

# RESCUE FINALLY ACCOMPLISHED; THEN NEW STORM STRIKES

GLACIER was racing toward Little America with another search Otter. She arrived a day after the men were rescued and in the process of unloading the plane her cargo sling broke, causing the plane to fall with one wing striking GLACIER flight deck and the other wing striking the snow. The plane was classed a complete wreck.

Thus within two months, five Operation Deepfreeze airplanes had been lost without permanent injury to one man. A helicopter crash in New Zealand December 15 was followed by an Otter crash at McMurdo Sound during the Christmas holidays. Then during the early February search and rescue of Otter 260's crew, the Neptune crashed. The second rescue Otter with no crew was lost in an unloading accident. Another helicopter was flipped over by strong winds while it was parked on bay ice at McMurdo Sound and was seriously damaged.

The seven-day search disrupted task force operations but men at the two bases continued readying their bases for Antarctic winter. During the search, ARNEB served as weather ship and was set to take station to support a flight of planes returning from New Zealand. WYANDOT hastened her unloading to be ready to steam to Little America where she would serve as communications ship once long range search planes arrived for the search. EDISTO ran into severe winds looking for safe landing strips at Cape Adare, Cape Royds and Cape Hallet. Both EASTWIND and GLACIER were pressed into service as aircraft carriers for the search. This caused a delay in getting the ice broken so NESPELEN could approach Hut Point close enough to pump fuel ashore.

With the rescue of the seven men however, operations resumed a normal pace. EDISTO continued science studies and taking scientific specimens around Cape Adare and Cape Hallet despite a sixty-knot storm that brought heavy seas and caused the loss of one of her boats.

Once GLACIER put the damaged Otter and a helicopter ashore at Little America February 10, she steamed for New Zealand.

WYANDOT finished unloading February 12 at McMurdo Sound, then steamed for Little America with a few tons of cargo for that base. By then the weather which had plagued EDISTO off Cape Adare moved into Little America area, causing WYANDOT to lie rolling and pitching offshore nearly two days waiting for EDISTO to arrive.

## BATTLE SCARS PILE UP

While WYANDOT waited for EDISTO, EASTWIND cleared the way for NESPELEN to steam close

enough to Hut Point at McMurdo Sound to discharge her fuel. NESPELEN sailed for Dunedin, N. Z., February 14 with both screws damaged by ice and with a hole in her side from the ice jam a month earlier.

EDISTO arrived Little America February 16. Seas were too rough for WYANDOT to moor to the ice barrier, so in heaving seas EDISTO took WYANDOT's thirty tons of Little America cargo by "Mike Boat" and ferried it in to the ice barrier where waiting seabees took it by tractor.

Men who put the finishing touches to the buildings at Little America and men who had taken part in the Otter rescue then transferred either to the EDISTO or the WYANDOT for the trip home.

WYANDOT sailed direct from Little America February 17 and EDISTO sailed for McMurdo Sound, arriving February 19. She made personnel transfers and departed for New Zealand February 20.

EASTWIND and YOG-34, by now the only ships left in Antarctica, began the wait for GLACIER's return. Rather than sit idly alongside the ice edge, EASTWIND was breaking ice closer and closer to Hut Point February 21 when the ice grew more and more difficult. She made one savage lunge into the 15-to-20-foot pack and started to back free when her engineers felt a sickening sensation . . . her engines turned up the maximum power to the port screw but the screw lay still in the water. Her port propeller shaft was broken.

Her icebreaking ability hampered, EASTWIND moored astern of the YOG to wait for GLACIER to return from New Zealand.

While waiting for GLACIER's return, CDR Paul Frazier, ship operations officer for the task force, tallied up the ice damage sustained by seven ships of Task Force 43 in the three months of Operation Deepfreeze in Antarctica.

NESPELEN, with her serious hull injury and broken propeller blades, would require \$200,000 to be restored to normalcy. EDISTO had to enter drydock to put her loose screw back in commission. The loss of her LCVP boat in heavy seas would add another \$15,000 in replacement costs. EASTWIND would require about \$50,000 to replace her broken shaft.

ARNEB, WYANDOT, GREENVILLE VICTORY and GLACIER all sustained some superficial damage with an estimated total repair bill of \$35,000.

"That's a lotta Cadillacs," someone quipped, but a veteran of past Antarctic expeditions countered, "We always estimate ice damage to ships at \$50,000 each on these operations."

*(Continued on page 149)*



FROGMAN dives down to learn the worst. CDR Standish Backus, USN, had unenviable job of investigating damage to EASTWIND's port screw. Large photo shows general operation; insert shows CDR Backus at end of his check assisted by Robert E. Young, BM1, Coast Guardsman.





FROSTED LIKE A WEDDING CAKE, EASTWIND IS THAWED OUT BY CREWMEN USING STEAM, HAMMERS

# Antarctic Summer Veers from Mild to Wild Fast

Before *GLACIER* returned, with *YOG-70* in tow, gale force winds struck McMurdo Sound. One of her helicopters was parked on the bay ice when *EASTWIND*'s deadmen carried away.

*EASTWIND* rode out the storm in the open Ross Sea. Winds of 72 mph with gusts to 100 knots wrecked her helicopter while she was at sea. Inside 20 hours *EASTWIND* collected 300 tons of ice topside as howling winds blew spray which turned to ice as it flew over the ship's superstructure.

*EASTWIND* and *YOG-34* had scraped off their topside ice alongside the ice edge at McMurdo and a salvage crew from Hut Point had retrieved the damaged helicopter when the same storm hit *GLACIER* and *YOG-70*, by now inside the Antarctic Circle.

*GLACIER* stopped off at Franklin Island to scrape ice off *YOG-70* which was down by the bow, then arrived McMurdo Sound with mail late March 2. Admiral Dufek shifted with staff to the *GLACIER*.

For four days *GLACIER* tackled the hard, thick ice to open a four-mile channel to Hut Point. She backed into a heavy slab of ice and bent her rudder stock twenty-four degrees, but kept working until her bow was at the doorstep of Hut Point, so close a man could have thrown a heaving line ashore.

While working the channel near Hut Point she ran aground on an uncharted shoal March 5. For an hour and a half her 21,000-horsepower engines turned up maximum power astern while engineers shifted her ballast and fuel from side to side in a heeling effort. To aid the process, all hands laid aft to the fantail to perform one of the oldest tricks known to seafarers — sallying ship. When ballast was shifted to starboard the loud speaker blared "All hands shift to starboard;" when shifted to port, all hands were ordered to shift to port.

A huskie, on *GLACIER*'s hangar deck for passage to Little America, maintained an attitude of boredom as she watched the ship's crew run en masse from one side of the ship to the other.

*GLACIER* cleared the shoal without damage to her hull in an hour and a half. Happy crewmen immediately dubbed the submerged pitfall "Glacier Shoal." (Continued on next page)



THICKEST ice yet. CDR E. H. Maher, CO of the *GLACIER*, cons ship through 15-foot ice barring way to Hut Point.



BLASE ALASKAN MALEMUTE NOT TOO IMPRESSED



AFTERMATH of storm finds crews chopping away ice that weighted ships down, even submerging Plimsoll lines.

## MAX KIEL VICTIM OF SECOND ACCIDENT

While *GLACIER* was working free of the shoal at McMurdo Sound, tragedy struck Operation Deepfreeze for the second time.

Seabee driver Max R. Kiel was killed instantly when the 35-ton tractor he was driving crashed into a crevasse 125 to 150 feet deep about 110 miles from Little America. Kiel was a member of a tractor party sledging fuel to be cached on the trail to Marie Byrd Land. He died almost exactly two months after Richard T. Williams plunged through bay ice at Cape Royds in a similar tractor.

The Air Operating Facility at McMurdo Sound is now officially called Williams AirOpFac and the 6,000-foot airstrip at Little America is called Max Kiel Airfield.



SEABEES PLANT AMERICAN FLAG

◀ "FAT MAX" as we remember him best, aboard his big D-8 Caterpillar tractor trading good-humored banter with fellow workers at LA-V base.

## TWO YOGS FROZEN





AT ICY GRAVE OF MAX R. KIEL, CD2, WHO DIED WHEN HIS D-8 TRACTOR CRASHED INTO CREVASSE

## IN FOR THE WINTER AT HUT POINT: \_\_\_\_\_



BOTH YOGS were moored on north side of Hut Point by March 9. Two one-ton anchors from each barge were



fouled higher than ships' masts in the permafrost of a hillside. Four additional lines to deadmen secured the YOG.



FAREWELL to men of Williams AirOpFac is voiced by departing CTF. Admiral Dufek speaks message into mike as men of the wintering-over party and departing task force surround him. Lcdr David Canham, base commander,

stands at his left. In background from left to right, CDR Paul W. Frazier, CDR F. G. Dustin; LCDR J. A. Mirabito; Reverend Daniel Linehan; LTC G. W. Porter. Ninety-three remained at McMurdo Sound to ready it for second phase.

# FAREWELLS



FIRST BROADCAST by voice from Little America V is made by Admiral Dufek, directed to Washington, D. C.

Facing camera, R. J. Dube, RM1, and NBC correspondent Bill Hartigan, back to camera, assist admiral in broadcast.

Early that morning EASTWIND got underway for Wellington. She dropped her port screw and the after section of her broken shaft into McMurdo Sound and limped homeward under her own power.

Admiral Dufek and his staff went ashore at Williams AirOpFac for farewells, then sailed for Little America in the GLACIER, leaving ninety-three Americans to put the final touches to the camp at McMurdo Sound, then spend the Antarctic winter night making preparations to support the airdrop of materials to build the South Pole Station in Deepfreeze Two.

GLACIER arrived Little America March 10 with mail and cargo for that outpost where seventy-three men were entrenched for the winter night to be ready to build Byrd Station in October, 1956.

While the admiral was at Little America that base relayed its first voice radio message to Washington, including Admiral Dufek's farewell message to the wintering over party.

GLACIER sailed from Little America late March 10 to scout possible base sites in the Knox Coast, Weddell Sea area as she rounded the Antarctic continent in a counter-clockwise direction.

While GLACIER was exploring the Knox Coast in mid-March she steamed within 50 miles of

the Russian expedition's flagship Ob which was headed in the opposite direction. The ships passed each other in the night and neither knew the other was near.

Dr. Kort, head of the Russian expedition, radioed Admiral Dufek and Commander E. H. Maher, commanding officer of the GLACIER, asking information on ice conditions eastward from the Knox Coast. In providing this information by return dispatch the task force commander offered the facilities of both U. S. bases to the Russians, in an act of international courtesy on the high seas. No reply was received to his offer.

*(Continued on page 155)*

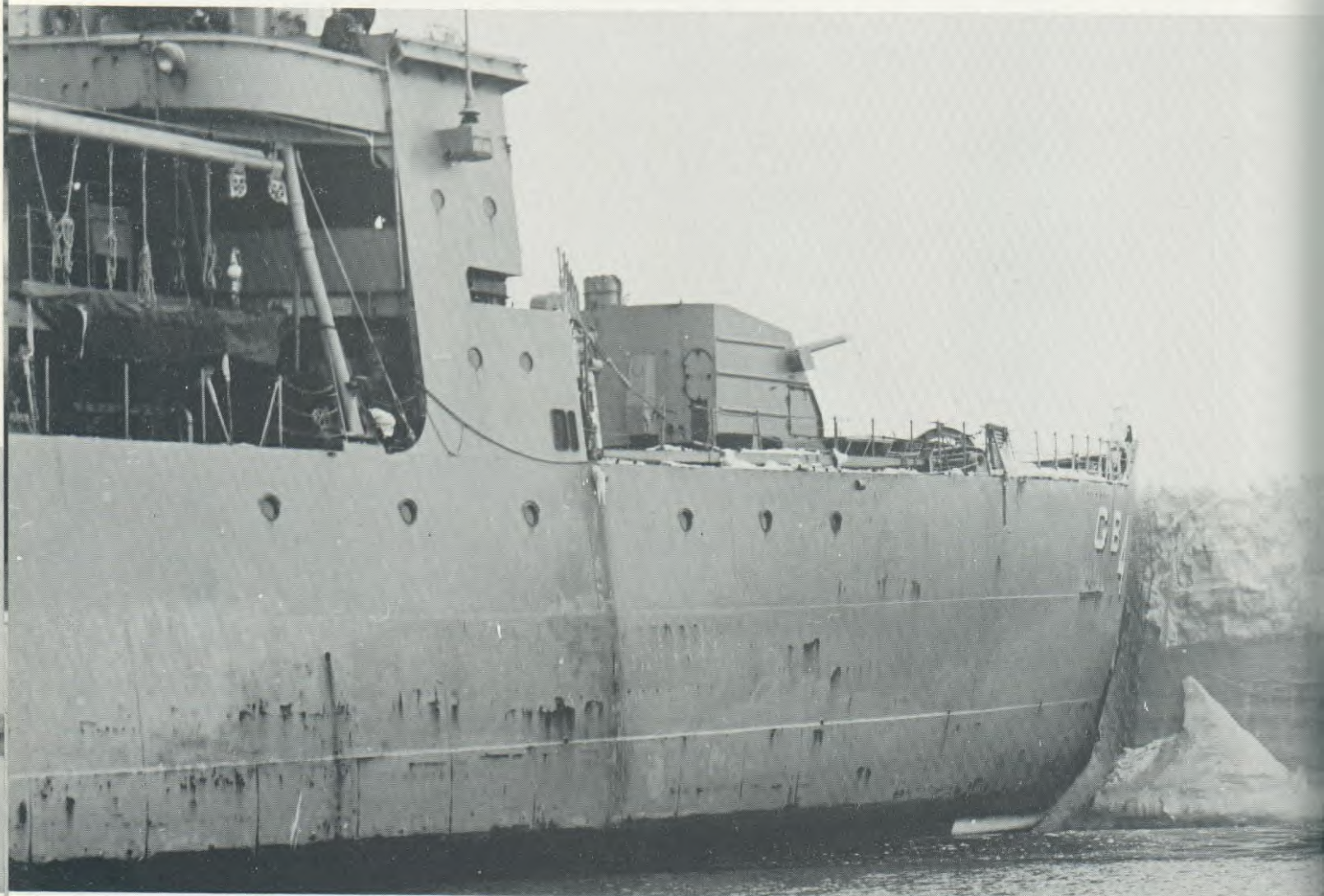
## FIRST MAIL IN MONTHS BROUGHT BY GLACIER





IN THE ANTARCTIC CONTINUED

# GLACIER'S GRAND TOUR OF



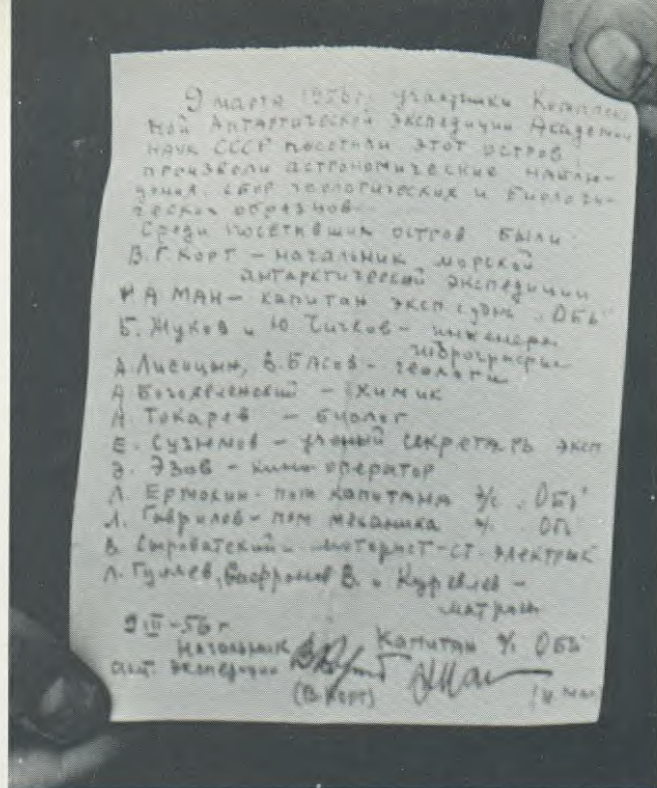
GLACIER HOLDS BOW TO ICE BARRIER IN VINCINNES BAY BY KEEPING ENGINES RUNNING FORWARD



# ANTARCTICA



MOTION WHILE SURVEY PARTY LANDS



RUSSIAN NOTE FOUND IN BALAENA ROCK CAIRN

## Australian and Russian Parties Leave Notes

GLACIER steamed through numerous icebergs March 16 to penetrate Porpoise Bay deeper than any previous ship had sailed. The barrier, littered with crevasses formed by four glaciers feeding in from the Antarctic plateau, was ruled out as a base site.

Continuing westward, GLACIER reached the tiny picturesque Balaena Islets off the Budd Coast March 18. An unusual pyramid-shaped rock formation was observed near the peak of a granite hill. When an American landing party went ashore to investigate the pyramid they found it to be a cairn which entombed a small jar. Inside the jar were a note and a miniature flag left by an Australian party January 19 and a note left by a Russian party March 9. Captain Charles W. Thomas, leader of the GLACIER's party, left a similar American note in the same jar.

By now almost daily helicopter flights were being made over the ice barrier as GLACIER continued westward, searching for a base site. The Banzarre, Sabrina and Budd Coasts had been ruled out for one reason or another.

The most likely base site found in the Knox Coast region was the Windmill Islands in the Vincinnes Bay area at Lat 66°11'05"S, Long 110°-37'E. (Continued on next page)

CAIRN on Balaena Islets was found to contain messages and Australian flag. Far left, the landing party that went ashore to scout and leave message at cairn. Right, LCDR J. T. Schermerhorn holds bottle containing messages.





PAPAL FLAG displayed by members of Task Force 43, including CTF, on ice barrier above General Erskine Bay.



## New Bay is Named for General Erskine

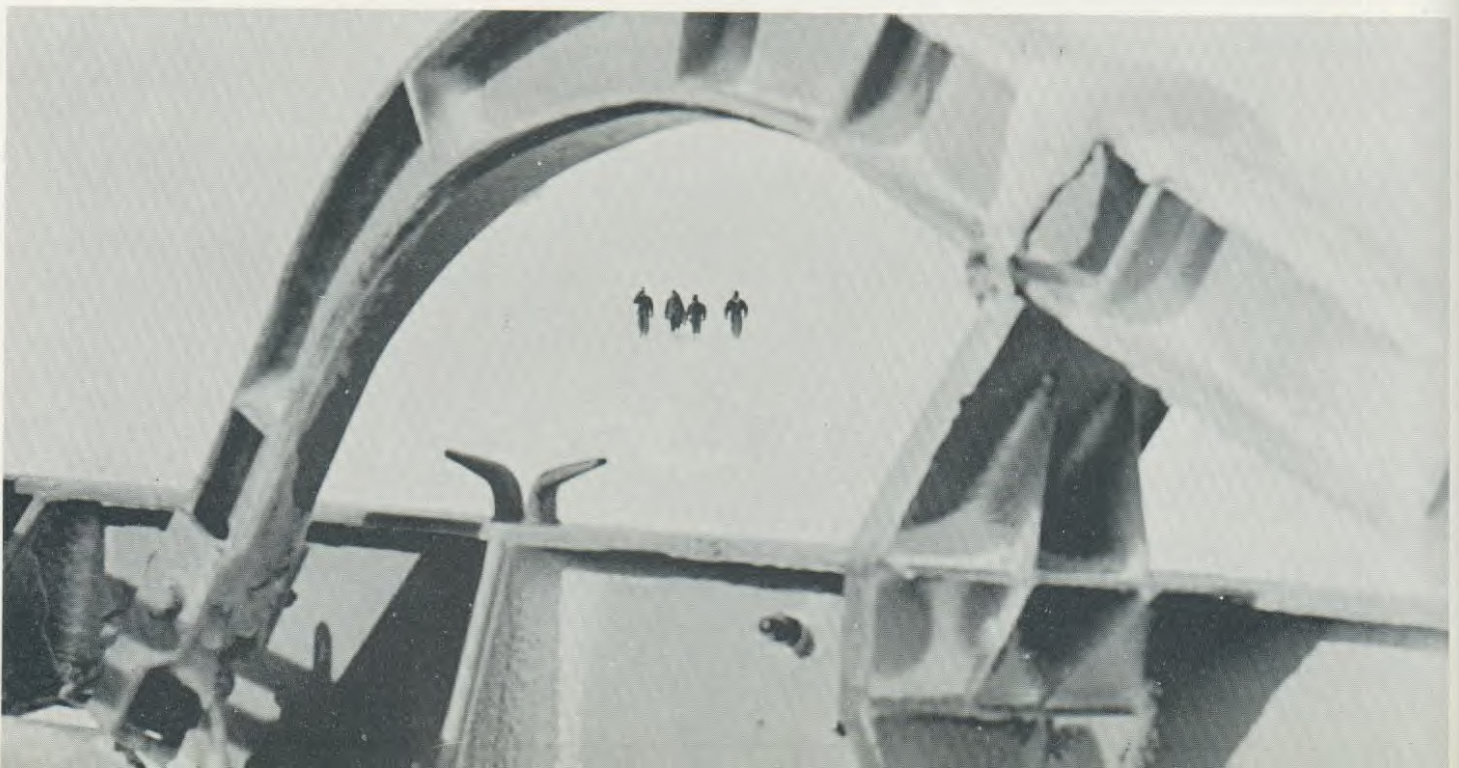
En route to the Weddell Sea GLACIER attempted to scout the Prince Harald Coast March 24 where Japan plans to build a base. Bad weather and a heavy ice pack aborted the effort so GLACIER steamed toward the Princess Astrid Coast to survey a science base site for any IGY nation who desires to establish a base there.

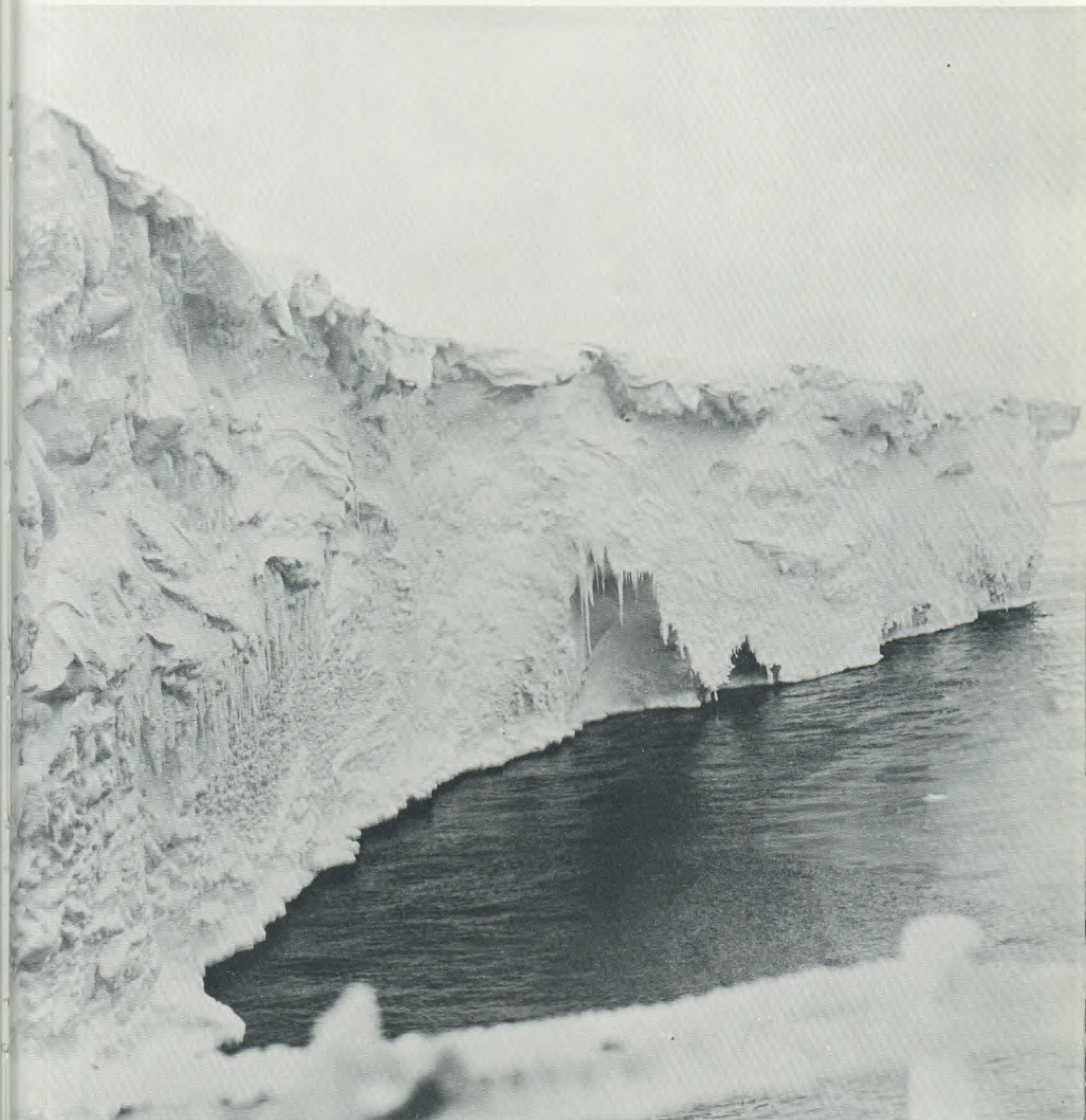
On March 26 GLACIER reached the Princess Astrid Coast to find that heavy ice packs which had foiled other ships' efforts in the past to penetrate the pack didn't exist in 1956. GLACIER steamed right up to the barrier and then parallel to it while her helicopter searched for a base site. She discovered a bay near the 19th meridian which measured  $3\frac{1}{2}$  by  $2\frac{1}{2}$  miles wide, then nosed into the barrier inside the bay. The bay at Lat  $69^{\circ}54.9'S$ , Long  $19^{\circ}11'E$  was immediately named General Erskine Bay in honor of retired Marine LTGEN Graves B. Erskine, Assistant Secretary of Defense for Special Operations.

A landing party went over GLACIER's bow and onto the barrier at the head of General Erskine Bay. They unfurled the U. S. ensign and left a capsule containing the location, date and names of men in the party. (Continued on page 160)

BLAST tremors of 55-lb. TNT charge were recorded by seismograph to determine ice depth. Average depth at this part of General Erskine Bay was found to be 1,800 feet.

BLIZZARD-STRANDED SURVEY PARTY RETURNS SAFELY TO GLACIER FROM VINCINNES BAY ICE BARRIER





BARRIER ICE BORDERING GENERAL ERSKINE BAY ON PRINCESS ASTRID COAST IS WEIRDLY LOVELY



FIRST landing party ever to set foot on ice barrier above General Erskine Bay on Princess Astrid Coast descend Jacob's ladder from bow of GLACIER. Furled flag and brass

cylinder sticking in snow were used to commemorate first landing. In earlier tries ships were never able to reach barrier because of heavy ice pack, now no more a menace.



BLIZZARD in Princess Bay, nearly obscuring ice barrier, discourages scouting on far side of the Antarctic.



SAFETY of ice barrier above General Erskine Bay is checked by advance party before others come ashore on ice.



CREVASSES are explored, top, by Father Linehan who grants interview the while; bottom, by CTF and his staff.



ENDING their reconnaissance, party returns to ship (top) as group salutes flag left flying from barrier ice.





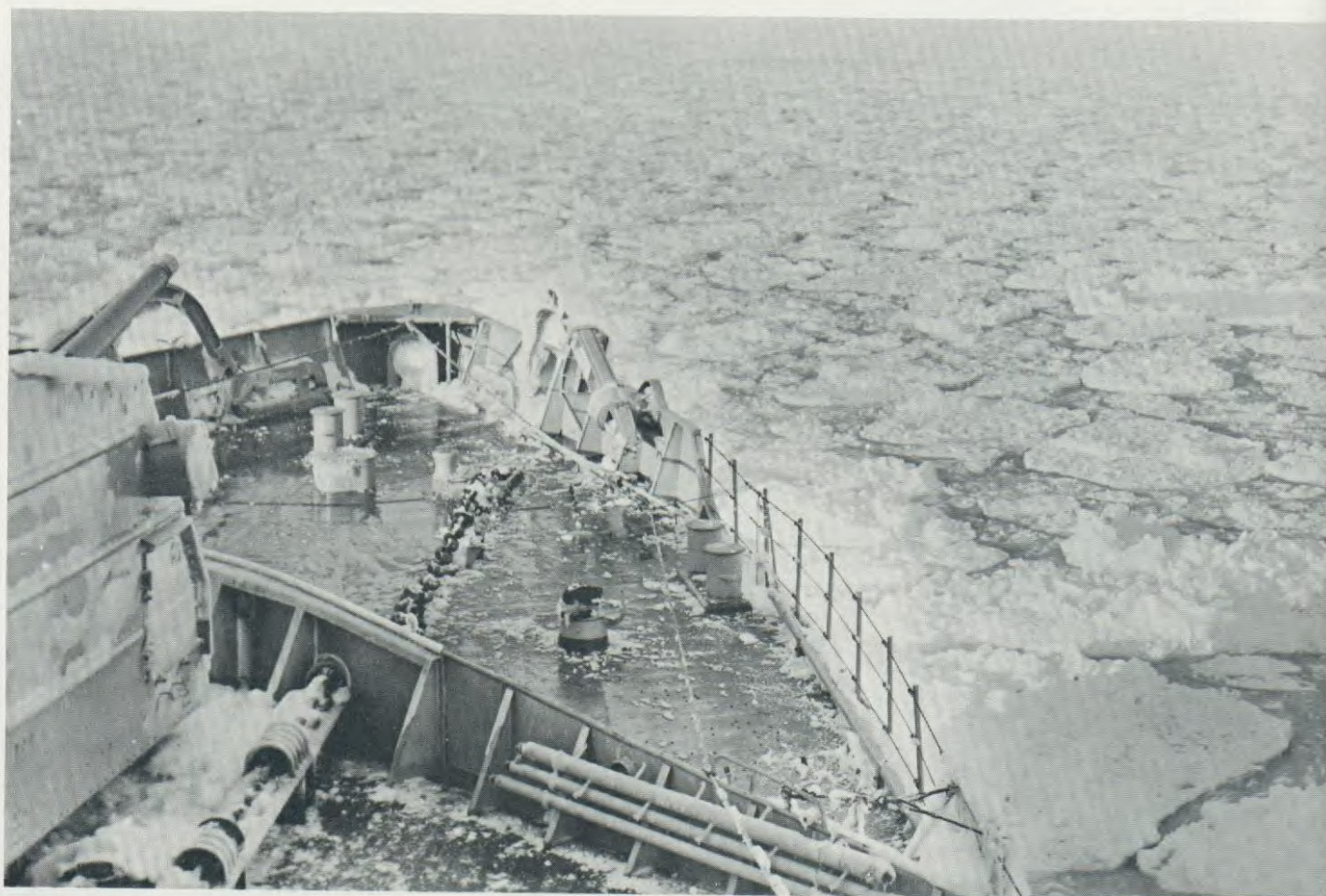
SEARCHLIGHT from GLACIER spots planting of U. S. flag at Godel Bay as Antarctic autumn night closes in.

## Another New Bay Named for William H. Godel

Seizing on this rare opportunity to explore the Princess Astrid Coast, the admiral ordered GLACIER to backtrack on an easterly course until she encountered heavy pack ice, then steam westerly again. Helicopter flights were made over the crevassed barrier as GLACIER proceeded.

Near sunset another bay was discovered at Lat 70°S, Long 20°57'E on the Princess Ragnhild Coast. This bay measured 2 by 2½ miles and was named Godel Bay in honor of William H. Godel, deputy to the Director of Special Operations, Office of the Secretary of Defense. By the time Commanders Paul Frazier and Frederick Dustin descended a ladder from GLACIER's bow to the barrier it was dark. Twenty-four-inch carbon arc searchlights from GLACIER's bridge illuminated the spot where the two officers again planted the American flag and a documentary capsule.

*(Continued on page 168)*



GLACIER PLOWS WAY THROUGH PACK ICE NEAR GENERAL ERSKINE BAY, PRINCESS ASTRID COAST

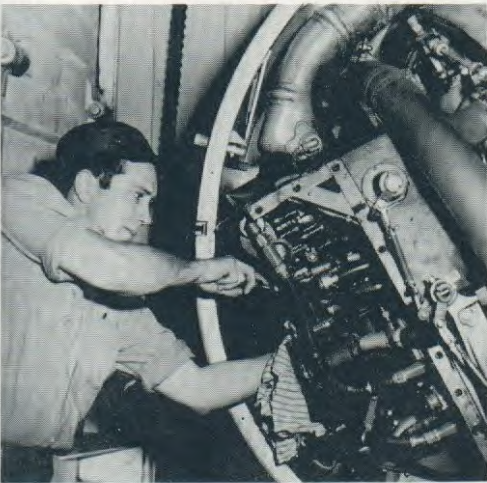
## UNSUNG HEROES OF TF43 DOING THEIR JOBS:



JEEP jockey gives his mount a shine, left. Boland Smith, SN, center, mixing paint in ship's paint locker



Right, R. E. Lucier, YN1, assembles lockers for wintering over party of which he will be a member when TF departs.



ENGINE gets doctoring by Butler, AD1, in GLACIER's hangar, left. Center, a stitch is taken in time. Right,



N. E. Mastorides, SA, and A. Stumpo, SH1, see that the ship's laundry comes clean and gets a knife-crease, too.



## TAKING TIME OUT FOR REST, FOOD, PRAYER:



FOOD for body and soul. Left, chow, served by R. M. Taylor, EMFN, W. H. Sibbing, SN, and T. J. Lyons, SN.



Center, R. D. Mishler, CS1, preparing a chocolate drink for LA-V builders. Right, Protestant services on GLACIER.







LT. J. A. FLEETWOOD, MC, PERFORMS OPERATION ON SEAMAN ABOARD SHIP DURING RETURN VOYAGE



## MEDICS ON THE JOB

Navy men know they have the finest equipped medical facilities and the best trained doctors and corpsmen in the business. The hospitals aboard ship and the sick bays at the various bases were ready for every case — emergency or routine sick call such as is being treated (left) by G. E. Smith, HASN, who is taking temperature of crewman.



**YELLOW** trail clothing for visibility worn by LCDR Jack Bursey, leader of trail party into Marie Byrd Land which met trouble on return flight.



**VITAL** GCA (Radar Landing Aid) Equipment is landed from the **GLACIER** to a waiting sled at McMurdo Sound for towing to airstrip.



**BAND** rehearsal brings together the heppiest aggregation of "cats" this side of Basin Street.



**COFFEE** turns to ice as Seabee tries to take a coffee break while on the job outdoors at LA-V.

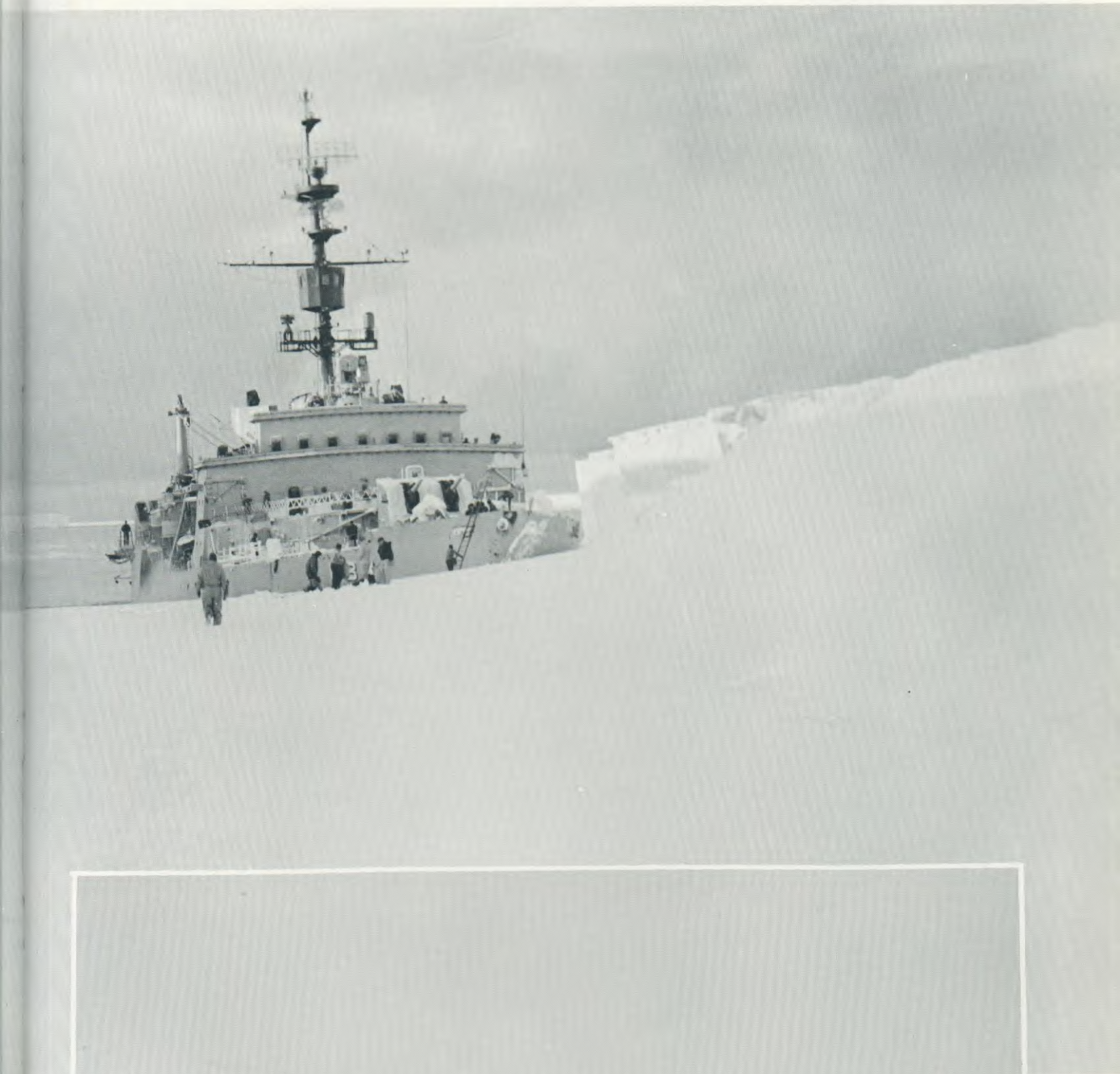
**BO'S N CHAIR** carries LCDR John Mirabito from **WYANDOT** to flight deck of the **USS EDISTO**. ➡





THE USS GLACIER IN ITS LONG SWING AROUND THE ANTARCTIC CONTINENT, SECURES ITS BOW TO THE ICE BARRIER AT ATKA BAY ON MARCH 29 — LAST STOP IN HISTORIC OPERATION DEEPFREEZE I

WITH LIMITED TIME FOR SCOUTING, GLACIER'S LANDING PARTY BRIEFLY VISITS ICE AT ATKA BAY





A GIANT PLANNING AND BUILDING PROJECT, LITTLE AMERICA V GREW QUICKLY. HERE IS AN AERIAL VIEW OF



PROGRESSIVE views of Little America V as seen from the air. Left, during early days; right, after construc-



tion of quarter-million-gallon gas tank. Base is now snow-covered and the men communicate through "tunnels."

ADVANCE party goes ashore at Kainan Bay. Right, line handlers moor ARNEB to bay ice; left, the party atop Ross Ice Barrier.



INDUSTRY and nature side-by-side. Left, welder seams LA-V gas tank; right, trail party member chums with Adelie penguins.

THE BASE NEARING COMPLETION



MIDWAY through construction, U. S. ensign flies over Little America V for all to see.

SEABEES hoist roof panel of Clement hut into place at LA-V. These prefabricated huts will house men of wintering-over group.

Leaving the Princess Astrid Coast, GLACIER steamed for Byrd Bay in the Weddell Sea area. Again heavy pack ice caused GLACIER to change plans. She continued to Atka Bay at Lat 70°32'S, Long 08°13'W arriving about an hour before sunset March 29.

Atka Bay presented shortcomings for an ideal base site but again a landing party went ashore to raise the flag and plant a capsule. The exact U. S. base site in the Weddell Sea will be determined later.

Admiral Dufek said, "In spite of the fact that our schedule is too close to allow us to search out the base site here, we've learned a valuable lesson on this westward trip from Little America to the Weddell Sea — ships can operate in the Antarctic from December to the first of April."

Before Operation Deepfreeze it was not considered safe to keep ships in the Antarctic after the end of February.

So, with the raising of the Stars and Stripes over Atka Bay at sunset, March 26, Operation Deepfreeze One was over. Behind lay a major base at Little America and an Air Operating Facility at McMurdo Sound, manned by 166 Americans who would winter over to be ready for more base building in October when aircraft flew in from the States.

Five hundred tons of equipment were packaged at McMurdo Sound for airdrop at the South Pole and the same items were ready at Little America to be sledged overland to Marie Byrd Land for the building of Byrd Station.

The mission was accomplished.



## ANTARCTICA

By HARDING ELLIS, JO2

A land of frozen mountains  
Lies beyond the polar seas;  
Her glance is filled with loneliness  
And brooding mysteries.  
Her feet are touched with frostbite,  
No flowers wreath her head,  
Her heart, untouched by sympathy,  
Is long since cold and dead.

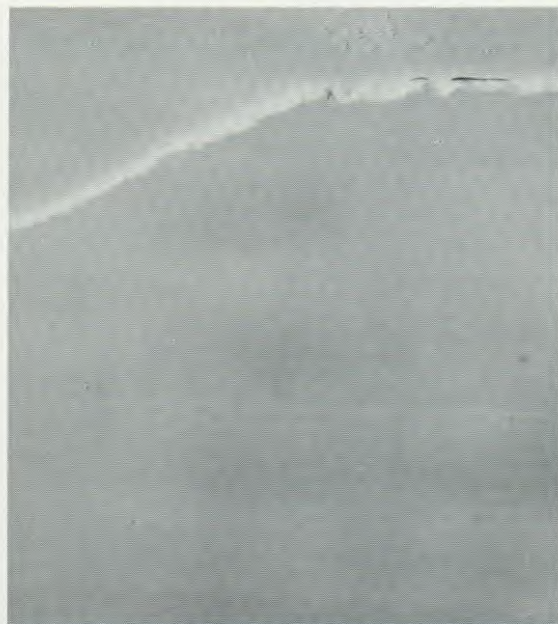
*They call this land Antarctica,  
And speak her name with dread.*

No song-birds singing nesting songs,  
No maples ringed with moss,  
Are found within this frozen land  
Beyond the Southern Cross.  
From lands across the earth they come  
To court this haughty queen;  
They bring the torch of knowledge,  
And enthusiasm keen.

*This cruel land, Antarctica,  
Ignores their friendly mien.*

Alone, aloof, she stands beyond  
The friendly Southern seas;  
Where days and nights are six months long.  
She guards her mysteries.  
Man does not tarry here for long  
On her unfriendly shore;  
She asks but to be left alone  
At Satan's Southern door.

*And so she stands, Antarctica,  
Alone forever more.*



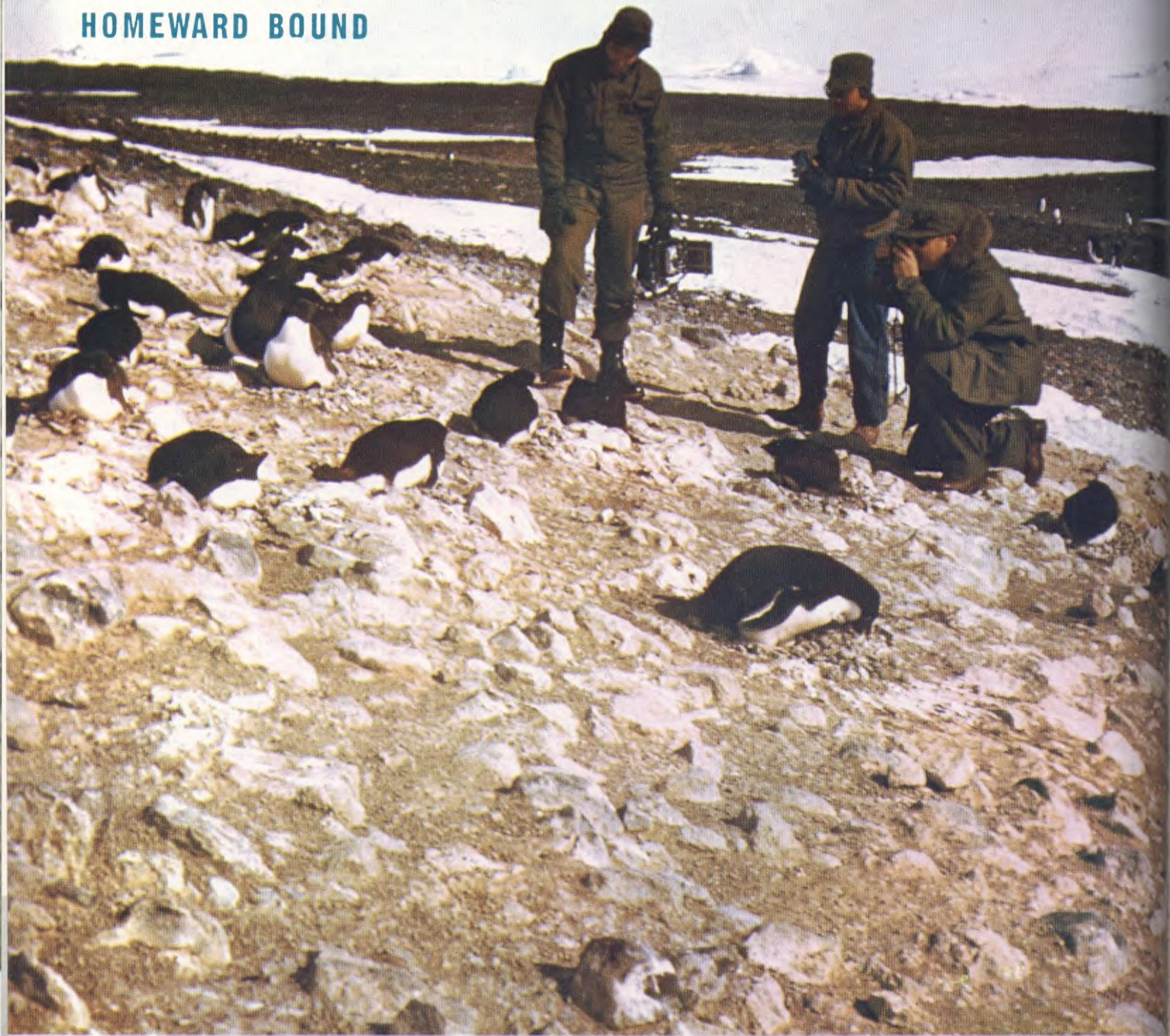
◀ CLOSING the first phase of Operation Deepfreeze, the landing party from GLACIER raised the "Stars and Stripes" over Atka Bay at sunset, March 26 and sailed away home.



PHOTOGRAPHER GENE SCOTT, PH2, ONE OF MOST PROLIFIC LENS MEN OF TF43, AT GENERAL ERSKINE BAY



## HOMeward BOUND



"AND AS THE SUN sinks low" . . . so say the travelogs and so says Task Force 43, steaming back home after more than four months of travel. Above, one of the last vivid recollections of Antarctica was this photographer's paradise, the penguin rookery near Cape Bird, McMurdo Sound.

# Homeward Bound

## THE END OF THE BEGINNING

**A**RNEB SLIPPED free of her ice anchors February 3 and sailed for Port Lyttelton, New Zealand, flying Rear Admiral Richard E. Byrd's flag. Aboard were postal clerks from each ship in the task force, ready to sort the hundreds of bags of mail that had stacked up in New Zealand since mid-December. EDISTO escorted ARNEB into the pack ice area but found there wasn't enough ice to worry about, so ARNEB proceeded alone. This allowed EDISTO to begin searching for future airstrip sites at Cape Adare, Cape Royds, Cape Hallet and Cape Armitage.

After Port Lyttelton, ARNEB made Wellington, N. Z. (February 17-26), Melbourne, Australia (March 3-11), and Freemantle (March 16). En route to Aden, Arabia, Dr. Vogt nailed down the third tangent of the geomagnetic equator. ARNEB arrived and departed Aden April 6, arrived Naples April 15, Barcelona April 20 and Norfolk May 5. Mileage steamed: 27,933.

GREENVILLE VICTORY finished unloading at McMurdo and followed ARNEB February 5. She paused in Auckland, Panama, Sunny Point N.C., and arrived New York March 28 to become the first ship to return home. She steamed 22,122 miles during Deepfreeze I.

Unloaded February 12, WYANDOT left McMurdo Sound for Little America where she transferred a few tons of cargo to that base, then headed northward. She returned via Auckland (February 25-March 7), Montevideo, Uruguay (March 26-30), Rio de Janeiro (April 3-7) and arrived Norfolk April 20. Mileage steamed: 26,117.

Two days after WYANDOT's departure from McMurdo Sound, NESPELEN pumped her fuel across 4½ miles of bay ice into tanks ashore and

steamed for Dunedin, N. Z. There she entered drydock February 23 to have her hull repaired. She sailed for Papeete, Tahiti, March 5 and arrived March 15. Four days later she sailed for Panama, arriving April 4. She returned to Norfolk April 12 after steaming 22,191.

EDISTO left McMurdo Sound February 19. She stopped at Cape Hallet to pick up rocks which the New Zealand Antarctic Society would sell as paperweights to raise funds for its Antarctic expedition, then steamed for Wellington, arriving February 29. She went immediately into drydock for ice-damage repairs, then sailed March 16 for Valparaiso, Chile, arriving April 1. April 5 she sailed for Panama, arriving April 13. She returned to Boston April 21 after logging 28,786 miles.

EASTWIND limped out of McMurdo Sound on one shaft early March 9. She reached Wellington



SHOPPING crewmen from USS EASTWIND get bearings in New Zealand from Maori hand-painted souvenir scarf.

## Glacier Goes Calling

March 17 and after a drydock period sailed for Pago Pago where her crew enjoyed tropical liberty April 4 - 7. Because of vibrations in her remaining shaft, an escort was ordered to rendezvous with EASTWIND and accompany her to Panama where she arrived April 28. Another escort accompanied her to Boston where she arrived May 9 but she made the long passage home under her own power. Mileage steamed: 22,595.

GLACIER delivered the last mail to Little America Five and AirOpFac from New Zealand then completed her momentous sweep around the Antarctic continent and sailed northward from Atka Bay at sunset March 29, flying the flag of Rear Admiral George Dufek, Task Force Commander.

She arrived Montevideo April 6, almost simultaneous with the arrival of the Russian whaling factory ship SLAVA. After extensive official calls and recreation for her crew she sailed April 10 for Rio, arriving on the thirteenth. April 16 she sailed for Norfolk via Barbados. She arrived Norfolk May 1 and Boston May 6. Her total mileage steamed was highest of any ship in Task Force 43: 34,587. (Continued on page 178)



STATUE OF UK ANTARCTIC EXPLORER SCOTT

GLACIER SAILORS AND THEIR DATES AT HUGE FLORAL CLOCK DURING SIGHTSEEING N. Z. TOUR





USS EASTWIND IN DRYDOCK AT WELLINGTON, N. Z. AS ONE REMAINING PROPELLER UNDERGOES REPAIR

## RED CARPETS ROLLED OUT



TOURISTS in navy blue. Robert H. Jones, sk3, realizes boyhood dream as he drives fire truck 'round the block.



Center, GLACIER sailors chat with New Zealand soldiers. Right, Robert H. Jones, sk3, on conducted tour of town.



FAREWELLS to New Zealand. Crewmembers of the EASTWIND line the rails of the flight deck after their enjoyable stopover for repairs. An even more enjoyable tropical liberty lay ahead northeast of Australia in the Samoan Islands.

LAST LANDFALL LEAVING NEW ZEALAND: LIGHT STATIONS BEGIN WELLINGTON HARBOR, NORTH ISLAND





SOUVENIRS were bought up by visiting Coast Guardsmen in native Samoan markets, left. What happened when



East and West met can be seen at right, a sneak candid shot made on flight deck of EASTWIND at Lava Lava party.

SAMOAN feast in honor of homecoming of EASTWIND seaman, Faaolatage Faatautau. This unexpected visit, his first

in six years, was celebrated in typical South Pacific style with some of his Coast Guardsmen friends as guests.



# BEAUTIFUL TOURIST SPOTS LURE SNOW-WEARY SEAMEN: \_\_\_\_\_



HISTORIC El Cerro Fortress overlooking Montevideo, Uruguay holds GLACIER sightseers Edward G. Haas FN, Charles H. Yeatts, CD1, John W. Herold, DM3, and "friend."



VALPARAISO, Chile was port of call for only one of the task force ships, the Edisto. Above, air view of city.



RIO DE JANEIRO, Brazil from the air, with Sugarloaf in background. Below, beautiful Rio Cathedral. Both the WYANDOT and GLACIER stopped here on their way home.



◀ STATUE WHERE ADMIRAL DUFEK PLACED WREATH



GUESTS of the American Association of Uruguay, the men of the task force were treated to thick, juicy steaks under shade trees of golf course, Montevideo. Sailors had



gone meatless several days because GLACIER left beef with wintering-over parties. Montevideo was first port of call for GLACIER, was also visited by the WYANDOT.

# INTERNATIONAL COURTESY

“LITTLE AMERICANS” WELCOMED IN LATIN AMERICA



RUSSIAN whaling ship SLAVA arrived Montevideo same day as GLACIER. A courtesy call was paid by TF43 staff. Left, Captain Thomas accepts “strainer” of pygmy whale



from Russian Admiral Alex Solyanik for presentation to U. S. Museum of Natural History. Right, the two admirals swap sea experiences on the bridge of the fleet flagship.



## Deepfreeze I Passes into History as Deepfreeze II Opens

Meantime, throughout DEEPFREEZE I, a Washington staff had been busily occupied planning DEEPFREEZE II. Now, with the full staff back in town, and with increased activity at Patuxent and Davisville, the mammoth staging operation was underway for a new and bigger Operation DEEPFREEZE II when additional bases will be built in Marie Byrd Land, at the South Pole, on the Knox Coast and in the Weddell Sea, with small support camps to be erected on the Beardmore Glacier and at Cape Adare.

Until operations are resumed, the 166 men who are wintering over at McMurdo Sound and Little America will make repairs to equipment and will package the freight to be flown and sledged overland to build future bases.

Their next mail call will be in October when the first planes arrive.



MAIL from home is passed from fleet tug PAIUTE to EASTWIND as she steams toward Panama Canal from Samoa.



URUGUAY courtesy call by Admiral Dufek and staff on April 6 was concluded with this formal portrait. From left, Commander Falco, Uruguayan Navy; Captain E. E. Hoffman, U. S. Naval Attache at Montevideo; General J. P.

Ribas, Uruguayan Secretary of Defense; Admiral George Dufek; Commander J. A. Mirabito, TF43 Meteorological Officer; Lieutenant G. W. Porter, Aide to CTF43; Captain of Frigates Guillermo L. Fernandez, Uruguayan Navy.

VICTORIA LAND

FRANKLIN ISLAND

BEAUFORT ISLAND

McMURDO SOUND

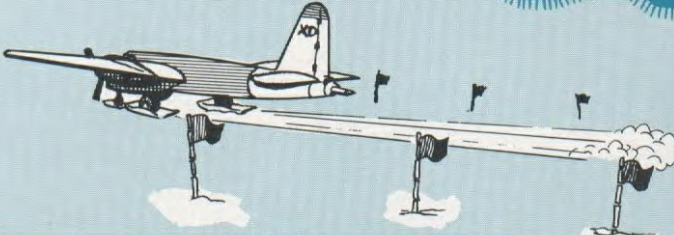
ROSS ISLAND

# GLACIER'S "GRAND TOUR"



INTERNATIONAL DATE LINE — MONDAY SUNDAY

EAST WEST



ROSS SEA



Task Force 43

in

# Antarctica

## OPERATION DEEPPFREEZE I



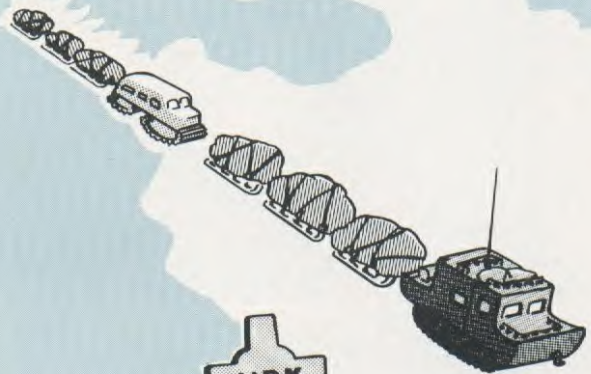
KAINAN BAY



WEST

ROSS ICE SHELF

ROOSEVELT ISLAND



MARIE BYRD LAND

SOUTH POLE ↓



C.M.M.

# "HOME IS THE SAILOR . . .

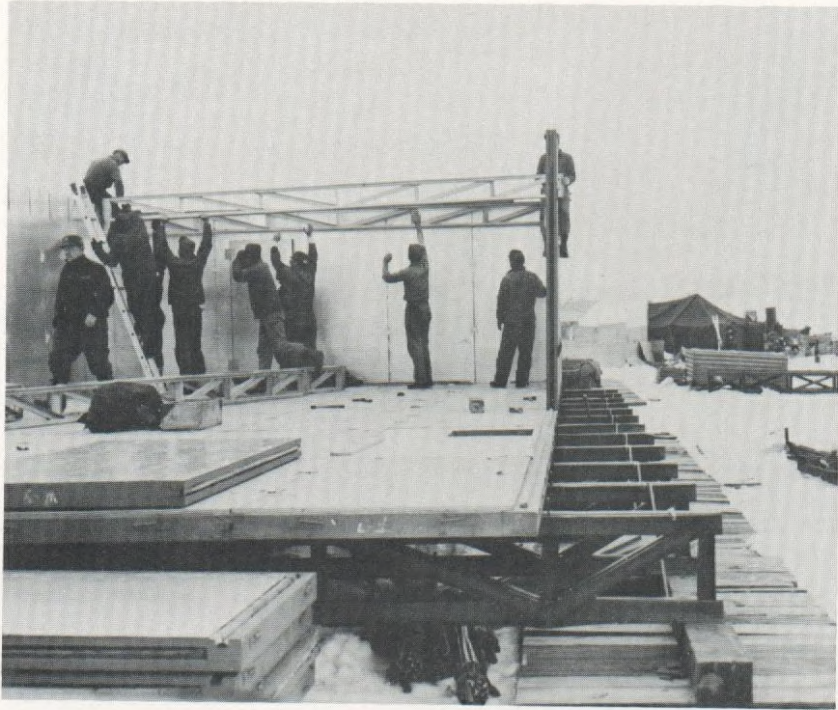


. . . HOME FROM SEA"



## L'envoi

OUR LAST WORDS are a hearty thank-you to the companies that equipped Task Force 43 for this momentous expedition — and went even further to underwrite this history book with their advertising.



**THOMAS B. BOURNE ASSOCIATES, INC.**

**ENGINEERS AND ARCHITECTS**

832 DUPONT CIRCLE BLDG.

WASHINGTON 6, D. C.

DUPONT 7-1266

CONSULTANTS TO BUREAU OF  
YARDS AND DOCKS ON THE  
DESIGN OF FACILITIES FOR  
OPERATION DEEPFREEZE



Official United States Navy Photograph

## THE ANTARCTIC DEMANDS—AND GETS— UNUSUAL CARGO-CARRYING SLEDS

These are unique sleds, probably the largest ever put to use, designed for unique conditions of travel. The Navy knew, from experience, the problems they would face in the Antarctic and that one of these problems would be transporting immense quantities of equipment and supplies. Something entirely new in the form of sleds had to be evolved and the specifications for this equipment were laid down.

Working with the Navy, Otaco Limited developed sleds more than three times the size of the largest it had ever built for commercial logging purposes, sleds that would carry 20-ton loads through the worst possible conditions of terrain and weather.

Flexibility was a requirement for the sleds, for they must be of a length and width to carry bulky as well as heavy loads. This was achieved by means of a standard Otaco sled feature: the patented MacLaren Knee that gives each runner individual freedom to rock at the points it attaches to the sled bench.

The deep, powdery, Antarctic snow would bog down such heavy units equipped merely with runners. Here again Otaco had the answer in runner skis developed for Arctic-travelling sleds. (Otaco had previously gained invaluable experience in building sleds for U. S. Armed Forces' operations at the Northern extremity of the world.)

Other difficulties were met and overcome through an interchange of ideas between the Navy and Otaco. The result was a sled weighing 10 tons, with a platform 24 ft. long by 12 ft. wide, capable of transporting 20-ton loads per sled in train haulage. Thirty-eight of these monsters were built and are presently taking part in "Operation Deepfreeze."

We at Otaco are proud to be associated in a small way with this exciting venture. It will be a constant source of satisfaction to us, knowing that our products have assisted in "Deepfreeze" and the I.G.Y. programme, the results of which must surely broaden man's horizon.

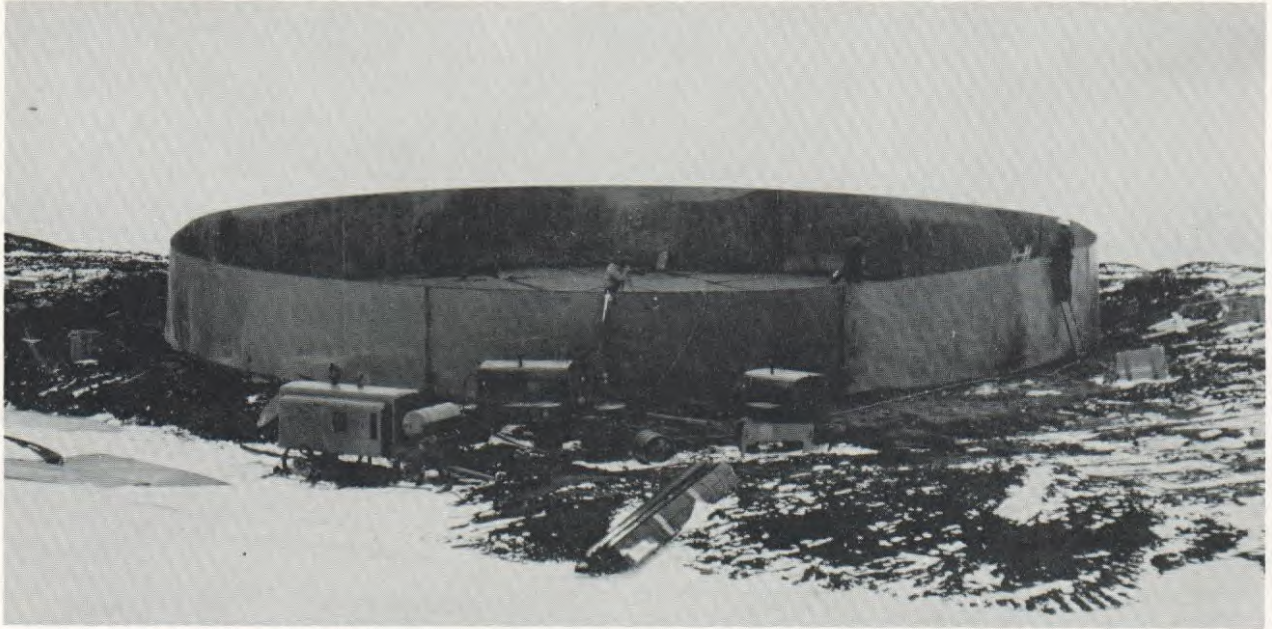
# OTACO LIMITED

ORILLIA • ONTARIO • CANADA

LOGGING SLEDS • FARM IMPLEMENTS • WATER SYSTEMS • HARDWARE LINES • WHEELS • TOYS



# Vital Fuel Stored in Steel Tanks *Built by Chicago Bridge & Iron Company*



This 74-foot diameter by 8-foot high fuel oil tank was erected at McMurdo Sound, Antarctica, for the United States Navy.—Official United States Navy Photograph.



THE Chicago Bridge & Iron Company is proud to have participated in "OPERATION DEEPFREEZE" with the United States Navy in Antarctica. By their efforts, CB&I hopes to have contributed in some small way to the accumulation of scientific knowledge about Antarctica and the world in which we live.

Chicago Bridge & Iron Company, with international operations, designs, fabricates and erects storage tanks, processing equipment, and steel plate work.

On the left, Chicago Bridge & Iron Company Welder, checks the welding on this diesel oil storage tank. This tank is 48 feet in diameter by 8 feet high, with a capacity of 2,500 barrels and was erected at McMurdo Sound, Antarctica, for the United States Navy's "OPERATION DEEPFREEZE."—Official United States Navy Photograph.

## **CHICAGO BRIDGE & IRON COMPANY**

Plants in **BIRMINGHAM, CHICAGO, SALT LAKE CITY** and **GREENVILLE, Pa.**

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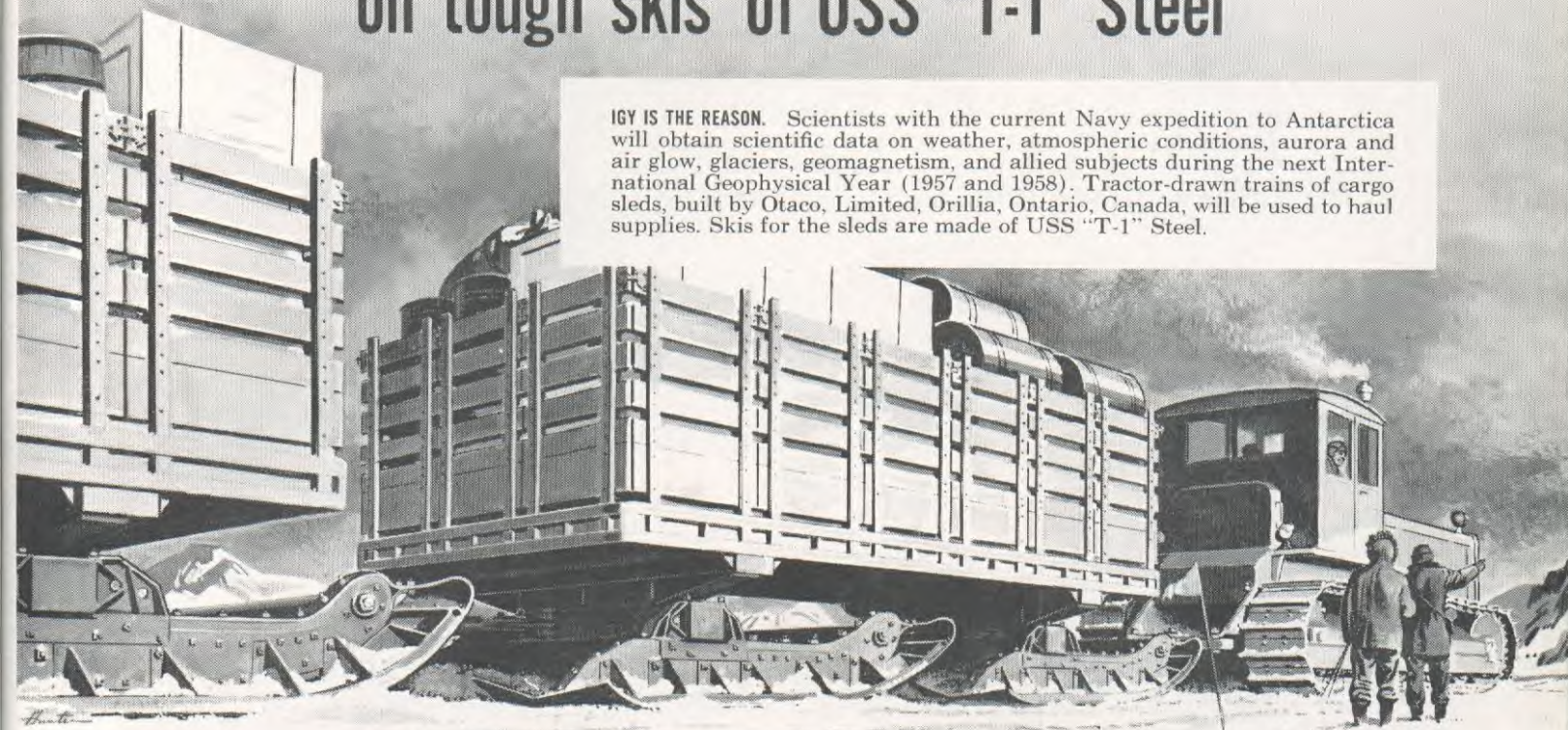
CROSS ERECTED IN MEMORY OF BRITISH EXPLORER SIR ROBERT SCOTT AT HUT POINT, ROSS ISLAND



NAVIGATOR OF THE GLACIER, NEW AND MODERN ICEBREAKER, AFTER SHOOTING THE SUN WITH SEXTANT

# Operation Deepfreeze sleds plow across Antarctica on tough skis of USS "T-1" Steel

**ICY IS THE REASON.** Scientists with the current Navy expedition to Antarctica will obtain scientific data on weather, atmospheric conditions, aurora and air glow, glaciers, geomagnetism, and allied subjects during the next International Geophysical Year (1957 and 1958). Tractor-drawn trains of cargo sleds, built by Otaco, Limited, Orillia, Ontario, Canada, will be used to haul supplies. Skis for the sleds are made of USS "T-1" Steel.



**DURING OPERATION DEEPFREEZE,** the Navy's current expedition to Antarctica, thirty-eight rugged cargo sleds will be used to haul supplies 400 miles from Little America to Marie Byrd Land. The 11-ton sleds, each carrying a load up to 20 tons, ride on skis made from tough  $\frac{1}{4}$ " plates of USS "T-1" Steel. The sleds were designed jointly by the United States Navy and Otaco, Limited, Orillia, Ontario, Canada.

Naturally, the skis had to be made from a steel that stays tough and durable at temperatures far below zero. The steel also had to possess high strength (to keep down weight), and excellent resistance to abrasion (to withstand the 400-mile trip across rugged, ice-covered terrain). In addition, the steel had to have good forming characteristics and be easily weldable (to simplify fabrication).

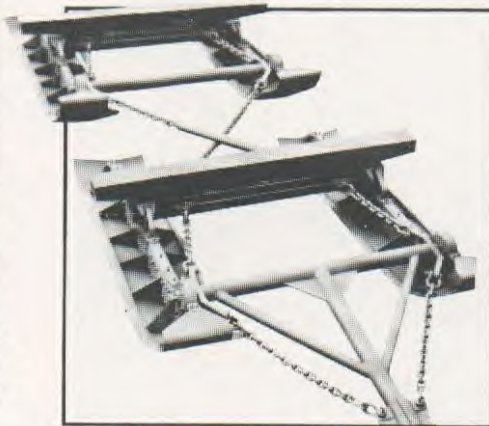
One steel met all the requirements; that was USS "T-1" Steel. USS "T-1" Steel has a minimum yield strength of 90,000 psi . . . can be welded as easily as carbon steel, with the proper electrodes . . . has excellent resistance to abrasion and impact abuse . . . and remains tough at low temperatures. It was ideal for this tough job.

## A VERSATILE NEW ALLOY STEEL

USS "T-1" Steel is adding strength and durability, cutting weight and costs, in steel mill equipment, power shovels, mine cars, bridges, coal handling equipment, pressure vessels, and many other applications, at high and at low temperatures. It probably can help you improve your own product. Write for complete information. United States Steel, Room 5352, Pittsburgh 30, Pa.



**THE SKIS ARE MADE OF USS "T-1" STEEL.** When the going gets rough, the runners on these cargo sleds are assembled into skis, 13 feet long and 34 inches wide, made of USS "T-1" Steel.



UNITED STATES STEEL CORPORATION, PITTSBURGH • COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO • TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA.  
UNITED STATES STEEL SUPPLY DIVISION, WAREHOUSE DISTRIBUTORS, COAST-TO-COAST • UNITED STATES STEEL EXPORT COMPANY, NEW YORK

**USS "T-1" CONSTRUCTIONAL ALLOY STEEL**



See The United States Steel Hour. It's a full-hour TV program presented every other week by United States Steel. Consult your local newspaper for time and station.

# U. S. S. GLACIER



Artist's conception of USS Glacier. A painting by Frederick J. Hoertz, famed marine illustrator.

**L**ARGEST AND MOST POWERFUL U. S. Navy Ice Breaker ever built for use in the frozen Antarctic . . . majestic leader of Rear Admiral Byrd's "Operation Deep Freeze"

The Ingalls Shipbuilding Corporation is proud to have served in her creation as both design agent and constructor.

She is a prototype, the first Ice Breaker to be designed and built specifically for the U. S. Navy.

Gigantic strength, power, and maneuverability are built into her along with the greatest improvements in habitability and crew comfort of any naval vessel of this time.

The results are a ship tough as a steel bullet . . . beautifully functional. From the mammoth armor-like ice-resistant plating of her hull, capable of crushing through a 15-foot thickness of ice, to the throbbing heart that is her giant powerplant, she was built to brave the ice flow of uncharted seas.



"Operation Deepfreeze". The bow of the USS Glacier crashes through heavy seas as Glacier speeds to assist in rescue of downed Navy airmen. (Official U. S. Navy photograph)

*Designers and Builders*  
of Naval Vessels, Passenger  
Liners, Tankers, Barges, Cargo  
Vessels, Towboats, Yachts.

# . . . Largest Ice Breaker in the Free World

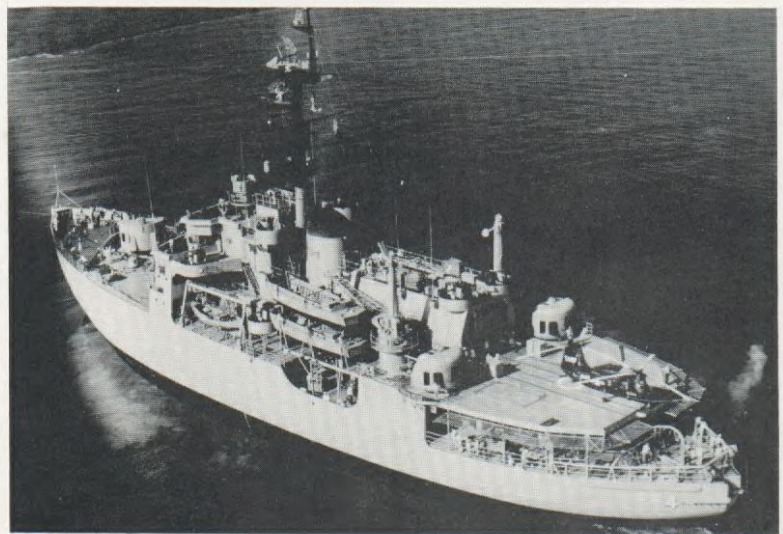
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The pride of The Ingalls Shipbuilding Corporation and the men who built her goes with the USS Glacier as she meets the challenges of her missions. Ingalls is likewise proud of its part in adding this great ship to the roster of famous ships of the United States Navy.

## **INTERESTING FACTS ABOUT THE USS GLACIER —**

- Completed and commissioned: June, 1955
- First Ice Breaker designed and built for the U. S. Navy
- Length: 310 feet—Displacement: 8300 tons
- Equipped with the largest direct-current electric propulsion motors ever installed in a ship in marine history
- Fourteen diesel engines drive the propulsion and auxiliary generators
- Equipped with a heliport, housing two helicopters to scout conditions ahead; participate in rescue operations
- Able to break ice by ramming or shearing off by riding upon the ice and breaking it by sheer weight
- Port and starboard heeling tanks can be filled, emptied and refilled rapidly, to effect a rocking motion for further icebreaking ability.

Largest Ice Breaker in the free World on its trial run. (Official U. S. Navy photograph)



---

# The **I**ngalls Shipbuilding Corporation

**Executive Office:** Birmingham, Alabama • **Shipyards:** Pascagoula, Mississippi; Decatur, Alabama

**Offices:** New York, Chicago, Philadelphia, Washington, Houston, New Orleans, Atlanta.



## IN THE LAND OF PENGUINS



*the mettle of men and ships of the sea  
and air are put to the supreme test.*

“Operation Deepfreeze” added another chapter of achievement to the United States Navy’s thick book of jobs well done under adverse conditions.

Lockheed is proud to have played a part in the successful accomplishment of this memorable mission.

*Official United States Navy Photographs of Lockheed’s P2V  
Neptune “Amen” at McMurdo Sound, Antarctica*

# LOCKHEED AIRCRAFT CORPORATION

*Burbank, California.*



**All over the world**, technical "Minute Men" of the RCA Service Company assist the U. S. Army, Navy, Air Force.

## How RCA "Minute Men" give added strength to our Armed Forces everywhere

At an Army camp in Northern Japan, RCA engineers check an outlying radar post. At an Air Force base in Florida, RCA specialists track a guided missile in flight. And at a Naval communications center in Guam, RCA technicians hurry to install a transmitter. All over the world, the technical "Minute Men" of the RCA Government Service Department are assisting our Armed Forces.

These "Minute Men"—experts in electronic installation, maintenance, and training—are backed by the RCA organization that provides

wide range of electronic services and systems to the nation. Behind them stand RCA's 37 years of experience in communications and electronics; more than 70,000 RCA employees in manufacturing plants stretching from coast to coast; plus the fullest research facilities devoted to electronics that industry has ever known.

In all these ways, the RCA Government Service Department has proved its ability to give added strength to our Armed Forces in every part of the world.



**RADIO CORPORATION OF AMERICA**  
ELECTRONICS FOR LIVING





Photograph by Dempewolff

## DIESEL POWER IN THE SOUTH POLAR ICE



*A D8 Tractor is unloaded from the ship at an Antarctic base*

It's summer now in the Antarctic. The long night and the terrible winter storms have ended. At Little America V and other snow-buried bases, the men of Operation Deepfreeze have tunneled their way out to daylight. And the big Caterpillar Diesel Tractors and their sled-trains are rumbling into action once more.

It was those tractors that trans-

ported the thousands of tons of materials and supplies across hundreds of miles of ice. And it was their sister diesels—Caterpillar Engines and Electric Sets—that throbbed steadily all winter, keeping men alive and comfortable under the vast snows.

When Operation Deepfreeze was planned, every item of equipment was carefully checked. Tractors and engines would have a vital part in the undertaking, and they must, above all, be dependable. The Navy's Seabees had the answer to that. They had used Caterpillar machines in war and peace—seen them start in 60-below cold and work for rugged months without faltering. So again Caterpillar was the choice.

Giant D8s were built with "snow-

shoe" tracks to hold up their 35-ton weight. And along with smaller D4s they did the job. As the new bases were built, Caterpillar Engines and generators were installed. In the powerhouse at Little America V they produce enough electricity to serve a fair-sized town and power a huge array of electronic gear besides.

Now, as a climax, one of the sturdy diesel electric sets is being flown by Globemaster to supply power at the South Pole itself! When the results of Operation Deepfreeze are finally tabulated, Caterpillar equipment will have contributed its share.

Caterpillar Tractor Co., Peoria, Illinois, U.S.A.

**CATERPILLAR**  
REG. U. S. PAT. OFF.



# *Thermopane*<sup>®</sup> SKYLIGHTS

## INSULATE AGAINST COLD

When Task Force 43 sailed for Antarctica, it had aboard 55 units of *Thermopane* insulating glass for use as skylights in buildings at the South Pole headquarters. A member of the expedition is seen above carrying one of the units to an opening and putting it in place.

*Thermopane* was selected — as it was for previous expeditions to Little America — to keep the glass free of condensation and frost which collect on single glass. To with-

stand the weight of many feet of snow on the skylights following blizzards, the *Thermopane* units were made of three lights of *Tuf-flex* tempered plate glass.

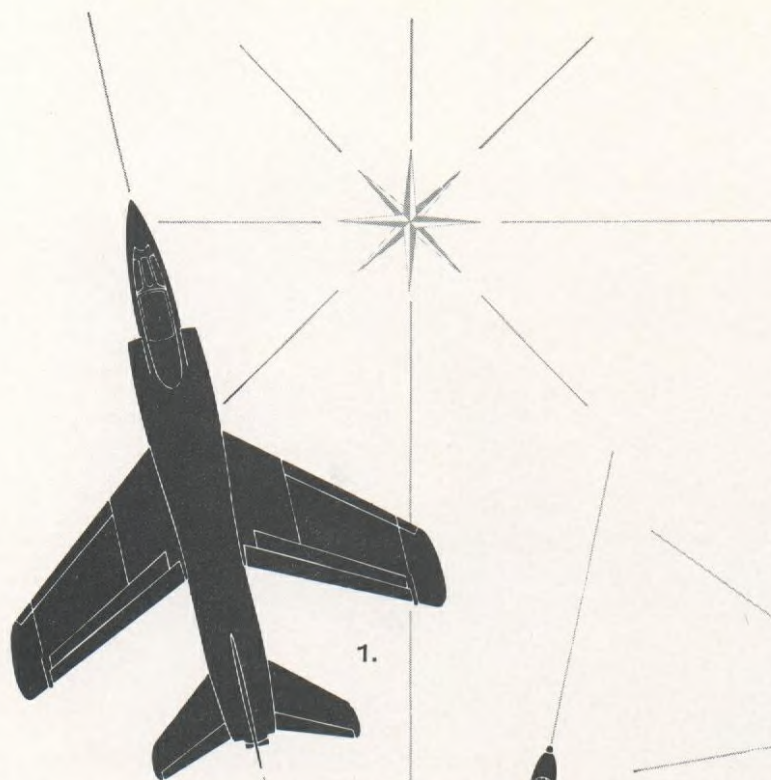
The Liberty Mirror Division of L.O.F. supplied 63 panes of ¼" twin-ground plate glass for camera windows in reconnaissance planes used for photographing the area.

Libbey.Owens.Ford is proud to have played this part in Operation Deep Freeze.

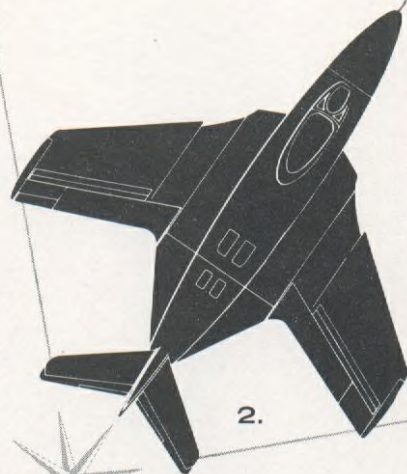
LIBBEY·OWENS·FORD GLASS CO.

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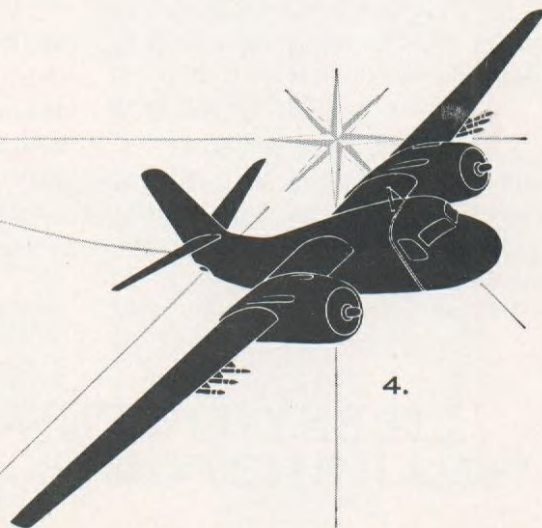
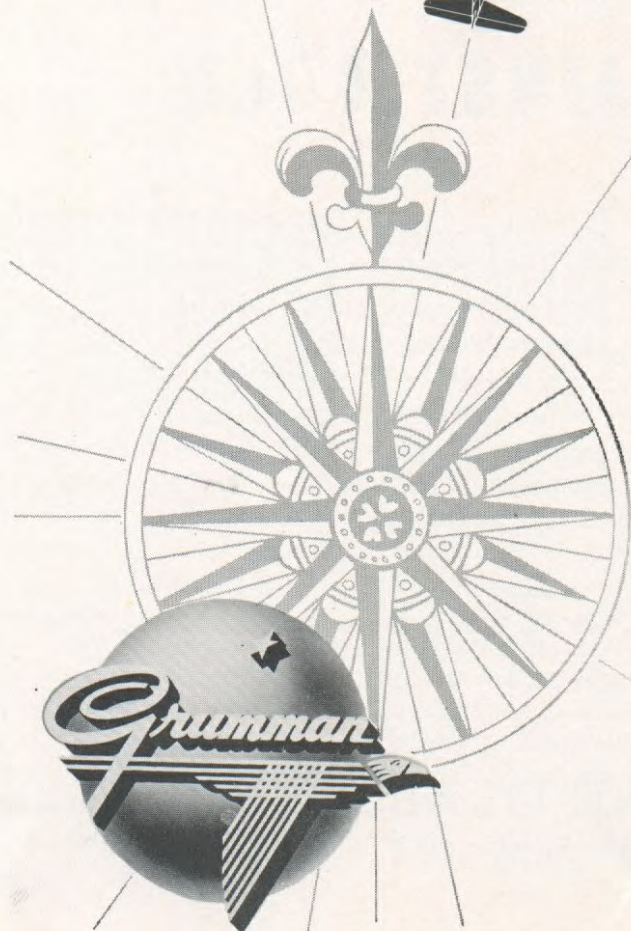


3.

**"WELL DONE" to the U.S. Navy  
on the success of  
OPERATION DEEPFREEZE**

**GRUMMAN AIRCRAFT ENGINEERING CORPORATION  
BETHPAGE • LONG ISLAND • NEW YORK**

Designers and builders of (1) Supersonic F11F-1 Tiger, (2) F9F-8 Cougar (F9F-8 Fighter, F9F-8T Trainer-Fighter, F9F-8P Photo-Recon), (3) Albatross Amphibian, (4) S2F Tracker, TF Trader; Metal Boats, and Aerobilt Truck Bodies.



4.



Salute...

TO THE MEN OF TASK FORCE 43!

WE ARE DEEPLY HONORED  
TO HAVE BEEN ASSOCIATED WITH THEM  
AS PUBLISHER OF THEIR HISTORICAL EPIC,  
"OPERATION DEEPFREEZE I."

THE DORVILLE CORPORATION • PAOLI, PENNSYLVANIA



CREWMAN OF USS GLACIER TESTS BATTERY IN THE SHIP'S BATTERY LOCKER ABOARD ICEBREAKER



NAVY ANTARCTIC CREWMAN READY FOR THE WORST WEATHER IN WINDPROOF SKI SUIT, FUR LINED PARKA

# Credit

## WHERE CREDIT IS DUE

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*Layout, Art by*

**CATHERINE M. MARRIOTT.**

*Under the Supervision of*

**CDR ROBIN M. HARTMANN, USN**

*Task Force Public Information Officer*

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U. S. NAVY.....

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LCDR DAVID G. WEBB, JR.....

DONALD C. TIMMERMAN, PH2.....(Tim)

\* *Deceased*





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