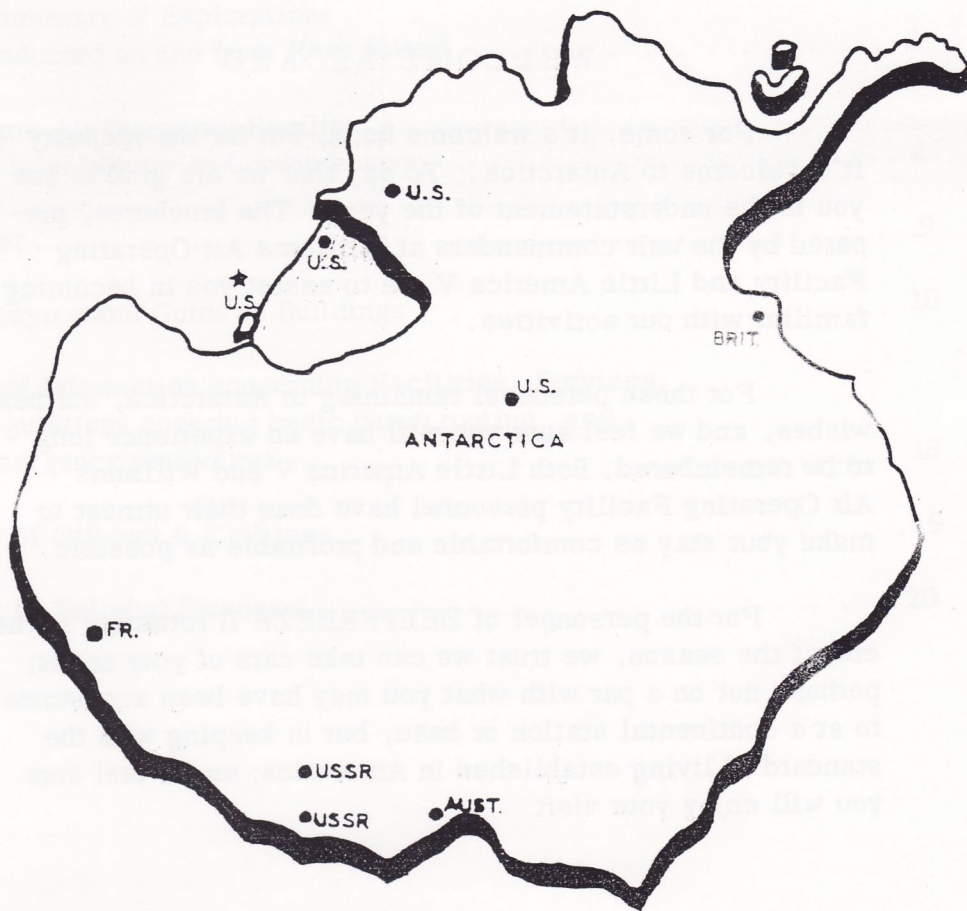


WILLIAMS AIR OPERATING FACILITY

ROSS ISLAND, MCMURDO SOUND

ANTARCTICA



WELCOMES YOU

1956/1957

The following message was received from CDR H.W. WHITNEY, USNR, Commander Naval Bases Antarctica and Commanding Officer, Mobile Construction Battalion (Special). CDR WHITNEY made his winter headquarters at Little America V.

WELCOME ABOARD

For some, it's welcome back, but for the majority it's welcome to Antarctica. To say that we are glad to see you is the understatement of the year. The brochures, prepared by the unit commanders at Williams Air Operating Facility and Little America V are to assist you in becoming familiar with our activities.

For those personnel remaining in Antarctica, our best wishes, and we feel sure you will have an experience long **to be remembered**. Both Little America V and Williams Air Operating Facility personnel have done their utmost to make your stay as comfortable and profitable as possible.

For the personnel of DEEPFREEZE II returning at the end of the season, we trust we can take care of your needs; perhaps not on a par with what you may have been accustomed to at a continental station or base, but in keeping with the standard of living established in Antarctica; so we feel sure you will enjoy your visit

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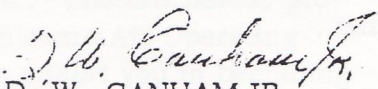
GREETINGS

On behalf of my entire crew, welcome aboard. Within the limitations imposed by time, manpower, material and equipment, it is our wish and intent to make your stay, tho' it be for a day or a year, a pleasant and comfortable one.

We are pleased to have you as our guests and even exultant - knowing that amongst you are our reliefs for the coming winter.

Your cooperation in complying with our procedures and regulations will be appreciated and will result in all hands receiving maximum use and benefit of our services and facilities.

Questions, unanswered by the contents of this bulletin, are welcomed by the OOD, whose office is located in DUFEEK HALL, Building #2.


D. W. CANHAM JR.
Lieutenant Commander, USNR
Officer-in-Charge
Williams Air Operating Facility

BRIEF SUMMARY OF EXPLORATIONS CONDUCTED ON AND FROM ROSS ISLAND

(This outline, as complete and factual as may be found in the various books and publications available at Williams Air Operating Facility, being limited to the Ross Island Area, does not include summaries of the most extensive American expeditions - those under the direction of RADM Richard E. Byrd, from various Little America Bases.)

January 1841: (Sir) James Clark Ross (England) discovered the island which now bears his name as do the sea and adjacent ice shelf. The names of his two ships, *TERROR* and *EREBUS*, are given to the two highest peaks on Ross Island. Cape Bird is named after the senior Lieutenant of the *EREBUS*, Cape Crozier after the skipper of the *TERROR* and McMurdo Sound after the Senior Lieutenant of the *TERROR*.

1899: Carstens Borchgrevinck (Norway) was first to winter over on the Antarctic continent, doing so at Cape Adare. (Adrian de Gerlache (Belgium) led an expedition which wintered over in 1897-98 aboard a ship caught in the ice pack - Roald Amundsen was a member of this group.)

1902-1904: Captain Robert Scott's (England) winter headquarters were in Winter Quarters Bay aboard ship, the DISCOVERY, after which Mount Discovery is named; his group erected the hut, still standing which gave Hut Point its name. Members of his crew included LT C.W.R. ROYDS, R.N., LT M. BARNE, R.N., and LT A.B. ARMITAGE, R.N.R. for whom Cape Royds, Cape Barne and Cape Armitage were named. LT (later Sir) Ernest Shackleton was also a member of this group which made many long sledging trips fixing the limits of the Ross Ice Shelf. It was during this expedition that Vince, a seaman, lost his life while trying to return to Hut Point from Castle Rock in a blizzard. He fell down one of the steep ridges of Arrival Heights into the open sea and was drowned - a cross erected in his memory now stands on Hut Point.

1908-1909: Sir Ernest Shackleton (England) - This expedition built the hut at Cape Royds and wintered there. They were unsuccessful with their South Pole assault but Sir Ernest discovered and used the Beardmore Glacier route to the Polar Plateau; he named it after the expedition's principal financial backer. William Beardmore (Lord Invernairn) who was also a friend of long standing. Professor David and his student (Sir) Douglas Mawson, members of the party, made the first ascent of Mt. Erebus. They reached the main active cone at 13,570 feet and looked down into the crater, one half mile across at its widest point and at least 900 feet deep - three times as deep as Mt. Vesuvius. These same two men were also the first to locate the SOUTH MAGNETIC POLE on their western journey in 1908.

1911-1913: Captain Robert Scott's group established winter headquarters at Cape Evans (LT EVANS was Scott's second in command) and also utilized Scott's previous building at Hut Point. Captain Scott and his polar party reached the South Pole on 16 January 1912 to find that Roald Amundsen

(Norway) and his men had been there on 14 December 1911 (Amundsen and party wintered near the same area that later was to become the site for the five Little America Stations.) Captain Scott and his polar party perished on the return trip and the remaining members of his expedition built and raised the cross which stands atop OBSERVATION HILL in memory of these gallant men.

1915-1917: The western group of Sir Ernest Shackleton's expedition, whose goal was a transantarctic sledge journey from Weddell Sea to Ross Island via the South Pole, made their winter headquarters between Cape Royds and Cape Barne. This group established a food cache for Sir Shackleton at 83° South near the 180th meridian - not knowing of their leader's loss of his ship and subsequent phenomenal 900 mile voyage by whale boat thru Antarctic waters to South Georgia. The expedition never reached the Weddell Sea due to the loss of their ship.

February 1947: USS BURTON ISLAND briefly visited McMurdo Sound during Operation Highjump

January 1948: USS BURTON ISLAND and USS EDISTO briefly visited McMurdo Sound.

December 1955 to present: See adjoining Operation DEEPFREEZE History of the establishment of the Williams Air Operating Facility.

WILLIAMS AIR OPERATING FACILITY (A brief history and commentary)

16 DEC 1955: USS GLACIER, with Deputy Commander Task Force 43 aboard, moored in McMurdo Sound. Bay ice inspected by CO AIRDEVRON SIX and CO MCB (SPECIAL) - it was determined that ice conditions were satisfactory for aircraft operations.

20-25 DEC 1955: Mobile Construction Battalion (Special) Advanced Party arrived McMurdo Sound via USS EDISTO and proceeded across bay ice via weasel and D-2 tractor trains to Hut Point (distance of 35 miles) where initial tent camp was established around Captain Scott's hut. Air Development Squadron SIX aircraft began departing New Zealand early on 20 December; two P2V-2's and two R5D's landed on bay ice, 3 miles NNW of Hut Point in late afternoon; two R4D's and two UF's were forced by strong head winds to return to New Zealand.

26 DEC - 2 JAN: Main body of Task Force 43 arrived McMurdo on 26th; MCB (Special) personnel, berthed aboard USS WYANDOT, began flagging trails 35 miles across bay ice to Hut Point, bridging open leads. MCB (Special) Advanced Party at Hut Point made initial survey of present camp site, repaired their equipment that was damaged in shipment, rendered support to AirDevRon SIX and became well acquainted with tent life in freezing temperatures. All hands on seven day week, 12-14 hours per day.

3 JAN: As the ice fields continued to hold fast, the Deputy Commander, Task Force 43 decided the distance from cargo ships to Hut Point was too great with the limited time and available freight hauling equipment; following examination of Capes Royds and LANS he changed AIROPFAC site to Cape Evans. MCB(Special) personnel at Hut Point divided into two groups, eight going to Cape Evans to survey and stake out new site - the balance remained Hut Point to render support to VX-6 while the aircraft remain.

3-18 JAN: Sufficient fuel was obtained to permit an AIRDEVRON SIX R5D to fly over the South Pole on 3 Jan and in the following two weeks, planes from this squadron conducted over half a dozen long and hazardous aerial reconnaissance flights. On the 18th the P2V's and R5D's departed McMurdo and arrived safely in New Zealand.

6 JAN: R. T. WILLIAMS, CD3, after whom AIROPFAC is named, lost his life by drowning when the D-8 he was driving broke thru the bay ice 1 1/2 miles NW of Cape Royds.

- 8 JAN: Due icebreaking ability of GLACIER, the AIROPFAC site was changed back to Hut Point - Cape Evans closed out.
- 9 JAN: Offloading of WYANDOT and then GREENVILLE VICTORY commenced; the GLACIER, EDISTO and USCGC EASTWIND alternated taking loads off the cargo ships, proceeding as far down a narrow channel broken thru the combined efforts of these three icebreakers, then offloaded onto waiting sleds pulled by D-2's and D-4's; the tractor train operation was conducted round-the-clock by MCB (Special). The trail was initially 18 miles long but due to the icebreaker's daily action, this distance was finally reduced to 5 miles by 8 February
- 20 JAN: First building shell completed (Nimitz Hall) on present camp site; 26 enlisted personnel moved inside from tents. Camp population now 144.
- 13 FEB: Last load of cargo was brought into camp. Transfer of 212,000 gallons of fuel from the NESPELEN to the permanent tanks at Hut Point was completed via 3 1/2 miles of 3 inch hose and several pumping stations.
- 16 FEB: First meal prepared in permanent galley (until this date, all meals were prepared on field ranges in a large mess tent and personnel ate from field mess kits).
- 1 MAR: All non-wintering over personnel departed AIROPFAC for the ships.
- 8 MAR: Mooring of YOG-70 and YOG-34 to the hilltops adjacent to Hut Point was completed by MCB (Special) (The daily watch over these ships and almost weekly adjustment of anchor chains and mooring lines consumed over 3500 man hours during our period of isolation.)
- 9 MAR: All buildings for winter occupation were completed, USS GLACIER, the last ship, departed at 1000M.

9 MAR - 15 OCT: With the departure of the ships, all personnel settled down to a ten hour day, six day week work routine and after a month's time it was readily apparent that there would be few of the periods of leisure time which all hands had initially envisioned. The completion of the remainder of camp, the breakout of equipment and material, the camp's operation itself, and the preparation of personnel, equipment and material for South Pole Station and Beardmore Auxiliary Base gave full time employment to everyone.

AIROPFAC became "Radio Central" for all Antarctic traffic and collected weather from the various IGY stations, including the Australians at Mawson, the French at Pointe Geologie, and the Russians at Mirny and Pioneer. All radio traffic from Little America was relayed through McMurdo to the States and all incoming messages came first to the AirOpFac.

Personnel found that they became rather quickly acclimated to the cold temperatures and constant winds, the winds being one of the main features of weather here at McMurdo. The clothing available, although wanting in some respects, was found to be satisfactory if properly used. The greatest hardship by far during this period was the 24 hr/day 7 day/week construction of the runway throughout the winter night with temperatures at minus 68 degrees.

Just before the beginning of the long Antarctic night, the helicopter, the only aircraft remaining at that time, suffered a blade failure and was put away in storage as no spares were available.

With the winter night came a strange restlessness which personnel affectionately termed "The Big Eye" - nothing more than inability to go to sleep at night. This problem has persisted even until this date to a limited extent.

On the sixth of May, the first services were held in our permanent chapel which was constructed from spare material by most all hands contributing their time and efforts after normal working hours. The chapel boasts a choir of fifteen voices.

Throughout the winter night, weekly ice reconnaissance trips were made to the bay ice edge (initially but 3 1/2 miles NW of camp) to determine the rate of growth of the bay ice (it was found that the average growth was almost three inches a week). Although no one has become an ice expert, all have learned to treat it with a great deal of respect, knowing that changes may occur in a matter of minutes and personal safety is something that can never be taken for granted in traveling over either ice or deep snow fields.

Floodlights, strategically located around the camp, made outside work possible, and there was much of it to be done - primarily the continued breakout of parts and equipment from-off the hills on which sat our supply dump; much of it by then buried under 5-6 feet of snow.

Snow compaction experiments were conducted 'til 19 July; the results were not satisfactory for C-124 operation so on 20 July the entire camp was reorganized to accomplish the only alternative - that of removing 8-10 feet of snow from a 6000 by 225 feet strip of bay ice. All Hands turned to on a twelve hour day, six day week, with day and night shifts manned for runway crews and their camp support elements (i.e. mechanics and steelworkers). These groups also worked a reduced force on Sunday. Temperatures at the runway site were 20-25 degrees colder than in camp - the low -60s were common statistics during the winter night. With but one D-8, the task seemed impossible when started but, after expending over 100,000 man hours and incurring innumerable breakdowns of equipment, the strip was completed and flooding finished to smooth it off. A recent blizzard, depositing over 8 additional feet of snow on most of the runway, made necessary the preparation of an alternate site five miles NW of Hut Point.

We also discovered that, although the amateur radio facilities were great morale boosters, contacts were not nearly as frequent as we had first imagined and a rotational system was set up so that all hands got an even break in the number of contacts made. We were on our fourth round when the amateur service was drastically reduced on 15 October due to the fly-in, for all radio operators are now required on official circuits.

Until 25 July, movies were shown every evening, but from that date on, "Movie Call" was held on Saturdays and Sundays only. Once a

month throughout the winter night, entertainment was presented in the Mess Hall by various barracks and the BOQ. These consisted primarily of variety shows under the direction of the chaplain. One of the principal events on the AIROPFAC social calendar was the mock wedding of Miss Grace Kelly and Prince Ranier of Monaco. Cribbage and pinochle champions were crowned, following extensive tournaments.

On mid-winters day, the twenty-second of June, greetings were exchanged with all Antarctic stations and however mixed the metaphors, it was obvious that all nation's representatives were pleased to see the Antarctic tour half done.

With the return of the sun on 21 August (the first day it was actually seen from the runway) a surge of spirit was felt throughout the camp and on each Sunday thereafter, personnel took to the adjoining ridges and hills for skiing and sledding or just plain sight-seeing. It was with the return of the sun that the majority of personnel realized the full beauty and grandeur of the surrounding landscape and the sale of Kodachrome had to be pro-rated among the camp's personnel. Trips were made to Tent Island, Cape Evans, and Cape Royds prior to the ship's arrival and Castle Rock, Pram Point, and Observation Hill became the favorite visiting spots.

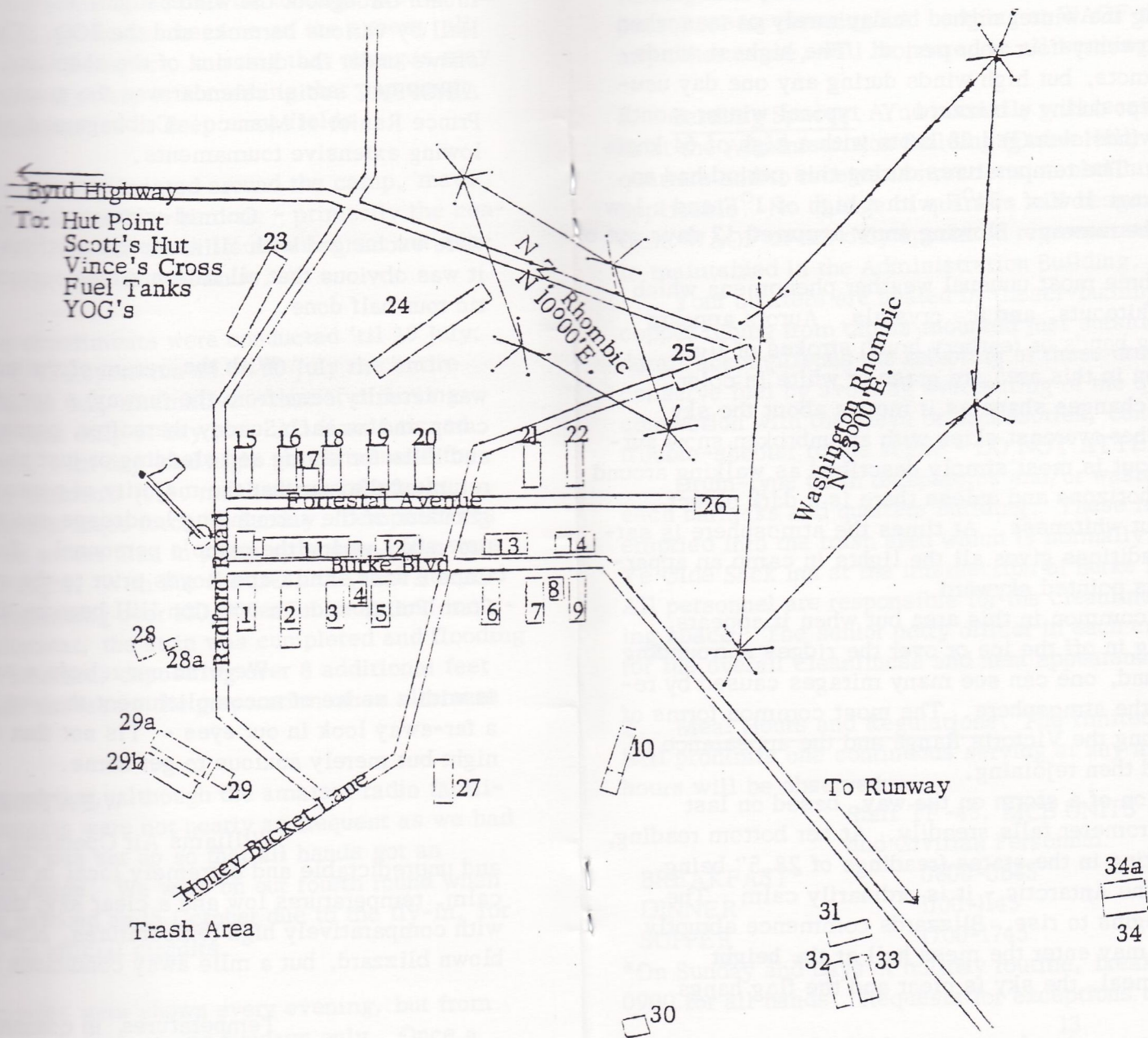
We wish our reliefs a safe and satisfying year ahead - it is with a sense of accomplishment that we will take our leave and if you note a far-away look in our eyes - 'Tis not that we're daft from the long winter's night but merely anxious to get home.

WEATHER

Williams Air Operating Facility weather is very erratic and unpredictable and extremely local in nature. One minute winds may be calm, temperatures low and a clear sky; thirty minutes later, high winds, with comparatively high temperatures, blowing snow and whiteouts - a full blown blizzard, but a mile away conditions are calm.

Temperatures, in comparison with Little America, are relatively high and winds are much stronger; 20°F to 24°F (Cont. on page 12)

WILLIAMS AIR OPERATING FACILITY
ROSS ISLAND, MC MURDO SOUND
ANTARCTICA



1. "Nimitz Hall"
Library
CTF-43 Office
18th AF Office
VX-6 Office
OinC Quarters
Machinery Repair Shop
2. "Dufek Hall" (Admin Bldg.)
OinC Office
Ass't OinC Office
OOD Office
Admin Office
Construction Office
Sick Bay
Dental Office
3. "Beverly-Hilton"
(Enlisted Quarters)
4. Head
5. "Ye Olde Sack Inn"
(Permanent BOQ)
6. Ship's Store
Supply Office
Sewing Room
7. VIP Quarters
8. Head
9. Transient BOQ
10. Communications Building
11. Mess Hall
12. Food Storage
13. Transient Crews Quarters
14. Transient Crews Quarters
15. "New Wellington"
(CPO Quarters)
16. "Suite Sixteen"
(Enlisted Quarters)
17. Head
18. "Hotel Temporary"
(Enlisted Quarters)
19. Photo Lab
20. Photo Storage
21. Transient Crews Quarters
22. Transient Crews Quarters
23. Garage & Welding Shop
24. Parachute Loft
25. Power House
Laundry
Showers
26. Chapel
Chaplains Office
27. Aerology
Air Operations
28. Inflation Shelter
- 28A Inflation Shelter Annex
29. "Dogheim"
- 29A Dog Kennels
- 29B Dog Kennels
30. GCA Shop
31. Aircraft Parts Storage
32. Electronics Shop
33. Aviation Shop
- 34a 34. Aircraft Maintenance
- 34A Helicopter Hangar

in January during the summer months and as low as -58°F in camp and low minus sixties at the runway during the winter night. A day rarely passes when there is no wind at all during the twenty-four hour period. The highest winds recorded at this facility were 83 knots, but high winds during any one day usually vary from 20 to 40 knots except during a blizzard. A typical winter month is that of August; the maximum winds averaged 28 knots with a high of 64 knots on two days and a low of 6 knots. The temperatures during this period had an average high of -19°F and an average low of -34°F with a high of 1°F and a low of -57°F in camp and -69°F at the runway. Blowing snow occurred 12 days out of the 31 and fog on 6 days.

Probably the three most unusual weather phenomena which have appeared here are; aurora, whiteouts, and ice crystals. Aurora appears during the winter night as wavering bands or feathery brush strokes of light across the sky. The most common in this area are green or white in color. The aurora constantly wavers and changes shape as it moves about the sky. The whiteout can be caused by either overcast skies with an unbroken snow surface or by blowing snow. A whiteout is most simply described as walking around in a bottle of milk - there are no horizons and unless there is a dark object closeby, there is nothing to see but whiteness. At times the atmosphere is saturated with ice crystals. This conditions gives all the lights in camp an apparent vertical beam as if searchlights pointed skyward.

Fog is not too common in this area but when it appears, huge banks of it can be seen rolling in off the ice or over the ridges surrounding camp. Looking out across the sound, one can see many mirages caused by reflected light and the instability of the atmosphere. The most common forms of mirages are ice cliffs, glaciers along the Victoria Range and the appearance of mountains and islands dividing and then rejoining.

A good indication of a storm on the way, based on last winters experience, is when the barometer falls steadily. At her bottom reading, a hurricane would probably be occurring in the states (readings of 28.5" being rather common here) but not so in the Antarctic - it is ordinarily calm. The storm starts when the barometer begins to rise. Blizzards commence abruptly and end in the same manner. You may enter the mess hall at the height of a blizzard but on finishing your meal, the sky is clear and the flag hangs limp against the pole.

Our normal daily weather forecast could well be; clear skies except when obliterated by blowing snow; gusty winds with intervening periods of calm; diurnal temperature fluctuation of 30 degrees

BRIEFS OF INFORMATION CONCERNING FACILITIES, SERVICES, REGULATIONS COVERING BASIC CAMP ROUTINE, & EMERGENCY PROCEDURES

(Changes to this information, necessitated by receiving greater numbers of personnel for messing and berthing at WAOF than is presently indicated or for any other cause, will be posted in all berthing and working spaces.)

1. Berthing Spaces. You normally will receive this brochure as you check in at the Administration Building (Dufek Hall) for your assignment to specific quarters and to receive instructions on obtaining a sleeping bag or linen as applicable. No change of quarters will be made without the permission of the OinC WAOF or his duly appointed representative, as a master berthing list is maintained in the Administration Building.

Your quarters are heated by diesel-burning stoves that receive fuel thru copper tubing from drums mounted just outside your building. A regular camp detail accomplishes the refueling of these drums at definite intervals. Please conserve fuel by avoiding overheating of the quarters. If any trouble occurs in connection with the stove or accessories, contact the OOD who will dispatch a trouble-shooter to the scene - DO NOT ATTEMPT REPAIRS.

Drum-type trash receptacles and/or waste paper baskets are placed within each barracks and quarters building. These receptacles are to be periodically emptied into the trash sled which is normally parked directly across from Ye Olde Sack Inn at the intersection of Burke Blvd. and Honeybucket Lane. All personnel are responsible for the cleanliness and order of their own berthing space. The senior petty officer in each crew's quarters is responsible for the overall cleanliness and neat appearance of the quarters.

2. Meal Hours and Regulations. The limited seating capacity in the mess hall prohibits one continuous serving at any meal hour. Therefore the following hours will be observed:

	Staff TF -43, MCB UNITS and Civilian Personnel.	AIRDEVRON SIX, 18TH AF and other units
BREAKFAST*	0600-0645	0715-0800
DINNER	1100-1145	1215-1300
SUPPER	1700-1745	1815-1900

*On Sunday and days of holiday routine, breakfast will be served from 0800-0900 for all hands. Requests for exceptions to the above, caused by early

flights etc., will be submitted well in advance to the WAOF OOD for appropriate action.

The mess hall will be open for coffee from 0930-1000 and from 1500-1530 daily; due to the limited time and space, all personnel are requested to be considerate of others in finishing their coffee and giving way to those yet unseated.

The Chief MAA will be on duty in the mess hall, during the hours set forth above, to insure that these hours are maintained and to provide assistance and information to you as desired.

Both officers and civilians will pay a month's mess bill (\$30) in advance upon checking in and on the first of each month thereafter; appropriate refunds will be made when the individual concerned checks out.

The mess hall is open in the evening from 2030-2400 for letter-writing, card playing etc., unless other specific programs are scheduled in the Plan-of-the-Day.

3. Ship's Store Hours. Normal Ship's Store hours are 1715-1915 on Monday, Wednesday and Friday. All items but beer may be purchased during these hours. Beer will be sold, when available, on a rationed basis on the second and fourth Thursday of each month during the hours 1715-1915.

4. Shower, Laundry & Head Facilities. We do have hot and cold running water, but processing the tons of snow, that you might have water to drink and wash with, is a difficult and time-consuming operation. **USE IT SPARINGLY** or occasionally you will be without.

Both the showers and laundry facilities are located in the Power House. All personnel are requested to limit themselves to one shower per week and to use a minimum amount of water. The following shower nights are assigned:

18TH AIR FORCE	Monday and Tuesday
AIRDEVRON SIX	Wednesday and Thursday
STAFF TF-43, MCB UNITS & CIVILIANS	Friday and Saturday

As only three washing machines are available for laundrying, each visiting command is requested to assign personnel to a laundry detail, such detail to function during normal working hours and to work only on laundry from their unit. The wintering over personnel will accomplish their own laundrying during the evening hours.

Laundry details working during the day shall insure that the automatic dryers are emptied by secure time and the wintering over group will insure that their clothes are removed from the dryers prior to turn-to each morning. The clothes lines, rigged above the water storage tanks, are for all hands - please remove your clothes when they are dry, as again, space is at a premium.

The petty officer on watch in the Power House is in charge of the shower and laundry facilities and is available for assistance and additional information.

Wash sinks are located in the three heads for your morning ablutions, shaving, etc. All personnel will limit their skin cleansing to the areas above their waist in using these sink facilities. Building #30, the head located between the two quonset huts near Communications, is the officer's head; Buildings #4 & #17 the enlisted heads.

5. Church Facilities. All services are held in the chapel which is open 24 hours each day.

Roman Catholic Services

Daily Mass at 1700

Sunday Mass - 0900

Protestant Services

Sunday - 1000

Choir practice is held weekly at 1900 on Friday; all interested personnel are welcome.

6. Communications Facilities.

A. Outgoing Mail - Letters may be dropped in the U.S. Mail Box, located in the mess hall, at any time the mess hall is open. The exact dates of its departure are unknown but both air & surface transportation will be utilized. No postage stamps are presently available.

B. Western Union - Class Echo messages will be accepted on an emergency basis only, due to the limited number of operational circuits available. Such messages will be cleared with the WAOF Communications Officer or Communications Watch Supervisor and shall be paid for at that time.

C. Amateur Radio - From time to time, on an operator and equipment availability basis, station KC4USV, the WAOF amateur radio station, will be on the air. Details will appear in the Plan-of-the-Day.

7. Medical. Sick Bay is located in the aft end of the Administration Building (Dufek Hall). A medical Officer and corpsmen are readily available during

normal working hours and are on call 24 hours a day. Please enter Sick Bay thru the aft end of Dufek Hall.

8. Dental. The Dental Office is also located in Dufek Hall. All work, other than emergencies, is done on an appointment basis.

9. Library. A library and lounge area is provided in the aft end of Nimitz Hall and is normally open from reveille to taps. A hi-fi record player and a liberal assortment of records are available for your enjoyment. Books may be checked out for a maximum period of two weeks; the honor system is used; please make appropriate entries in the Library X-out Book.

10. Movies and other Entertainment. As the operational workload permits, movies and variety shows will be presented in the mess hall in the evening hours. At the present time, indications are that these forms of recreation will be limited to Saturday evenings and national or local holidays.

11. Official Transportation. Every effort will be made to provide prompt transportation to personnel requiring the same for official business. Requests for transportation will be made to the WAOF OOD or, in his temporary absence, the JOOD. Drivers will ordinarily be provided. DO NOT DRIVE ANY VEHICLE UNLESS you have been previously authorized to do so by the WAOF OOD or higher authority.

12. General Alarm. In event of fire, crash or other emergency, a general alarm will be sounded throughout camp by the continued ringing of the church bell, the simultaneous sounding of the siren and by passing the "word" over the camp's PA system (not all buildings have PA system outlets). At the sounding of the general alarm, all hands will fall in at quarters for muster as designated by their unit commander. The results of this muster will be immediately relayed to the WAOF OOD's office. Details and instructions will follow, either by messenger or via the PA system. Secure from general alarm quarters will be sounded by ringing the church bell for 30 second intervals between a similar period of silence and passing the word over the PA system.

13. Restricted Areas. Offices and working spaces are off limits to all personnel except those on official business. In addition, the Hut Point area, within a hundred yards of the two large fuel storage tanks and their affiliated rubber tanks farm, and the YOGs are restricted. Permission must be obtained from the WAOF OOD to enter these areas.

Scott's Hut is virtually an international shrine; at no time shall personnel attempt to remove anything from it or in any way desecrate it. Attention is invited to Articles 109 & 121, UCMJ which deal with waste, spoiling or destruction of property other than military property of the U.S. and wrongful appropriation.

In addition to the above, the supply dumps, ammunition dump and snow accumulation areas (100 yards east of the Power House and serving as our water supply source) are out of bounds to all but properly authorized personnel.

Empty barrels are used to mark power, fuel lines, and crevasses or bad ice leads; double lines of red flags denote roadways.

14. Personnel Accountability. A strict accounting of all hands who depart the camp area must be maintained. The surrounding hills and ridges attract many for skiing and general sightseeing but their steep sides and icy approaches can bring injury as well as pleasure. All units are requested to have their personnel check out with their unit duty officer when departing the immediate camp area, to insure that no one travels alone, and to notify the WAOF OOD if the personnel have not returned by their ETA or should a storm or whiteout arise in the interim.

15. Wildlife. There shall be no wanton destruction of any form of wildlife. Animals or birds may be taken as biological specimens by scientists accredited to Task Force 43, or by those assigned to collect for scientific investigations.

Personnel desiring to obtain a penguin specimen must deposit \$50 with the OinC WAOF. These funds will be transferred to Task Force 43 Rear Echelon in Washington D.C. and the \$50 refunded after the specimen is mounted by a taxidermist.

16. Alcoholic Liquors. WAOF INSTRUCTION 1700.1, posted prominently in all berthing spaces, promulgates the complete limitations pertaining to the

introduction, possession and use of alcoholic liquors. In summary, only beer will be retained by individuals; the sale of any alcoholic beverage is limited to the Ship's Stores afloat or ashore and there shall be no consumption of alcoholic beverages, other than beer, except at those times authorized by the OinC WAOF, COMNAVBASES ANTARCTICA, or higher authority, unless it is prescribed by a medical officer for medical purposes.

RECOMMENDED DO'S AND DONT'S

DO

1. Wear sunglasses or colored goggles at all times that you are outside - even tho' the sky is overcast. A minor case of snow blindness can put you out of commission for several days.
2. Use CHAPSTICK regularly on your lips to prevent painful cracking.
3. Carry a scarf with you at all times; if caught afoot some distance from camp in moderate to strong winds, the scarf may be loosely wrapped about the face - from just below your eyes to include your chin and upper throat. This will afford your face maximum protection and often prevent frostbite.
4. When going outside take care to dress for the occasion; if remaining inactive, ie. sitting within a weasel or just slowly walking about camp, taking pictures, etc., you will require more clothing than if you intend to hike for several miles or perform other tasks requiring constant physical exertion. AVOID OVERHEATING! Dress so that if need be you can remove certain articles of wear as you near the perspiration point; if this is not possible, loosen draw strings and/or undo zippers etc. to permit the excess heat to escape, for once your clothing has become moist, keeping warm will become a difficult problem.

DON'T

1. Put on combinations of clothing that impair your circulatory system.
2. Travel alone!

OFFICERS

LCDR D.W. CANHAM JR.....	Officer-in-Charge Air Operations Officer
LT J.H. BERGSTROM.....	Ass't Officer-in-Charge GCA Officer
LCDR D.E. NASH.....	OinC VX-6 Wintering Group Aircraft Maintenance Officer
LCDR I.M. TAYLOR.....	Medical Officer
LT F.C. JORGENSEN.....	Aerological Officer
LT D.J. KNOEDLER.....	Dental Officer
LT J.C. CONDIT.....	Chaplain Education Officer Public Information Officer Mess Manager
LTJG R.A. BOWERS.....	Base Construction Officer Prospective OinC Pole Station Industrial Safety Officer
LTJG N.D. EICHHORN.....	Prospective OinC Beardmore Base Navigation Officer Barracks Officer
LTJG J. TUCK JR.....	OinC, Sledging Contingent Ass't Administrative Officer
ENS D.E. BAKER.....	Communications Officer Survival Officer Classified Material Control Officer Registered Publications Custodian
CWO H.C. FISHER.....	First Lt. & Security Officer Small Craft & Ship's Operations Officer Ass't Navigation and Air Operations Officer Ordnance Officer
CWO B. SINGER	Photographic Officer Special Services Officer BOQ Officer

CIVILIANS

MR. ELMO JONES.....	Walt Disney Representative
MR. HOWARD WESSBECHER....	U.S. Weather Bureau (IGY)

ENLISTED PERSONNEL

ALMOND, S.H., CS3
 ARMISTEAD, S.G., CM1
 BARGER, P.K., ETCA
 BARONICK, M., AO CA
 BEDSOLE, H.C., CM2
 BEVILACQUA, C.A., BUC A
 BICKNESE, N.W., CD3
 BRISTOL, W.W., PHCA
 BROWN, J.E., YN2
 CHAUDOIN, R.L., YN1
 CLAY, M.M., CM3
 COPPOLA, A.E., AD3
 DOLLEMAN, H., MSGT USAF
 DORE, J.C., ADC
 EMERICK, P., CS2
 FLANAGAN, W.B., ATC
 GARRETT, A.B., RMC
 GOODWIN, W.R., AE3
 GORIN, R.L., A/2C, USAF
 GRACZYK, R.L., AG1
 GRISEZ, D.N., MR2
 HAINES, G.F., HM2
 HESS, W.T., SKC
 HILL, R.J., PH2
 HISEY, H.A., BU2
 HORNER, W.K., JR., AG1
 HUBEL, E.H., UTCA
 HURD, H.D., CD3
 JACKSON, D.H., AD2
 JEFFUS, M.E., ET1
 JUSTICE, L.E., AD2
 KEMP, D.F., SW2
 KENNEDY, C.J., SWCA
 LEASE, W.T., SVCA
 LEDVINA, R.F., AB2
 LINDNER, E.R., AG2
 LUNDY, H.D., MM1
 LYNCH, C.S., CECA
 MARINO, F.J., RMI
 MC CORMICK, P.D., BU2
 MC COY, J.M.JR., AC1
 MC CRILLIS, H.G., CE2
 MONTGOMERY, T.T., RMI
 MYERS, C.M., CD1
 NASON, N.N., SW1
 NIEMEYER, J.J., BU1
 NOLEN, J.L., AG2
 OLIVER, C.L., JR., AB3
 PASTOR, S.F., CD2
 PATTERSON, H.F., UTCA
 PITTMAN, R.L., RM2
 POWELL, D.L., RM2
 PRESCOTT, R.J., BU2
 RANDALL, J.A., CM3
 RIGG, L., AC1
 ROBERTS, C.H., SW3
 ROONEY, J., AD3
 ROTHE, J.A., RM2
 SELMAN, W.R., AD2
 SCOTT, D.J., JR., UT3
 SLATON, C.M., CMC
 SPAINHOUSER, F.P., PHCA
 SPIERS, R.R., CS1
 STITH, C.E., BMC
 STREIT, R., AK3
 SWARTWOOD, B.K., JR., AC1
 TALLON, J.C., AD3
 TYLER, G.C., AD3
 UPTON, H.D., CSCA
 WAGNER, C.A., UT1
 WEEMS, A.O., AM3
 WEHNER, V.L., SK1
 WHITMER, R.D., CE1
 WILLETT, H.E., TSGT, USAF
 WILLIAMSON, H.R., BU1
 WOODY, F.A., HM1
 ZEGERS, J.E., RM2
 ZIKELI, G.A., JR., RMI

If a good relic you should see,
And perhaps would like to have it,
Leave it there for posterity,
PHOTOGRAPH IT!!!

