

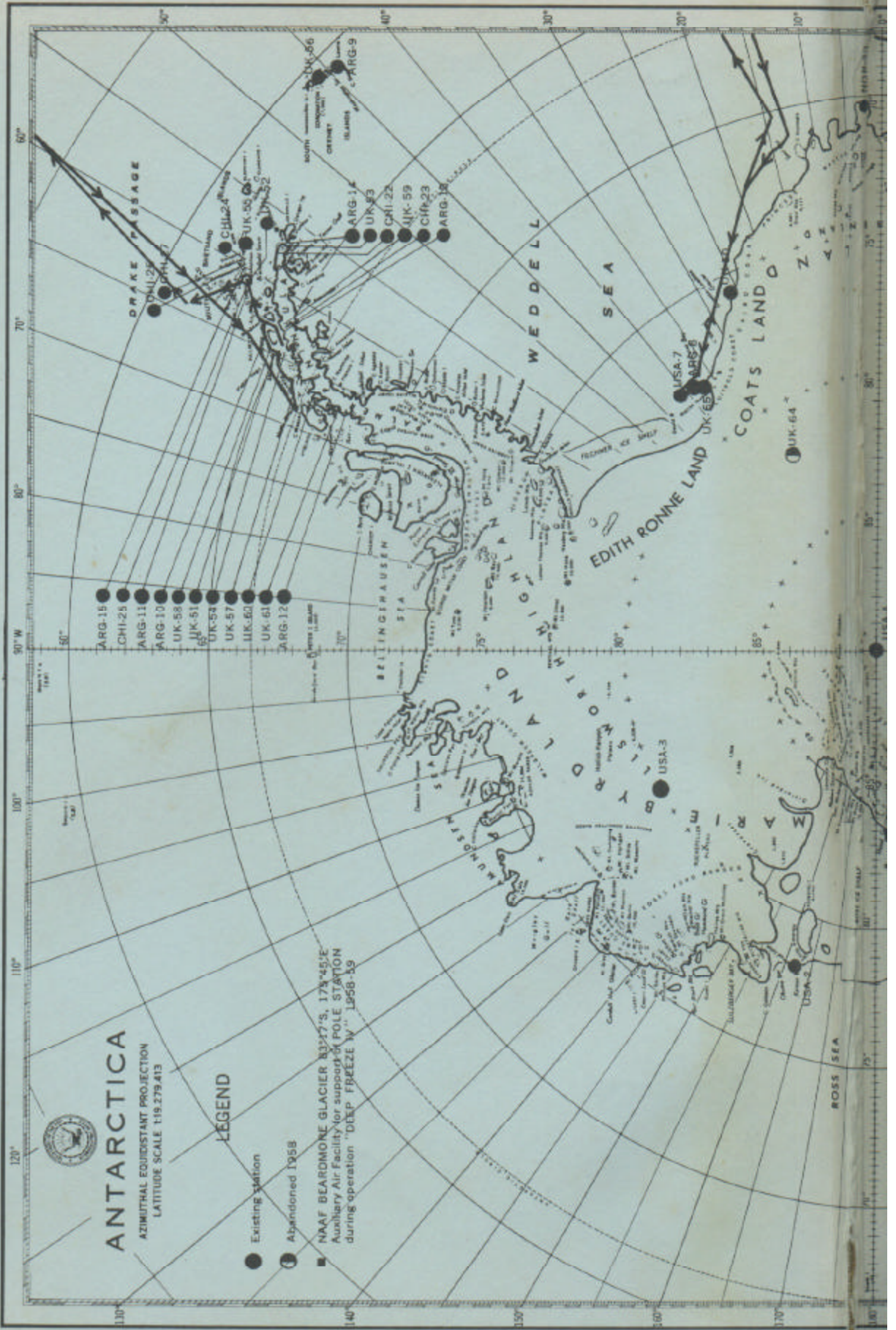


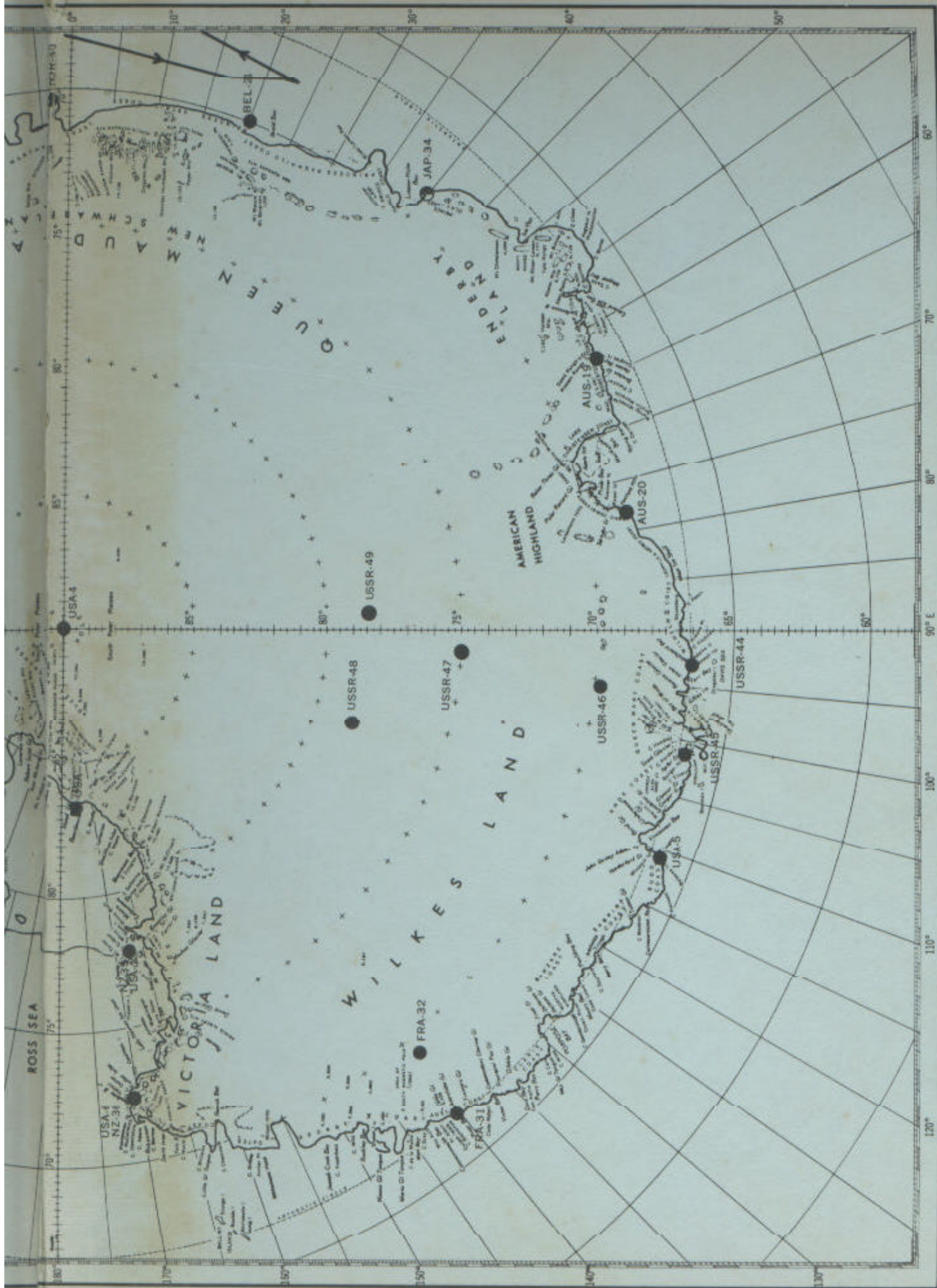
OPERATION DEEP FREEZE



USS EDISTO AGB2

ANTARCTIC AREA STATIONS
 CHART PREPARED FOR USE DURING
U.S. NAVY OPERATION "DEEP FREEZE IV" 1958-1959








PSALM 107

They that go down to the sea in
ships, that do business in great
waters. These see the works of
the LORD, and his wonders in the
deep.



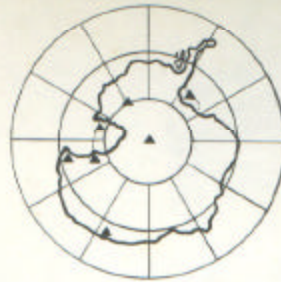
It was a clear and cloudless
night,
and the wind blew steady and
strong,
As gayly over the sparkling deep
our good ship bowled along;

DEDICATED to men who served their Navy and
Country — men of the Icebreaker USS Edisto on
Operation Deep Freeze IV and the Uruguay Flood
Rescue Mission.

They encountered danger and isolation for half a
year, yet overcame all to skillfully and spiritedly
accomplish their tasks.

They deserve tangible recognition.

DEEPFREEZE LOG



- 23 November • Departed Boston
- 24 November • Arrived Davisville
- 24 November • Departed Davisville, Bound for Panama
- 27 November • Diverted to Norfolk for emergency repairs
- 15 December • Departed Norfolk, Bound for Ellsworth Station
- 25 December • Celebrated Christmas at sea
- 26 December • Crossed Equator — initiated 200 Polywogs
- 27 December • Dropped mail at Fernando Naranha Island
- 31 December • Diverted to Rio De Janeiro Harbor
- 11 January • Sighted first iceberg at 55° south latitude
- 14 January • Crossed Antarctic Circle
- 14 January • Entered Weddell Sea Ice Pack
- 16 January • Beset in Weddell Pack
- 22 January • Underway from beset position
- 31 January • Expeditions to Shackleton and Belgrano
- 1 February • Arrived Ellsworth IGY Station
- 2 February • Change of Command at Ellsworth
- 2 February • Departed Ellsworth, Bound for Buenos Aires
- 6 February • Diverted to Polarhav
- 11 February • CTG 43.1 Helicopter landed
- 11 February • Glacier's Helo crashed, transferred Edisto's Helo
- 12 February • Rendezvous with USS Glacier
- 14 February • Released from Polarhav Mission
- 3 March • Rendezvous with USS Glacier
- 3 March • Embarked CTG 43.1
- 4 March • Arrived Buenos Aires, Edisto's Helo returned
- 13 March • Departed for Palmer Peninsula
- 24 March • Beset in Bellinghausen Sea
- 31 March • Base "W" evacuated
- 4 April • Rendezvous with USCGC Northwind
- 6 April • Collision with John Biscoe
- 7 April • Arrived Base Alfa, Wiencke Island
- 8 April • Arrived Base Foxtrot, Argentine Island
- 9 April • Northwind detached from Task Group
- 10 April • Arrived Deception Island
- 10 April • Departed Antarctica, Bound for Buenos Aires
- 16 April • Diverted to Montevideo for flood relief operations
- 29 April • Departed Montevideo
- 29 April • Arrived Buenos Aires to recover Ellsworth aircraft
- 1 May • Departed Buenos Aires
- 4 May • Arrived Rio De Janeiro
- 8 May • Departed Rio De Janeiro, Bound for CONUS
- 22 May • Arrived Davisville for cargo off-loading
- 22 May • Departed Davisville
- 23 May • Arrived Boston



Commander Henry D. Davison, USN
Commanding Officer, USS Edisto

Commander Henry D. Davison has captained our ship since 16 April 1958. This includes two cruises, Operation SUNEK 58 and Operation Deep Freeze IV. In the latter capacity he served as Commander Task Group 43.1.2 for the Weddell Sea Operation.

The Captain began his military career with an appointment to the Naval Academy in June, 1936. Commissioned an Ensign, he subsequently attained the rank of Commander to date from January 1951.

Following graduation from the Academy he reported to his first duty aboard the battleship Arizona. Commander Davison was Officer-of-the-Deck aboard Arizona on Sunday, 7 December 1941, when the infamous Japanese attack occurred. He was awarded the Purple Heart for wounds received in that attack. The Captain also saw World War II action in the Pacific aboard several destroyers. He was awarded a Silver Star for his meritorious conduct aboard the USS Craven during a torpedo attack in the Battle of Vella Gulf, Solomon Islands, 1942.

Between the closing months of 1942 and 1950 he commanded three destroyers and was an instructor at the Naval Academy. At the outset of the Korean Conflict he returned to action aboard the APA Okanagan as Navigator and Operations Officer.

Since his Korean campaign the Captain has served as a Branch Chief at the Armed Forces Special Weapons Project and Chief of Naval Section of the Military Mission in Uruguay.

U. S. S. EDISTO (AGB-2)
C/O FLEET POST OFFICE
NEW YORK, NEW YORK

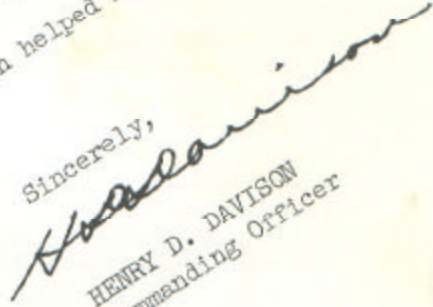
23 May 1959

FROM: CAPTAIN
TO: ALL HANDS

This book is being prepared to commemorate a notable cruise of the Edisto. All of us can be justifiably proud of the part we played - not only in carrying out our primary mission but also in upholding the fine naval tradition of rendering service to others in distress.

Though in these times we soon scatter to other assignments - even other fields of endeavor - we always carry with us the warmth of a close association with shipmates sharing a common experience. As you enjoy this book, particularly in later years, let those experiences, the pleasant and the not so pleasant, be relived; and realize again that your own contribution helped make the "Steady Eddie's" cruise what it was.

Sincerely,



HENRY D. DAVISON
Commanding Officer



Lieutenant Commander William S. Rhymes, USN
Executive Officer, USS Edisto

Lieutenant Commander William S. Rhymes was born in Crystal Springs, Mississippi, on 2 August 1917. He attended Monticello Consolidated High School in Mississippi prior to enlisting in the Navy in May, 1937.

Following recruit training at Norfolk, Virginia, Commander Rhymes participated in the integration program. After service on two ships as a member of ship's company he was commissioned Ensign in February, 1944.

The Commander's first billet after commissioning was aboard the USS Glacier (AK-183) where he served as Engineering Officer. Later billets included a First Lieutenant's position aboard USS Marquette, Repair Officer aboard USS Quirinus and Assistant Engineering Officer. In 1951 he served as Staff Ensign, South Carolina.

In 1948 Commander Rhymes attended Cornell University under the five term program. His Cornell training was completed after a year and a half and he studied for another year at the General Line School, Newport, Rhode Island.

Commander Rhymes completed his schooling in 1950 and reported to the USS Fursen to serve as Engineering Officer. In 1951 he served as Staff Engineer for Commander Destroyer Squadron 32 and then returned to school at PhibTraLant from 1952 to 1953.

He received his first command on the USS Dogge County (LST-722). He captained this ship until his appointment to Lieutenant Commander in September, 1954. The Commander then reported to Headquarters, Eighth Naval District where he served as Assistant Director of Personnel, prior to reporting aboard the Edisto as Executive Officer in July, 1957.

U. S. S. EDISTO (AGB-2)
C/O FLEET POST OFFICE
NEW YORK, NEW YORK

23 May 1959

FROM: EXECUTIVE OFFICER

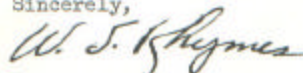
TO: ALL HANDS

This cruise and, for me, the tour of duty now ending has been the most enjoyable tour of sea duty that I have yet experienced. If given the opportunity I could have selected a few more liberty ports during the past two years and I would have appreciated more frequent mail deliveries. However, the new areas visited, the new experiences, and most of all the privilege of serving with you aboard "Steady Eddie" overcame these shortcomings and made this my favorite sea tour of the past twenty two years.

I haven't changed my mind. I detest cold weather and having to bundle up with layer-on-layer of clothing just to go topside. However, Edisto is a good ship and where you have a "good ship" manned by a "good crew" the end result is fond memories of a close association that is virtually impossible to duplicate. If it were possible to again have an equally competent and compatible ship's company, I would be pleased and proud to have another tour of "ice-busting" aboard "Steady Eddie".

I extend to each of you my sincere thanks for your support and assistance during our tour aboard Edisto and I extend my equally sincere wishes for your continued success in your naval career or in your chosen civilian profession should you decide to leave the Navy.

Sincerely,



W. S. RHYMES
EXECUTIVE OFFICER



USS EDISTO STATISTICS

Construction of the Navy Icebreaker USS Edisto was authorized by Congress in December 1943. The ship's keel was laid on 15 May 1945, by the Western Pipe and Steel Company of San Pedro, California, and she was commissioned on 20 March, 1947.

The ship was named for Edisto Island in South Carolina, located twenty miles south of Charleston. The island takes its name from the original inhabitants, the Edisto Indians.

Originally classified as a miscellaneous auxiliary, Edisto is now designated as a Wind Class icebreaker, (AGB-2). She is equipped with a reinforced icebreaker hull, a heeling tank system that can provide

an artificial list of 10 degrees, and a flight deck above the fantail to accommodate helicopters. Her six main diesel engines and two electric motors develop a total of 10,000 horsepower.

Length	269'
Beam	63'
Displacement	6400 tons
Speed	14 knots
Armament	One 5"/38 mt., Two twin 40MM mts.
Officers	18
CPO's	15
Enlisted Men	200

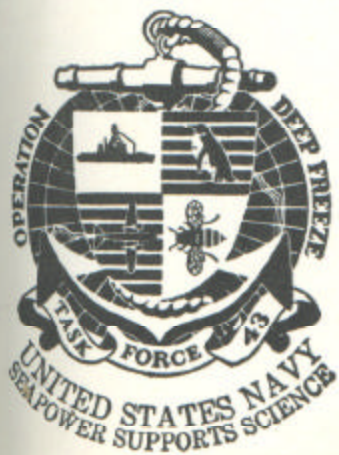
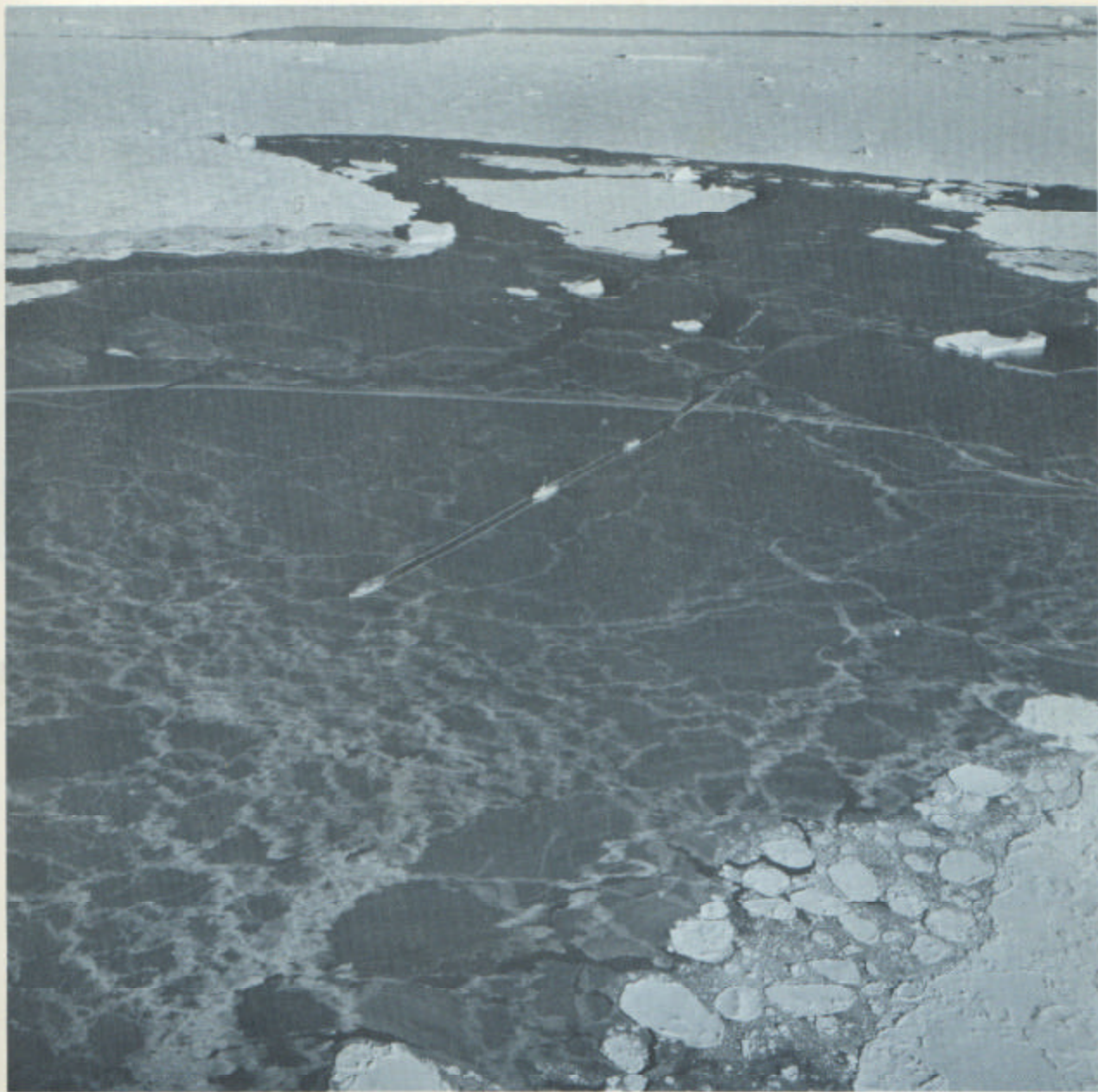
NOTABLE OPERATIONS

Operation HIGH JUMP — Winter 1947-48
 TF 80 to 83° North — Summer 1948
 Rescue USS Whitewood — Winter 1948
 Operation BLUE JAY — Summer 1951
 Operation SUNAC — Summer 1952
 Operation SUNEK — Summer 1952
 Hydrographic Ops — Winter 1953
 Operation SUNEK — Summer 1953

Operation DEEP FREEZE IV — Winter 1958-59

Hydrographic Ops — Winter 1954
 Operation SUNEK — Summer 1954
 Operation DEW LINE — Summer 1955
 Operation SUNEK — Summer 1955
 Operation DEEP FREEZE I — Winter 1955-1
 Operation SUNEK — Summer 1956
 Operation SUNEK — Summer 1957
 Operation SUNEK — Summer 1958





OPERATION DEEP FREEZE IV
1958-1959

DEPARTURE

Our days of preparation finally came to a close. Tiresome hours of upkeep, loading stores, special instructions . . . it was all over. Those endless yet short days had passed one by one until there was nothing left now but to cast off the lines and head for open sea.

Everyone was ready for the big push to Antarctica.

Automobiles had been put into storage, address books were full with the names of friends and relatives, and the usual promises that go before parting had been made. The lingering good-byes to wives and sweethearts had flown by all too quickly and now there was but a group of figures waving from North Jetty as the tug pushed us out to mid-stream. It would be half a year before we would see them waving us back home.

Just that quickly it was finished. All the months it took to get ready, all the anxieties of parting; then in the few moments required to haul the last line on deck, it was all over. As we stood at quarters for leaving port, we could feel ourselves going out of one world and into another. But a sailor's life is a sea life. It wasn't the first time we had sailed away from home and for many of us it wouldn't be the last.

We crammed as many memories as we could into the short time it took for the Boston skyline to fade over the horizon, and then we turned to put our shoulders to the wheel. For one of the strange things about sea life is that, although you are sailing directly away from home, each hard day's work puts you that much closer to returning.

There's an old Navy expression that someone always offers when sailors depart on a cruise such as this, saying to the effect, "We have a job to do." For some that have been on other cruises this might have been a little hard to accept, but somehow in this case it really seemed to apply. We did have a job to do, a big, big job. We were not going out to the mouth of the stream to unload ammo, we were not going to Gitmo for training. This was the real thing. We were on our way to carve a little piece in history.





"Anchor's Aweigh"



"Stand-by to single up"



"All back one third"

DAVISVILLE . . . THE STARTING POINT



Loaded . . . make preparations for getting underway

Our first destination in Operation Deep Freeze was a brief but important stop at the Navy SeaBee Center at Davisville, Rhode Island. We arrived at this East Coast home for Antarctic operations on 24 February, reported to the operational control of Commander Task Force 43, and officially became a part of Operation Deep Freeze IV.

At Davisville last minute checks on provisions and equipment were made and special scientific gear and explosives hauled aboard. Detachment 71, Helicopter Utility Squadron Two, Lakehurst, New Jersey, reported aboard. They would carry out future assignments in ice reconnaissance, landing parties, and rescue work in the Antarctic. By late evening we were fully outfitted and cast off the lines once more. Our destination . . . Panama Canal, the first leg of our long journey to Antarctica.

By now we had fully learned the contents of the operation plan and our specific part in Operation Deep Freeze. We were to sail south via the Panama Canal, stop briefly at Valpariso and Puntas Arenas, Chile, then continue south to Ellsworth IGY Station in the Weddell Sea, Antarctica. On arrival at Ellsworth, Edisto would support final International Geophysical Year summer activities, evacuate the wintering over party, and turn custody of the base over to the government of Argentina.

In keeping with IGY's thirst for knowledge of South Polar regions, Edisto had embarked Hydrographer William Littlewood, Ichthyologist James Tyler, Geophysicist John Berhendt, ice adviser Commodore Schlosback, and a specially trained bathythermograph team. With the cooperation of the crew the efforts of these specialists would be concentrated on further unlocking secrets of plant and sea life in the polar regions, geomagnetism, gravity, and glaciology.

Well, that was the long and short of our Deep Freeze schedule as it appeared in the operation plan. Regardless of how large it seemed to most of us, it was in reality just a small but important part of a well organized and long established program. However, unknown to any of us in these early stages of the Operation, our Deep Freeze mission was to develop into something much more than just a routine cruise even for our most experienced Deep Freeze veterans.

NON-STOP VOYAGE



Our first inkling that this would be more than a routine cruise came on the morning of 26 November 1959. We were headed on a southerly course for Balboa when a fire and bilge pump backed up and partially flooded number one engine room. Two main generators were damaged and number four main engine had been out of commission. Casualties were radioed to ServLant and the following day we were diverted to Norfolk, Virginia for emergency repairs.

Edisto remained in Norfolk from 29 November to 15 December when we got underway once more for participation in Operation Deep Freeze IV. During that time, our Engineering Department and civilian yard employees worked round the clock to get our ship back into operating condition. By the time the job was complete we had lost over two weeks of valuable sailing time.

Ordinarily this might not be so critical. But in our case time was of the essence for many reasons. Only during the Antarctic summer months of December, January and February is it possible for an icebreaker to penetrate the heavy pack ice that surrounds the continent in order to reach the science stations. If we did not get into Ellsworth Station, the wintering over party which had already spent one year in the

Antarctic would have to be airlifted out or perhaps even remain until the following year. Also, valuable data and specimens collected as part of the IGY program had to be evacuated and transported to Washington.

Weighing all these facts against our operation schedule, Captain Davison made a most important decision. In order to best carry out our mission, Edisto sent a message to Commander Task Force 43, volunteering to sail non-stop to the ice. Permission was granted. Under the new orders we were to sail non-stop from Norfolk, Virginia, to Ellsworth Station, Weddell Sea, Antarctica. This feat had never before been accomplished in Operation Deep Freeze history.

However, our trip did much more than set a Navy record. It proved an important and often overlooked fact as well. It demonstrated the versatility of icebreakers in that they are capable of sailing great distances without provisioning or refueling, yet arriving at their destination completely prepared to carry out assigned duties.

The record voyage to the Weddell Sea ice pack covered roughly 9,000 miles and was completed in less than a month.

IN THE ICE



BESET



We sighted our first iceberg at 55 degrees south latitude and left it well in our wake. We passed through the brash and rotten ice and went well into the pack proper. The going was rough in 10/10 pack ice, often 15 feet thick, covered by a six foot dense snow layer. In the late evening of 16 January we became lodged between two giant ice floes. It was impossible to move. Our beset position was about five hundred miles northeast of Ellsworth Station.

We remained beset for nearly a week, drifting with the pack first to the southwest, then to the north, and then to the southwest again.

Attempts were made to free the ship. Full power forward and backward was applied, heating tank systems were in continuous operation, demolition charges were exploded on adjacent floes to crack the ice. All efforts were to no avail; we were unable to move in this grip of pressure ice.

Then, at high noon of 22 January we were freed just as mysteriously as we had become beset. The ice surrounding the ship had loosened enough to warrant an attempt to move. The going was agonizingly slow, but the important fact was that we were free. It would be just a matter of time now until we pushed and battered our way into Ellsworth.



SUPPORTING IGY



Under the supervision of the hydrography, ichthyology, aerology, and geophysics specialists stationed aboard, we conducted concentrated surveys in all these fields as part of our IGY program.

Senior Hydrographer Littlewood, and Mr. Tyler, assisted by the bathythermographic-oceanographic team occupied fifty oceanographic stations. They also collected numerous bottom fauna, surface plankton, carbon 14 samples, fish, seal, and penguin specimens for further laboratory study.



The navigation division was responsible for 2,100 miles of ocean soundings recorded during Deep Freeze. In addition to this a program for ice reporting was initiated and accomplished. Quartermasters of the Watch completed data forms every four hours. This was supplemented by the daily ice log in which significant changes in ice character were noted.



SHACKLETON

On 31 January, at the request of the British government, Captain Davison led a helicopter expedition to photograph the historic base of Shackleton.

The present base was the long delayed result of plans laid in 1914. Sir Ernest Shackleton planned to establish a base as far south in the Weddell Sea as possible and from that point sledge across the continent. However, the proposed base site was never reached. Shackleton's ship became beset in the Weddell Pack and was crushed. His crew lived on ice floes until they too broke up, and Shackleton made his heroic escape to Elephant Island.

In 1955 the station was finally organized and construction initiated. Next year it was completed and Fuch's expedition wintered over in preparation for the traverse across the continent. The following year he completed the first trans-Antarctic traverse.

Our expedition found the famous base entirely intact, in spite of the fact that it had not been occupied for several years. It appeared as if the occupants had just stepped out and planned to return shortly. Food was completely preserved and curtains still hung at the windows. The only sign of the fierce cold was hundreds of ice crystals that hung in the air and tinkled like tiny chimes.



Pancake batter was still in the galley and slippers under the bunks. However the only sign of life was a solitary penguin.

BELGRANO



A food freezer — Antarctic style

At 1925, 31 January, Edisto stopped again to send a party of visitors, by helicopter, to the Argentine science station, Belgrano.

This station was established in 1954-55 and since then has been conducting concentrated scientific surveys. The Argentines have explored the area bounded by Duke Ernst Bay, Ellsworth, and the Pensacola Mountains south of the ice shelf.

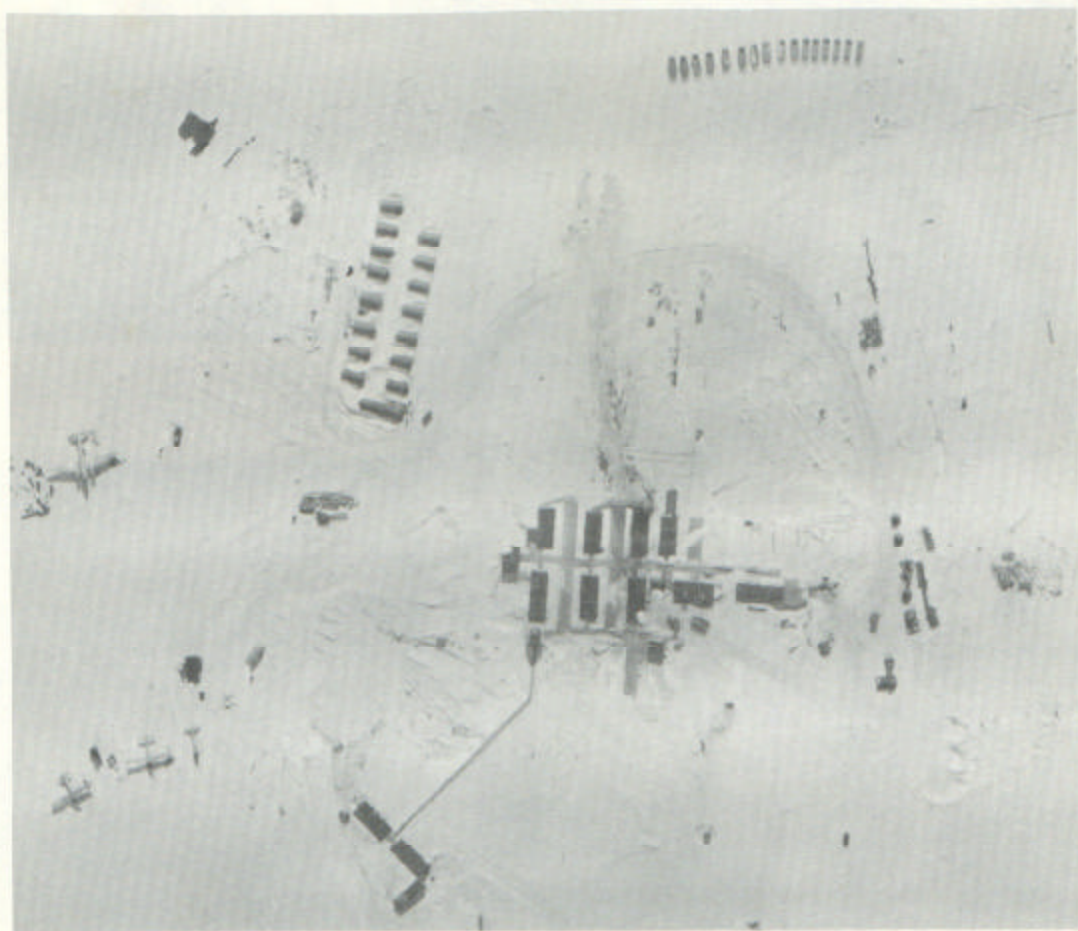
Our visiting group reported that, upon first landing at Belgrano, little was visible to indicate that a base even existed. The only signs of life were a few huskie dogs. Small wooden structures protruded a few inches above the snow. Those were later found to be the entrances to the station. Similar to nearly all Antarctic stations, Belgrano consisted of a few Quonset huts connected by a network of tunnels.

A friendly relationship has always existed between Belgrano and Ellsworth. At Christmas time the bases exchanged visitors. Once a Belgrano tunnel, containing bottled beverages for the coming year, caught fire and burned badly. Shortly thereafter a Belgrano weasel with a long sled made the duty beer run to Ellsworth.

The Argentines were extremely hospitable to our visiting group. They gave information to Edisto's hydrographer, permitted gravity readings, and went out of their way to make the U. S. visitors welcome.



ELLSWORTH IGY STATION



On the first day of February at 0540, Edisto pushed her bow through the last few miles of rugged Weddell Sea pack ice to Ellsworth Station.

At last the objective! We had fought with the enemy for forty seven days and 9,335 miles. Now we had scored the goal. We had reached Ellsworth Station.

As we neared our mooring position we could make out the station's radio antennae and radar domes just over a small snow hill. The mooring position was marked with bright pink bunting. Orange snowcats stood by to haul in our lines. The wintering over party waved a happy welcome from the ice shelf. They were a strange looking lot with flowing beards and some with shoulder length hair. For this handful of men who had been isolated on the barren continent for fourteen months, we were a welcome sight. The presence of Edisto meant that, after a year of sub-zero weather, six months of total darkness, and

only radio contact with the outside world, they would soon be sailing home to their families.

But first there was work to be done. As soon as the gangway was in place cargo operations were begun on a twenty-four hour basis. Edisto carried in her holds 70 tons of cargo and supplies for the new wintering over party. In addition to this, 25 tons of Ellsworth cargo had to be back loaded along with a HUS helicopter and two UC-1 Otter airplanes.

When this task was completed we would turn the custody of Ellsworth over to the Argentine government and depart for Buenos Aires. Twenty-four hour work schedules were necessary as a shift in the wind could quickly close off the shore lead by which we wished to escape.



A handful of strange looking bearded men anxiously awaited our arrival at Ellsworth.

Snow-cats and Weasels hauled in our mooring lines and secured them to deadmen, stout wooden poles embedded in the ice.



With the gangway in place, cargo operations were begun on a twenty-four hour basis.

CARGO OPERATIONS



Seventy tons of cargo had to be off loaded at Ellsworth



... and on into the night

The high ice shelf posed problems in loading the two Otters. Our starboard crane hauled upward while line handlers on the flight deck and ice shelf prevented the ships from swinging in the stiff cross wind.



The last Otter on deck signaled the completion of our cargo operations.

CHANGE OF COMMAND



As strategic as personnel evacuation and cargo operations were, we had another mission at Ellsworth that was equally important.

IGY activities at Ellsworth Station were now officially completed, and U. S. observers were leaving aboard the Edisto. As part of a program to continue the scientific observations at the base, its custody was being turned over to an Argentine wintering over party. Captain Davison had been chosen to represent the United States at the change of command ceremonies.

ARGENTINA FLIES HER FLAG AT ELLSWORTH. It seemed odd that a ceremony of such importance should take place here, in one of the most remote parts of the world. No brass bands blared stimulating marches and no crowd of spectators cheered noisily. But this was a frontier, and not the place for pomp.

Beneath the ensign of the United States, flying in its last few moments, the honor guards of both nations stood at attention as Captain Davison presented the base to Lieutenant Commander Jorge Horacio Suarez of the Argentine Navy. The only sound, other than the speaker's voice, was the mechanical grinding of motion picture cameras as staff photographers recorded the occasion. The bright green of the Edisto guard and the blue and gray of the Argentines were the only dabs of color in the white expanse. When Captain Davison concluded his speech, Lieutenant Paul Tidd, Commanding Officer of the U. S. wintering over party hauled down the Stars and Stripes for the last time.

Commander Suarez spoke briefly to his men on the importance of this station and the effort that would have to be made to keep up the fine work accomplished in previous years. To the crew of Edisto he wished a safe and speedy journey home. The two honor guards saluted sharply as the Argentine flag was raised over the base.







Our U. S. Wintering Over Party gave final bits of advice to their Argentine successors

The Argentines bid us farewell — it would be a full year before they would again have visitors from the outside.



"062354Z"

USS Glacier breaks through to the beset Belgian expedition ship, Polarhav



The mission at Ellsworth was completed. We were on our way out of the pack bound for Buenos Aires, Argentina, our first port of call since leaving the States nearly three months ago.

While we were enroute to Buenos Aires, the USS Glacier was involved in rescuing the Belgian merchant ship, Polarhav, beset in ice near King Boudin Station, at Breid Bay. But the Glacier damaged a propeller blade in the heavy ice, began vibrating badly, and requested assistance from Edisto in carrying out the remainder of her mission.

Edisto had not come through her mission unscathed either. Since encountering the first ice in late January, twenty three cracks had appeared in her bow framing. Two cracks appeared in bulwarks aft. However the damage was not enough to merit suspending ice breaking activities. On 6 February Edisto was diverted by Commander U. S. Naval Support Force, Antarctica, message 062354Z to assist the Glacier.

Five days were required for us to effect the rendezvous with Glacier and Polarhav. We met with 45 knot gales and rough head seas for the entire trip. Ice began to form on our vertical surfaces and on the rigging. By the time we reached our objective, Edisto had the appearance of a ghost ship. But by 11 February we were at the edge of the ice pack, within twenty miles of the two ships.

That same afternoon Commodore McDonald, CTB 43.1, flew to Edisto by helicopter from the Glacier to inspect our hull damage and confer on the mission at hand. Later in the evening the Glacier's helicopter crashed off her starboard beam and was damaged beyond repair. No one was injured but she was left without helicopter support. The decision was made to transfer temporarily one of our helicopters to Glacier for use in cargo operations at King Boudin Station.

The next day Glacier and Edisto rendezvoused and moored to each other in the ice to transfer 20,000 gallons of aviation gasoline and miscellaneous provisions. It was the first time we had seen an American ship since leaving Norfolk. Many of us had friends aboard the Glacier whom we were glad to see, but most important of all, the Glacier had been receiving mail regularly. We hadn't had a mail call since departing. Any bit of information was a real welcome. Three hours later the gangway was lifted and the two ships parted company.

The next day we assumed escort of the Polarhav while the Glacier broke into King Boudin Station. Polarhav followed us as we broke out of the pack, steamed East, and re-entered the pack opposite Breid Bay to await the return of Glacier.

The following morning we were relieved of escort duties and set a course for Buenos Aires.

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EDISTO EMBARKS CTG 43.1

On 3 March, just off the coast of Argentina, Edisto and Glacier rendezvoused for a second time. The meeting was to transfer by helicopter Captain Edwin A. McDonald and seven members of his staff to our ship.

Since our flight deck was crowded with aircraft from our previous mission at Ellsworth, personnel being transferred had to be lowered from the HRS helicopter by hoist, as it hovered twenty feet above the flight deck. At first meeting a heavy sea and stiff winds prevented immediate transfer. We waited out the storm and by late the next day weather conditions subdued sufficiently to allow us to proceed with the transfer. The whirlybird pilots did an admirable job, and before long all personnel and equipment had been transferred smoothly and without mishap.

Edisto now flew a familiar and respected pennant at her starboard halyard, a pennant well seasoned in Antarctic exploration. It belonged to a man who helped make history in this vast frontier. He had been with Byrd, and with Dufek; he had built Ellsworth Station . . . Commodore Edwin A. McDonald, Deputy Commander of the U. S. Naval Support Force, Antarctica, and Commander of Task Force 43.1.

The Commodore had come aboard our ship for a very definite reason. This had been an extraordinary year for ice in the Antarctica. Besides being unusually thick in areas where ice was always known to be heavy, thick ice was also discovered in areas that were normally ice free. United States assistance to one nation encountering difficulty due to heavy ice had already been provided. Now, the United Kingdom Supply Ship RRS John Biscoe, unable to cope with the extreme ice conditions in the Palmer Peninsula area had also requested icebreaker assistance. In the event that we would be needed to help the Biscoe, Commodore McDonald would act as Commander of the mission.

USCGC Northwind (WAGB-282) was dispatched from Christ Church, New Zealand, to aid the Biscoe. The two ships succeeded in carrying out a portion of the mission, but latest situation reports showed they were having difficulty in reaching a British science station designated as Base "W."

Our orders were to proceed to Buenos Aires, Argentina, and remain there in a stand-by status, fully refueled and reprovisioned, ready to sail immediately in the event our services should be needed in the Palmer Peninsula.

The sit-reps from the two ships came in steadily,



each one more ominous than the preceding.

" . . . entry to Base 'W' impossible due to heavy pack."

" . . . attempt airlift supplies Base 'W.' "

" . . . flying impossible due poor visibility and high winds."

" . . . no shift seen in pack."

After a stay of eleven days in Buenos Aires, the expected news came in a short but pointed message. "Need for Edisto assistance imperative." In less than twelve hours we were standing out of B. A. Harbor bound for Palmer Peninsula and our second rescue mission.

PALMER PENINSULA MISSION

"The day was dying, the night being born—but with great peace. Here were the imponderable processes and forces of the cosmos, harmonious and soundless."

Adm. Richard E. Byrd



We enjoyed good weather as we headed south for our next Antarctic mission. But the steady 13 knot speed and pleasant seas were just a teaser for the extreme bad weather we were to encounter in the Palmer Peninsula.

On 17 March Edisto established communications with the John Biscoe and the Northwind. We learned that in the past nine days, neither ship had made any progress because of heavy ice in Marguerite Bay.

By 19 March we were back in thick ice again. A heavy ground swell persisted and forced us to slow to avoid crashing into large floes. Numerous rolls up to and beyond forty degrees gave us a night we would rather forget. At last the ice thickened, reducing the swells, and we were able to make good a speed of three knots.

About thirty miles northwest of Adelaide Island in the Bellinghousen Sea we hit 10/10 pack ice under pressure with a six foot snow cover. Visibility was less than ten yards in heavy snow flurries and the temperature had dropped nearly to zero. We still were 26 miles northwest of the proposed rendezvous point. Northwind and Biscoe were lying to under similar conditions sixty miles west of the rendezvous point.

Edisto remained in this position for about a week. It was during these trying days that the first speculations about wintering over began to spread among the crew. We had to admit it didn't look good. We were encountering the toughest ice in our entire operation. This, coupled with the first winter darkness, presented a foreboding situation.

During our Ellsworth mission we had twenty four

hours of daylight, relatively moderate temperatures, and very little snowfall. Now, not only was it a fight with the elements, but a race with time. We had to complete this operation and get out of the pack, before we became caught in the grip of the fast approaching winter.

During the ensuing days Northwind and John Biscoe pushed close enough to Base "W" to justify an attempt to resupply that base by helicopter. However, day after day poor visibility and high winds thwarted all efforts. Rather than lose any more time waiting for favorable weather, it was decided to completely evacuate Base "W." The 26 mile trek from the base to the ships was covered by dog sled. The evacuation continued far into the night, and high altitude flares and searchlights were necessary to guide the parties to the ships. Early the next morning all personnel, dogs, and equipment were aboard.

Base "W" was abandoned to the winter.

On the morning of 4 April Edisto broke through to meet the other two ships. We formed a column with Edisto in lead position and set a course for Base Foxtrot, Argentine Islands. Plans to use French Passage to gain access to this base were abandoned, when helicopter reconnaissance found the channel blocked by heavy snow covered ice. The course was altered for Bismark Strait in hopes that this channel would be penetrable. Northwind assumed the lead, and we dropped back to provide direct escort to the John Biscoe.

A few minutes later an unfortunate accident occurred. A large floe stopped Edisto's forward motion. John Biscoe, following close behind, had gained too much momentum to keep from ramming us, al-

though finally she was backing full. Her port bow collided with our starboard quarter, damaging our flight deck, gouging the side of our hull, and carrying away a large section of hand railing. Extent of damage was not great enough to hamper either Biscoe's or Edisto's operations. The whole amount of time lost in the collision was just enough to allow camera bugs to snap pictures of the John Biscoe backing away to get into proper position, amid the yelping and howling of the Huskies quartered on her main deck forward.

Next morning helicopters brought the discouraging news that Bismark Strait was also blocked with ice. Course was again changed, this time to a shore lead heading north. Large open water leads running between spectacular snow capped mountains allowed the Task Group to make good time via Schollaert, Gerlache, and Neumayer Channels. At dusk on 7 April we arrived at Base Alfa and that night the Biscoe off-loaded her supplies for that base.

On 8 April the Task Group continued south through Neumayer and Lemaire Channels and arrived at Base Foxtrot before noon. The Edisto and Northwind were the first United States Ships ever to use this series of navigable waterways that run between the Palmer Archipelago and the Peninsula. That afternoon Biscoe resupplied that base, and Edisto took aboard fifteen British personnel for later transfer at Deception Island.

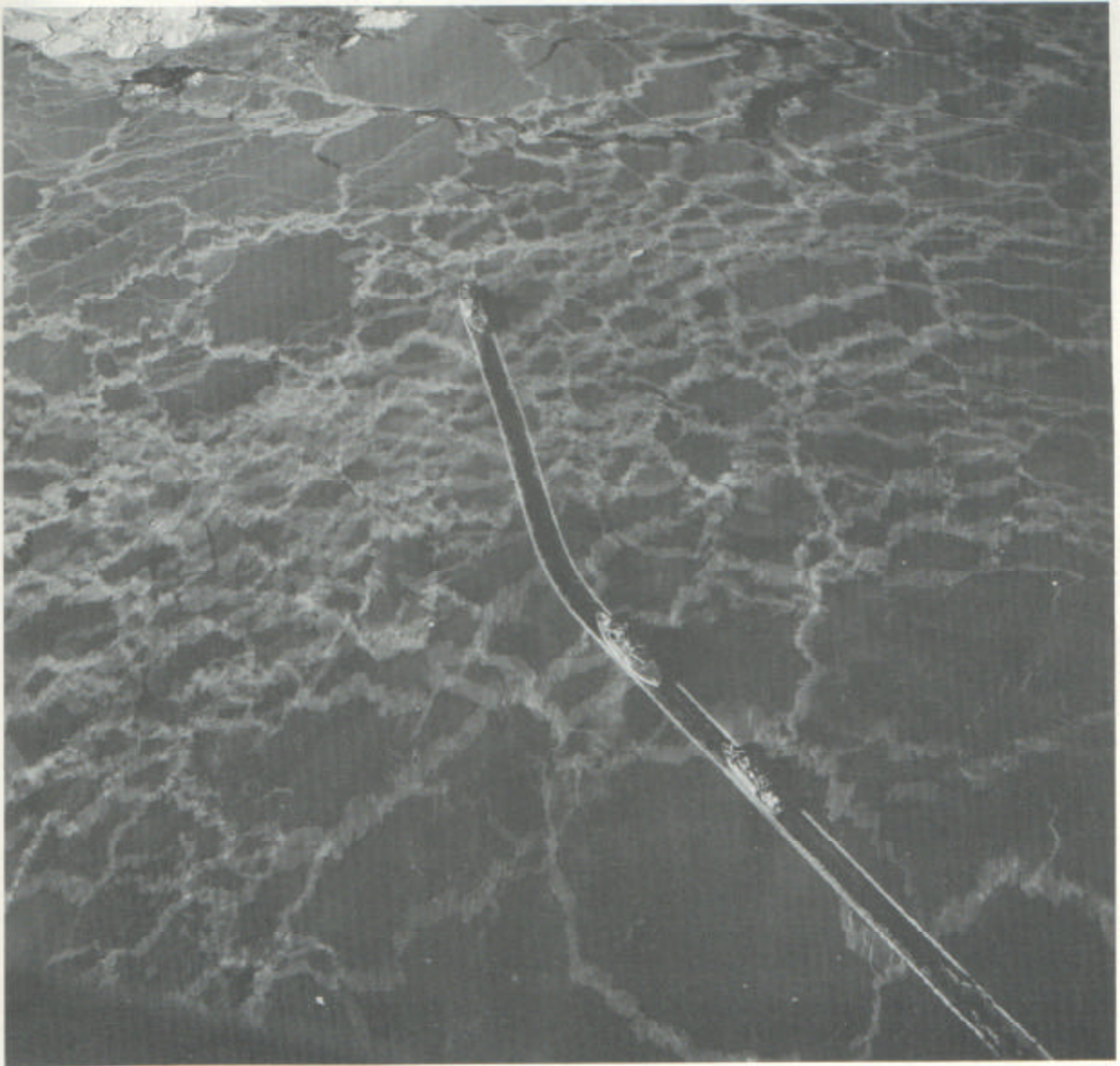
The following day the Task Group sailed for Deception Island. The rest of the way was clear sailing in ice free waters and at 1100 CTG 43.1 detached the Northwind from her duties. She signaled her joy by blasting long and loud on her whistle as she overtook us to port. It was a long cruise and a hard one, and now they were going home.

We arrived at Deception Island at dawn the next day. The port was relatively ice free allowing us to off-load our fifteen passengers via the Greenland Cruiser. We bid farewell to our charge of these past weeks, RRS John Biscoe, and set a northerly course for Buenos Aires, Argentina. Thus came to a close our participation in Operation Deep Freeze IV. We left the ice on 10 April 1959, the last ship of Operation Deep Freeze to leave Antarctica. Our job in the ice was finished. We had done it well, we enjoyed doing it, but we were all glad it was over and were on our way home.





THE PASSAGE



Edisto leads Northwind and Biscoe
across a "window pane" of new
ice



USCGC Northwind skirts ice pack
enroute to base Foxtrot.

THE MOUNTAINS . . .





THE OBJECTIVE



Edisto and Northwind stand-by
while Biscoe breaks in to resupply
base Foxtrot.



Biscoe resupplies base Alfa



DECEPTION ISLAND



Arrival at ice free Deception Island signaled the end of our Palmer Peninsula Mission.

ANTARCTIC EXPEDITION



OPERATION "BROTHERHOOD"

As far as we were concerned, it was all over but the shouting. We were steaming to Buenos Aires, and from there to Rio de Janeiro. We were content now to bask in the glory of our past accomplishments. And rightly so! We had established a few records, pulled ourselves out of a few tight spots, and provided rescue and assistance on an international level.

But on 17 April, another radio message again changed the scope of our plans. Now thousands of miles from the nearest ice floe, we were called upon once more to aid a nation in distress. The tiny country of Uruguay had been experiencing the worst flood in its entire history. The nation was in a state of emergency.

Early on the morning of 17 April we were moored in Montevideo, and by that same afternoon our two helicopters were on their way to the disaster area.

The HUL, piloted by Lt(jg). Purvis, flew to the northeastern part of the country and set up a base of operations at Treinta y Tres. From this point the helo flew in a twenty mile radius to the east of the city to rescue stranded victims. The HUL, equipped with rubber pontoons, conducted rescues right from the surface of the water. In the short span of forty eight hours, Lt(jg). Purvis, crewman Davis, and an interpreter from the Argentine Army accomplished thirty-one remarkable rescues. In many cases the craft was so overloaded it was forced to take running take offs.

During this time the HRS, piloted by Lt(jg). Erickson and Ens. Nelson, with crewmen Forrester and Noonan was operating in central Uruguay. On 19 April the HRS helped to completely evacuate Paso de los Torros, a city that was periled by the flooding Rio Negro. The country's major dam and source of electricity was on this river and threatened to burst from the tremendous pressure of the rising waters. In a last effort to save the dam, the HRS flew in explosives to blast a diversionary channel and relieve the pressure. The attempt was successful and a disaster that would have set the nation back ten years was averted.

Back in Montevideo we were doing everything possible to help ease conditions. All medical supplies and food which could be spared were loaded on trucks and sent to the flood regions. Boat crews were on a standby status, and rubber life rafts were made available. Our basketball team staged a benefit game with Club Colon to raise money for homeless flood victims. There were few of us that were not stopped by natives in the streets or cafes and personally thanked for our interest in their country's welfare.



When the work was finished, President Echegoyen sent for Captain Davison and expressed the gratitude of the Uruguayan people for the prompt assistance provided by the U. S. Navy. This is just one of the many touching editorials that appeared in the country's newspapers when we departed . . .

"The people of Uruguay bid farewell to the Edisto not with a rigid diplomatic act, not with a collective expression of appreciation, but with hearts rendered by this noble act of human brotherhood in a moment of anguish, and that has made each member of the Edisto's crew to be a brother who has gained the most noble place in the sentiments of every one of us."



CONGRATULATIONS . . .

FROM: COMSERVLANT

ACTION: USS EDISTO

COMSERVLANT NOTES WITH GREAT PRIDE YOUR PROMPT AND SPLENDID PERFORMANCE IN PROVIDING ASSISTANCE TO THE PEOPLE OF URUGUAY DURING THE RECENT FLOOD DISASTER X WELL DONE TO ALL HANDS X T BURROWES...BT...

FROM: CINCLANTFLT

ACTION: USS EDISTO

CINCLANTFLT HAS NOTED WITH PLEASURE OUTSTANDING MANNER IN WHICH EDISTO HAS RENDERED ASSISTANCE TO PEOPLE OF URUGUAY IN FLOOD DISASTER X THE SPIRIT CMM EFFICIENCY AND PROMPTNESS WITH WHICH YOU PROVIDED HELO RESCUE SERVICES CMM FOOD CMM MEDICINES CMM CLOTHING AND OTHER EMERGENCY SUPPLIES WERE IN ACCORD WITH THE HIGHEST TRADITIONS OF THE NAVAL SERVICE X YOUR EFFORTS CONSTITUTE A HUMANITARIAN ENDEAVOR OF UNIQUE AND LASTING SIGNIFICANCE TO THE PRESIDENTS PEOPLE TO PEOPLE PROGRAM X CONGRATULATIONS AND A HEARTY WELL DONE TO ALL HANDS...BT...

FROM: SECNAV

ACTION: USS EDISTO

THE PERFORMANCE OF EDISTO DURING DEEP FREEZE 4 HAS BEEN AN OUTSTANDING EXAMPLE OF SERVICE X VERSATILITY AND SEAMANSHIP X EDISTO STARTED THE OPERATION BY MAKING A NON STOP VOYAGE FROM CONUS TO ANTARCTICA X SHE THEN MADE A SKILLFUL AND DETERMINED PASSAGE TO ELLSWORTH STATION THROUGH ICE THAT WAS UNUSUALLY HEAVY EVEN FOR ICE CHOKED WEDDELL SEA X EMERGING FROM THIS ORDEAL WITHOUT SIGNIFICANT DAMAGE X SHE WAS CALLED UPON TO ASSIST GLACIER IN THE RESCUE OF THE BELGIAN EXPEDITION SHIP POLARHAV X A FEW WEEKS LATER SHE RETURNED TO ANTARCTICA FROM BUENOS AIRES TO HELP NORTHWIND IN ESCORTING THE BRITISH SUPPLY SHIP JOHN BISCOE IN HER TASK OF SUPPLYING BRITISH BASES X NOW THOUSANDS OF MILES FROM THE NEAREST ICE FLOE SHE HAS TURNED IN A SUPERLATIVE PERFORMANCE IN URUGUAY X THIS EXAMPLE OF SERVICES RENDERED TO HER OWN NATION AND THREE OTHERS AS WELL DURING THE PERIOD OF ONLY THREE MONTHS WILL BE DIFFICULT TO SURPASS X TO CAPTAIN DAVISON THE OFFICERS AND MEN OF EDISTO AND THE PILOTS AND CREWS FROM HUTRON TWO DETACHMENT IN EDISTO A HEARTY WELL DONE X ARLEIGH BURKE...BT...

FROM: CNO

ACTION: USS EDISTO

CONGRATULATIONS TO YOU AND THE OFFICERS AND MEN OF EDISTO FOR AN OUTSTANDING EFFORT IN AIDING URUGUAYAN FLOOD VICTIMS X SUCH HUMANITARIAN EFFORTS REFLECT THE HIGHEST TRADITIONS OF THE NAVAL SERVICE AND DEMONSTRATE TO THE WORLD THE DUAL NATURE OF THE NAVYS CAPABILITIES X NOT ONLY DO WE STAND READY TO DETER AGGRESSION CMM BUT WE ARE ALWAYS ALERT TO THE ALLEVIATION OF HUMAN SUFFERING X PLEASE CONVEY MY PERSONAL THANKS TO THE HELICOPTER PILOTS CMM COMMUNICATIONS PERSONNEL AND OTHERS WHO SUPPORTED THIS WONDERFUL EFFORT X THOMAS S GATES...BT.

FROM: CNO

ACTION: USS EDISTO

FOLLOWING PASSED FOR YOUR INFO - ON BEHALF OF THE DEPARTMENT OF STATE I EXTEND TO YOU CMM THE OFFICERS CMM AND THE MEN OF THE USS EDISTO CONGRATULATIONS ON A MISSION WELL PERFORMED AND APPRECIATED FOR YOUR PROMPT AND GENEROUS ASSISTANCE IN CARRYING OUT RESCUE AND RELIEF OPERATIONS DURING THE URUGUAYAN FLOODS X SIGNED WILLIAM P SNOW ACTING ASSISTANT SECRETARY OF STATE FOR INTER-AMERICAN AFFAIRS...BT...

PORTS OF CALL

BUENOS AIRES



BUENOS AIRES MONTIVIDEO RIO DE JANEIRO

BUENOS AIRES

With two Antarctic missions already under our belts, we steamed eagerly toward the South American mainland and our first port-of-call in a quarter of a year . . . Buenos Aires, Argentina.

Our mission at Ellsworth Station had served to form a close bond of friendship between our two countries. The people of the port were also aware of this and opened their city in friendship to the sailors from the "Rompehielo Norteamericano."

We found this city one hundred miles inland on the west bank of the Rio de la Plata. It was a beautiful metropolis of wide promenades, sidewalk cafes and well kept parks. Touches of Old Europe were present for the sentimental tourist, but for the more up-to-date minded, the newly constructed skyscrapers were simple and striking examples of modern architecture. The glistening white twenty-two story Atlas Building, tallest in all South America, stood at the edge of the harbor, beckoning passing ships to visit the city of "good airs."

Old or new, we were all impressed with this "Paris of the Americas." As day came to an end, and lights flickered on one by one, we began to seek out the many night clubs and cabarets that make B. A. one of the liveliest places in South America. Jitterbug gave way to the Cha cha cha and Samba as Edisto went native in Argentina. Two pound T-bone steaks, native wine, and dark eyed senoritas were welcome sights after "B" rate Hollywood movies and unshaven shipmates.

The hospitality of the Argentine people will be remembered as vividly as any of the events in this port. Many of us had personal invitations to dinners with Argentine families that cemented friendships between our crew and the Argentines. As a living example that true friends are lasting ones, many of these same people took the trouble to come to the pier and welcome us again when Edisto returned to Buenos Aires for a one day visit in May.





Captain holds pre-liberty inspection of crew



Saldana helps officer-of-the-deck span language barrier





Even the cop on the square takes advantage of the local custom of afternoon siestas



MONTIVIDEO

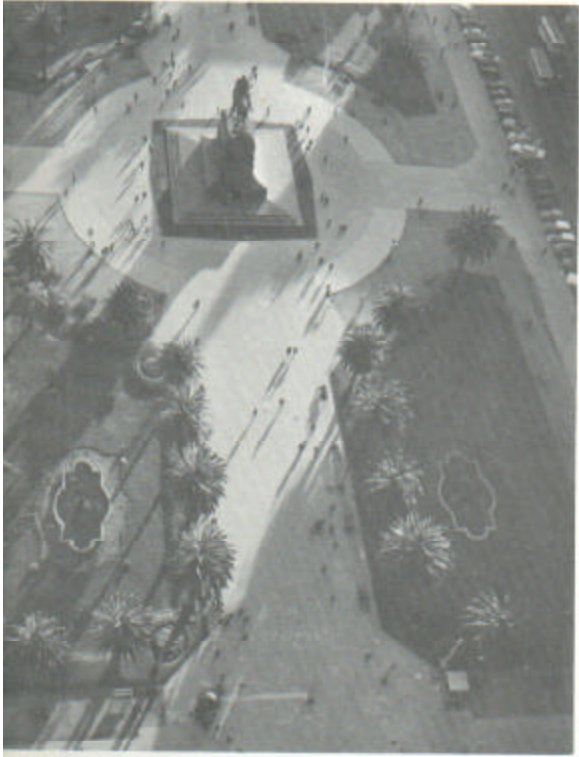
Although we were in Montevideo on a rescue and relief mission, we were moored many miles from the actual disaster area and as a result liberty went down on a regular basis.

Electric lighting was scarce because of the crisis at the country's major dam and power station at Riicon Del Bonete, but in spite of the government imposed curfew on lighting, we managed to enjoy ourselves to the fullest. And the lack of electric light certainly did not dim the bright friendship the Uruguayan people displayed.

In the daylight hours, the guided tours of the taxi drivers, and the misguided tours of one Miss Kelly, showed us a city conservatively progressive in its wide avenues and chic shopping centers, yet managing to retain the old world flavor in its parks and government buildings. Night life in Montevideo was comparable to most large South American cities. Native music and dances were predominant, but North American "pops" managed to find its way into some of the larger night clubs. At any rate, we all agreed that the most charming thing about Montevideo was its people. In a country where relations between itself and the United States were supposedly strained, we found perhaps the warmest and most friendly people of any place we visited during the entire cruise.

It was with mixed feelings that we departed Montevideo after two enjoyable weeks. We were saddened to leave such intense and wonderful people, but we were glad too, because our departing meant the flood disaster was over. The people would soon be busy rebuilding.







RIO DE JANEIRO

When we steamed into the harbor on the afternoon of 4 May most of us got the same initial impression of this magnificent city . . . that if Buenos Aires is the Paris of the Americas, then Rio must surely be the Riviera.

Rio is many things, most of them spectacular. The entrance to the city is one of the most beautiful in the world. The sheltered harbor, guarded by Pao de Azucar (Sugar Loaf), is studded with more than eighty islands and surrounded by lofty mountain peaks. The famous statue of Christ, atop the 2,300 foot peak Corcovado, was visible to many of us long before the ship moored at Maua Plaza in the heart of downtown Rio. From the top of Corcovado every part of the city, harbor, and surrounding country is spread out to view.

Rio itself is a city of mosaic walks, beautiful flower gardens, and streets lined with palm trees. Stores overflowing with native curios were abundant for the shopper, but for those seeking something with a gayer atmosphere there was Copocabana Beach.

One of Rio's many taxis whisked us on a scenic ride along a super highway and out to famed Copocabana, South America's number one playground. Stretches of silver beach and inviting surf 'neath a warm Brazilian sun were exactly what we needed after a hard six month cruise. And when these faded with the sun, the gay and swirling Copo night life began.

Rio and Copocabana, the perfect combination of day and night time sights, was the ideal place to rest up before heading home. After four eventful days in this Brazilian wonderland, we steamed out of the harbor and set a course for Boston. Many of us looked back on the beautiful harbor as it passed over the horizon with a silent promise to return someday, only next time on the deck of a liner.







LIFE ON AGB-2



CHRISTMAS AT SEA

Most of us did not consider the tropics the ideal place to spend the yuletide season, but by now we had grown accustomed to the requirements of such a cruise, and were determined to do a good job in spite of personal sacrifices that had to be made. The Captain's Christmas message expressed all our feelings . . . "Christmas is what we make it. The presents, the decorations, the tree, traditional as they are, are only window dressings. The real celebration of Christmas lies in our hearts, and it is best manifested by a genuine feeling and expression of good will toward others. In that light, it is my hope that all of us will look back on this Christmas as a meaningful and valuable experience."

At 2300 Christmas Eve, the crew gathered on the fantail for a Christmas tradition that loses none of its value because of location . . . carol singing. With only the sea for an audience, the crew raised their voices to sing all the old favorites, right down to "Rudolph The Red Nosed Reindeer." A trumpet duet of "Oh Holy Night" by Doctor Stevens and Lt. Purvis was added to the Christmas caroling festivities.

The singing ended with "Silent Night" and the crew wandered off one by one to write home or just sit about the deck and talk.

A German freighter that passed to starboard early that morning flashed, "Merry Christmas, Happy New Year, and Good Luck." It was our only season's greetings.



"God Rest Ye Merry Gentlemen"





DISTRICT OF EQUATORIUS

Subpoena and Summons Extraordinary The Royal High Court of the Raging Main

To Whom May Come These Presents Greetings and Beware

WHEREAS, The good ship Edisto, bound southward of the Equator, is about to enter our domain; and WHEREAS, the aforesaid ship carries a large and loathsome cargo of landlubbers, beach combers, guardo rats, sea lawyers, lounge lizards, parlor dunigans, plow deserters, park bench warmers, chicken chasers, hay tossers, bingo players, dance hall sheiks, drugstore cowboys, asphalt arabs, and all other living creatures of the land, and last but not least, he-vamps, liberty hounds, Washington Street Caballeros masquerading as seamen, of which low scum you are a member, having never appeared before us; and WHEREAS, The Royal Court of the Raging Main will convene on board the good ship Edisto on the 26th of December 1958, longitude 36'10" West, latitude 00'00", and WHEREAS, an inspection of our Royal Master shows that it is high time your wandering soul appears before Our August Presence; and Be It Known, That we hereby summon and command you to appear before the Royal High Court and Our August Presence on the aforesaid date at such time as may best suit our pleasure.

You will accept most heartily and with good grace the pains and penalties of the awful tortures that will be inflicted upon you to determine your fitness to be one of our Trusty Shellbacks and answer to the following charges:

- Charge I In that you have hitherto and maliciously failed to show reverence and allegiance to our Royal Person, and are herein and thereby a vile landlubber and polliwog.
- Charge II In that you have been continuously impersonating a good Navyman, while in fact, it is well known that you are one of the lowest of desert crawling creatures.

Disobey this Summons under pain of Our Swift and Terrible Displeasure. Our Vigilance is Just and Sure.

NEPTUNAS REX
Ruler of the Raging Main





The appearance of some 200 official subpoenas, officially served, dispelled all impressions the Polywogs may have had that this Equator Ceremony was just a joke. Evidently there was a Neptunas Rex, and his Trusty Shellbacks meant business.

Edisto Polywogs made an honest effort to discourage what they thought a ridiculous tradition. Smoke bombs mysteriously exploded in the midst of Shellback meetings. One night a band of renegade Polywogs conducted sly and savage scalping and painting raids on unsuspecting Shellbacks. Handbills of a rebellious nature and from an unknown source were posted in obvious places. The Polywog pennant was broke at the mast, along with miscellaneous Shellback gear like shoes, skivies, and trousers.

Alas, the rebellious efforts served only to put coal on the already fiery wrath of the Shellbacks, as the following pictures clearly show.



MISS POLLYWOG CONTEST



At 1300 Equator time, the rarest beauties from all the divisions fell in on the fantail for the Miss Pollywog Contest.

Ralph Monday, sporting a white cotton bikini and an Audrey Hepburn hair style, captured the beauty contest but only after stiff competition from Miss "C" Division and the flaming red haired Supply Officer.

Some doubted if Monday could do as well in the talent division, but his West Coast Belly Dance brought roars of approval from Davey Jones and made old King Neptune's blood pressure rise. No doubt about it now, Ralph Monday was the unanimous choice for Miss Pollywog of 1959.

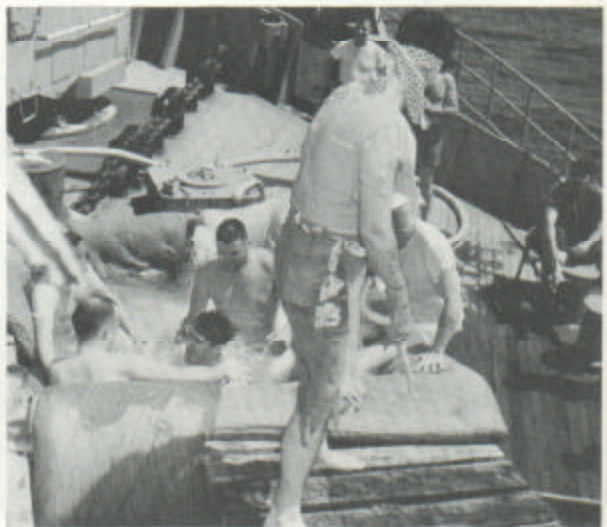


THE ROYAL COURT



INITIATION





FIRST MAIL CALL

"Neither snow nor rain, nor heat, nor night stays these couriers from the swift completion of their appointed rounds" . . . however, a trip to Antarctica certainly can.

During our first half of Operation Deep Freeze we were continuously at sea, isolated from all postal ships and planes for more than eighty days, almost a quarter of a year.

Shortly after arrival in Buenos Aires, a truck with the long awaited word from home pulled up to the gangway. Four hours, seventy-two mail bags, and five exhausted letter sorters later . . . MAIL CALL!



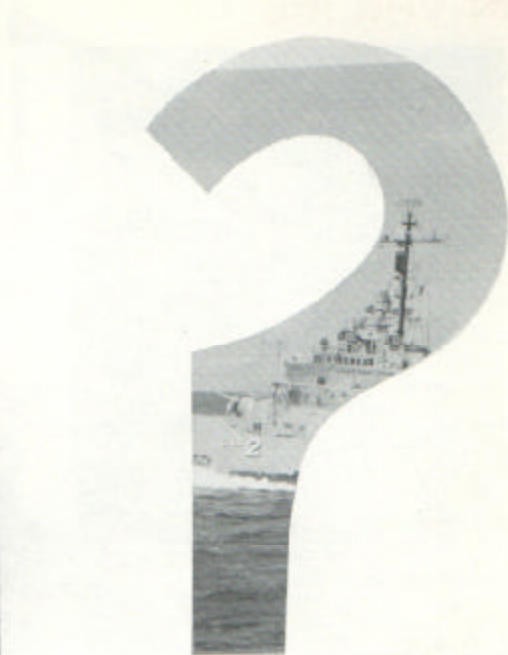
IN THE ICE



ALSO REMEMBER . . .



. . . When the chow line formed
on the fo'c'sle



. . . When the navigator got lost



. . . The rainmakers

. . . When they said, "No germs
can live in Antarctica"



The Captain's birthday



The Red-footed Booby



The Chiefs' birthday cake



"Mid-rats"



"This ain't no fleet rest"

HUTRON TWO

A book on Operation Deep Freeze IV would not be complete without at least a few words about the notorious Air Dales from HUTRON TWO.

The antics of this band of airborne beatniks, with their leather jackets, dark glasses, and orange egg beaters, added much color to otherwise boring days at sea. For example, remember when the Hutron Two Guided Tours Service, Inc. took everyone for an ice scouting flight that Sunday afternoon?

But when the clowning was over, these boys proved to be highly proficient in handling their whirlybirds. And if you doubt it for a minute, stop to think where you would be now without the ice reconnaissance provided by this squadron when we were beset.

What more is there to say except, "Thanks, it was good having you aboard."





JOHN BISCOE BOATBUSTEN BOATEN

Der iss untesea boaten like "U-boaten,"
Der iss icebusten boaten like "Edisto,"
Der is obersea boaten like "Bismark,"
Unt der iss boatbusten boaten "John Biscoe."
Der Edisto ben escorten der Biscoe,
Ont der vay to basen "foxtrotten,"
Mit compass unt charts on der bridge,
Herr Navigator der course ben gerplotten.
Herr OOD ont der Biscoe,
Unt sharp eye has not ben upkeepen.
Ben goen below for der koffee,
Ach, maybe eben ben sleepen.
Meanvile der icen get thicken,
Unt Edisto ist forced to ben stoppen
Der Biscoe keep comen liken blitzen,
Unt der bridge ont Edisto iss hoppen.
Nein, nein, OOD is upshouten,
But der Biscoe still ben oncomen.
Herr messenger runnen like donner,
Goen der Kaptain to summen.
Der distance betveen getten lessen,
For der fantail der Biscoe iss steeren.
Ve blowen der horn liken crazy,
Vas iss sloes, dat guy got no hearen?
Mit noise gerbangen like thunder,
Der Biscoe ben smaken der fantailen,
Gesplitten der deck off der luftwaffe,
Unt gerbenden up all der hand railen.
Comes Herr Kaptain snorten and fumen.
"Dumbkopf" Herr Bos'n iss growlen.
Vile ober ont der John Biscoe,
Der 80 dogs start uphowlen.
Herr Exec iss surveyen der damage.
"Schweinehund" iss shouten der Bos'n.
Mit Herr Kaptain senden das message,
"Next time don' follow so closen."
All soon is backen to normal.
Edisto der icen gesplitten.
Ben taken der bill for der damage,
Unt chargen it up to Great Britain.

Jon Newton, JO3

THE 8TH WONDER

Snow, Shovels, and Sailors

We encountered many unusual experiences on Deep Freeze, but an experiment during our Palmer Peninsula mission was unique.

It happened on the edge of the Bellinghausen Sea where we had been beset for almost a week. This sea had earned for itself the title of "the most inaccessible part of Antarctica." Many nations aspire to be the first to break through this barrier and reach the coast. We wanted to break through to a rendezvous point only sixty miles away.

The obstacle was not the thick ice alone but also a six foot snow cover that blanketed the pack and cushioned the effect of our bow. With time running out and winter approaching, in a desperate effort to get at the ice it was decided to clear off an area in front of the ship with hopes that once we got moving we could keep moving.

So Easter Sunday morning saw the hearty crew of Edisto shoveling off the top of the Bellinghausen Sea.

Had the endeavor been successful we might have set a new pace in Antarctic exploration. Alas, it failed and we had to depend on wind to shift the pack.



THE BEARDED ONES



THE COLD FACTS

In order to keep Edisto's crew of approximately 250 men in good health and operating effectively during Operation Deep Freeze, large amounts of food, fuel, water, etc., were consumed. However the quantity doesn't seem a bit awesome until compared to the same items consumed in everyday civilian life. For example: Ice Broken — 2100 miles — enough ice cubes to cool 7,630,728,152,000 cocktails. Money earned by entire crew before taxes — \$344,108.76 — enough to reduce Great Britain's World War I debt to the United States by .04%, or enough to buy 45 and 8/10 fully equipped Cadillac El Dorado's.

Fresh eggs consumed — 3,640 dozen — to reach this number a hen would have to lay 5 eggs a week for 168 years.

Cigarettes consumed — 1,164,000 — if layed end to end, they would stretch for 46.1 miles.

Candy bars consumed — 32,774 — enough to keep a 5-year-old child content with 3 candy bars a day until he reached the age of 35.

Flour used — 32,153 pounds — enough to make 964,608 slices of bread.

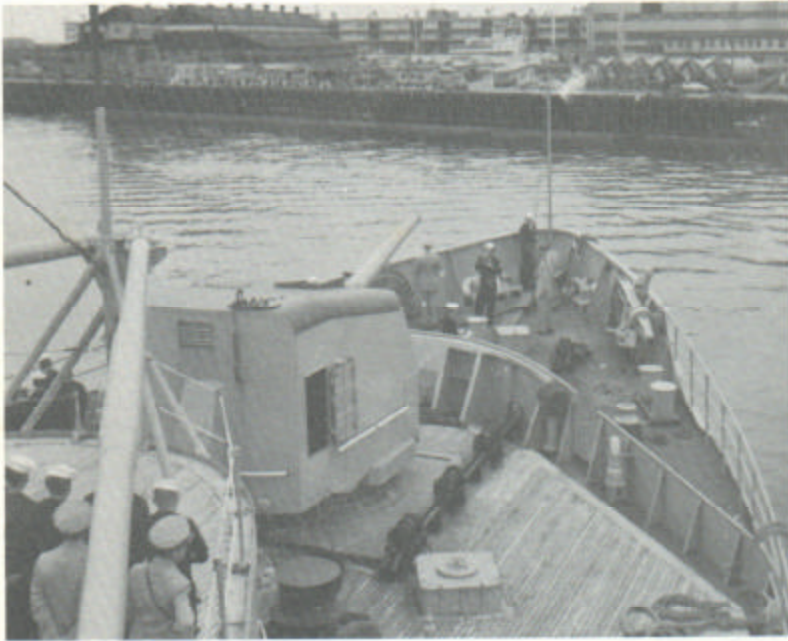
Fresh potatoes consumed — 30,000 pounds — enough to make 1,080,000 french fried potatoes.

Meat consumed — 63,630 pounds — the amount of meat contained in a herd of 106 cattle, or enough meat to feed the average American family for 70 years.

Fuel oil expended — 941,462 gallons — it would take 170 tank cars to carry this, or it would drive a tractor-trailer truck from New York City to Los Angeles 21 times.

Fresh water expended — 1,157,834 gallons — enough to quench the thirst of a normal person for 6,344 years, or enough water to hold 776 complete field days throughout the ship.

BOSTON U.S.A.



Home is the sailor home from the sea . . .

OFFICERS



SHIPMATES



H. D. Davison, CDR

W. S. Rhymes, LCDR

R. C. Beardslee, LTJG

E. T. Mollica, Jr., LTJG

N. L. Spruill, LTJG



T. J. Harper, ENS

W. T. Beckham, ENS

J. W. Koenig, ENS

W. H. Richardson, ENS



J. P. Loer, CHBOSN

T. Key, ELEC

F. Barnes, MACH



W. C. Stevens, LT

O. M. Abdoney, LT

W. S. Hunt, LTJG

J. C. Oliphant, ENS



P. Tidd, LT

A. M. Erickson, LTJG

H. H. Purvis, LTJG

R. M. Nelson, LTJG

DECK DIVISION



C. C. Eshom, BMC

A. H. Carroll, BMC

G. J. Sauer, BM1

R. J. Dolan, BM2

R. G. Monday, BM2



R. J. Mallett, BM3

J. P. Rheo, BM3

E. W. Rane, BM3

J. W. Fichtinger, BMSN

R. J. Albert, SN



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Appropriate excerpts from:

THE RIME OF THE ANCIENT MARINER

By Samuel Taylor Coleridge

Part I

It is an ancient Mariner,
And he stoppeth one of three.
"By thy long gray beard and glittering eye,
Now wherefore stopp'st thou me?"

He holds him with his skinny hand,
"There was a ship," quoth he.
"Hold off! unhand me, gray-beard loon!"
Eftsoons his hand dropt he.

He holds him with his glittering eye —
The Wedding-Guest stood still,
And listens like a three years' child:
The Mariner hath his will.

"The ship was cheered, the harbor cleared,
Merrily did we drop
Below the kirk, below the hill,
Below the lighthouse top.

The sun came up upon the left,
Out of the sea came he!
And he shone bright, and on the right
Went down into the sea.

Higher and higher every day,
Till over the mast at noon—"
The Wedding-Guest here beat his breast,
For he heard the loud bassoon.

"And now the storm-blast came, and he
Was tyrannous and strong:
He struck with his o'ertaking wings,
And chased us south along.

With sloping masts and dipping prow,
As who pursued with yell and blow
Still treads the shadow of his foe,
And forward bends his head,
The ship drove fast, loud roared the blast,
And southward aye we fled.

And now there came both mist and snow,
And it grew wondrous cold:
And ice, mast-high, came floating by,
As green as emerald.

And through the drifts the snowy clifts
Did send a dismal sheen:
Nor shapes of men nor beasts we ken —
The ice was all between.

The ice was here, the ice was there,
The ice was all around:
It cracked and growled, and roared and howled,
Like noises in a swound!

At length did cross an Albatross,
Through the fog it came;
As if it had been a Christian soul,
We hailed it in God's name.

It ate the food it ne'er had eat,
And round and round it flew.
The ice did split with a thunder-fit;
The helmsman steered us through!

And a good south wind sprung up behind;
The Albatross did follow,
And every day, for food or play,
Came to the mariners' hollo!"

"God save thee, ancient Mariner!
From the fiends, that plague thee thus!—
Why look'st thou so?" — "With my cross-bow
I shot the Albatross."

Part II

"The Sun now rose upon the right:
Out of the sea came he,
Still hid in mist, and on the left
Went down into the sea.

And the good south wind still blew behind,
But no sweet bird did follow,
Nor any day for food or play
Came to the mariners' hollo!

And I had done a hellish thing,
And it would work 'em woe:
For all averred, I had killed the bird
That made the breeze to blow.
'Ah wretch!' said they, 'the bird to slay,
That made the breeze to blow!'

Nor dim nor red, like God's own head,
The glorious Sun uprist:
Then all averred, I had killed the bird
That brought the fog and mist.
'Twas right', said they, 'such birds to slay,
That bring the fog and mist.'

The fair breeze blew, the white foam flew,
The furrow followed free;
We were the first that ever burst
Into that silent sea.

Down dropt the breeze, the sails dropt down,
'Twas sad as sad could be;
And we did speak only to break
The silence of the sea!

All in a hot and copper sky,
The bloody Sun, at noon,
Right up above the mast did stand,
No bigger than the Moon.

Day after day, day after day,
We stuck, nor breath nor motion;
As idle as a painted ship
Upon a painted ocean.

Water, water, everywhere,
And all the boards did shrink;
Water, water everywhere
Nor any drop to drink.

About, about, in reel and rout
The death-fires danced at night;
The water, like a witch's oils,
Burnt green, and blue, and white

And some in dreams assured were
Of the Spirit that plagued us so:
Nine fathom deep he had followed us
From the land of mist and snow.

And every tongue, through utter drought,
Was withered at the root;
We could not speak, no more than if
We had been choked with soot.

Ah! Well a-day! What evil looks
Had I from old and young!
Instead of the cross, the Albatross
About my neck was hung." . . .

Part V

... And soon I heard a roaring wind:
It did not come anear;
But with its sound it shook the sails,
That were so thin and scre.

The upper air burst into life!
And a hundred fire-flags sheen,
To and fro they were hurried about!
And to and fro, and in and out,
The wan stars danced between.

And the coming wind did roar more loud,
And the sails did sigh like sedge;
And the rain poured down from one black cloud;
The moon was at its edge.

The thick black cloud was cleft, and still
The moon was at its side:
Like waters shot from some high crag,
The lightning fell with never a jag,
A river steep and wide. . . .

Part VI

... Swiftly, swiftly flew the ship,
Yet she sailed softly too:
Sweetly, sweetly blew the breeze —
On me alone it blew.

Oh, dream of joy! is this indeed
The light-house top I see?
Is this the hill? Is this the kirk?
Is this mine own cowntree?

We drifted o'er the harbor-bar,
And I with sobs did pray —
O let me be awake, my God!
Or let me sleep away. . . .

Part VII

... O Wedding-Guest! This soul hath been
Alone on a wide, wide sea;
So lonely 'twas, that God himself
Scarce seemed there to be.

O sweeter than the marriage-feast,
'Tis sweeter far to me,
To walk together to the kirk
With a goodly company! —

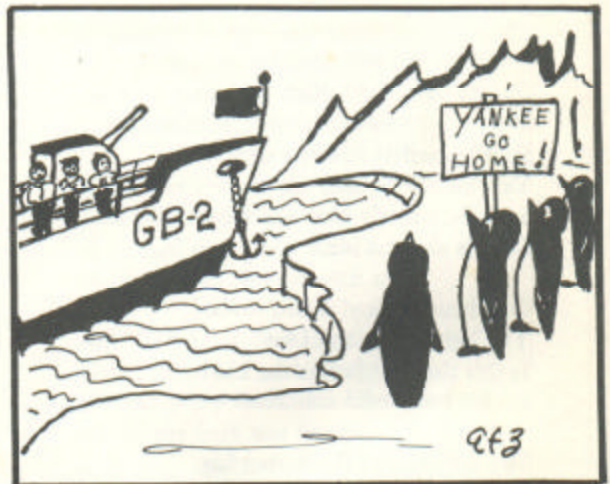
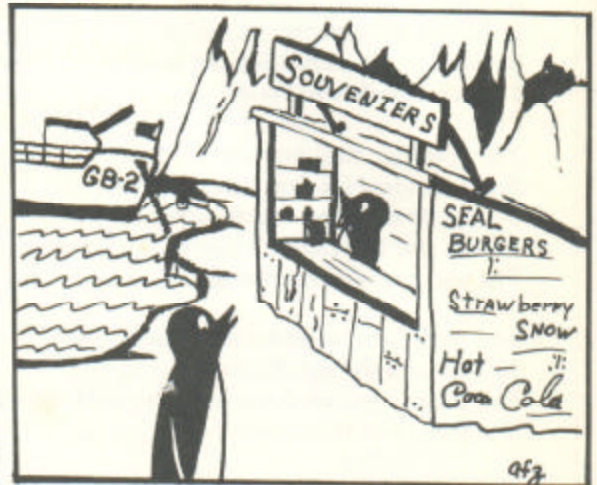
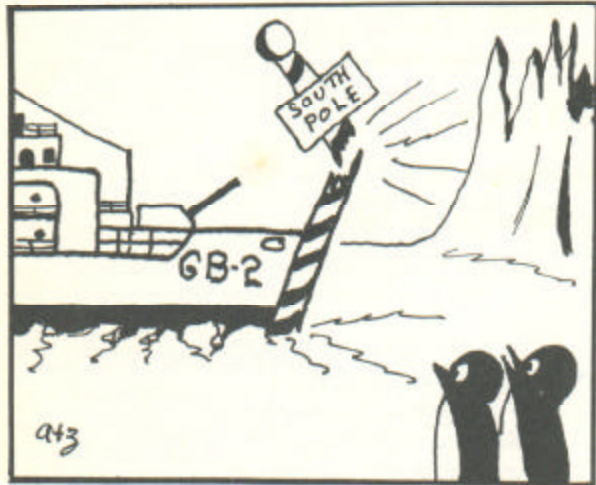
To walk together to the kirk,
And all together pray,
While each to his great Father bends,
Old men, and babes, and loving friends,
And youths and maidens gay!

Farewell, farewell! but this I tell
To thee, thou Wedding-Guest!
He prayeth well, who loveth well
Both man and bird and beast.

He prayeth best, who loveth best
All things both great and small;
For the dear God who loveth us,
He made and loveth all."

The Mariner, whose eye is bright,
Whose beard with age is hoar,
Is gone: and now the Wedding-Guest
Turned from the Bridegroom's door.

He went like one that hath been stunned,
And is of sense forlorn:
A sadder and a wiser man,
He rose the morrow morn.



"WELL DONE"

Mr. C. W. Bertelsen, the Staff,
and the Shipyard Workers at East Boston, Mass.
who participated in readying the
U.S.S. EDISTO for its cruise to Antarctica extend

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CREDIT, yes . . . and a word of thanks too!

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CRUISE BOOK OFFICERS Ens. John W. Koenig
Ens. William H. Richardson

EDITOR Jon Newton, JO3

CONTRIBUTING EDITORS

Ens. William H. Richardson
William R. Schuh, YN3

PHOTOGRAPHERS

Paul F. Noonan, PH1
John J. Powell, PH2
Jon V. Newton, JO3

LAYOUT Jon Newton, JO3

ART AND COVER DESIGN H. Ashton Newton

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USS EDISTO OPERATION DEEPFREEZE

Cruise books, Bylaws, Kee Bird and Rosters are Portable Document Format (PDF) and can be opened by Adobe Acrobat Reader which can be obtained FREE by downloading Acrobat Reader at:
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Thanks to many of you shipmates who loaned your cruise books to be copied so they could be shared with all the USS Edisto crew members and families. These files and photos are what make up memories for many of us and are history to others.

It should be explained that the USS Edisto AG89/AGB2 made several cruises north to Thule Greenland and the Arctic waters, records indicate that she only made 6 cruises south to the Antarctic. The first was in 1947 followed by Operation Deep freeze One in 1955-56 and again in 1958-59 and every other year thereafter for a total of six (6) southern cruises. Commencing with Deep freeze One, each trip was documented with a cruise book. Unfortunately, books were not made for northern cruises but an old Navy film (which I have recorded on a DVD) and a later (1965) ARLISS

The Association owes a deep gratitude to so many shipmates that contributed files, cruise books and mementos that it would be difficult to name them all. And at the risk of omitting some important contributors, we owe our thanks to the following:

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Any association member who wishes to have a CD with a specific cruise book mailed to them, please contact me by email, telephone or by mail. All others may obtain a copy for a small fee for mailing, etc.

Glenn Smith
P.O. Box 747
Mims, FL 32754-0747
(321) 269-5637
ussedisto@bellsouth.net