

RADM DUFEK was feeling considerably better and appeared to have completely regained his health.

VX-6's R5D was scheduled some five times during the day for departure, but the strong winds and low blowing scud clouds caused cancellation each time. In spite of the strong winds, the temperatures crept above the freezing mark for the first time, reaching an official figure of plus thirty-three. The low as plus nineteen. During the peak of the storm, the damaged C-124 slipped off of its wooden pilings and is once again resting on its nose. Air Force personnel made a routine inspection and did not think that much additional damage had been done. They desire to have it moved into its new position (some hundred feet ahead of where it is now) by November 25<sup>th</sup>.

A message received from Little America indicates that they are not thinking in possible terms of building a substitute BYRD STATION by airdrop if the trail does not work out, a situation which now appears to be quite likely.

The BEARDMORE group reported all its items retrieved now from the airdrop and 2700 gallons of AvGas left. The Sno-kitten is running and they have been able to drag the airstrip and state that it has been improved some sixty percent.

The Officer-CPO meeting in the evening discussed the coming week's principle items of work which included a camp cleanup, installation of the torque converter engine in the second D-8 and the initial completion of all the runway facilities.

Message authority from BuPers was received to have LTJG TUCK report to the Commanding Officer, Mobile Construction Battalion (Special) for duty involving flying as a technical observer, such orders to terminate on June 30, 1957 or earlier.

Due to the rather high winds, the camp was comparatively quiet throughout the afternoon. Church services were very well attended in the morning with over a half dozen personnel forced to stand in the rear of the Chapel due to the lack of chairs.

A taped High Fidelity musical program was held in the Library from 1200M to 1700M and the Library was well filled.

KEMP cut hair from 0700M to 2300M and had at least another dozen customers requesting his services.

#### Monday, November 19, 1956

Continued warm weather with temperatures ranging from plus nineteen to plus twenty-eight.

Winds in the morning were quite strong and delayed the departure of the R5D weather reconnaissance flight to the Pole. After finally becoming airborne at 0935, the R5D proceeded but twenty-five minutes on course when it lost its No. 2 engine and returned to base. Within twenty-two minutes following its landing, a C-124 crew had manned their aircraft and were airborne as a substitute weather flight. They found conditions to be extremely favorable and so the entire operation was thrown into high gear with the

Advance Party departing via two R4Ds at 1703M. At midnight, the R4Ds were nearing the Pole and everything was progressing satisfactorily. The second C-124 was already on station over the POLE and another R5D was also in position at the POLE. A third R4D had proceeded to BEARDMORE, there to await the return of the POLE bound R4Ds. The Advance Party to the POLE consisted of LTJG BOWERS, LTJG TUCK, PHC BRISTOL, RM1 MONTGOMERY, CM3 RANDALL, AG2 NOLEN, HM1 WOODY, and RM2 POWELL.

The dogs put up quite a fuss about boarding the aircraft and several of them had to be physically placed aboard. But, they seemed to quiet down after they found a place to dig in.

It was a little difficult for the people to board the plane due to the number of photographers, but all finally managed to make it.

The power splice which had been made in the line to Air Operations failed again and once more the entire row of buildings were out of power for approximately two and one half hours. Kerosene lanterns were lit in buildings without windows, with the exception of the VX-6 BOQ where the OODs representative was told, "That is Okay, we'll just stay in the rack".

The fleet broadcast was secured at noontime but the RATT circuit is still definitely inoperative. Although Captain CHAMBLER returned to New Zealand yesterday, the transmitter which he had brought down was placed back into operation after its temporary failure. It is a good piece of equipment but one which allows no latitude in its operation and those who do not follow the exact sequence in utilizing it, find it to be quite a chore as any minor variation makes it inoperative for several hours.

The morning's cross winds of some thirty-eight knots gave way to a virtual calm throughout the afternoon and a reconnaissance of the pressure ridges formed by the Ross Ice Shelf and bay ice was made by LCDR CANHAM and LTs MEHAFFEY, CAVENDISH and ANDERSON. The purpose of this trip was to locate a prospective crossing for heavy equipment, should the bay ice deteriorate to a point which would necessitate the evacuation of the aircraft to the barrier. A prospective place for evacuation was the one near where the Otter landed approximately ten days ago when it was returning short of fuel. This site is due east of Cape Armitage, some twenty-three miles distant.

A message was received from COMCBLANT noting that we were re-requesting by air delivery items previously requested by air delivery when they had placed these items aboard ship. They asked for a review of what was actually needed. If this command had initially acted upon our requests as they were submitted, this difficulty would not be present. As it now stands, our equipment, from a standpoint of offloading cargo ships, is virtually nil and the condition will not improve until the parts requested have been received. Words seem to be to no avail. The crisis must arrive and then considerable delay must be experienced before the stateside echelons will take action.

Permission was obtained from RADM DUFEEK and COL CROSWELL to place two MCB(Special) personnel on each C-124 round robin POLE flight, that the wintering group might at least have the option of having said that they were over the SOUTH POLE.

Tuesday, November 20, 1956

A beautifully clear day with a minimum of plus twenty-one and the maximum rising above freezing to plus thirty-four. The winds were relatively light during most of the day but, in the evening, rose to twenty-seven knots.

As the day began, at 0043M, the first of the two R4Ds landed at the Pole. The second landed at 0100M. It was found that the hard surface snow had been covered with considerable amounts of very soft snow, but the aircraft had no great difficulty in their landings. The Advance Party was quickly offloaded and the dogs staked out on one side. Reports were that the dogs lay down and refused to rise. The Advance Group began erecting tents immediately and the C-124 dropped the Weasel to them approximately fifteen minutes after the group had landed. The Weasel was running and in operation within a matter of ten minutes although, later in the day, it was learned that the transmission case had been cracked.

The R4Ds each used eight Jato Bottles to blast off from the plateau. On this basis and the success of the operation, plans were made to fly the entire group into the POLE tomorrow, that is the sixteen men remaining in the construction group and Dr. SIPLE. Following this, the R4Ds will all be diverted to Little America for support of the BYRD STATION.

A lengthy conference was held with the Admiral and attended by COL CROSWELL, CAPT CORDINER, CAPT HAWKES and LCDR CANHAM, involving a discussion of the polar flights, the condition of the bay ice, the disposition of the additional civilian personnel as they arrive at McMurdo and the discussion of the confidential message received from HANESSIAN regarding the establishment of an alternate BYRD STATION.

Throughout the afternoon, an ice reconnaissance of the bay area was conducted via Weasel by LCDR CANHAM, LT CAVENDISH and CHAUDOIN, with several member of the public relations media accompanying them. No additional cracks were found other than hairline ones and the conditions presently existing seem to be relatively the same as those of eight months ago. The primary purpose of the bay ice reconnaissance was to verify or clarify the VX-6 report that a large wet lead had been sighted closing in on the strip. As a complete circle of the entire strip had been made at a distance of three miles, and nothing found, it was assumed that the barrier/bay ice junction had been sighted from the air. Originally, this reconnaissance was to be done via helicopter but, in view of the many complications that arose and the standard confusion existing in the VX-6 flight chain of command, it was decided that much time would be saved by executing the reconnaissance by Weasel. Someone had sent an informal letter to GEN MC CARTY stating that reliable information indicated that the Bay Ice was going to go out on the fifteenth of December. Whoever this is, certainly passed his FFO with flying colors. The

problems of the bay ice holding are still relatively unknown even to those who have stayed here for the past winter. But one thing is certain. It is never to be trusted and the possibility always exists that its deterioration may be accelerated to a point where drastic measures might be taken. But, to predict the month and even the day, is something no wintering man would ever attempt to do. Major WEINER was called in and asked by the Admiral if he had been the individual who had sent the letter, but he had not.

Additional breaks in the power cable kept buildings one through nine without lights during most of the day, but by 2200 everything was back in full operating order.

At approximately this time, the Cary-lift, in coming down the road from the Power House, plopped down into about two and a half feet of water and became rather firmly imbedded. The D-4 was obtained and the lift pulled out and Honeybucket Lane was closed to all traffic in its first hundred yards from the Power House down to Burke Boulevard.

In the late evening, a report was received from the POLE STATION stating that the Weasel transmission casing had been cracked and requesting that a new one, some batteries, and some gear lube be flown in. They also stated that they were eight miles from the POLE and were going to wait in their present position until the Weasel was repaired. Additional comments indicated that the men were affected by the altitude (approximately 9,500 feet) and the snow was quite bothersome. Tests indicated that no wheeled aircraft could use the area.

All of the POLE STATION construction parties were alerted and plans made for departure tomorrow. But, in view of the difficulty with the Weasel, it would seem that chances for their departure would be remote.

COL CROSWELL offered to have the C-124s brought in a day early in order that it might bring some additional food for Thanksgiving dinner; meat, fruit, vegetables and whipped cream will be flown in by noon Thursday.

COMCBLANT stated that all of their DEEPFREEZE funds were completely exhausted and that much of the material requested by us could not be procured.

ARMISTEAD and HAINES returned to McMurdo from the BEARDMORE and HAINES for a brief R & R

It was noted that COMAIRLANT jugged CDR WHITNEY saying that the flight skin report had not been received for October.

The tape recorded with the choir the preceding evening was played back for the first time and also probably the last. It was an exceedingly poor reproduction of an exceedingly poor performance. There might possibly be one or two selections that can be salvaged. These, in conjunction with the tape made the preceding Christmas on the WYANDOT, will be sent back for use in the radio program "Sing with Bing"

It was noted that Sergeant SPANN is slowly regaining consciousness and the last message indicates that he is somewhat aware of objects in the room.

A message was also received from LT BERGSTROM indicating that he was reporting to Bethesda today. A blizzard met him on his arrival in Duluth, Minnesota on the seventeenth of November.

A message was received to send all of DR KNOEDLER'S dental research equipment and material to LITTLE AMERICA as they will apparently be conducting this program the coming winter.

With the departure of the Advance Party, the vacancies in the permanent structures will be permitted to be filled with the understanding that such personnel must vacate their bunks on the return of the POLE group.

RADM DUFEK made his Yeoman available for the typing of press which will be a great assistance to our communications.

Wednesday, November 21, 1956

The morning hours were clear and the temperatures rose to plus twenty-nine degrees, with a low of plus thirteen. In the early afternoon, the cloud formations, the daily hangover from another area, began to move over the base behind a strong northerly breeze of thirty-nine knots. At supper time, a complete overcast and light falling snow were present. Toward midnight, the amount of snow increased and semi-whiteout conditions were in effect.

The C-124 with the Weasel parts was airborne at 0113M after one short aborted takeoff due to the warning lights coming on inside the aircraft indicating the loss of oil pressure. It turned out to be a short in the electrical system which was immediately repaired and the flight proceeded to the POLE over a solid layer of clouds which began several hundred miles from BEARDMORE and extended to the Plateau.

The Advance Party was picked up readily by the radar, but communications were extremely poor. Apparently the AN/GRC-9 was not working. The VHF/UHF transceiver was good for but one and one half to two miles and, as the C-124 cannot safely turn within this distance, conversation was limited to the brief period of time the aircraft would pass back and forth over the land group. As the plane arrived over the POLE, the group on the deck were having breakfast and passed the word to go ahead and make the drop and they would then finish breakfast and go out and retrieve the gear. The door was opened back aft and the plane commenced its drop run. Due to a slight miscalculation in judgement on the Drop Master'S part, the chute was sucked out into the slipstream much too early and, although the personnel concerned attempted to manually hold the pallet back in the aircraft, it was a futile gesture and the Weasel transmission case dropped some two and a half miles from the campsite.

LTJG BOWERS stated that the people who had been the worst affected by the high altitude were feeling good that morning and that all was well.

The C-124 returned to base at 1149M, accomplishing the majority of its return flight on but three engines due to the loss of fuel pressure on the number four engine. Repairs were promptly made to the engine after its landing at McMurdo and the plane was ready

to go again within a matter of two hours. In view of developments, the remainder of the flight schedule for the day, insofar as POLE STATION was concerned, was postponed and tentative plans were made to carry out the same schedule commencing tomorrow morning.

At 0745, RADM DUFEK, CAPT HAWKES, MR GOODALE of the IGY, LT EICHHORN and BEAL DT1 embarked in an R4D for Little America, arriving at 1143M. The Admiral intends to stay from two days to a week, then return to McMurdo. His further intentions are to board the USS GLACIER (AGB-4) on or about December 15<sup>th</sup> and to make his headquarters aboard the ship as it proceeds about the Antarctic continent.

CAPT HAWKS is scheduled to return to New Zealand to become CTG-43.5 and CAPT CADWALADER, the present CTG43-5 will proceed to the Knox Coast as CAPT THOMASÕ assistant.

The D-8 was held in camp throughout the entire day in connection with lifting the D-2 for the POLE drop to determine its center of gravity.

The MAA job was exchanged, KEMP returning to the Steel Shop and NIEMEYER taking over as the head MAA. The job becomes particularly difficult during the movie sessions as, with almost three hundred people aboard and seating space for but seventy-six, we must rigidly adhere to enforcing the members of the various groups to come on the nights set aside for their unit.

Water consumption has increased to a little over 45000 gallons per day, which with the number of personnel in camp, is not excessive, but it certainly taxes our water making capabilities.

The author of the letter, sent to the 18<sup>th</sup> Air Force Headquarters regarding the date that the ice would go out, was finally identified. It was Mr. Lev Richards, the Air Force PIO representative.

The last can of milk which was opened to be served in the galley was found to be sour and this clearly indicates that all milk brought in will have to be served up within three days time.

Plans were made for the overhead rigging of all power lines including the heavy cables. It will take an additional sum of money, but would be a savings within a year. Whether or not this idea can be sold to COMCBLANT remains a question.

Detailed planning for the coming offloading operations was begun in earnest. Of course, the first rate glaring shortage is that of equipment.

A survey of an overland access way to the barrier was made by LCDR CANHAM and LT CAVENDISH and a route was found which could be used. The path leads up behind Fortress Rocks, past Castle Rock and down a two mile slope toward Mount Terror. Two very deep, but still rather narrow, crevasses were encountered, both of which could be readily dynamited and made safe for the D-8 traffic.

This route would be used only in the event the bay ice departed and it was necessary to evacuate the aircraft to the barrier. The tractor operations would be solely for the purpose of one time fueling of these aircraft that they might make departure for Little America or New Zealand as appropriate.

Word was received late in the evening that the C-124 was departing New Zealand for McMurdo and estimating here at noon tomorrow.

Mr. REESE, the TIME Magazine writer, sent out perhaps one of the worst examples of half truth journalism that has yet been released from McMurdo. It concerned a feature story on CHAPLAIN CONDIT.

Thursday, November 22, 1999

The snow continued in the early morning with winds of 23 knots and the temperatures ranged from plus 13 to plus 24. By 1000, the clearing had commenced and, by noon, aside from a very high overcast, flight conditions were CAVU. During the early morning hours the D-8 finished the new taxiway to a point where it could be used. As if timed, with this initial completion, the hydraulic pump gave way completely and the blade was removed from the D-8. No parts are available at McMurdo. An Operational Immediate was sent to Little America concerning these parts and they replied that they had them and would send them by R4D as soon as the weather permitted.

At approximately 0930, and again at 1100, C-124s departed for the POLE with full drop loads aboard. Communications were nonexistent at the POLE so the plan was that the first aircraft in would relay back flight and ground weather both enroute and at the terminal. In the early afternoon, word was received that the weather was good and 3 R4Ds, containing the remaining sixteen MCB(Special) construction personnel and DR. SIPLE departed for the POLE. At 1900, an additional C-124 departed with the R5D assigned to SAR duty at the Pole, being airborne at 1915.

Shortly after 2015, it was learned that all aircraft were returning to McMurdo due to local ground conditions at the POLE. It was later learned that the first aircraft in had found that the batteries dropped the previous day, for the Weasel, were broken on impact and, therefore, the Weasel was not in operation. The group had proceeded with dog team to a position one half mile from the EXACT GEOGRAPHIC SOUTH POLE and LTJG BOWERS gave the OK for the C-124s to commence its drop. The first bundles out, drummed POL, dropped without incident. However, the next group, one bundle of Jamesway panels and a bundle of Aurora Building panels both streamed in. The quick release mechanism was a bit too quick. At this point, conditions on the surface changed to such an extent that the POLE GROUP was not visible from the air and the drops ceased. In view of the danger to the bundles, LTJG BOWERS requested that no further drops be made until such time as the additional 16 personnel arrived at 90 degrees South.

Captain BESCH, pilot of the first C-124, stated that the group on the deck sounded a bit discouraged, a rather natural consequence of viewing the building parts smashed.

Arriving from New Zealand at 1230 was a C-124 piloted by Captain MALONE, and bringing with it some fresh loin of pork, baking potatoes, fresh vegetables and whipped cream for our thanksgiving supper Ð a most welcome addition to our limited menu. Also aboard was LCDR JONES, CNO communications specialist, who will stay approximately two weeks to thoroughly examine the equipment and personnel shortages in connection with radio McMurdo.

A meeting was held in LCDR CANHAMÕs office on the communications situation. Those in attendance were CDR SNAY, LCDR JONES, LT MCNEILL, LTJG BAKER and LCDR CANHAM. The principle purpose of the conference was to give LCDR JONES some background information on the developments pertaining to radio communications the past eleven months. Later in the day, LCDR JONES mentioned that much of the equipment he saw in our Communications Building had not been in general usage in the Navy for the past 10 or 11 years.

A message from RADM DUFEK to CDR KENT asked if CDR KENT had any money available for the purchase of parts requested by both McMurdo and Little America and which COMCBLANT had stated they had no funds available to procure such items. (COMCBLANT 192203Z) As these parts are mandatory to put the D-4 in operation, we are even willing to take up a local collection if necessary. Today, tractorwise, the camp had one D-2, one D-4 and one D-8 minus blade, in operation. Additional messages are being sent almost daily, pointing out that we cannot accomplish the shipboard offloading program unless additional equipment is brought in to McMurdo and we receive sufficient parts to repair some of the halfway decent tractors we now have on hand. The requirement for constant utilization of all equipment throughout the winter night and on a 7-day week, 24-hour basis, has left 98% of the mechanized equipment in a junkyard condition, some with more hand made parts than those from the factory.

The Thanksgiving supper was an excellent meal, one which the cooks really turned to on and prepared in a very short time, but in a very satisfactory manner.

At 0745M, a C-124 departed McMurdo for the POLE STATION on a weather reconnaissance and, if possible, to make a drop. No notification had been given to the OOD of this facility or anyone connected with the AIROPFAC. The tower was not manned, the crash equipment was not manned, and no communications check had been made with base radio prior to the planeÕs departure. Apparently COL CROSSWELL and MAJ LEVACK had each thought that the other one had notified the appropriate personnel. To preclude this ever happening again, an official memorandum was sent to both air units at McMurdo stating that no plane would be permitted to take off without first receiving clearance from Navy Williams tower.

The plane proceeded to the POLE, made its drop, and brought word back that there were three people at the Weasel and five, including LTJG BOWERS, near the POLE. There were no comments from the ground concerning anyone having difficulty. A statement was brought back that everything dropped to date could be used although repairs would have to be made to parts of the Jamesway Hut.



MONTGOMERY sent an informal message back requesting some batteries be dropped at the Weasel and not at the POLE. This caused some consternation, as CAPT CORDINER wondered what LTJG BOWERS had in mind, asking for drops at both places. LCDR CANHAM sent a message out to get clarification, but it is a certainty that the message was strictly an operator's note only and undoubtedly without the specific approval of LTJG BOWERS.

With POLE STATION reporting CAVU weather, the R4Ds prepared to launch at 1300 and by 1315 all had taxied out to take off. Just then, a message was received that BEARDMORE was still having a blizzard. This information was immediately passed to CAPT CORDINER and all aircraft returned to the line.

CDR MIRABITO, at this time, noted that the barometer was dropping here and so forecast bad weather for the rest of the day.

LCDR FRANKIEWICZ's plane arrived from Little America, bringing in the parts for the D-8 and returning to Little America with fresh vegetables, some wash basins and film packs that CDR WHITNEY had requested, along with WILDER, the Admiral's Yeoman. RHODEN, JACOBSON, and KENNEDY. LT MEHAFFEY will return on the next R4D

With the return of the R4D to Little America, VX-6 once again has reverted to the 2 R4Ds at a time concept, holding the third one here at McMurdo for rescue purposes. It was therefore necessary to split the Pole Group into four paneloads and LCDR CANHAM held a meeting of the POLE GROUP in the Library at 1615M to clarify and discuss the situation. All Hands readjusted the loading of the R4Ds shortly after dinner and the 16 MCB(Special) POLE STATION personnel are now once again ready to go.

It is noted that the R4Ds going to the POLE are still flying at about 37,000 pounds gross. This is approximately 7,000 pounds overweight. The additional weight is primarily accounted for by the fact that it carries 1700 gallons of gas which weighs 10,200 pounds and 2100 pounds of JATO, along with almost a thousand pounds of plane survival gear.

The last aircraft that came in from Christchurch brought enough parts for the D-4 to make repairs to the second one and, as soon as the D-8 is finished (our old faithful which has to have new hydraulic fittings put on), the second D-4 will be brought into the garage and made ready for use.

Also arriving were master cylinders for the Cary-lift, and the camp water carrier was brought into the garage in the afternoon that these parts might be placed on to give the vehicle a semblance of brakes. At the present time, it has none. Due to the Pettibone being in the shop, the showers were closed for the rest of the day.

An additional item of concern was noted when it was suddenly discovered that the garage no longer has any electrolyte. This doesn't make a good cocktail, but somehow five hundred gallons had been used. As it only takes a gallon and a half per battery and we only have one hundred fifty batteries, somehow things do not add up. Little America was asked if they had any extra and if they do not we will try to get some from New Zealand.

Another press clipping from Stateside indicated that GEN MC CARTY, in a quote, said that the loss of their nose wheel at McMurdo was due to holes in the runway; starting out from a condition where the Air Force admitted that it might conceivably have been pilot error, this affair has now apparently reached to opposite extremes. If there are holes, as such, in the runway, they were put there by the dragging C-124.

An additional communications meeting was held. Those in attendance were CAPT CORDINER, CDR SNAY, CDR HARTMANN, LCDR JONES and LCDR CANHAM. Tentative plans called for the transmitters for all air operations to be moved into the press Atwell Hut, to bring in six additional radiomen and two additional ETÕs for installation work and standing watches, and to remote a system to Air Operations where the VX-6 Operations Duty Officer would handle communications between all aircraft and McMurdo on a voice basis. LCDR JONES stated that he had never seen any communications system so completely lacking in equipment and properly qualified personnel Ð a fine testimony to the Staff planning. Although AirOpFac has time and again gone on record stating that additional radiomen and equipment were vitally essential, it was not until the operation was virtually at its peak that anyone has done anything about it.

Saturday, November 24, 1956

This was a day of continued cloudy weather with a few scattered snow showers Ð the temperatures ranged from thirty-one to twenty-three and, during the late morning, winds picked up out of the South to thirty-four knots, causing considerable blowing snow and reducing visibility at the runway area.

Two C-124Õs departed for the POLE at 0915M. Colonel CROSSWELLÕs plane returned from the BEARDMORE area being unable to find the VFR route to the POLE. The aircraft piloted by MAJ EMBREE was more successful with his route and carried on his flight and made the drop close by our Advance Party. Two of the eight pallets dropped streamed in and disappeared beneath the snow. It was learned that on one of the preceding drops, one of the pallets of MoGas made a fifteen foot crater and will probably never be retrieved. This begins to explain why some of the previous items dropped are no longer visible and it also poses a problem for the construction of heavy buildings in that if there is any amount of settling, the camp may well sink below the surface of the snow within a year. Certainly, they should have no trouble at the POLE in constructing tunnels from one building to another.

It was also learned that there were several vital panels damaged beyond repair on the Aurora Building and the Jamesway Hut. This was contrary to the first word received that everything dropped was useable. It was also learned that there is no communications between MONTGOMERY at the Weasel and LTJG BOWERS at the POLE, a distance of some eight miles. They also asked for an additional AN/GRC-9 radio with batteries and hand generator, apparently to set up an AN/GRC-9 with each group. They also requested another Weasel to help speed things up, however this request was turned down as the one there at the present time merely requires batteries for its operation. Once the Weasels are delivered to the POLE they can not be taken out of the facilities here which are woefully

short of mechanized equipment. If, on the other hand, the Weasel at the POLE at the present time is not operable, a second one will be sent immediately.

LCDR CANHAM, LT ANDERSON and LT CAVENDISH went on an ice reconnaissance during which they took corings from both ends of the auxiliary strip. The depth was eighty-eight inches in each case and the ice was fairly solid all the way down. They then proceeded to the Southwest to investigate last year's large crack which comes to within a mile and a half to two miles of the runway proper. The heat of the sun is beginning to sag the snow and, where the crack widens, it is quite noticeable. A measurement was taken after the bridge had been knocked in and it is forty-seven and a half inches wide. There is a semi-deck about six feet below the surface, but, standing there, one can push an eight foot pole all the way down below it into very soft water ice. A close watch will be kept over this area. Their return to camp was made under rather adverse circumstances of blowing snow.

BEVILACQUA and his crew worked during the evening to modify some panels available here at camp so that they may be used as replacements for the broken Aurora panels.

Work continued on the repair of the D-4 and it was also determined that an overhead monorail will have to be installed in the garage to hoist the D-8 engine up. This will cause an additional delay in the repair of the torque converter.

COMCBLANT finally discovered that they really were not out of funds and could supply the items requested by our most recent messages. However, we still have heard nothing concerning cups and bowls and some of the minor items, yet items which daily affect the camp's routine.

No further developments at Little America. The Advance Party slowly creeps through the crevassed area, but still has five or six miles to traverse. The earliest the first tractor train can get underway is estimated to be December 1<sup>st</sup>.

Sunday, November 25, 1999

It was an extremely quiet morning, as many of the personnel of VX-6 and 18<sup>th</sup> Air Force and some few members of the AirOpFac, who were not working, partied into the wee hours.

Two C-124s departed at 0900M for the POLE and LCDR CANHAM sent CHIEF HESS along to verify the damaged material and equipment that had been previously dropped.

One of the C-124s carried PATTON, Air Force Technical Sergeant, who was going to make the jump. The statement to the press was that, due to the difficulty involved with all the parachutes streaming in, PATTON was to check and locate the trouble, hence his jumping instead of flying in. Actually, the difficulties involved have been back in New Zealand in the packing of the parachutes, for the chutes fail to open. Also, the R4Ds on which PATTON could have been landed at the POLE some twelve hours later, took off from McMurdo at 1735.

Ten additional MCB(Special) personnel flew to the POLE on the two R4dOs. Aircraft No. 418, piloted by LCDR SHINN, flew in UTC HUBEL, UT1 WAGNER, BU2 PRESCOTT, AE2 GOODWIN and CS1 SPIERS. Aircraft No. 246, piloted by LT SPEED, flew in CMC SLATON, BUC BEVILACQUA, BU1 WILLIAMSON, BU2 HISEY and UT2 SCOTT.

The aircraft once again found a hard snow surface and they had some difficulty evading the crater holes left by the drops on the runway and reported that the place resembled Coney Island on a Monday morning after a busy weekend.

LTJG TUCK requested that the dogs be flown back, as they are unable to use them, but CAPT CORDINER stated that no dogs would be brought out in R4DOs but that when the P2Vs came in, the dogs could be loaded aboard.

From the Admiral, LTJG TUCK had not heard anything regarding his offer to remain at the South Pole as the military leader. Upon the Admiral's departure from McMurdo, the arrangement had been made for the same position at the Knox Coast. LTJG TUCK desires to fly out and talk to RADM DUFEK concerning this matter.

All personnel at the SOUTH POLE were in excellent health. They had had virtually no wind and the coldest temperatures had been minus thirty-two. Now, with the additional ten personnel which included SPIERS, the cook, the Jamesway Huts should be erected within a matter of forty-eight hours and all hands can move in and begin living in comparative comfort.

It will be a great task for them to keep track of the various bundles strung about the POLE Station. Aside from diesel, there will be no drops made during the coming three days. At that time, the D-2 tractor will be taken in and dropped. If chutes fail on this, there will be some harsh words said.

The R5D departed McMurdo at 1918 and the third C-124 at 2006. All aircraft again rendezvoused over the POLE. It was a period of such calm that when the R4Ds took off, their JATO trails hung suspended in the cold air. Even as the last plane looked back, the trail still appeared in a straight line.

In the late evening, a C-124, with CAPT JUMPER departed for New Zealand, taking with it much outgoing mail and all hands were hoping that the one letter they sent would bring back at least three or four more.

LT MCNEILL learned that he had been passed over for the second time for selection to the grade of LCDR so LCDR CANHAM initiated a message to BuPers requesting his status.

The Weasel at the POLE was in operation within a matter of two hours following the delivery of the batteries and the small encampment, pitched eight miles from the POLE, was taken down and all hands are now in one group. This should be an improvement to communications.

The weather on the way out at BEARDMORE was deteriorating rapidly and the two R4Ds were pleased to get in and out of BEARDMORE without encountering instrument conditions.

The D-8 was finally able to start working on clearing ahead of the damaged C-124 as they want everything in readiness by the twenty-eighth for its repair.

Mr. BRIAN O'NEIL, correspondent for the Christchurch newspapers, is unable to make any further aircraft flights to the POLE as he suffered a broken eardrum on his first try. He will be replaced here later this week by another Christchurch press representative.

Normal church services were held in the morning with fair attendance.

### Monday, November 26, 1956

This was a largely overcast day but, even at that, temperatures stayed within the plus thirty to plus twenty-one range. Winds veered around to the North Northwest and peaked at twenty-one knots and, across the sound, the Society Range was frequently obscured by low scudding clouds.

The R4Ds landed back at McMurdo at approximately 0730M, having apparently just beaten the bad weather in. CAPT CORDINER stated that they had a great deal of difficulty taking off at the POLE due to the many crater holes left by the drops and he sent a message to LTJG BOWERS stating that a new strip was to be laid out before additional personnel were brought in and he also told him to advise him when the strip was ready.

One C-124 departed at 0929M with a varied assortment of equipment to be dropped at the POLE. They made the drop at 1500M at 2,000 feet instead of the usual 750 to 1,000 feet and, whether or not it was this factor that has been the difference, the drop was completely successful in that there were no streamers or chutes failing to open.

The entire group at the POLE had stayed up to erect the Jamesway for berthing and the first one was completed by 0800M this morning and the majority of hands turned in for a well earned rest within the warmth and comfort of a heated building. The second Jamesway was to be erected in the evening. Undoubtedly, this evening, SPIERS served up a meal of ham and sweet potatoes, with his Confederate Flag flying over the stove. It was learned that the Wakashaw that had been dropped the previous day had been smashed and it was immediately decided to drop the two 30KW generators on two separate pallets rather than one as they had been originally scheduled.

The space ahead of the damaged C-124 has been cleared and the Marston Matting brought down and put in place, as had been the ten barrels filled with sand. All is in readiness for the repair personnel. It was learned late this evening that there are twenty technicians to arrive instead of the fifteen civilians originally named. We will naturally continue to absorb as many as possible, but with each additional person, the operating efficiency becomes less for they are not bringing support personnel with them. It is noted that LITTLE AMERICA just refuses to take any above the handful they now have. However, they, too, could obtain tents or place additional cots in their barracks. We have

now placed ours virtually side to side in an effort to accommodate the over three hundred people that are aboard more often than not at the Naval Air Facility.

The P2V-7 was scheduled to depart Nandi today for Auckland. With any luck, it should reach McMurdo shortly after the first of December.

A message received indicated that CAPT CADWALADER was going to Wellington for approximately ten days and then embark with the Knox Coast group. CAPT HAWKES is to return to Christchurch and become CTG43.5 and CDR KENT is going aboard the GLACIER while she makes her rounds (The Admiral will go aboard the GLACIER from McMurdo approximately December 15<sup>th</sup>.)

The drainage problem becomes more evident each day as large lakes are appearing about the streets of McMurdo.

Many pallets prepared for POLE drop are frozen in and steps are being taken to cut the ice with a blowtorch, extricating the pallet to a high spot where the sun can hit it and melt the ice off of it.

In addition to clearing the space at the head of the damaged C-124, the D-8 spent many hours on finishing up the new taxiway; the entire ice runway's surface is becoming much softer and aircraft now leave a rather deep imprint in the surface as they pass over it.

In the garage, work continued on erecting the monorail so that the torque converter engine can be hoisted into its mounts and approximately two days work remain on the D-4.

Two of the Weasels threw tracks and the ash and rocks of the camp roads will apparently take a heavy toll on Weasel tracks from now until snow cover returns.

The radio teletype with Balboa continues to go in 4.0 fashion, thanks to the additional equipment received in the past couple of weeks.

MC CRILLIS spent most of the day clearing away electrical lines that were no longer in use. This improved the appearance of the camp immensely.

Water consumption is stationary at about fourteen and a half gallons per man per day. On an individual basis, it is not bad although, due to the number in camp, it taxes our water making capabilities.

A snapshot of all the Pole Station party was sent along to either parents or wives, as applicable, with a letter from LCDR CANHAM briefly describing the trip in, the conditions at the POLE, and citing the proposed date of our return to the States.

Tuesday, November 27, 1956

Bad weather continued throughout the morning, however blowing snow pushed by thirty-one knot winds and the overcast skies kept the high to plus twenty-seven with a low of plus twelve and, due to the inclement weather, C-124 flights were delayed during the day.

The morning started out with a bang with four weasels in the garage with broken tracks but, by late evening, all had been replaced. The D-4 was down due to clutch trouble during most of the day and what mechanized equipment was available was utilized to support the packing of material for air drop.

Plans were made to erect a 16' x 32' tent between the Administration Building and Beverly-Hilton. This will be used for sleeping additional personnel.

The C-124 finally departed at 1745M, COL CROSSWELL piloting, and it carried the D-2 tractor for drop at the POLE. LCDR CANHAM went along as an observer and to discuss logistic and personnel problems with LTJG BOWERS. IFR weather was encountered most of the way in but, arriving at the POLE, it was CAVU, surface temperature minus thirty-three, winds three knots, and bright sunshine. A POL drop, made from a C-124 which arrived a half hour before the Colonel's plane, streamed in another twenty-four drums of fuel due to an early release of the chutes. This appears to be strictly human error in setting the release mechanism and so the drops connected with the D-2 were made without the release mechanism in a functioning position. All these drops were carried off satisfactorily except one which contained the side arms for the tractor's blade. Here, the fault lay in that the load was too light to open the big chute, but it is believed that the ground personnel can retrieve the arms without too much difficulty.

The D-2 turned partially on its side after its landing, but was immediately righted and Chief SLATON had it running and operating within half an hour. The three Jamesway huts have been converted into two large buildings, one of which houses the entire camp personnel and the other has the galley, office spaces, and LTJG BOWERS' and LTJG TUCK'S sleeping quarters. The report from the deck was that everyone was extremely well, spirits were good and the construction camp was coming along in good shape. They desire two Weasels and no second tractor, so an additional one will be prepared for drop.

LCDR CANHAM noted the problem on the aluminum eye beam splice plates in the fact that the bolts received would not function, but that the same eye beams could be supported by three quarter inch splice plates in lieu of one inch and LTJG BOWERS agreed to the modification.

LTJG TUCK expressed an earnest desire to accept the Admiral's invitation to become the military leader of the South Pole Station and he will return on the first R4D flight outbound.

A number of bundles have been received at the POLE partly broken and all this data was taken down by LCDR CANHAM for early replacement from McMurdo. Material continues to be dropped over a rather wide area but, thus far, the personnel on the ground feel they can recover it in good fashion. The Pole Station hopes to have the TBW in

operating condition by November 30<sup>th</sup>, providing the sensitive parts themselves are delivered by R4D, the schedule which has been in the offing for the past week.

The list of items required by first air transportation, concerning equipment and household items was submitted to COMCBLANT and infoed to CDR KENT.

In the evening, a C-124 arrived from New Zealand, bringing mail, fresh vegetables, cups and bowls and a small assortment of Navy and AF Cargo.

The drop at the POLE was made shortly before midnight.

Wednesday, November 28, 1956

During the first part of the morning, McMurdo experienced the last of a blowing snowstorm. Upon the C-124's return from the POLE, CAPT MALONE made a landing without incident and forty-five minutes later the aircraft, piloted by COL CROSSWELL, made a GCA approach due to the quarter mile surface visibility (flight visibility was excellent). At one and one half miles from touchdown, both GCA and the ground observer recommended a wave-off due to the momentary increased blowing snow and subsequent reduction in visibility to almost zero. As the pilots of the C-124 had excellent flight visibility, they declined the wave-off and stated that a landing would be made this pass. Just prior to touchdown, the C-124 reached an altitude which placed it well within the intense blowing snow. The initial touchdown was made slightly short of the runway and a hard jolt was felt followed by a slight bounce and then a smooth recovery as the C-124 proceeded its rollout down the runway. Reverse pitch was applied for a short period of time and, as the aircraft slowed, it was noted that the tail kept rising higher and higher. The nose wheel had collapsed. The plane came to a swerving halt short of the taxiway. There were no injuries to passengers or crew. It was a most unfortunate accident, there being little question about the fact that it will be attributed to pilot error. The Colonel has been so extremely cooperative and represents to all the finest type of military officer. All Hands were extremely sorry to see such an incident occur.

The D-8 and a 20-ton bobsled, with associated equipment, were immediately rounded up, the tail of the aircraft pulled down and the nose rested on the bobsled covered with shock pads. Then, after appropriately rigging up the main gear to the bobsled, the D-8 pulled the damaged C-124 over to the side of the parking mat. The runway was cleared within four hours of the accident and MAJ EMBREE'S plane, returning from the POLE, was not delayed due to the accident.

The D-4 was inoperative all day. The D-4 breakdown delayed the Air Force in its loading and set the schedule back at least two flights in a rather odd situation where ten million dollars worth of aircraft are delayed by the lack of a twenty-five thousand dollar piece of equipment.

A 16' x 32' tent was erected and stoves installed for the incoming transient personnel.

The teletype continues to operate in an excellent manner between Balboa and McMurdo. The SOUTH POLE Station has begun a regular schedule with Beardmore which should expedite the traffic.



No additional flights were made during the day with the exception of a C-124 departing in the evening for New Zealand. Weather delayed the R4D flights again. Tentative schedule calls for the fly-in POLE flights to take place early tomorrow.

The day's temperatures were within the plus eleven to plus twenty-six range. The winds were rather strong with gusts to forty knots.

A series of messages were received from RADM DUFEK, although it was quite apparent that either CAPT HAWKES or CDR WHITNEY initiated them, which directed that pumping and flooding equipment be broken out and made ready for installation. LCDR CANHAM pointed out that flooding operations had been unsuccessful with temperatures in the minus thirties and forties, and respectfully submitted that putting salt water atop the ice surface at this time would expedite rapid deterioration of the ice surface. Orders were received to go ahead with the job. This should prove to be quite difficult as the only hose available requires a twelve inch hole in the ice and the largest auger in operation cuts out a four inch hole. A request was made to CDR WHITNEY to loan McMurdo four people of any rating to help accomplish this job; also, if possible with his workload, to have him make the trip to McMurdo.

During the evening, LCDR CANHAM, LT MEHAFFEY, MR. KALLESON of CBS, and Mr. FENN of LIFE Magazine conducted an ice reconnaissance of the large crack which runs in a southwesterly, northeasterly direction (true). It was found that a new snow bridge had formed over this crack, such bridge forming sufficient strength to support an individual. Upon breaking through, the same six foot opening was there, but the slush below this had firmed up to a point where it was not possible to drive a pole all the way down through. On the whole, the ice observed seemed to be more than holding its own. Tomorrow, an additional helicopter ice reconnaissance will be made for this purpose.

#### Thursday, November 29, 1956

Typical McMurdo weather today with periods of excellent visibility in the morning and early afternoon, then occasional patches of blowing snow and reduced visibility in localized areas. The temperatures again stayed within a range of plus nineteen to plus twenty-nine and maximum gusts were at eighteen knots.

The R4D flights for the POLE were again delayed until the following day due to Beardmore weather, but Air Force C-124s continued to drop at the POLE, with total tonnage to date reaching 129 tons, fourteen of which are lost or damaged and are being replaced.

An ice reconnaissance of the entire McMurdo Sound was made by LCDR CANHAM and LCDR NASH, with CWO SINGER doing the photographic coverage and Mr. O'NEILL of the Christchurch Press also on the flight. CDR JORDA from VX-6 has reported about a week ago that the ice edge had moved toward the South some five miles and it was due to this fact that the ice reconnaissance was conducted today. The Southernmost point of the ice edge is at the very same point that it has been for the past several months and there is no breakup of the ice field itself. In fact, additional brash ice is forming seaward in many areas.

A landing was made at Cape Bernacchi in order to shoot pictures of the ice field at that point, for it was near here that the ice formerly tied into the shore and the water line met with the ice but a quarter of a mile to the north. This area lends itself much more readily to the establishment of a base than some eleven miles south at Butter Point, having an area several times greater than that at AirOpFac for building. The ground consists of fairly small stones and volcanic ash. It would be a relatively simple matter to put an access way in from the beach to the first level plateau. Numerous pictures were taken by Mr. O'NEILL and a message was sent to RADM DUFEK noting the above and suggesting that CAPT HAWKES would possibly desire to look at it upon his return to McMurdo.

The penguins have still not hatched their eggs at Cape Royds and the Skua Gulls are in the midst of their nesting season. Numerous Killer Whales were sighted just off the ice edge and large companies of penguins were seen huddled about on the ice at various places, apparently engrossed in matters of strategy.

During the morning, VX-6's R5D Number 56528 placed several hours slow time on the new engine.

Additional communications installations were accomplished and the facilities grow steadily better with the receipt of additional equipment. It was noted, however, that CNO still desires to activate the Iirangi/McMurdo circuit. The Balboa/McMurdo teletype circuit has been extremely successful the past four days. Even Chief GARRETT admits that teletype may actually be a good thing in the Antarctic.

Work continued on the erection of the monorail in the garage for placing the torque converter engine in the D-8, however the garage continues to remain full of other equipment.

The D-4 is down until 1330, again delaying the loading of Air Force aircraft. As a result of this, COL CROSSWELL sent a personal message to RADM DUFEK stating that although we were doing everything possible, we did not have the parts to make proper repairs and that the lack of availability of the D-4 for use in connection with loading aircraft was seriously hampering the operation. A very true statement and one in which we have been most vocal in the past several months in message form to the higher echelon. This appeal, however, brought direct results. RADM DUFEK informed CDR KENT to "move heaven and earth" to get COL CROSSWELL and CDR CANHAM what they need. We desire no portion of this terrestrial sphere, but if we could get a D-4 in here, it would temporarily relieve the situation. COL CROSSWELL okayed MAJ ELLEN to fly in a D-4 and LCDR CANHAM initiated an appropriate message to CDR KENT, requesting one be taken off the ships or, if the ships had not arrived, the possibility of purchasing one was mentioned.

LCDR CANHAM initiated a message to CDR WHITNEY, pointing out that the latest figures on the South Pole tonnage to be air dropped comes much closer to 580 tons than the 485 tons that the Air Force states they are committed to and therefore an official request should be initiated that the local Air Force units may receive additional drop and packaging material.

CDR WHITNEY held a voice conference with LCDR CANHAM shortly after the arrival of LCDR FRANKIEWICZ's R4D from Little America which returned CAPT HAWKES and Mr. HANESSIAN. The voice conference was primarily about the equipment situation and, as was noted in the conference, there has been no drastic change in this situation and the status has been the subject of every SITREP and numerous special messages for the past four months but, as usual, it has taken an operations stopping crisis to finally penetrate the uppermost levels.

Immediately after the voice conference, a C-124 arrived from New Zealand with thirty people aboard, including fourteen civilians from the Air Material Command who were brought to McMurdo to effect repairs on the two C-124s. The pilot was CAPT FAIR and, on the approach, the aircraft struck the snow some eighty feet from the edge of the runway, then proceeded to knock out three feet of the bank at the immediate end of the runway with its left main gear. This force and resultant impact on the ice runway itself, with the left gear hitting first, caused a failure on the main left mount which permitted it to retract to a semi-collapsed position. The tires of the nose wheels blew out, but through superior pilot skill, CAPT FAIR kept the plane on the runway. As it came to a halt, a fire had enveloped the entire forward section of the aircraft and Chief DORE with his crew of WEEMS, OLIVER and NEWCOMB immediately attacked the blaze and extinguished it. Their rapid and efficient actions undoubtedly saved the lives of the personnel aboard. The pilot bailed out the forward cabin using a rope suspended from the cockpit. He lost his grasp and fell some sixteen to twenty feet to the ice runway and broke his leg upon impact. Mr. J. R. FARLOW, one of the Douglas Aircraft civilians, broke his heel in the same manner and ten civilians were treated for rope burns.

Within two hours, the C-124 had been dragged clear of the runway. This one is a complete strike and will be immediately salvaged for parts to place the other two back in an operational status.

As dinner was served until around 2230M, the movie was cancelled.

The camp's population rose to 316 personnel.

#### Friday, November 30 thru Saturday, December 1, 1956

Variable weather with a scattering of clouds, some blowing snow, but improving on the first to a point which enabled VX-6 to fly. Temperatures ranged from plus fifteen to plus thirty-one, and maximum winds were twenty-four knots.

The D-8 was pressed into service to grade the approach end of the runway but, if the C-124 pilots continue to insist on touching down on the first foot of the ice runway, additional accidents will occur. COL CROSSWELL's report to his headquarters was very frank to admit that both of the last two C-124 accidents were pilot error.

To additionally mark out the approach, an arrow of barrels was added to the already existing centerline indicator of barrels (all of those, of course, precede the runway proper). In addition, barrels were placed at the sides of the approach end of the runway,

extending perpendicular to the runway. Additional trail flags were placed on the left (pilot's) side of the runway so that, now, flags exist every thirty feet.

The D-8 also pushed back the drifts from the south side of the runway (some forty feet of width was virtually lost due to finger drifts the last seven days).

Repair work on the C-124's got underway in rapid fashion. Within four hours, the #1 Supervisor, a Mr. BAKER, received a badly broken leg when a heavy piece of equipment fell on his knee and, in attempting to withdraw his leg, twisted it and the heavy weight of the equipment snapped it near the ankle. Once again, the Doctors are busy.

All of the Weasels, but one, were in the shop with broken tracks. Close examination indicates that all the 'new' tracks are badly rusted and the slightest strain snaps the already weakened cables. A hurried check with Little America found that they, too, were having the same problem and could not spare any tracks. So, twelve more were ordered by FAIRTRANS.

Additional C-124 drops at the POLE continue to lose diesel. Other items are going well, but the fuel situation grows critical for we are still committed to supply 55,000 gallons for BYRD STATION from our fuel supply here.

At 1030 on December 1<sup>st</sup>, the last two POLE R4D flights, for the initial phase, departed. SHINN'S plane returned after one hour due to electrical trouble. The five passengers and crew switched to SPEED'S aircraft and departed again. Both aircraft safely deposited their cargo at the POLE and No. 246 returned LTJG TUCK to McMurdo while No. 163 went via BEARDMORE and picked up HILL and returned him to McMurdo. Those new arrivals at the POLE were DR SIPLE, YN1 CHAUDOIN, SW2 ROBERTS, CE2 MC CRILLIS, BU2 MC CORMICK, and AD3 TYLER.

Believe it or not, onionskin paper and carbon paper shortages again threaten to completely disrupt the operation. Initial requests have been ignored by the higher echelon and, now, the situation is critical.

CAPT HAWKES wants to make a survey of the barrier ice with a view toward selecting a site for next year's runway. Weasel availability will delay this for several days. He also acknowledged that the flooding experiment was his idea. We shall loan him all equipment possible.

Finally, at 2236M on the First, the two R4Ds got off for Little America, LT MEHAFFEY, CDR SNAY and LCDR JONES being among the passengers. Assorted material, fresh fruit and vegetables also went to LITTLE AMERICA with mail.

RADM DUFEK plans to remain at LITTLE AMERICA until VIC YOUNG'S Tractor Train moves out. Originally scheduled to depart November 15<sup>th</sup>, the Train's departure still hinges on the progress of the Army's crack crevasse team. They have gone some 200 miles, but are presently blasting their way thru an extensive field of crevasses.

The monorail in the garage was completed and the torque converter D-8 will be brought in as soon as some of the Weasels are back in operation.

The three patients with broken bones were readied for departure tomorrow for New Zealand via C-124. Chief HAMES will accompany them.

Word from the DT1 at Little America indicates that he can handle everything there & that business was extremely slow.

#### Sunday, December 2, 1956

A day of rest for most of VX-6 as the first group of POLE flights were completed.

MCB and AIR FORCE personnel turned to in solid sunlight and the temperatures rose from plus thirteen to plus twenty-six. Winds were moderate with gusts of twenty-five knots.

A C-124 got away at 0900 for the POLE & dropped the 30KW generator (According to LTJG BOWERS' report, it hit a bit hard, but it appeared to be all right.) and streamed in another bundle of Aurora panels. The other containers fared well.

The R5D flew a two and one half hour test, placing more time on the new engine.

Additional marking was placed on the runway. Barrels were placed as a centerline extension at the far end to give the pilot a reference in case a waveoff had to be effected.

Permission was obtained to retain the cook and two mess cooks at McMurdo rather than return them to the USS GLACIER. RADM DUFEK sent a message to CAPT KETCHUM to make the necessary arrangements.

MAJ ELLEN returned to McMurdo in AF52-990 which arrived at midnight. COL CROSSWELL is returning to New Zealand for a week via 207 which has a 0100 departure in the morning. ELLEN'S flight brought in a new D-4 and an additional one is slated for delivery within the next ten days.

Much welcome mail and the two new drills, necessary for completion of the POLE Trusses were also aboard ELLEN'S plane.

CAPT HAWKES ordered the Navy radio, which he had installed in VIP Quarters several weeks ago, returned to VIP Quarters. CAPT CORDINER had ordered it out. As CAPT CORDINER is senior, his wishes will be observed.

#### Monday, December 3, 1956

A sunny day, very warm & temperatures rose to plus thirty-five and a low of plus nineteen was recorded. Even the POLE had a plus seventeen. Winds varied, but never rose above twenty-two knots.

LEDVINA and LUNDY started pumping the YOGs and had emptied 60,000 gallons by evening. Additional crews worked at shoveling snow from atop the YOG-34 to expose the valves. Another day will finish all but that required to open the low suction valves.

This will have to be done by someone getting inside the tanks and using a bar to free the deck vents of ice.

BEARDMORE located their VHF equipment and ZEGERS has it up and in operation. We'll get in our check tomorrow if the good weather holds.

Two C-124s made POLE flights. Two more streamers of diesel. The drums seem to be the fall guys in more ways than one. It now brings our fuel losses to over twenty-six tons.

LTJG BOWERS has asked for delivery of items in the sequence originally scheduled. Chief HESS has been varying some of the C-124 loads due to the errors in the original estimates of weights and cubes.

It was determined that many of the tools, lost in the recent drops at the POLE cannot be replaced from McMurdo stock and so urgent messages were sent to CDR KENT in New Zealand.

LCDR TORBETT and the P2V-7 are at last scheduled to depart Harewood after being overloaded several times. He estimates McMurdo at 0530 in the morning.

A message from New Zealand stated that COL CROSSWELL told CDR KENT that the Air Force could not deliver the second D-4 via air due to a backlog in urgent materials which the Air Force needs here. LCDR CANHAM answered, stating that McMurdo still needs the second D-4 as much as ever. The transportation problem is critical.

At the POLE, the 30kw Generator was fixed and all runs smoothly.

An Officer-CPO meeting was held in the Admin Office. The week's major projects were discussed. For the Mechanics, the push would be to get the second D-8 in operation. The Electricians have a tremendous job. The many splices made in the major electrical cables about camp, and subsequently buried, are now submerged in water and shorts and loss of power are resulting. The cables will all have to be dug out and laid on the bare ground. Therefore all vehicular camp traffic will cease, except of course the Camp Detail. This requires the old bay highway (now called Byrd Highway) to be made ready for use and some blasting of the worst cracks and leads will be done. A new highway from camp to the parking mat will be finished this week so that no more traffic will pass over the service runway. With the warm temperatures, the surface grows slushy.

CAPT HAWKES pushed his flooding project along. The equipment was brought into position at the end of the runway and the dikes will be constructed tomorrow.

Tuesday, December 4, 1956

Each day grows warmer. The streams of water coursing thru camp grow wider and the future of the ice runway more questionable. Today's peak was plus thirty-six with a low of twenty-two. Winds of thirty-five knots were experienced.

Temporary repairs were completed to the main power cables, but the GMD-5 is still inoperative in Aerology.

The P2V-7 arrived at 0530M and used almost the entire runway in coming to a stop. Reverse pitch was not used until the last 1,000 feet after the Neptune had slowed down and, therefore, was very ineffective.

Two additional drops were made at the POLE, bringing the tonnage to approximately 240 that has been dropped. Both flights reported 100% success. We can never be sure, though, until the drops have been examined by the ground personnel. Another C-124 is due in from New Zealand shortly after midnight.

An R4D departed for BEARDMORE in the early afternoon taking ACKLEY, an RM replacement for ZEKELI, who is being returned to McMurdo for RATT maintenance. The plane also took in some beer, cookies, cakes and fruit for the men. After remaining at BEARDMORE for an hour, the plane departed with ZEKELI for LITTLE AMERICA and will return here tomorrow with RADM DUFEEK aboard.

A second R4D, carrying press personnel, departed McMurdo for Little America at 1948M. It, too, will return tomorrow carrying the overflow of the Admiral's party.

During the morning, the dike was constructed for CAPT HAWKE'S flooding project, but he stated that he would await cooler weather. Of course, this may mean February.

LT ANDERSON blasted most of the morning in connection with filling in cracks and leads for construction of the new road to the runway; it will depart camp on the northwest side, behind the garage.

The Air Force reported someone had broken into their tool box and stolen several critical items. This was the first reported theft at McMurdo.

RADM DUFEEK okayed photographers and press correspondents going to the SOUTH POLE in the P2V. LTJG BOWERS was quick to point out that no berthing was available.

The high suction pumping of the YOGs was completed. We now have 210,861 gallons in the main tank, but the last foot, approximately 30,000 gallons is not useable unless we took off the lower baffle and then all the foreign matter that has settled would be forced out. Some 64,000 gallons yet remain aboard the YOGs. The low suction vents will have to be cleaned of ice before any of this can be realized.

Wednesday, December 5<sup>th</sup> thru Wednesday, December 12, 1956

A week of weather much warmer than the northern states back home. High for the period was plus thirty-five, but the low was only plus nineteen, with an average of plus twenty-four degrees. Daily winds were moderate, but frequently gusting to thirty-seven knots.

The Air Force maintained three flights each day to the POLE until the supply of AvGas dwindled. On Thursday, flights were reduced to two daily. LTJG BOWERS now has

98% of all essential items to complete his construction work. The bulk of the drops remaining are resupply items arriving in the ships late this month.

Every attempt was made to retrieve some 64,000 gallons aboard the YOGs. Each tank has 4-5000 gallons at the bottom of the tank, but the low suction vents are frozen shut. Finally, the boilers were fired off and fresh water carried to the ships. However, it was soon learned that ruptures had occurred in the steam line and AvGas began to flow from them, so the boilers were shut down. MAJ ELLEN suggested using seawater to raise the gas above low level. But, as the possibility would then exist of the water freezing and bursting the tanks, causing loss of the entire ship's load (as the YOGs will be used for the coming winter) this suggestion was not used.

Within the last few days, LTJG BOWERS changed the POL requirements for the POLE. One of these changes resulted in having to offload a complete drop load from a C-124. Much to CAPT CASSIDY's dislike.

Tonnage-wise, they have delivered 470 tons to the POLE and, in addition, the first diesel drop was made in MARIE BYRD LAND to aid VIC YOUNG's tractor train. The train has negotiated the crevassed area and is going ahead at full speed for the proposed station site.

With the remaining gas, two additional MARIE BYRD LAND drops will be made and at least one more at the POLE. Then, all flyable C-124s will return to New Zealand to pull major maintenance checks while we are being resupplied with fuel.

VX-6's P2V-7, piloted by LCDR TORBERT and MAJ ANTOS, with CAPT CORDINER as another co-pilot plus crew of seven landed at the POLE on a test flight and experienced failure of several parts in the starboard jet engine. After a stay of two days, repairs were effected and, using both jets and reciprocating engines, plus 16 Jato bottles, got off the ground. CAPT CORDINER does not believe the P2V-7 will be of much use this year. He believes it is improperly winterized and that the skis require additional modification. Upon the Captain's return, he held a Press Conference, followed by a lengthy celebration of returning and, at 0300 Sunday Morning, the two R5Ds left McMurdo for New Zealand, as the runway was deteriorating and a severe gas shortage existed. The R5Ds then set up an SAR unit although the Air Force is charged with this function in New Zealand.

The R4Ds have made no additional flights. Two more are planned to LITTLE AMERICA but clouds have interfered with their going for several days.

Several wet puddles have developed at the 3000' mark in the runway where the C-124 briefly burned. We daily pack them with snow and roll and drag the area.

RADM DUFEK and CDR WHITNEY arrived from LITTLE AMERICA on the 6<sup>th</sup>. CDR WHITNEY has joined the Staff in an additional duty status and told LCDR CANHAM he would have to look after both Little America and McMurdo, plus, of course, Beardmore and South Pole. CDR WHITNEY also received orders detaching him as Commanding Officer MCB(Special) and making him Officer-in-Charge, Detachment



ONE. As no other officers have orders to Detachment ONE, he is rather alone. In answer to a dispatch, COMCBLANT told him to submit detachment fitness reports on his officers. Now, the question is, who will make out the next report on these officers? We will continue to be physically under CDR WHITNEY, and organizationally under CDR FLYNN who will not even see or be with the DEEPFREEZE I MCB officers. This is a situation that could only occur in Operation DEEPFREEZE.

CDR WHITNEY also mentioned to LCDR CANHAM that he, CDR WHITNEY, might go back to the States early for next year's planning and that LCDR CANHAM would have to take the wintering group home.

With the arrival of CDR WHITNEY and the return of CAPT HAWKES, they once again pushed the subject of test flooding a portion of the ice runway. Our temperatures are so warm, now, that fresh water lies atop the runway! After a pump was overhauled for them and hose laid out, they decided against it.

LCDR CANHAM, having been unable to obtain flight support for his BEARDMORE base was able to gain a simultaneous audience with RADM DUFEK and CAPT CORDINER. LCDR CANHAM requested one more flight to close out the station and return the men to McMurdo. At this, CAPT CORDINER stated that he would support the Beardmore as soon as his R4Ds were at Little America, and even scheduled for several days ago, but delayed due to clouds.

RADM DUFEK told LCDR CANHAM that he wanted VIP Quarters made out of his office. The station personnel are still on a seven day work week 10-12 hours a day, but everything will be done to meet the Admiral's request. He wants a separate head and washing facilities, etc.

MAJ ELLEN flew a Traxcavator from New Zealand. After one day's operation, a large housing flange failed on the rear drive. Repairs were made, but the same thing occurred two days later. Messages were sent to all commands and ships that were concerned. Those aboard Task Force Ships examined the new Cats and found the majority broken in the same places. Numerous messages were exchanged with BUDOCKS and CATERPILLER was invited to have a representative visit the Antarctic immediately.

Ice corings were taken and, again, the auxiliary strip was 93 inches of good ice except for the bottom 6'. Where the GLACIER unloaded in November, we have 80', but Seals in great numbers attest to the opening cracks and leads in the ice field.

LCDR CANHAM again requested CAPT HAWKES to visit CAPE BERNACHHI, to examine it for a possible permanent runway site and/or site for the New Zealand camp. Both CAPT HAWKES and CDR WHITNEY made the copter trip and were enthusiastic about the potential. Several days later, CAPT HAWKES departed for New Zealand to assume duties as CTG-43.5 as CAPT CADWALADER had left New Zealand with the KNOX COAST group. Just before his departure, RADM DUFEK, CAPT CADWALADER and LCDR CANHAM traveled to the emergency landing strip to examine its condition. Enroute, the Admiral became fully aware of the logistics problem attendant to operating from this strip. He stated that such an operation was definitely out.

On the same trip, a site was selected to which the GLACIER must break in to offload the AvGas from the NESPELEN and a subsequent message was sent to CAPT KETCHUM suggesting that he break in to the selected site (now given in geographic coordinates).

DR EHRLICH and DR HARRIS exchanged duties for what was originally planned to be a three day period, now grown to a week due to VX-6's inability to get a flight to LITTLE AMERICA from McMurdo. IFR weather enroute or snow at the terminal have prevailed. The purpose of the exchange was so that DR. EHRLICH might visit with DR. TAYLOR.

All available 500 gallon rubber tanks at McMurdo (8) are aboard the R4Ds awaiting delivery to LITTLE AMERICA where they will be used to help offload the NESPELEN.

The control of aircraft, their posit reports, etc., was finally turned over to Air Operations, following the installation of an additional transmitter and receiver in Air Operations. Williams Tower backs them up on 6708, when needed. This relieves Communications of a great workload.

At the POLE, UTC HUBEL was inadvertently struck in the mouth with a plank, loosening a tooth with rather severe pain resulting. Via CW, DR KNOEDLER sent instructions to HM1 WOODY and the tooth was successfully removed by WOODY. Concurrently, detailed CW instructions were being sent WOODY by DR. TAYLOR for the treatment of PH1 BRISTOL, who was experiencing a severe cough and pain in the chest. BRISTOL will be in the first group to be flown out.

Falling snow and temperatures in the mid-thirties have made every Clements Hut and Quonset Hut a mass of dripping water. Cans and pails are placed all about the decks. The streets are the beds for countless streams coursing downward to the Bay, and water damage is moderate, the worst being a short and resultant fusing of parts in the TPS-1D Search Radar. It is now inoperative until additional parts are received from the United States. The RACON is also inoperative due to the breakdown of several capacitors. NOTAMS were issued on both items. Both the radio LF Homer and GCA(Quad) continue to operate in excellent fashion.

RADM DUFEK sent messages out inviting SIR EDMOND HILLIARY, THE DUKE OF EDINBURG, ADM MC BEATH and Aide (New Zealand Royal Navy) and AIR VICE MARSHALL MC KAY (Royal New Zealand Air Force), as well as US AMBASSADOR ROBERT HENDRICKSON and others to visit McMurdo and take a ride over the SOUTH POLE.

LCDR CANHAM wrote RADM DUFEK, requesting that specific arrangements be made in returning DEEPFREEZE I personnel to the United States. Included were requests for FLOGWING to the States and a side FLOGWING flight to Australia for two days.

LTJG TUCK received his orders to MCB(Special) Detachment Bravo, and will remain in the Antarctic for another twelve months. His being at the POLE will mean that a BRAVO EM will be scratched.

The press wanders about with much time on their hands, staying up most of the night and sleeping all day, yet they become disturbed when they are not aware of all the normal happenings of the day.

February enlisted examinations for advancement in rating for the entire wintering group were received at LITTLE AMERICA. McMurdo's will be sent as soon as LUCIER squares away the 624's.

A message from LT BERGSTROM indicated that all was going well with the rehabilitation of his elbows. This was good news for all.

Thursday, December 13<sup>th</sup> thru Tuesday, December 25<sup>th</sup>, 1956

During this thirteen day period, temperatures continued to remain in the middle and high thirties, peaking at plus forty and dropping below twenty but once, and only to plus nineteen. The winds have been mild with many calms and only once were gusts over twenty-five knots recorded and that on the sixteenth when the peak was thirty knots. An additional unaccustomed weather phenomena occurred for four days when heavy fog saturated the entire area, restricted all aircraft movements and delayed the departure of the two R4D's and the P2V to the SOUTH POLE STATION. As the fog itself lay on the sound and rose but to an altitude of some hundred feet, the camp was usually bathed in sunlight and northerly winds persisted during the entire period.

LCDR CANHAM completed the letters of commendation for the various personnel and obtained the Admiral's signature on them. The Admiral had all of LITTLE AMERICA'S done over as LCDR GRAHAM had reversed the chain of command on them.

Corings were taken in the ice fields adjoining the old ice and 104 inches was found, although additional cracks are appearing in the snow fields themselves. At the runway, fifteen feet of ice were found on the fifteenth of December, and the runway looked exceedingly well but, within several days, the extremely warm trend had formed pools throughout the entire six thousand feet and mass deterioration of the surface of both the ice runway and parking area was underway.

The camp has become one tremendous field of mud and the construction of drainage ditches became a necessity. The majority of all vehicular traffic was banned from camp as the mud, rocks and volcanic ash surface put a tremendous strain on the tracks of Weasels and even the tractors themselves. The wooden sled runners of the one ton sleds wore away as if they traveled over sandpaper. The hill to the North of camp last year, even with the offloading finished, a mass of ice, is already half bare and regular rivers stream down her side, creating great problems with the roadways running along the base of the hill. Tidal cracks opened and brought temporary grief to several tractors. Even the D-8 fell in one but, with the know-how developed early in the year, all equipment was soon extricated from the cracks. But, unfortunately the equipment was driven by some of the brand new arrivals and it took several days to assuage them and point out that there was little chance for any injury in the immediate camp area that could be attributed to this type of occurrence

CAPT CORDINER's planned movement of the entire VX-6 Squadron to LITTLE AMERICA was cancelled. The initial decision to go to Little America was not clear but, apparently, had something to do with the condition of the ice runway, although VX-6 aircraft utilized the snow skiway; The VX-6 personnel were very much against the move which might have had something to do with the decision to remain at AirOpFac.

As time passed, aviation gasoline diminished rapidly. The C-124s made a POLE flight on the fifteenth and then enough gasoline was salvaged from the lower portion of the main AvGas Storage Tank and the AvGas Hose running to the fuel farm to enable the C-124s to make three drops at MARIE BYRD LAND. On the nineteenth of December, with MAJ ELLEN's buzzing of the camp, all C-124s departed for New Zealand with the exception of number 1015 which will remain here forever. VX-6 accomplished an R4D flight to Little America on the 16<sup>th</sup>, taking over mail and some personnel. Camp personnel were again kept busy all day Sunday. Although the Air Force had pulled out all but eight of their personnel, they also took out their support personnel, leaving the basic camp nucleus as hard pressed as ever to render support to the units aboard.

AOC BARONICK, who had requested to come out of BEARDMORE, sent a message stating that he would stay until the job was done. Then, the day following, a request came through to again evacuate him. BARONICK's latest decision was due to the receipt of information that his wife was again suffering from a heart condition. He will therefore be evacuated from BEARDMORE at the earliest possible time. The station will be left in charge of AG1 GRACZYK.

Attempts were again made to prepare the YOGs for removal of some of the gasoline, but were unsuccessful due to the inability to repair the ruptured steam lines.

Word was received on the nineteenth that the ATKA had flooded an engine room due to a rupture of the sea induction. This permanently incapacitates two engines, at least according to the present report.

At noontime, what was left of the battalion assembled at the flag pole site and LCDR CANHAM read off commendations from the Admiral to Chief DORE, OLIVER and WEEMS for their heroic acts in extinguishing the fire which threatened to envelope C-124 1015. The Admiral stepped forward and congratulated each man.

Shortly after that, the chapel choir (what was then left of it) gave a three minute performance for MR. CAULSEN of CBS, who unfortunately recorded the sound track as well as film.

RADM DUFEEK and LCDR CANHAM visited the runway and the decision was made by the Admiral at that time to divert additional D-8s to McMurdo, as it was pointed out by LCDR CANHAM that, if an additional runway were required, one D-8 would be insufficient to do it in a short period of time. Messages were sent to CAPT THOMAS to divert his task force accordingly and both the ARNEB and the NORTHWIND, having just approached CAPE HALLETT, turned about and set sail for McMurdo.

In the hours of early morning, LCDR CANHAM made a helicopter ice reconnaissance and completed corings at the ice edge and at the spot where the D-8 would be offloaded. The ice edge revealed two and a half feet and the other location ninety-four inches.

A NOTAM was sent out, closing the ice runway until further notice, and surface transportation across the runway was banned.

RADM DUFEK transferred to the GLACIER on the twentieth and LCDR CANHAM, LT ANDERSON and LT CAVENDISH proceeded to the ice edge at noon to go aboard the GLACIER for an offloading conference. In the early morning, the ATKA brought in most of the pack ice and what had been blue water but ten hours earlier was a ragged mass of snow and piled ice.

The GLACIER spent most of the afternoon shepherding ships into an anchorage position and finally at 1900, the Weasel party decided to return to camp, being unable to obtain any information from the ships by radio. After two miles had elapsed on the return trip, both the GLACIER and ATKA called to tell us that the conference was going to be held immediately and a helicopter was dispatched to pick up the party. The conference itself was rather short although well attended with over sixty-five people. RADM DUFEK gave a short speech that POLE STATION was first and then BYRD STATION, and then, if necessary, most of the ships would stay here until April 1<sup>st</sup>. That practically completed the conference and CDR KENT discussed the offloading arrangements with LCDR CANHAM. CDR DUSTIN was appointed Beach Master and LCDR RERNALD Cargo Master. Neither of the latter two were present at the discussion between CDR KENT and LCDR CANHAM, both having departed for the movie.

Chief STITH and PASTOR were placed aboard the TOWLE to function as Navy Representatives and supervisors of shipside offloading. They will work directly under CDR DUSTIN, however CDR DUSTIN was requested to give them a rather free hand as both men have had a full year's experience in this type of operation.

Beginning on Saturday, December 22<sup>nd</sup>, some fifty-two additional personnel from MCB(Special), Detachment Bravo and MCB ONE were brought into camp to assist in the offloading and runway preparations. Thirty-six of these people were brought in to camp and divided into two crews, one under the supervision of Chief DORE and the other under the supervision of Chief FLANAGAN, both of whom will handle the complete AvGas offloading operation. In this connection, the GLACIER resumed her freight train operation and brought 218 boxes of POL hose down the channel. There were three pieces of fifty-foot hose to each box and each one bundled more carefully than a newborn babe being taken home from the hospital. Being the first day of offloading, there were some misunderstandings but, upon the following day, LCDR CANHAM visited aboard the ship and it is believed that there will be no further occurrences of personnel problems. CDR DUSTIN has not realized that the staff was committed to provide cargo handling personnel to lash material on the sleds. This is clearly set forth in the Task Force unloading operational plan. Three additional Traxcavators were also delivered and they each managed to make about two trips before experiencing the same type of rear drive extension failure. The camp also received ten ten-ton bobsleds and,

following the hose offloading, there were additional critical items destined for SOUTH POLE STATION.

On Monday, December 24<sup>th</sup> (Christmas Eve), VX-6 dispatched two R4Ds and a P2V to the Pole Station, carrying aboard critical IGY non-drop items. Personnel brought out from the POLE were CHAUDOIN, WILLIAMSON, HISEY, ROBERTS, PRESCOTT, TYLER, GOODWIN and SCOTT. The return was made via BEARDMORE and LITTLE AMERICA. Takeoffs and landings went rather well except for LCDR FRANKIEWICZ's departure from McMurdo. It is his practice to have the plane initially airborne before igniting his JATO. This particular time, he pulled it off at a rather low speed, the left wing stalled and touched the snow, however he had touched off his JATO at this point and it staggered back into the air.

This also was the day that all three Traxcavators gave out as the first one had. The yellow D-8 suffered a rather mortal wound when the flywheel came apart and it will again be down indefinitely. The Cary-lift obtained from MCB ONE was brought into camp, but its hydraulic system is not developing enough pressure to lift the forks and required a day's work in the shop to repair.

CDR FLYNN, who will be the new Commanding Officer of Mobile Construction Battalion (Special) visited the camp for the first time. He has altered his plan to stay at Little America for the winter and will be a permanent resident at McMurdo.

CAPT THOMAS and his task group arrived (the ATKA and the ARNEB) to offload a D-8 and then they will take departure for CAPE HALLETT and the KNOX COAST.

Church services were held at 2200 and 2400 with eggnog and cherry pie being served in the mess hall afterwards.

Christmas was just another day as far as work was concerned. However, it did bring about the return of the people from our SOUTH POLE STATION. All seem in good health and, following their catching up on sleep, they will rejoin forces in the camp. The initial plans to return earlier to New Zealand appear to be destined to remain in the planning stages only as the condition of the ice runway will not permit C-124s in until near the end of January unless a sudden cold snap is felt in this area.

CDR WHITNEY is definitely going to return to the United States by the first possible transportation where, as a member of the Admiral's Staff, he will assist CDR KENT in making a budget presentation for DEEPFREEZE III items. LCDR CANHAM was ordered by the Admiral to return the entire wintering group to the states and appropriate orders were requested from COMCBLANT.

At shipside, Chaplains BOL, CONDIT and ZOLLER conducted services for all who would come and there were hundreds of people milling about the various hastily constructed altars. Immediately following this, most of the ships had beer parties for the rest of the day. Numerous figures dotted the ice floes about the various ships for, to get ashore, one had to negotiate at least half dozen of these items and it was amazing that no one was lost to the sea.

MR DWYER of the U.S. Weather Bureau, CAPT KETCHUM, CDR WHITNEY, CDR FLYNN, CAPT WEES and RADM DUFEK visited the base during Christmas Day. Also coming aboard were CDR HANCOCK and LTJG WHITE, both of MCB (SPECIAL) DETACHMENT BRAVO.

Balboa attempted to send a facsimile transmission of the blueprints from BUDOCKS on the proposed modification to the Traxcavators. NAF McMurdo's facsimile is inoperative and Little America was unable to obtain a decent print. However, the ships of the Task Force were also going to attempt to obtain copies and a check will be made with them for possible success.

### Wednesday, December 26, 1956

Other than the late evening when a sudden six degree temperature drop occurred, temperatures stayed well above freezing. The high was plus twenty-eight and the low as plus twenty-five. The wind, at last, veered out of the North to the East, but blew at only thirteen knots. Aerology gives no encouragement to believe that a cold snap is on the way and the runway continues to increase its water depth. The trail to the ships has deteriorated to a point where even the Weasels come close to stalling out in the huge pools of water. The outer edges of the bay ice are showing many signs of rapid breakup and all it will take will be a wind from the South to clean out many square miles of McMurdo Sound.

VX-6 has decided, hereafter, to fly only the P2V into the POLE and are tentatively scheduled to depart on Friday, December 28<sup>th</sup> and take in eight of the nine military people for the wintering group. They will bring eight of our own out from the POLE. The next flight would take the remainder of the military personnel and the three IGY personnel presently aboard McMurdo and bring out our last seven personnel. It is then proposed to replace all BEARDMORE personnel with wintering people, so that DEEPFREEZE I personnel may be intact as a unit at McMurdo for at least two weeks prior to sailing.

21,000 gallons of 108/135 gasoline, used for the helicopters, was offloaded into tanks alongside the offloading point by Chief DORE and his crew. Then started what will be a series of trips by the GLACIER from the NESPELEN, which is anchored just South of CAPE ROYDS, then down stream to the offloading point a mile and a quarter south of TENT ISLAND. The GLACIER carries 25,000 gallons each time and we have extended hose and gas tanks some two thirds of the way into Hut Point from the offloading channel. At the end of the hose line, there has been established a 70,000 gallon temporary fuel farm. When these tanks are filled, hose will be brought around from the ship's side and placed in front of the tanks to cover the last three miles into Hut Point. In this manner, some 600,000 gallons of AvGas are planned to be offloaded. The discharge of fuel is a very slow process and the GLACIER'S pump was not intended to be used for such purposes.

CDR HIEGEL requested the return of his Cary-lift. But, after a discussion with RADM DUFEK, LCDR CANHAM was told that he would retain the Cary-lift at McMurdo and the Admiral sent an official message to this effect.

In the evening, a budget conference was held in the Admiral's cabin aboard the GLACIER. Those attending were RADM DUFEK, CAPT KETCHUM, CAPT CLADER, CAPT CORDINER, CDR KENT, CDR FLYNN, CDR WHITNEY and LCDR CANHAM. The conference was in full session at Midnight. Earlier, an ice measurement had been taken at shipside and the field is still the same depth @ some 73-74 inches.

CAPT KETCHUM stated that he would bring the TOWLE in, in approximately three days to offload the D-8 but, before doing this, he is going to break in an additional mile to better ice.

The GLACIER'S starboard crane became inoperative due to the electric motor burning out.

Shortly before midnight, word was passed before the ships assembled that, at 0800 the following morning, the NORTHWIND and the ARNEB will proceed to CAPE ADARE, and the ATKA, the MERRILL, and the GREENVILLE VICTORY to LITTLE AMERICA and, of course, the usual rush to get back aboard ship was commenced, as many of the people concerned were on board at McMurdo. Weasels had been banned from the ice beyond the GLACIER channel and, at midnight, personnel were strung out from one end of ROSS ISLAND to the other.

9,000 pounds of fresh frozen food for POLE STATION was offloaded from the GREENVILLE VICTORY, placed aboard the NORTHWIND, then shuttled by Otter and Helicopter to McMurdo where it was immediately placed in a reefer to await transport to the POLE.

The repairs on the field modifications of the second Traxcavator were completed and now only reassembly remains to put this new piece of equipment back in operation.

POGO, the D-8 has been brought into camp to pull sleds up the hill. This brings to a temporary halt, the runway construction.

#### Thursday, December 27, 1956

No change in the weather. Temperatures ranged from twenty-five to thirty-four. Winds were moderate during the day, but picked up in the evening to twenty-four knots from the East Southeast and, as a result, much of the ice previously cut by the GLACIER has begun to move out of the sound.

The runway conditions grow worse daily. RADM DUFEK received a message from COL CROSSWELL that the Colonel was willing to fly a C-124 in to have a look around and the Admiral called CDR MIRABITO and LCDR CANHAM for comments. No promise of cold weather came from CDR MIRABITO and LCDR CANHAM strongly recommended against the C-124 attempting a landing at Williams AirOpFac due to the numerous holes and complete water topping.

There is little doubt that this situation can improve very much in the next thirty days and so, in the morning, a conference was held aboard the GLACIER in an attempt to reduce



the food tonnage being flown in to the POLE. It may become necessary for this delivery to be made by VX-6 aircraft. At the conclusion of the conference, it was decided that it would be reduced to 33,000 pounds of dried food plus 9,500 pounds of fresh frozen foods. However, shortly after the return of the MCB(Special) representative from the meeting, a message was received stating that only twelve tons would be delivered to POLE STATION in addition to the nine thousand five hundred pounds of frozen items. Believing this to be but an error (thinking that the nine thousand pounds had been assumed to be included rather than excluded) a message was sent to CTF-43 requesting clarification. The reply was to the affect that CDR KENT would supervise the POLE STATION food loading.

Material was rounded up from the various ships in the Sound to complete the modification on the third Traxcavator, and all three ships were very cooperative in sending material for this purpose.

75,000 gallons of AvGas now lie in our temporary fuel farm and tomorrow will see the first phase of the pumping completed.

The P2V flight for the POLE is planned for 1000M tomorrow although, commencing at 2100 this evening, a communications blackout was experienced and no weather reports were received at midnight from either the BEARDMORE or the POLE. As long as that situation exists, it will undoubtedly delay the P2V departure.

RADM DUFEEK directed that the P2V now in New Zealand afford space aboard for COL CROSSWELL if he so desires and that it should prepare to make a turnaround at McMurdo, flying CDR KENT and CDR WHITNEY back to New Zealand from where they will take immediate departure to proceed to Washington D.C. in connection with budgetary matters for DEEPFREEZE III.

The meeting on the budget in the Admiral's cabin was completed at 0300 this morning. The Admiral gave specific instructions that an adequate control tower was to be obtained for NAF McMurdo.

CAPT CORDINER decided to return all R4Ds to McMurdo and use them to carry food into the Pole Station. This will, again, create a berthing problem as VX-6 already has seventy-six of their allotted eighty personnel on board and they have a P2V and two R4Ds yet to come.

RADM DUFEEK also directed the dogs to appear at shipside once each day. Due to the snow and ice conditions in the sound, this will be an extreme hardship on the dogs' feet, but will, of course, be done.

CAPT HEDBLUM (Staff Medical Officer) came ashore from the GLACIER to stay for several days. The residents of VIP Quarters requested several small cases of brandy for which CAPT HEDBLUM attested that they were going to be used for medicinal purposes. There followed a discussion between LCDR CANHAM and CAPT HEDBLUM regarding the accountability and responsibility for the liquor. CAPT CORDINER volunteered to take over the complete custody for it and LCDR CANHAM

accepted and sent a message to CTG 43.3, requesting his concurrence. This is a case of the staff being unwilling to put in writing their desired policy on the use of this alcohol, but all senior members of the staff give verbal instructions about its disposition and, should any difficulties arise, it would be the Officer-in-Charge of this station who would be caught in the middle.

All ships, except the GLACIER, NESPELEN and TOWLE, departed McMurdo Sound for their various destinations shortly after 0800. CDR FLYNN and CDR WHITNEY were aboard the ATKA. Both anticipated returning to McMurdo by January 2, 1957.

#### Friday, December 28, 1956

High overcast kept the sun's rays from the snow most of the day. Winds swung to the South Southeast and the resultant drop in temperatures, which ranged from plus twenty-four to plus thirty-two, combined with the winds of thirty-eight knots, had a very desirable affect on both the ice runway and the snow on the sound in that it began a freezing trend which, if continued for four or five days, would permit operations off the ice runway. However, at this time of the year, a prolonged trend of cool temperatures is not to be anticipated.

The old highway between camp and the ice runway has almost a foot of water on it all the way out and even a D-4 cannot pull a sled over it without getting stuck. The D-8 became completely bogged down in a tidal crack at the foot of camp and it took several hours and several pieces of equipment to free it.

Offloading from the ships was virtually at a standstill as the GLACIER finished pumping the aviation gasoline shortly after noon and the TOWLE was then brought in to the channel, but could not find adequate mooring as of midnight. In accordance with a CTF-43 message, we had our entire offloading crew standing by during most of the day.

The fuel hose was picked up from the GLACIER to the first pumping station and re-laid in front of the temporary fuel farm and connected up to the YOGs. Additional hose was taken to connect the YOGs to the main storage tank and several sections laid from the storage tank to the outer landing place. The pumping from the temporary fuel farm will commence tomorrow. Blowing the lines with the air seemed to be quite satisfactory and saved the majority of the AvGas which, otherwise, would have been left in the hose itself.

The P2V's departure for the POLE was delayed primarily by a communications blackout and no weather was received from either the South Pole or Beardmore during the day. Meanwhile, with the extra time available, the wintering POLE group accomplished additional preparations here in camp. A message was received from COMCBLANT to square away the administrative foul-up regarding MCB(Special) Detachment One, and MCB(Special) Detachment BRAVO. It also told him to order LCDR CANHAM to temporary duty as Officer in Charge of Detachment One. The same message contained instructions that all officers would return to Davisville for sixty days duty following their leave period and that twelve enlisted men would be selected for the same treatment. It also suggested that CDR WHITNEY modify the orders and put all the people in Detachment One if it had not already been done. This actually poses a problem which

must be resolved by BuPers as it involves a change of home port and that cannot be done by the Commanding Officer of a unit.

The modifications on the third Traxcavator were completed and the only thing remaining at midnight was to put the tracks back on. However, the Cary-lift which has been functioning all year as the primary snow mover for our water supply, finally let her clutch really go out and it cannot be repaired as there are no parts available. It will be deadlined indefinitely and so a Traxcavator must be taken off the unloading and, with its bucket, be pressed into service to provide water for the camp.

Camp cleanup continued and, slowly but surely, both the storage areas on the hillside and the camp itself are receiving a facelift.

VX-6 was notified that the number of personnel that were brought into camp over their quota of eighty, would have to be housed in tents and a group of them turned to provide additional flooring in the sixteen man tent located between the Beverly-Hilton and Dufek Hall.

The ice runway is visited almost daily by any number of experts who pass along their learned observations for whatever action might be taken on them.

COL CROSSWELL declined the invitation to come in on the P2V with LCDR OTTI, but he stated that he would wait for colder weather when he could bring his own C-124 back.

The last payday was held for all hands, each individual authorized to draw up to a hundred dollars. This payday will have to last until the Battalion boards ship for its return home as it is planned to convert the Ship's Store over to a chit system on January 1<sup>st</sup>.

#### Saturday, December 29, 1956

The weather remained cloudy and temperatures stayed within the plus twenty to plus twenty-eight range. Winds were generally Easterly to East Northeast, peaking at twenty-four knots. Additional freezing took place on the ice runway and the roads in camp stayed dry most of the day. Out on the sound, however, there is such a vast accumulation of water, some atop and some just beneath the snow that it would take many days of this cool weather to set things right again.

In the early morning, a message was received that the TOWLE would be ready to offload the D-8's shortly. A party of HURD, MYERS and LCDR CANHAM proceeded to the offloading area. Enroute, the group stopped and talked to the tractor drivers on the way from the ships to the AirOpFac with loads from shipside. It was learned, that, throughout the night, the TOWLE had changed anchorage almost every hour on the hour and that the offloading had proceeded very slowly due to this. The changes were necessary due to the slushy ice and the GLACIER kept breaking ice ahead of the TOWLE, permitting it to move further toward camp on each change of anchorage.

By midnight, most of the AvGas had been pumped into the YOGs and, following the receipt of a verbal message from CAPT KETCHUM, the POL day crew was alerted to

commence taking approximately 500,000 gallons from the NESPELEN tomorrow at 0930. This operation will take some thirty-six hours and then will follow the picking up of at least four and a half miles of hose and its subsequent transport to Little America for their use in offloading some 90,000 gallons of AvGas from the NESPELEN.

A message report was received. The sample of AvGas which had been contaminated with some MoGas (sent to New Zealand) indicated that it was not acceptable for use in aircraft, but not stating if it was capable of use in other applications. As we have some 20,000 gallons of this mixture, the clarification will be requested and, if possible, it will be used as automotive gas.

The P2V finally departed for the POLE at 1045M with eight military passengers aboard, including DR. TAYLOR and LTJG TUCK. Once again, their navigation left much to be desired. This time, they spent almost two hours in trying to find the POLE, doing a square search and finally transmitting back and forth to the POLE STATION, taking readings on how loud and how weak the POLE received them and, by this means, finally got a direction that went toward the POLE. The final approach was from grid North which is, of course, on the other side of the South Pole from McMurdo. It is fortunate that they have an ample gas supply. The P2V returned at 2351M with SLATON, WAGNER, WOODY, PATTON, MCCRILLIS, POWELL, NOLEN and MCCORMICK.

CAPT HEDBLUM, is visiting the Naval Air Facility and he and LCDR CANHAM got into quite a discussion on the uses of brandy and other similar spirits, it being pointed out that the Task Force had not backed up the various Officers-in-Charge with anything in writing. As a direct result of this and an offer by CAPT CORDINER, the Commanding Officer of VX-6, to take over the custody of the spirits, a message to CDR WHITNEY was sent requesting approval to transfer all of the above mentioned liquids to the custody of CAPT CORDINER. CDR WHITNEY lateralled the ball to RADM DUFEK who replied in the negative and stated that the rules cited in the Washington conference would be strictly adhered to. As no information concerning such rules is held here, a request went out to find out what they were. So, on this 29<sup>th</sup> Day of December 1956, a year and several days after the arrival of the group in the Antarctic, there came to be delivered into the hands of all task unit commanders, the first specific written policy regarding this matter in CTF-43 letter, Serial 1473, of December 19, 1956 which contained the following: 01. You are directed to lock up all whiskey, brandy, and similar spirits during the Antarctic summer when ships, planes and transients are present in the area. No spirits will be issued for any purpose. 2. Exceptions to paragraph 1 will be made only by my specific approval in each instance. GEORGE DUFEK So, at last we have a policy, one which CAPT HEDBLUM, the Staff Medical Officer, violently opposes, but nevertheless something which will make the administration of such items far easier on the camp commanders.

Good news was received from BYRD STATION in that all four of their buildings were up and the tractor train had started back to Little America.

CDR WHITNEY received his temporary additional duty orders to permit him to return to the states in connection with staff duties. There is, however, still a great deal of administrative work to get cleared up before his departure.

The return from the POLE of AG2 NOLEN caused the Staff Aerologist some concern as it left the SOUTH POLE temporarily without an Aerologist. However, RM1 MONTGOMERY had been assisting NOLEN in weather observations and should be able to keep them up. With the arrival of the next P2V, two civilian Aerologists will take over the chore.

The GLACIER is attempting to repair our torque converter of which many of the parts are very badly worn and it is doubtful if they can be repaired. The Caterpillar Representative has arrived in New Zealand and it is hoped that he will come in on the P2V tomorrow or the next day.

Good news was received that the USS CURTISS departed San Diego on schedule on the twenty-seventh of December.

Today also commenced a series of daily SitReps on the ice runway situation, action copy being sent to CTF-43, with information to the USARMA Wellington, CTG-43-5 and COL CROSSWELL and the 52<sup>ND</sup> TCS Weedons. As was noted above, with the cooling temperatures and cloudy skies, the runway has improved somewhat, but nowhere near the point where it would support a general operation.

RADM DUFEEK ordered the discontinuance of the HAM transmissions due to its interference with operational traffic.

The GLACIER requested the return of their cooks which they so kindly loaned us some two months ago.

The "All Hands" meeting was held as usual in the Mess Hall with all MCB units attending.

For the time being, all showers and laundry facilities are a thing of the past until a measurement of the snow carrying capacities of the Traxcavator is made. In all probability, the Traxcavator will be able to supply as much as the Cary-lift but, having learned in the past, it is far better to go on actual performance than predict what might occur and then be caught short.

#### Sunday, December 30, 1956

Temperatures were fortunately the same as the day before with a range of plus twenty to plus twenty-eight and winds up to thirty-one knots brought some snow flurries as the general runway situation improved and the ice thickened in the pools and pot holes.

The only flights during the day were the helicopters traveling back and forth from the ships, but the offloading continued in rather good fashion as the TOWLE was at least tied up in one spot at which she could stay and discharge cargo.

The three D-80s were offloaded and brought into camp. As the blades were detached from each, they will have to be attached and then all three will be immediately taken to the runway to carry out RADM DUFEK's instructions in widening the present ice runway.

At the conference held aboard the GLACIER shortly after noon, LCDR CANHAM was instructed by RADM DUFEK to accomplish the clearing at the earliest possible date. The Admiral desires to return the Air Force, if only for but three days, in an effort to complete the POLE drops. It seems extremely doubtful that the present cool spell will hold long enough to accomplish this, but all initial preparations will be made

YN1 CHAUDOIN had expressed a desire to spend the winter at the SOUTH POLE to take care of administrative matters and keep a narrative such as this for the first winter at the Pole. Even with the blessing of DR. SIPLE and LTJG TUCK, a message was received today denying his request.

The NESPELEN began discharging her major cargo of AvGas and, barring complications, the operation will be completed by afternoon tomorrow. At that time, five miles of hose will be picked up for loading aboard the NESPELEN and, in addition, LITTLE AMERICA has requested the loan of eight 10,000 gallon rubber tanks with the permanent retention of three of them, along with all the associated fittings, walkie talkies now being used here at AirOpFac. They stated that they had adequate pumps, but knowing they only have three, it is recommended that several extras be taken. During the present pumping operations, we have experienced two failures. If replacements had not been available, it would have delayed the AvGas offloading by several days.

CDR WHITNEY has been ordered to be flown from Little America to McMurdo in an R4D and, in several days, he and CDR KENT will depart for New Zealand in the P2V.

CAPT CORDINER met with CAPT HEDBLOM in the afternoon and between the two of them, they came up with some very strong suggestions and ideas about taking a year's supply of trail rations into the POLE STATION. As the POLE STATION already has emergency rations, enough for a walkout with air support, both LCDR CANHAM and DR. TAYLOR strongly opposed this concept and would much prefer the space on the aircraft be taken up by normal foods. But CAPT CORDINER's representative requested the release of survival food and LCDR CANHAM refused to permit such release until RADM DUFEK had given his approval to several thousand pounds of trail rations being flown to the POLE in lieu of the normal type food.

Two R4Ds and one P2V are scheduled to fly to the South Pole on Tuesday, January 1<sup>st</sup>. They will take with them the three scientists and one remaining military man and, in turn will bring out the seven remaining MCB(Special) people who are the last of the construction party at 90 degrees South.

During discussions held at the same noon conference, was the question of holiday routine for the DEEPFREEZE I Wintering Personnel. The Admiral was reluctant to grant the holiday but when it was pointed out by LCDR CANHAM that this group has not taken a full scale holiday routine for many months, permission was granted and the holiday

routine will be observed from 1800 Monday until 1800 Tuesday. The Admiral also approved the use of medical alcohol to make up some "Whiteout Punch" for the troops.

Word was received from Little America that the tractor train was delayed at Mile 365 due to one of the D-8s requiring welding. It awaits some rod to be flown out from Little America.

The Officer-CPO meeting was held in the library due to the large number of Chiefs now here as a part of the camp organization.

Monday, December 31, 1956 thru Wednesday, January 2, 1957.

The year's end brought with it cool weather with a high of plus thirty-six and winds peaking at twenty-five knots from the Southeast. However, this was followed by a warming trend the following two days with a high of thirty-eight on Wednesday, but winds continued full with over thirty knots daily.

The NESPELEN finished dispensing 530,000 gallons of AvGas and Chief FLANAGAN and S/SGT LAYTON went aboard to sail with her to LITTLE AMERICA and assist in the offloading of 120,000 gallons there. In addition, 4-3/4 miles of four inch hose, two Groman-rupp pumps and eight 10,000 gallon neoprene tanks were temporarily loaned to expedite the offloading process. Four sleds were also put aboard. Although originally not scheduled to depart until January 3, approximately three hours prior to its actual sailing (1800, January 2), CAPT KETCHUM decided that they would go at 1800 and there was a great deal to do about getting equipment and personnel aboard as all plans had been made on the basis of the January 3<sup>rd</sup> departure.

Flying was delayed both from McMurdo to the POLE and from New Zealand to McMurdo due to enroute or terminal weather. Local flying was conducted with the Otters and helicopters and LT SPEED arrived from LITTLE AMERICA at 0231 on January 1, with CDR WHITNEY aboard. This particular flight came over unannounced as no departure report had been received nor was sent from Little America. It was only happenstance that the word was received over the LITTLE AMERICA circuit on an operator-to-operator basis. NAF McMurdo's tower and GCA had been secured in accordance with the Admiral's declaration of the twenty-four hour holiday for all hands from 1800 December 31 to 1800 January 1. RADM DUFEK called for a conference aboard the GLACIER on Monday morning to discuss CAPT CORDINER's and CAPT HEDBLOM's emergency trail ration idea. Those in attendance were RADM DUFEK, CAPT KETCHUM, CAPT CORDINER, CAPT HEDBLOM, CAPT CALDER, CDR KENT and LCDR CANHAM. Initially, the group was divided into two main spheres of thought, one represented by CAPT CORDINER was that they should definitely fly in an additional three or four tons of emergency rations. The other, represented by CDR KENT and LCDR CANHAM was of the opinion that, as no one here was a dietetic specialist, it would be far better to adhere to flying the food in as proposed by the Navy Supply Office. CAPT HEDBLOM seemed to vacillate from one to the other, apparently trying to look ahead and determine what the Admiral's decision would be. The Admiral finally decided that they would definitely adhere to the previous schedule and that no additional emergency rations would be flown in at this time.

The POL crew was unable to secure on New Years Eve for the party but, other than that, the entire camp was well represented at the midnight festivities. It was with a great deal of pride that CDR CANHAM noted that none of the wintering personnel were involved in the few scrapes that ensued early New Years morning. The principals in most of these confrontations were VX-6, MCB ONE, and MCB(Special) Detachment BRAVO personnel. On New Years morning, the camp had the appearance of a deserted mining town and only five personnel showed up for breakfast.

RADM DUFEEK offered an additional 48-hour liberty in New Zealand for any personnel who would volunteer to work throughout the holiday period on the runway. In addition, LCDR CANHAM offered a 48-hour liberty of their own choosing in camp. In spite of these added attractions, there were but two volunteers. One was the Admiral's personal driver and the other an MCB ONE lad. They did work throughout the period by driving the D-8

Shortly before the time scheduled for turn-to on New Year's Day, Admiral DUFEEK visited McMurdo and asked how much time would be involved in preparing the new runway site, providing all equipment and personnel were turned to on it. It was estimated that this would take approximately five days. Accordingly, he returned to the ship and sent an official message to LCDR CANHAM and stated that all operations would cease except that of the preparation of the ice runway. Basically, this encompasses four D-8s plus three D-4s, the D-4's pulling a Pulvimixer, roller and land planer respectively and, in addition, several large labor forces must go along immediately behind the Pulvimixer and fill in the wet holes.

Six men were brought out from the GLACIER to round out the working runway crews and LT CAVENDISH was put in charge of one shift and LT ANDERSON the other. After a day and a half of operation, the Admiral was so pleased that he sent the Air Force a forty-eight hour alert and it is felt that this is very optimistic and that we will be fortunate indeed to get the Air Force in before the middle of January, all the extra work notwithstanding.

Approval was obtained to offload the additional building material from the TOWLE to complete a new Clements barracks and two building crews were assigned to the task

The GLACIER finished the repair of the torque converter D-8 transmission and, with its installation, it will bring to five the number of operating D-8's in camp. One could not help but think how nice it would have been to have had these during the winter.

Word was received from CAPE HALLET that the ARNEB was beset between two fast ice fields extending over fifty miles in a northerly and southerly direction and the pressure had already burst the seams at several major holds and the ship was barely able to keep abreast of the flooding problem by using all her pumps plus the pumps of the NORTHWIND. In an attempt to go to the ARNEB's assistance, the NORTHWIND suffered 25% loss of efficiency to her propellers due to broken tips. She is unable to maneuver and both ships are in what could be a very critical position. This may well seriously jeopardize the establishment of the Knox Coast as the holds which are flooded contain much cargo for the establishment of that base.



Kaiun Bay ice has gone to sea, creating a tremendous problem of offloading at Little America and, to date, the ATKA has been unable to find a suitable low spot on the barrier by which she can discharge the GREENVILLE VICTORY'S cargo.

Across the continent at Weddell Sea, the WYANDOT is still having difficulty finding a suitable place to offload her cargo but, at BYRD STATION, all the buildings have been completed and the only difficulty is the breakdown of the returning tractor train at the 360 mile mark. As soon as weather is flyable, appropriate parts will be delivered.

The Ship'S Store officially closed to all cash sales at the close of business on Monday, December 31, 1957. All business is now conducted on the basis of the chit system established by Detachment BRAVO. DEEPFREEZE I personnel are not eligible for this kind of purchase and so had to make one mass purchase on Monday to accommodate their wants for the next thirty days.

CDR WHITNEY was relieved on December 31<sup>st</sup> as commanding Officer, Mobile Construction Battalion (Special) by CDR FLYNN. He assumed the duties as Officer-in-Charge, Mobile Construction Battalion (Special), Detachment One on January 1<sup>st</sup> and then, on January 2<sup>nd</sup> was relieved by LCDR CANHAM who took over as Officer-in-Charge (Acting). CDR FLYNN assumed duties as Commander Naval Bases, Antarctica on January 2<sup>nd</sup>, pending the arrival of CAPT DICKEY, who is coming in on the CURTISS. CDR WHITNEY is now awaiting transportation to New Zealand and from there he will be flown to the United States. In addition to CDR WHITNEY being transferred into Detachment ONE, he issued orders to all DEEPFREEZE I wintering personnel of MCB(Special), transferring them into DETACHMENT ONE also. In view of this, instructions were sent to Little America to send all of the group records to McMurdo on the earliest transportation and also to send LUCIER to assist in the record keeping. This latest request was held in abeyance as LITTLE AMERICA was reluctant to give up LUCIER as it would mean that they would have no administrative personnel for the next three weeks. Therefore, an attempt will be made to operate the detachment in this very isolated condition.

Thursday, January 3, 1957.

Temperatures continue to warm, and hit a peak at thirty-eight degrees, falling to a low of only thirty and, although the winds were strong in the morning, peaking at twenty-seven knots, they fell away to a virtual calm by afternoon.

The runway deteriorated at an accelerated pace although the overall evenness of it has improved, thanks to the Pulvimixing rolling and grading. But, as long as it remains warm, it will continue to be a mass of slush. The Admiral made an inspection of the runway at 1915, in company with CAPT CALDER, CDR WHITNEY and LCDR CANHAM. In the discussion that followed, it was decided to return to the ships offloading at Saturday noon and to keep working on the runway with what equipment and manpower we had left over from the offloading groups. The Admiral seemed convinced a period of cold weather would be required before the runway would be ready.

Accordingly, LCDR CANHAM, LT ANDERSON and LT CAVENDISH met to draw up a reassignment of personnel, and working details will be implemented early Saturday morning .

Then, just before midnight, a message was received from the Admiral, the action addee having gone to COL CROSSWELL stating that the runway was in as good a shape as it had been when MAJOR ELLEN had departed and suggested that a flight might be possible. Investigation into how this came about indicated that the ADMIRAL had returned and again looked at the runway after it had cooled off and talked to CDR TORBERT of VX-6 and sent the message accordingly.

Fitness Reports on the original officers of MCB(Special) were completed and will be forwarded in the next couple of days to BuPers. This takes care of all these officers up through December 31, 1956.

The P2V aircraft enroute from New Zealand encountered some engine difficulty, but was able to proceed upon its course without impairment and was scheduled to arrive at McMurdo shortly after midnight.

The R4Ds departed for POLE STATION in the early afternoon and were some hour and a half out when a message was received from the POLE via the Ham Radio that the weather was deteriorating rapidly and they had all the makings of a whiteout. This was passed by LTJG BOWERS and DR. SIPLE, then hurriedly relayed to CAPT CORDINER, as the aircraft in which he was to be co-pilot was already in the takeoff position. Upon learning of this news, CAPT CORDINER discontinued the P2V flight and sent a message ahead to the R4Ds that they were to return. Both R4Ds requested permission to continue on at pilot's discretion, but they were returned to base. In talking to CDR MIRABITO, CAPT CORDINER was given the information that, from an aerological standpoint, it was thought that the aircraft could continue to the POLE without any great danger and that LT BOWERS and DR. SIPLE had acted rather hastily at the POLE. This same information, when passed by CAPT CORDINER to RADM DUFEK later in the day, rather infuriated the Admiral, particularly so since the message came by Ham Radio. However, it was later learned that this was the only manner in which the station could get through.

The Admiral made the decision that no further personnel would be flown into the POLE until such time as a year's supply of food for eighteen personnel was held at the POLE. Then, and only then, would the P2Vs carry personnel for Ninety Degrees South. Due to the delay, the frozen foods were taken from the planes and again placed in the reefer. Weather permitting, they will be broken out again at 0430 in the morning and placed in the aircraft which are estimating departure between 0800 and 1000. The seven MCB(Special) Det One men at the POLE will be evacuated by this group, leaving but nine people at the POLE.

CDR KENT and CDR WHITNEY's departure for New Zealand and the United States was delayed indefinitely as the Admiral will retain both P2Vs in the area until the minimum amount of food has been delivered to POLE STATION.

The Crew's scrapbooks arrived and are in the process of being distributed, but still no word on where the cigarette lighters might be.

YN1 BROWN was able to obtain some fairly decent films from the TOWLE and they will be a welcome break in camp.

The ARNEB has been able to make the protective bay at Cape Hallett and believes she can complete her temporary repairs which will enable her to carry on her mission, but her scheduled world cruise, returning to the States, appears very improbable. A message received from Task Force forty-three indicates that FLOGWING from New Zealand to the States or New Zealand to AUSTRALIA (both initially promised by CDR WHITNEY on the basis of a statement from RADM DUFEEK) is definitely out.

No further word has been heard from the CURTISS, but she should have been on the high seas for seven days by this time and, with her rated speed of twenty knots, it would mean that she will be well on her way to the Antarctic.

The New Zealand Navy's ship ENDEAVOR entered the outward bounds of the McMurdo area and is estimating in around Beaufort Island in the morning. She has SIR EDMOND HILLARY on board.

The new quarters building shell was completed & rubber tile was laid on the deck and the stove and electrical work should be done by tomorrow noon.

A fire in the galley oven resulted in light injury to Chief HESS who assisted in putting it out with an Ansel fire extinguisher. HESS was burned about the face in half a dozen small areas. The evening meal was some thirty minutes late due to this.

The POL hose was re-laid to near the old ice runway area and the new fuel farm system will be installed shortly.

Authority was received from the Naval Examining Center to conduct DET ONE examinations when aboard the CURTISS and on any date between the fifth and fourteenth of February for all hands.

The decision was made not to use one of the new water carrying vehicles (two of them were delivered last month to McMurdo) as the second wintering group wants to retain it for possible use of just fresh water. It was planned to use it as a waste water carrier due to the constant breakdown of the present one.

Friday, January 4, 1957

Temperatures slowly increased, as the high reached thirty-nine and the minimum was thirty-two. The winds were mostly calm with the occasional peak gusts from the Northeast at twenty-one knots.

The ice runway has returned to its old condition insofar as the amount of water in the holes themselves is concerned. All of the packed ice and snow has melted and, in its present condition, it is unsafe for even ski-equipped aircraft.

VX-6 finally got off the P2V and the two R4D's, flying eight thousand pounds of fresh frozen food to the POLE and bringing back all the remaining seven members of the DET ONE construction party. The seven returning were LTJG BOWERS, BRISTOL, BEVILACQUA, HUBEL, SPIERS, MONTGOMERY and RANDALL.

Most of these seven appear to have lost from ten to fifteen pounds but were glad to be back, as it signifies but a few more weeks in the Antarctic. SPIERS had injured his left hand when it was caught between a large box and partly crushed but, apparently, no bones are broken. Both BRISTOL and HUBEL had deep-seated coughs and moderate pains in the chest. The construction at the POLE STATION is complete except for 100 feet of tunnel. The material has not yet been delivered for this. With today's flights, they almost have enough meat at the POLE for eighteen people for a twelve month period. Four more P2V flights should bring the food up to a point that eighteen could be amply sustained from now until next January.

In view of the present trend of the weather, it seems quite apparent that VX-6 will have to make the delivery of the balance of the food, those medical supplies deemed mandatory, and to take the remaining civilians and one military into the POLE.

LT SPEED's departure for LITTLE AMERICA was delayed at the last minute due to poor terminal weather. He intends to take off in the morning, carrying with him, the complete closeout of Ship's Store Inventory, the cash remaining from HESS and money and information sufficient to close out the stamp fund and stationery supplies. This will completely take care of NAF McMurdo's disbursing turnover problems. DET BRAVO has already assumed the Ship's Store and the Mess Hall and there but remains the plant inventory of typewriters, adding machines, etc, and sidearms for the officers, plus the acceptance of custody of the YOGs.

An intensified effort will not be made to bring out the personnel from BEARDMORE, although a definite closeout date of that station is not known. It is dependent upon the termination of VX-6 flight activities.

The balance of the Chicago Bridge and Iron workers' gear was located aboard the TOWLE and the demolition charges will be transported to camp tomorrow morning.

The general resumption of offloading will commence tomorrow afternoon and, toward this end, working schedules were re-drawn.

LCDR OTTI arrived with the P2V shortly after 0100M, bringing with him several hundred pounds of most welcome mail. Even the Admiral was on hand to check his personally. Apparently the mechanical difficulties with the P2V encountered enroute were solely electrical and are easily repairable.

Electrical and heating installations were completed in the new Recreation Building.

The third 1000KW generator was moved to the Power House, the snow melter on the west side taken out, and the installation is almost completed of this third generator, that it might function with the others. The spare room used for its storage, which had been just off the Mess Hall, is being converted into a dry food breakout location.

The POL group continued to pick up hose which had been frozen quite deep in the ice, in order to complete the line to the fuel farm at the airstrip, and reinstall the diesel lines from Hut Point up to the nested tanks behind the power house.

The ENDEAVOR arrived near its offloading site and the GLACIER proceeded to break ice for it and find it a good mooring.

Word received from LITTLE AMERICA was that they had finally commenced offloading cargo and were beginning to lay the POL hose.

BuPers Orders were received on CWO YOUNG and CWO PURINTON, ordering YOUNG to Port Hueneme and PURINTON to NAS Jacksonville. Both of these were first choices on the part of the officers concerned although, now, it is understood that CWO PURINTON no longer wants Jacksonville.

LUCIER is coming to McMurdo FAIRTRANS with all the service records etc for DET ONE.

Saturday, January 5, 1957.

The McMurdo Heat Wave continued with a high of plus forty-one and a low of plus thirty and sporadic winds of nineteen knots.

The offloading highway has become even worse in spots than the ice runway and the tractors and sleds are being constantly hung up on the trail as they try to come out of two and three foot holes that have been created by oil splotches or other small dark objects lying on the snow, collecting the sun's heat and wending their way toward the bottom.

The offloading operations commenced again in earnest late in the morning as the Admiral finally called off the attempts to ready the ice runway in view of the continued heat. Two D-2s are left to work daily at the runway to cut a new taxiway and eventually a new parking mat.

CDR WHITNEY was sent back to the GLACIER where the Admiral told him that he wanted him to act as Intermediary between CAPT KETCHUM and LCDR CANHAM. As the offloading commenced again, either CDR WHITNEY or CDR DUSTIN calls the Air Facility to query about tractors and sleds. There are but four Traxcavators to use for offloading and there are fourteen sleds, with a sixteen mile round trip, and it quite frequently happens that there are moments that the ships do not have a sled under the boom. This is particularly true when the sleds are bogged down or the tractors have become high centered on the trail. But, those aboard ship are reluctant to make the journey over the trail with the tractor train. If they did, they would become thoroughly acquainted with the problems and realize that everything was being done that could possibly be done at this end under the limitations of equipment and trail conditions.

CDR WHITNEY recommended that we take the Traxcavator off the water carrier job and, in its place, use a weasel and a one-ton sled. One might just as well recommend to the Commanding Officer of the GLACIER that, as he starts to break eight feet thick ice, he take four engines off the line. To use a Weasel for water hauling would mean the

elimination of all showers and laundry facilities and probably also eliminate washing in the heads as it would be a difficult job to supply just the galley. As this point was not pressed, no comment was made from this end.

Chief SLATON took a D-8 out to the tower area to do an emergency rush job on re-spotting the SPAR sled containing fuel as both were perched at a precarious angle due to the snow having eaten away from underneath them. The tower and its affiliated equipment will all have to be re-spotted soon, less they tumble from the sleds. The whole area surrounding this installation has melt spots far below the surface of the runway itself.

There was another conference aboard the GLACIER at which it was decided that definitely the C-124s could not come in due to the warm weather and CAPT CORDINER is to take two P2Vs to the South Pole at his earliest convenience, hauling five additional tons of food and delivering the three scientists and their gear. From CAPT CORDINER'S conversation, it would appear that these would be his last flights, except under emergency conditions, although medical supplies and emergency fuel are required for the SOUTH POLE personnel to exist throughout the year. Mr. WESSBECHER noted IGY'S displeasure with these plans and sent an official message to the Admiral and received a Sunday invitation to dinner aboard the GLACIER to further discuss the problem with RADM DUFEK.

The dry stores breakout room was completed on the Northwest side of the Galley and the foundation to the new communications building was started. Work is progressing well on the installation of the third 100K generator.

Word was received from Cape HALLETT that two buildings had been erected and twenty-two percent of their cargo had been offloaded.

BYRD STATION construction personnel are being evacuated as the camp is now ninety-five percent complete with just minor interior construction to be accomplished. So, in spite of all, the bases are progressing to what will apparently be a very successful completion.

Permission was obtained from NSSO Brooklyn to transfer the excess orange juice, tomato juice, toddy and cookies to the general mess.

Change of station orders were received for LTJG BOWERS and COMCBLANT approved the entire list of names submitted by LCDR CANHAM for staying at Davisville sixty days on a temporary duty status and, in addition, added another half dozen.

The weekly 'All Hands' meeting was held in the mess hall, all hands being brought up to date on the latest information at the various Antarctic Stations.

Sunday, January 6, 1957

Although the high was only plus thirty-nine, temperatures failed to go below freezing during the entire day with a low of plus thirty-three. Light winds were present all day and occasionally peaked at sixteen knots.

Flying was limited to helicopter and Otter operations with the two P2Vs scheduled for a possible POLE flight tomorrow. Some ten thousand pounds of food was to be loaded aboard them and the personal belongings of Mr. HOUGH, Mr. FLOWERS and Mr. GUERRERO. CAPT CORDINER has agreed to bring out the eleven dogs (as a matter of fact, he said twelve, but it is not anticipated that LTJG will send BRAVO back).

The unloading trail is getting so bad now, whereas in the beginning, tractors took two and a half to three hours for a one way trip, they are now taking some five hours. Three or four spots exist where the tractors go in almost to the tops of their tracks. Moving the trail over to one side or the other is only good for a day or so and we are rapidly running out of space in which to move the trail as we are hemmed in one side by the old GLACIER channel and the other by runway limitations. As a result of the heavy pulling, dozens of pads are coming off and breaking.

The general cargo will be completely offloaded from the TOWLE by tomorrow and then will commence the transport of dry provisions, followed by frozen foods and beer etc. After that, all that remains on the TOWLE is drummed fuel. The TOWLE should be completely offloaded and departing this area by the twentieth of January.

General dedication services were held at 1400 in memory of Richard T. WILLIAMS, CD3 who, one year ago today, lost his life when a D-8 disappeared through the ice off Cape Royds. Those attending gathered around the cairn erected in WILLIAMS'S honor. The ceremonies were brief but impressive. The choir sang three numbers and there were remarks by CDR WHITNEY and RADM DUFEK. Chaplain CONDIT, of course, led the services.

Immediately following, ELMO JONES took a photograph of the South Pole Group plus RADM DUFEK and CDR CANHAM. The photo was taken on unexposed glass plates which had belonged to PONTING on SCOTT'S 1910 expedition. The plates had been found at Hut Point and were returned to Disney Studios in the States last year for testing. They were found to be alright and were then sent back to ELMO to have him take some pictures with them.

The Builders completed the vestibule on the new building and constructed some shelves in Communications for additional storage purposes.

The CB&I men and several steelworkers commenced the laying out of the decking for the new AvGas tank. With the firing off of the new welding machine, however, it was learned that there is great interference with communications so great that it virtually knocks the RATT completely out. Therefore, the working hours of this group will be changed from regular days to working from midnight until noon. This will minimize interference with the peak hours of communication operations.

Mr. Don GUY, Associated Press representative, drew up a lengthy story on the confusion existing between the civilian scientists and the Navy. He was taking Mr. WESSBECHER's of yesterday as a basis, but taking many quotes out of context and therefore distorting the meaning. At the end of his story he stated that the press had not been briefed since December 9<sup>th</sup>. This statement was true as far as briefings by CAPT CORDINER but, as he readily admitted, he has had many briefings from AirOpFac itself. LCDR CANHAM told the Staff PIO Representative that he should take this story to the Admiral for release. Coincidence is an odd thing. On the PIO's arrival aboard the GLACIER, and prior to his showing RADM DUFEK the story, the Admiral told him that, starting that evening, he was going to have one or two members of the press invited aboard for supper. The story was then shown to the Admiral and yesterday's evening invitations went to Mr. GUY and Mr. CUTLER (of the United Press). Of course, nothing could convince Mr. GUY that the overall plan for dinner invitations was conceived prior to the writing of his story.

A request was made to RADM DUFEK for the replacement of the men at BEARDMORE and a rather confusing set of messages received in reply. The first concurred completely and directed VX-6 to provide air transpiration and then, an hour and a half later, referencing the same basic message, a message was received stating, "Approved except for replacement of the AD. Provide relief for the AD from wintering over personnel arriving in CURTISSÓ. Primary concern is evidenced over the AD in question, JACKSON, who apparently has been losing quite a bit of weight and was never a very strong personality. With just four personnel at the small base and visiting aircraft arriving but every other week, it is quite possible they are not preparing very full meals, and it is desired to replace the entire group as soon as possible.

LT MEHAFFEY acknowledged receipt of all cash, all Ship's Store inventory, etc. and stated that Chief HESS had done an excellent job. This closes out DET ONE turnover problems insofar as supply and disbursing are concerned.

The Officer-CPO meeting was largely taken up with the discussion of turnover to the Detachment BRAVO organization, a situation that will commence in full scale some ten days from now. The only extended period of turnover will take place in communications and administration and, apparently, in the BEARDMORE change, but even these will not take beyond four days.

Due to the emphasis on offloading, the Traxcavators were all placed on the trail and, the old D-4 with forks being used for water broke down, resulting in the showers and laundry being closed and they will remain closed for several days.

It was decided to replace COVINGTON as the leading petty officer on the night offloading detail in the storage areas and have CROSS, a first class petty officer, take over the job. It was a mistake to assign that much responsibility to a new third class petty officer with little experience.

AB2 LEDVINA was made the night MAA and will handle the Mess Hall from 1700 on. Also, beginning this evening, at midnight, a full meal was served to the night working crews.



The first batch of autographed pictures from RADM DUFEEK were received in camp and distributed. The balance is anticipated in the next couple of days.

Monday, January 7, 1957

Sunshine, and lots of it! Temperatures again ranged from plus thirty-nine to plus twenty-eight with light winds most of the day, peaking at twenty-two knots from the East. A heavy ground fog formed in the early evening, coming in from the East Southeast and, by 2230, had almost enveloped the sound. Its tops were but about four hundred feet, but it was extremely heavy and, wherever it went, conditions became zero zero

The two P2V aircraft, scheduled for 0930 departure for the South Pole, were delayed several hours due to confusion concerning the loading. On CAPT CORDINER's initial instructions to LCDR CANHAM, the MCB loading crew brought 10,000 pounds of food to the aircraft where they were told by the VX-6 loading officer that they would only put 8500 pounds aboard as the remaining 1500 pounds would be taken up by the three passengers and their gear. CAPT CORDINER had stated that they would take five tons of food and the personnel and such baggage as could be gotten aboard. LT ANDERSON's decision was a direct result of the plane commander's directions but, apparently, CAPT CORDINER did not discuss the problem with the plane commanders until they were ready for takeoff, at which time he rather angrily ordered that the balance of the food be brought out. This was promptly done and they involved in a lengthy discussion on how much they were to take. It was 1118 when the first P2V became airborne. Its trip to the SOUTH POLE was rather uneventful as POLE flights go. They picked up the eleven dogs and returned them to McMurdo. . The second aircraft with LCDR OTTI as the pilot, experienced cannon plug trouble on their electric prop connection just before they reached the head of the BEARDMORE and once again their RPM was steady at 230 and they were unable to shift blowers, forcing them to return to McMurdo, aborting the flight.

There was great concern just prior to the arrival of LCDR TORBERT's aircraft as the fog had enveloped the runway. However, as good fortune would have it, the snow skiway was virtually clear as he came in for his landing.

In the late morning, LCDR CANHAM and LTJG BOWERS went to the GLACIER for luncheon and a several hour conference with RADM DUFEEK. Matters discussed were: further flights to the POLE, the Admiral's present planning for future VX-6 flights, tentative plans for DET ONE's departure from the Antarctic and the relieving of the present BEARDMORE personnel.

The Admiral stated that, following successful completion of today's two flights, he would launch each P2V once again to the POLE, taking in the balance of items, then all aircraft would be diverted to BYRD STATION as they now only have thirty days food. Following that, everything would await the arrival of the C-124s. He promised LCDR CANHAM that OSBOURNE, the only South Pole wintering man remaining at McMurdo, would be taken in on one of the two remaining aircraft flights.

Regarding the return of DET ONE home, the Admiral stated that, with the concurrence of CDR FLYNN, he had no objection to the immediate transfer of personnel between the DEEPFREEZE I and II wintering groups and, therefore, planned to go ahead and start making this change immediately after the arrival of the CURTISS in this area and it is presently planned that she will come to McMurdo first.

On the BEARDMORE problem, the Admiral pointed out that LCDR GLEZEN had sent the second message without his knowledge and, of course, the Admiral's message had been sent without LCDR GLEZEN's knowledge, hence the discrepancies in the two, but an early change of personnel will be made and the DET ONE personnel will be out within the next seven days, the scheduling of VX-6 permitting.

The Admiral also told CDR WHITNEY that he would probably be returning on the CURTISS. Several hours later, an Operation Immediate Message was received stating that CDR KENT and CDR WHITNEY would be flown back to New Zealand immediately. VX-6 was directed to make the P2V available for this purpose. They will return Dr. ASSUR, the SIPRE Specialist.

LCDR CANHAM also held a discussion with CAPT KETCHUM regarding the return of military personnel on MSTS ships. CAPT KETCHUM stated that, at the present time, it was his intention to preclude any military from returning on MSTS ships. This particular decision affected HM2 HAINES, whom CAPT HEDBLUM stated was going to return on the TOWLE.

Efforts were made to get berths for BAKER and the men planning January marriages in New Zealand, to Australia via the NESPELEN. From Australia, they would fly commercially to New Zealand and LTJG BAKER would proceed directly to Davisville via government air, if available, or commercial air at his own expense. He, too, is anxiously looking forward to the exchange of early marriage vows back in the States and, as he has already been relieved by LTJG BARRY, there is no reason to hold him further. A message was sent to COMCBLANT to request appropriate orders for the personnel concerned.

A request was also received from LITTLE AMERICA desiring that HAYWARD and PRINCE be returned to the States via the Canal Zone. In view of CAPT KETCHUM's statement, apparently the NESPELEN will be the only source of such transportation.

The AirOpFac Communication Plan was put into the smooth and the stencils were cut.

Offloading continued to the satisfaction of CTF-43 although the Traxcavators are losing a great many pads as they climb in and out of the deep water holes on the trail. Delays at this end are frequent and more often than not, the D-8 has to go out half a mile to a mile and take over the chore.

Chief SLATON went to shipside to assist in the offloading from that point and CM3 WILLIAMS is the individual who will relieve AD2 JACKSON. CROWFOOT, the Staff RM3, will relieve ACKLEY.

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

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

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

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

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

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

Tuesday, January 8, 1957

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

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