well as by the Armed Forces Radio broadcast news service and also by the MARS radio service . . . came out on all three of them, and especially on the CHINFO release. We thought we had better do something on it.

LCDR CANHAM Right, sir. Understand. We were not sure you had been enlisted by some means not known over here. It sort of shocked us at first.

CDR WHITNEY I understand. It was the basis of a CHINFO bulletin . . . evidently you didn't hold it. It was an official CHINFO bulletin to All Navy. We took advantage of it to get publicity.

(Much later in the conference)

CDR WHITNEY It was a CHINFO BULLETIN to ALNAV for the observation of May Day as they call it, a loyalty day. That was the reason for our message. If you want, I will get that right over to you.

LT MEHAFFEY . . . that was ordered over again just to . . . our variety in our menu, but if you are using any of that food, I can send . . .

LCDR CANHAM Roger Don. We got just the last part of your message, but it is coming through now. I gather that you stated we may use some of the IGY food to vary our menu.

CDR WHITNEY: That was right, Dave. You didn't quite get the important part. If you do use it, and you can, just keep track of it so we can reorder. We were obligated to retain the accountability on it. We have permission from the Task Force to use it, but to let them know about it so we can replace it.

CDR WHITNEY. Pay for our TO's You know some of the messages . . . because of the feeling along that line. Personally, irregardless of what anybody does . . . because of the talk of extra expenses, I will forego flying the next few months. But, if any of your fellows feel as if they should get it, we'll just have to draw up something and make application to CNO.

LCDR CANHAM Skipper, I would definitely like to see a request go in for renewal on all Technical Observers. I feel that it is a privilege and a right that you have and should be asked to commence on the new fiscal year. I don't know if the technical observers are placed on the same system as the naval aviators insofar as the new appropriations go. I don't know if they are included. Do you know one way or the other?

CDR WHITNEY No, Dave, I don't. In perusing over some of the papers we have here, it does not say anything about it. It stipulates that naval aviators only as far as I can see . . . those are the ones that will be paid whether they fly or not. I might mention that the message has gone into CNO – to BUPERS I should say, requested the flight orders for the TO's for the new fiscal year.

LCDR CANHAM Roger, understand. Don't quite understand your previous statement about yours.

CDR WHITNEY I was referring to the balance of this fiscal year. In other words, April, May and June, but the TO's will be unable to fly at McMurdo . . . I do not intend to fly up here but it will be okay for the TO's for the next two months . . . are you in accord with that?

LCDR CANHAM I understand, sir. There is no other way to be. We just can't fly and they can't get the money. They just lose May and June.

CDR WHITNEY Then we also have July August, September, October, November, etc. etc., which is going to make it a little bit rough on them. Starting the new fiscal year, you will still be unable to fly because of no wings. Do you feel that we should go to CNO and state that it wasn't through any fault of theirs that they are unable to fly, and they would fly, had you had the aircraft. Do you see what I am getting at?

LCDR CANHAM Yes, I do. I sincerely doubt that any amount of entreaty to OP-54 would have any effect for personnel here. However, if you feel like it, it would certainly do no harm to ask. In view of the difficulty Commander GOLDEN gave us on the trip down to OP-54, he would give us a big Ha! Ha! I am sure, as far as such a request goes. TO's are supposed to be doing something aviation-wise when drawing their money and it is not a reward for being carried in an aircraft. As I say, a request would not be out of line, but I don't think they would be very receptive.

CDR WHITNEY I agree wholeheartedly. I can visualize it right now. I think that, under the circumstances, we had better forget it – just a waste of paper and the time of the radio operators

CDR CANHAM: Another item . . . problem of mail – outgoing. I think we may be wrong, but I think you will go along with our thoughts. It will be very possible for us to have mail sent back toward the states shortly after the first aircraft fly in as the Air Force contemplates rotation of aircraft. It poses a large question on our part as we have no post office and the aircraft will have no postal facilities. We wondered what the technicality would be of getting our mail cancelled. Our mail would probably go all the way to the States. What are the possibilities of asking the Task Force what the possibility is of having a small Post Office here for the use of the 200 and some odd people writing letters?

CDR WHITNEY I am with you 100 percent. You recall the correspondence and telephone conversation . . . we wanted to know why we couldn't have a Post Office at McMurdo . . . more justified than a Post Office either at the Pole Station or Byrd Station. I say by all means . . . why don't you draft up something that you think might be the answer and see if we couldn't establish a Post Office at McMurdo . . . and see if we can't have the staff to cancel mail flown in with the first aircraft.

LCDR CANHAM I don't know why we couldn't have had it in the first place. I will draw up something and pass it to you for your comments. Along that line, CHAUDOIN recalls it was the State Department that objected. I remember CDR SNAY said he thought we could establish one at a later date. I don't know what further thought has been given to it by him. I hope we will be able to mail our own stuff out of here.

One other thing . . . food at the South Pole. We just discussed IGY food and our use of it here. Inasmuch as the South Pole will also be a military base, I wondered what provisions had been made for food for military people. Two separate messes or what?

CDR WHITNEY I talked that over with DON KENT. He is ordering more food for the Pole Station, but the food is merged. The only thing we are doing is keeping it separate because it was procured from separate sources of funds. . . as we know it at the present time. It is for joint usage. The IGY food may be used at one meal and the military food used at another meal . . . no separation at all.

CDR CANHAM The next question I had is on your 280941Z which stated all incoming messages, action either McMurdo or Little America were to be addressed to you. How do you want us to handle that? As we pick it up for relay, do you want us to automatically assume we are to take action or wait for a message from you.?

CDR WHITNEY I got myself in an uproar because of some of the things that came in. You automatically send it in. The only reason I do that is for coordinated replies. I realize it is hard sometimes to visualize that there are more than one base. I am trying my darndest to keep all bases in mind on coordinated replies, bearing in mind, however, that the conditions at one base are entirely different than conditions at another base and what would be applicable on the one base and not at the other. I am afraid sometimes that we are giving the Task Force the wrong impression on some of these things. I am sure you can see what I am getting at. A condition that you might have at McMurdo is not always the same as here. It would not be true at one of the other bases. On my reply to Commander Task Force forty-three, give them a broad aspect of the situation and the facts as we know them and then come up with something based on our recommendations.

LCDR CANHAM Yes, I agree with your comments. Conditions are very much different here than there. Also, along that line, we'll specify that our comments pertain to situations at McMurdo. . . and this situation pertains to Little America or McMurdo or both. Consider Dr. EHRLICH's message concerning additional spaces . . he noted that a dental room should be provided. You know we have a dental room here at McMurdo. Dr. Taylor, in reading the dispatches, noted a reference to a five gallon tank for the operating room. The doctor felt that that was rather inadequate in size, sir.

CDR WHITNEY Dr. EHRLICH was of the same opinion. That was MY comment. I am trying to work up this from the realistic standpoint. Dr. EHRLICH and I thought it should be around a fifty gallon tank. Where in the hell are you going to put it. I have got to look at it from the realistic standpoint. There are a number of things that must be taken into consideration in the same way as they wanted an electric sterilizer. I would like to have a lot of things down here, but we have got to be realistic. . . . within the realm of something that is just common sense.

LCDR CANHAM Yes Sir, I understand (your thoughts). Next question regarding Dr. EHRLICH'S comment on prosthetics. Dr. KNOEDLER wanted to know if you had the field kit for prosthetic repair.

CDR WHITNEY Roger, he has got it. If I may not be facetious, I am using it to make some ship's models.

LCDR CANHAM Dr. KNOEDLER would like to come up on voice some day to help him with common repairs. Dave could give him some sound technical advice if he desired.

CDR WHITNEY Alright Dave. You are right. I think they should get together and instruct them how to do it. We'll get them together in the near future.

LCDR CANHAM Any time EHRLICH would like, we'll arrange it. I wanted to know if anything was received on information on cruise books. Our request was sent some time ago on possible costs.

LCDR GRAHAM With reference to that cruise book. Perhaps I was in error when we had our last conference. We mentioned something about going to the Navy Photo Center and compiling pictures . . . but I do have a list of the personnel here and what they would like to pay. Of course, I could have been wrong and I thought we would do that in lieu of the cruise book.

LCDR CANHAM Right Bob, I personally feel that the picture book is more satisfactory than a cruise book, but our personnel requested that we obtain some statement of costs of cruise books. I had thought that perhaps we could ask Task Force Forty-three to contact a publisher and send a few price lists on down to us. I feel sure, though, that it would be prohibitive. The only answer is to prepare our own picture scrap books. The feeling of the crew was that they would like to know the cost and that is why we had passed the message to Little America month before last.

LCDR GRAHAM Okay, Dave, I understand clearly now. We will draft up that thing and see what they come up with. I am sure that . . . and according to that, it may be possible to come up with a reasonable priced cruise book.

LCDR GRAHAM Just one more question. We have been working this amateur radio here and several stations have come up asking where is KC4USV and on what frequency . . .

LCDR CANHAM Our voice has been very unsatisfactory. We have made several attempts and have been unable to get out to anyone. We are still in the process of working voice paraphernalia at this end, but primarily on CW.

LCDR GRAHAM I don't know what the trouble might be.

LCDR CANHAM We aren't quite sure either. Eventually, we will get it.

LCDR GRAHAM There is one other thing. On hot water heaters. I just suggested about a 50-gallon electric hot water heater . . . that new home . . . put out . . . You can get those up to 350 degrees. That might be a consideration.

CDR WHITNEY The only bad thing about that is that the amperage that the heater draws. The house unit is something in the neighborhood of eight thousand watts, according to the catalog . . . that is the 30-gallon size . . . we cannot afford that much amperage on our present system (here at Little America). You are on . . . different category . . . I believe you could afford it. That message out to Task Force Forty-three

telling them that very thing because that is in line with some of the things mentioned in there such as . . .

LCDR CANHAM Yes, I understand. . . . a far more satisfactory solution to the hot water heating . . . same system as employed in the heads . . . oil fired heaters.

CDR WHITNEY You are positively right . . . power heater is the only thing that is satisfactory . . . you are getting into space limitations. We did not have sufficient building space to take care of our requirements.
If CHAUDOIN is there, I have this CHINFO Notice and he can take it down. .

LCDR CANHAM CHAUDOIN is here, sir, but we would appreciate taking it at a later date. We have a weather schedule coming up shortly.

LTJG BOWERS & CDR WHITNEY discussed the requirement that the D-8 Tractors coming in for next season have both fork lifts and bucket attachments. It was concluded that this was what we're going to get and everything was already arranged.

LCDR CANHAM Skipper, one more item. Bud SINGER is holding a letter from CTF-43 to Chief BUAER dated October 26, 1955, serial 107. In it are specified certain photo items that will be brought in on DEEPFREEZE II. In view of the present building space, he has several questions he would like to ask the task force . . . particular items . . . following proposed message . . . refer your letter so and so date . . . requested advise, electrical requirements, water pressure requirements, water capacity of the continuous photo processor.

CDR WHITNEY I understand. We have the same problem over here. I wish he would come over here for a day or two and get some things straightened out. I just wondered where it was going to go. I am thinking seriously of digging a cave somewhere and putting all this stuff in it . . . situation photowise for DEEPFREEZE II, we are going conservative on water used . . . and cannot be used because we don't have pressure required to operate them. Get that message out right away and see what sort of answer you get.

LCDR CANHAM Alright Sir. Will Do. Along that same line, Bud SINGER is drawing up a proposed letter back to rear echelon concerning the amount of aerial film we have here . . . Unless they have a very large aerial mapping program . . . As you know, we have enough film to film the Antarctic, the Arctic and perhaps the rest of the world. We would like to add this on a message to LCDR SHIRLEY.

CDR WHITNEY Right, I agree with you wholeheartedly on that. That is one unfortunate part of this thing . . . neither you nor I know why . . . I read . . . classified . . . I can tell you right now that that film is not to be used because the mission, as outlined, cancels out all that stuff. We have had any number of people express a desire to learn photography . . . We have lots of aerial film – I wondered why we could not use some of that.

LCDR CANHAM Sir, Bud SINGER is here and said that, as you are the Skipper . . . If you would like to tear it up . . . have at it.

CDR WHITNEY I know what you mean. Alright Dave, that is fine. I can see by the time, it is ready for one of your weather broadcasts . . . coming in excellent right now.

LCDR CANHAM Right Sir. We have now a twelve hour a day schedule and this evening we have an appointment with Pt. Geologie. We hope to bring Mawson and the Russian bases in. How is your hydrogen generator working over there?

CDR WHITNEY I can't give you a good answer on that. We are still using bottles. We are putting it in operation . . . it should be going very shortly. We have got to make a report to CTF-43 as soon as we have got it working the way we want it to work. Other than that our balloon releases are out of this world . . . working wonderfully.

LCDR CANHAM Our generator is not to full time operation basis as yet . . . got it fired off . . . hope today to switch over completely to Hydrogen. Incidentally we noted earth tremors on Sunday. LEASE is attempting to take a celestial bearing – as you know we have a third order stellar azimuth to take and send to the Task Force – noticed that the transit indicated continuous vibrations and caused the bubble to oscillate for several minutes. We thought it interesting to note that something was shaking the ground.

CDR WHITNEY What time was that? We would like to know. There was something here and we thought . . . By the way, if your hydrogen generator blows up, strap Bud SINGER on and send him over here.

LCDR CANHAM The only other item of possible interest to you . . . The YOG's, once again are in rather a bit with almost all lines very taut. You recall how that area looked when you first came in. Tidal and ice pressure are definitely becoming great in that area. Many cracks and leads about the ships. We aren't sure as to whether they will hold. We make daily checks and conduct maintenance on them.

Thursday, May 3, 1956

Temperatures averaged minus nine. Morning winds were relatively calm with strong gusts throughout the afternoon, reaching a height of forty-nine knots.

Builders continued to work on the helicopter hangar and have finished the fabrication of all the panels; half of them are in place.

Aviation personnel completed fifty percent of an additional open flooring in the main aircraft maintenance shop and hauled four more sled loads of spares and aircraft parts off the hill.

The drivers and mechanics brought the D-4, which formerly had the bucket on it, into the shop and, in coordination with the Steelworkers, dismantled the bucket and are in the process of making an additional pair of fork lifts and appropriate mounts. Additional benches and bins were built and approximately fifty percent of all spares for mechanized equipment have been broken out and placed in neat bin storage.

The steelworkers also continued work on modifying a one ton sled to become a diesel fuel carrier. A three hundred gallon capacity tank is being placed atop the sled and proper mountings for the tank and its supplementary fuel pump and fittings are being fabricated. This will reduce the necessity for the fueling detail to make daily trips utilizing five gallon cans in refueling for the camp stoves.

Aerology launched both their balloons, using the hydrogen generator, and it works very satisfactorily. Continued efforts to contact Point Geologie were again fruitless.

Dr. TAYLOR, reporting on his weekly sanitation inspection, stated that the sanitation conditions of the camp were satisfactory.

Communications, aside from their normal heavy daily routine, devoted forty-eight man-hours to readying the teletype for transmission. There still remains approximately 180 man-hours of work before it becomes operative, as our transmitter must be shut down for a period of at least twenty-four hours for the installation of the teletype accessory (which, incidentally, has had to be hand made). The failure to provide ready made patch panels has resulted in an additional 1500 man-hours. Amateur radio communications via voice were satisfactory. Three additional personnel were able to talk with their dependents between weather schedules.

The Utilitymen installed two additional wash stands adjacent to the showers in the power house. These will be used for purposes of shaving.

The electricians installed the lights in the chapel and the Chaplain finished painting the interior of the chapel.

All spare panels were inventoried by the builders and there were a sufficient number to build a small annex to sick bay. Construction will commence the first part of next week.

Although it has only been about five days since we received the restrictive message that we were to originate weather broadcasts only, CDR WHITNEY has Ok'd over a dozen other releases for us with no change in context or even slight modifications. Our recommendations for numbers and rates of personnel to winter at AIROPFAC for DEEPFREEZE II were forwarded by CTG 43.3 unchanged.

The Officer-CPO meeting was held at 1815 and the week's progress has been a bit below the original estimate but, considering the lack of spares for all types of operations, and the fact that such things have to be made from scratch from here, the continued accomplishments of the personnel are commendable.

Friday, May 4, 1956

The average temperature was minus four with winds averaging twenty knots and several gusts to thirty-nine knots.

The builders completed the panel installation on the helicopter Quonset and commenced work on the garage, where they will place large benches along the walls and install an additional doorway.

The hydrogen generator in the inflation shelter continues to function very satisfactorily.

The annex to be added to the sick bay, due to excess panels, will be 16' x 20'.

Three additional camp personnel were able to carry on voice communications with their dependents in the states.

The Steelworkers accomplished eighty percent of the work required on the camp fuel carrier and all other departments carried out a normal day of work. With emphasis on the South Pole material.

A brief demonstration on the use of fire extinguishers was given by OLIVER, AB3 at the weekly "All Hands" meeting held at 1800.

Several long tape recordings of music were made for replay over the base public address system. There will be a half hour period of music after lunch and an hour's program in the evening. The crew's reception of the music hour will determine whether additional recordings are made.

The inspection of the living quarters and heads was very satisfactory in that all spaces were uniformly excellent.

Saturday, May 5, 1956

The average temperature was plus two, with winds gusty throughout the day, reaching a maximum velocity of forty-two knots.

The Builders broke out panels for the Sick Bay Annex and brought the foundation lumber into place. They also broke out a replacement for one of the snow melter doors in the Power House.

A brief voice conference was held Saturday Morning. During the conference, considerable difficulty was experienced with our generators, causing erratic power voltage.

All the remaining groups continued to work on South Pole material and normal work day routine.

Quite a lengthy display of aurora was noted in the sky during the late evening hours.

The first of our recorded music programs was conducted over the public address system and was received very enthusiastically. Tapes are now being cut on various sporting events received over Armed Forces Radio Services.

DR. TAYLOR had an attack of Paroxysmal Auricular Fibrillation, but was completely recovered by late evening. RIGG, AC1 had nine stitches taken in his leg as a result of a gash received from falling across some fueling drums.

A late evening voice conference was also held with Little America. They had interrupted our ham radio operation by breaking in on the same frequency. For a few moments, things got out of hand but CDR WHITNEY called up to apologize for their action and definite schedules will be arranged so that neither our station nor Little America interferes with one another in their amateur communications

Choir practice was held for the first time in the new chapel and the increased efficiency of the acoustics was warmly welcomed.

The "All Hands" party in the evening included Bingo as we continue to raffle off our various hobby kits.

Just before midnight, a Russian flag, which had been "borrowed" in a moment of overzealousness, was returned to the Administrative Office after an absence of a month
Sunday, May 6, 1956

The average temperature was minus five and winds were variable with a maximum gust of twenty-two knots.

At approximately 2000 local time, a marked inversion commencing at approximately 500 feet altitude appeared over the camp, which created an appearance of fog for several hours as the smoke from our stacks leveled off at the inversion's base and reduced our visibility considerably.

In the early morning hours at approximately 0100, another marked earth tremor was felt in the camp.

Church services were well attended in the new chapel and extra chairs had to be brought in. It is hoped to complete the vestibule and belfry in the very near future.

A musical program over the public address system continued throughout the afternoon by popular request, as the majority of the personnel remained in their huts either sleeping or playing cards.

The Officer-CPO meeting was held at 1815. The message received from CTF-43, noting the severe limitations of space for air freight material was discussed and all hands were told to review their requirements, which they had initially established for this type delivery.

Additional musical tapes were cut in the library.

CONFERENCE REPORT
Monday, May 7, 1956

STOCKTON and LT BERGSTROM discussed aviation equipment for the coming year and told STOCKTON to list supplies for DEEPFREEZE II in two separate groups – one for supplies to be flown in and the other for supplies to be brought in by ship.

CWO SINGER About the South Pole requirements for photography, CDR SHIRLEY intends bringing quite a load and we feel we can supply many of the items from what we have plus what IGY has here. We would like to send a message and tell him what we have. We intend inventorying all film and chemicals for aerial photography. We feel we may have plenty here and since they have reduced their procurement up there, we would like to send a second message out on that.

LCDR GRAHAM Alright, CDR WHITNEY would like to have it infoed here.

CWO SINGER We will go directly to the task force and info you.

LTJG TUCK: On the list you sent in to the Task Force for the Sledding Contingent requirements. Rawhide for sled lashings – Jack Pursey had very good luck with tanned lashing – over here the holes aren't big enough to make the required number of lashes with the tanned hide for the sleds. Rawhide comes in longer lengths. Rawhide is four dollars a hundred feet and tanned hide is \$2.50 per hundred feet.

LCDR GRAHAM. That is alright. That is an affirmative on rawhide in place of the other. Don MEHAFFEY will go out on that. It will not be flown in as you realize.

CDR WHITNEY I don't believe it is necessary. . Anybody with common sense should be able to procure anything we require with a minimum of effort.

LTJG TUCK. I was thinking more on some of the other items and not just the rawhide.

CDR WHITNEY. I want to call your attention to the 051416Z from the Task Force. It means you will have to come up with a new list. I was afraid of that. Send a list of what you believe is required by air.

LCDR CANHAM. We started the lists as soon as we got the message. It certainly would help Little America and AirOpFac if we knew the date the ships are going to arrive. I agree that there are many things that there is no substitute for.

CDR WHITNEY The present plans of the Task Force are that the ships will first arrive at everywhere else but McMurdo in order to avoid the same situation that existed there last year. You will have to keep your requirements down. Improvise or do without – that is how I am going to figure this thing.

LCDR CANHAM We'll give reasons for each and every item we require to have flown in. If the Air Force does what we have heard they will do – rotate their aircraft – this would mean that about every two weeks, they would be returning to New Zealand. That is a heck of a lot of space for air transportation for over a period of a month or two. It seems that equipment could be offloaded in New Zealand by the ships, and brought in by the 18th Air Force as they rotate.

CDR WHITNEY. Yes, I understand. I talked to PAUL FRAZIER. The main lot of the ships will not arrive in New Zealand until the time that they arrived there last season. The Fly-in would be accomplished prior to the ships arrival in New Zealand. The ships that would be in would have very little cargo carrying capacity. There are people relieving us. Their job is to complete whatever installation we are unable to complete due to lack of materials.

LCDR CANHAM: Radio and Electronics gear should be flown in which is mandatory to carry out the mission for AIROPFAC.

CDR WHITNEY Let's put an amendment to the fly-in message.

LCDR CANHAM We will have to do it by the end of the week.

CDR WHITNEY How is JIM BERGSTROM and DOCTOR TAYLOR?

LCDR CANHAM Jim is fine. Doc is completely over his attack and says he is good now for another two years.

CHIEF HESS I have the balance sheet here for the inventory of the Ship's Store.

LT MEHAFFEY I don't need the balance sheet too much.

CHIEF HESS Are you going to take care of the withholding for transfer of BUPERS and CBLANT funds?

LT MEHAFFEY Right. No funds go to either one of them and they know it, and I sent them a message to that effect. I do wish you would send that balance sheet over on a dispatch message.

CHIEF HESS Roger, will do.

LCDR CANHAM On the Armed Forces Day Talk. Would Wednesday be an adequate time for transmission of the tape?

CDR WHITNEY I think so. You know the message yesterday changed the picture quite a bit.

LCDR CANHAM What message?

CDR WHITNEY The message yesterday indicating that we have certain personnel for question and answer period on the Armed Forces Day program.

LCDR CANHAM Does it have reference to someone by the name of MILLER? We don't have all the dope.

CDR WHITNEY CDR MILLER is in CHINFO. He also operates the ham radio gear. He states that he will be at the other end. Either MILLER or SNAY working the details. Use the suggested agenda as shown in the message. One CPO, one rated and one nonrated man participating informally. I still would like to have that tape from you.

LCDR CANHAM Right, Sir, we'll try to get both of those things accomplished by Wednesday. Profits from the Ship's Store – the only item we wanted to use money for was five dollars a week. We have a mix – soda pop – provided the happy hour. We have been rotating between the various huts. It would amount to twenty dollars a month to use for that purpose. That is the only expense in that regard.

CDR WHITNEY We have been getting mixed nuts from the galley. Five dollars a week is peanuts. Go ahead and use it.

LCDR CANHAM On those mixed nuts – are they part of the chow or trail rations?

CDR WHITNEY Part of our regular chow.

LT MEHAFFEY About a week ago, the Task Force came up with a message saying they were going to get Army type trail rations. When you got the message, you came up with a dispatch on specifically wanting Gutenko rations. Immediately I said I would send it out. Now, we are getting partly Army rations and part Gutenko ration. Do you want me to get both, now?

LCDR CANHAM That depends upon two things. Are VX-6 and the 18th AF going to bring in their own aircraft rations with them or are they going to depend upon rations here at present? If at present and in view of the fact that they won't include this as a fly-in item, I would like to bring the balance of rations up to full strength.

LT MEHAFFEY Okay Dave, I see. It won't be even a fly-in ration for you. I think I will go out with that portion of the message on VX-6 and 18th AF. Do you think that is okay?

LCDR CANHAM: Affirmative. Nothing would be a fly-in. If that is true, cancel our request to bring ours up. The request was made only because we thought they would require full survival rations. We just won't have sufficient rations of the type that is desirable.

LT MEHAFFEY Okay, Dave, I think we have the picture very clear. I am a little surprised at the amount of money you are taking in on your Ship's Store. How long have you been operating and getting money over the counter.

LCDR CANHAM Don, we have been in operation about eight weeks all told.

CDR WHITNEY On that talk for Armed Forces Day, I am of the opinion that we will have to shorten it to between one and two minutes.

LCDR CANHAM Right, will do. New Subject: As we report these ice findings, we are taking all precautions as we go out on the ice. Tomorrow, we expect to make close to Tent Island. We hope that, with our findings and reports, we will be able to accurately plan the exact date the ships can come in.

The other item – We had a very successful opening of our Chapel. It was overflowing with people in a sense. We are very pleased with the acoustics and the choir sounds 100 percent better. Chaplain CONDIT is very well pleased. We feel it adds a great deal to church attendance.

CDR WHITNEY Yes, I noted your report. You have one of those portable organs. We find that differences in temperature affects the reeds tremendously. We are thinking seriously of suggesting that they try to acquire an electric organ for both places.

LCDR CANHAM I think it would be wonderful although we have had no trouble with our portable organ.

Monday, May 7, 1956

The average temperature was plus two with winds gusty throughout the day and a maximum velocity of forty-seven knots.

The Builders continued to break out panels for the Sick Bay addition. They completed the replacement door for the snow melter and placed a new entranceway in the garage.

The electricians dismantled the siren from the “Ontos” and, after testing it, prepared it for mounting atop the Photo Lab as part of our fire alarm system. Wires were run from the Administrative Building to the Photo Lab.

Communications now has all teletype on a fully operational basis with the exception of the transmitters; these are being installed in the TBM equipment tomorrow. This will mean a twenty-four hour shutdown with all the modifications that are required to be made.

POL personnel transferred fuel at Hut Point and emptied a 3,000 gallon rubber tank of MoGas. This will be brought up the hill, pumped out, dried and made ready for use at the South Pole Station.

The YOG’s had additional breasting. All lines are now very taut – no movement is indicated, however, around the anchors themselves.

The Sledding Contingent spent the entire day on the ice working with the dogs.

Departments continued revisions on their fly-in lists and the breaking out of the South Pole material.

Tuesday, May 8th, 1956

The average temperature during the day was plus ten. Winds were moderate during most of the day at fifteen knots, gusting to forty knots occasionally. Darkness now is becoming almost complete and lights are needed at all times for any type of outdoor work.

The Builders continued to break out appropriate panels for the sick bay annex and the grading was commenced for the installation of the foundation. Additional work was accomplished on the re-rigging of several doors in Quarters buildings. The Builders also placed plywood on the overhead of the parachute loft to prevent the snow, which collects on the canvas, from dropping onto open parachutes.

Communications completed the installation of the teletype transmitter attachment to the TBM and it checked out satisfactorily. As this equipment is used for point to point with Little America only, and as Little America does not have its teletype equipment set up at present, there is no operational requirement for it. Communications with the States over the amateur radio was poor to unsatisfactory.

During the morning, two caterpillar tractors were brought into camp to rough up the streets for safety purposes. In doing so, they also severed three electrical circuits.

In the evening, the generators received maintenance checks and were shut down one by one for a short period. Upon placing them back on line, a high surge of voltage occurred which blew up one of the three large oil-filled tubes in the TAB. BARGER, ETC was

broken out of the rack and worked through the night in rigging the circuits of the TBA and the set is now functioning on two of the three tubes, but we now have no safety factor. No spares are available.

At noontime, LTJG EICHHORN, CWO FISHER, LTJG TUCK and LCDR CANHAM departed camp and spent five hours on an ice reconnaissance trip which included checking the three holes previously bored to the North of the old offloading site and the establishment of three additional flag spots. There are apparently two major fields of ice buildup off the old offloading site. The first, extending for some 850 yards, runs in depth from 18 to 28 inches. Beyond this is freshly frozen light ice approximately two inches in depth. The Weasel was left at the offloading site and the rest of the journey accomplished on foot. On the return from the thin ice edge, four Emperor Penguins were sighted and they joined the group for a period of about one mile. There were no additional cracks or leads noted in the old bay ice. The ones that existed in January and February are still there, but have not yet widened appreciably.

The fork lift installation on the second D-4 is completed and work was commenced on extending the ice auger which is mounted on the D-2.

The diesel fuel carrier for the camp detail was placed into operation. This consists of a three hundred gallon galvanized tank, a small fifty-gallon per minute rated pump, fifty feet of hose and all the required attachments, all of which are mounted on a one-ton sled. It seems to work very well and eliminates the requirement of hauling excessive amounts of fuel in five gallon cans.

The last of the first class petty officer evaluation sheets were received and they will now be compiled and typed in the smooth

South Pole Groups were formalized and the personnel listing is as follows:

SURVIVAL GROUPS FOR SOUTH POLE STATION

LTJG R. A. BOWERS	LCDR D.W. CANHAM JR.
SLATON, C.M. CMC	
MONTGOMERY, T.T., RM1	BRISTOL, W.W. PH1
WILLIAMSON, H.R.,BU	
LEASE, W.T., SV1	WOODY, F.A., HM1
RANDALL, J.A.,CMN	
MR. HOWARD WESSBECHER	WAGNER, C.A., UT2
TYLER, G.C., AN	
HUBEL, E.H., UTC	BEVILACQUA, C.A., BU1
SPAINHOUER, F.P., PH1	
HISEY, H.A., BU2	MC CRILLIS, R.G., CE2
CHAUDOIN, R.L., YN1	

GOODWIN, W.R., AE3
NOLEN, J.L., AG2
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.