

Diary

of

Edith M. “Jackie” Ronne

Ronne Antarctic Research Expedition

1946-48

January 25, 1947

Got up early; packed everything in a rush. Almost didn't make the Nation Wide Mutual Broadcast on the ship at 10:30 a.m. Christened the ship M.V. Port of Beaumont, Texas. Received a corsage, had many pictures taken. We all left at 3:00 p.m., with the Ratcliff's and Louis Keller on board. They left at Port Arthur where we spent the night after taking on fuel at the Texas Company's dock.

January 26, 1947

Jennie and I went into Port Arthur to buy some last minute creams and some food. The personnel spent the day securing the vessel for sea. One of the puppies fell in the water and Don McLean jumped in after it. Jennie arrived on the scene to take a picture of this, when, much to her horror and after much screaming, she found out the Doc had jumped in minus his clothes and would come out the same way. Left Port Arthur about 4 p.m. and anchored outside the harbor right on the open sea for the night.

January 27, 1947

We found out this morning that the steering gear was broken. Swadell was sent back to Port Arthur to call Beaumont and get the Navy on the ball to send spare parts. Spent the day securing the ship. There is a great deal to do onboard a ship getting it ready for sea. Swadell

returned. Sig got 50 lbs. of fresh shrimp from a shrimper. We started around, five and were really under way at last.

January 28, 1947

Various things began disappearing, like two cases of cigarettes, cans of fruit which the children in the Beaumont schools had given to the expedition. Haven't been able to track down which of the fellows are involved as yet. One of the puppies died.

January 29, 1947

Sea is getting rough - a few evidences of sea sickness already. The Landry boy is hopeless in every way, bad personality, poor sport and a spoiled brat. Were very glad Arthur Owen was the choice. (In a Eagle Boy Scout Contest held in Beaumont to take along one boy - Owen was the choice with Landry the runner-up to go as far as Panama). More items of food missing.

January 30, 31, and February 1, 1947

No entry

February 2, 1947

Some of the fellows started on the old joke of the sea yesterday warming up for the meeting of the mail buoy today. The most gullible person for this was Jimmy Robertson (aviation mechanic), who really fell for it in a big way. He spent all last evening writing letters to be mailed in the buoy, which, he was told, we would meet today. Jennie and I really took him for a ride. We asked him what color the mail buoy's usually were. He said "oh sometimes they're red sometimes blue and sometimes both". Jennie announced she was going "upstairs" Jimmy said "You ain't no seaman saying 'upstairs' instead of topside". Meanwhile, he continued to chat about mail buoys. Jennie got her camera, explained to Jimmy that ships always took pictures of the first letter being mailed in the buoy for publication. Jimmy was quite excited, ran to get a boat hook, and with his letters we posed him in a silly pose, trying very hard to keep our faces straight. We later had Kelsey post a notice on the bulletin board that he had just received a radio message to the effect that the Grace Line had run the buoy down the night before. Jimmy commented on what a dumb trick to do - looked a bit downcast, and left the subject with that.

February 3, 1947

Jimmy found out what a ribbing he had received yesterday. He took it very well but promised us he would get even before the trip was over or know the reason why.

February 4, 1947

Arrived in Colon or Cristobal early this morning. It was most interesting to me to see the entrance to Panama. I was most surprised to see the high hills and mountains all around. The health inspectors and dock officials came on board. Latady came also. He had been awaiting us for two days. He didn't have too good news about Army cooperation. Landry left the ship - good riddance.

We spent the day going through the locks and watched their workings in minute detail. I wrote some last minute letters - have about 60 in all. We washed the dogs in Gatune Lake in fresh water. The canal was fascinating.

There are five locks: three at Colon and two at Balboa. We arrived and docked at Pier 1 of the Submarine Base at Balboa, about 7:30 p.m., alongside a Navy net tender. I noted that there was an 85 foot rise from the Atlantic to the Pacific, going from west to east. In the locks, the water raises one foot in twenty seconds, all by gravity, no pumps being used.

Finn, Jennie, Harry, and I went ashore and stayed at the Tivoli Hotel in Ancon. It is a wonderful old place and we were glad for a bath and beds for a change.

February 5, 1947

Finn started out early. I had breakfast with Bill Latady and Landry. Bill and I had a nice talk. Went to the Post Office in Ancon, then got my picture taken for my passport in case I went on as far as Valparaiso, Chile, after which I went to the Pan American Airways Office to inquire about return flights. We killed some time by taking a walk and doing some shopping. I bought an alligator bag for \$15.00, a small bottle of Platinum Lotion, a ring, and a Guatemalan jacket. We took the launch back to the Sub Base and had lunch. In the afternoon, I went to the Panama Canal Commissary at Cocoli and later to the Ship's Service on the Base and got a number of little items. Had dinner on the Ship and then went back to the Hotel pretty tired.

Finn called a Staff Meeting of Harry, Ike, Sig, Hassage, and McClary who didn't come. Hassage was appointed Chief Engineer and McClary, First Mate. Ike and Harry had a violent discussion but all ended well. We went up to Jennie's room for drinks. The whole gang of fellows were there tight: Wood, Robertson, McClary, McLean, Fiske etc. Jennie, Harry and I

stayed up until two-thirty discussing why it would be a good idea for me to go to the Antarctic. Harry was not convinced, nor was I.

February 6, 1947

Finn and I started out early in the morning with Mr. Guerra, Vice Consul of the American Embassy. We went to the Chilean Consulate to get the Ship's crew visas. He conducted all his business conversation in Spanish and told us we needed a Bill of Health from the Port Captain. We got this and came back. After much ado, we got the visa and then he spoke in beautiful English. Much to our surprise, the visa list included the Chilean Antarctic.

We went over to the American Embassy in a lovely new section of Panama City. I got my passport made out. We took the Embassy car and went over to the Sub Base.

Jennie came down and we went over to the Ship's Service. I bought some Christmas Night and other perfumes. Finn found out that his friends on the Beltrami had just docked. Harry, Jennie, Finn and I had dinner together. Sig joined us as we were finishing. We all took a walk to Panama City and stopped in Madame Kelly's, where we were in time to see a strip tease, and a bit later we watched while a "lady hostess" lift her escort's wallet. Harry tired to buy two horses from a cabby on the street. We walked back to the Hotel and turned in dead tired.

Friday, February 7

Jennie and I had breakfast early, left the Hotel for the Bank and Commissary in Balboa. We shopped there all day, as by this time, it had been decided that we would go as far as Valparaiso and fly back from there. We accumulated about six times the amount we could conveniently carry. Fortunately, we bumped into Bob Dodson with a truck. After a sudden blinding rain storm, quite usual this time of the year, we all made our way back to the Base. Finn was on the Beltrami talking to Captain Anderson and Lt. Allen. The morale was pretty low on board ship as the fellows had worked hard all day.

Finn called a complete meeting which went off well and gave them all liberty for the evening. Harry had the new Beechcraft all lined up from Allbrook Field. At the end of the meeting, Lassiter and Adams arrived very happy to be on board. Finn and I went over to the Hotel where many of the fellows and Jennie and Harry were having a drink in the bar. The fellows left for Madame Kelly's and later Jennie, Harry and Sig went out for a drink. Finn and I went to bed.

Saturday, February 8

I took a walk through Panama City down to the Chilean Consulate to get a visa on my passport, and stopped in several shops on the way. After much ado, I got the visa. I went on down to the Commissary and spent a couple of hours finishing my shopping there. I took the bus the long way around through Cocoli carrying a huge package and after waiting and waiting for transportation finally got back to the ship. Spent the rest of the day writing last letters. Went back to the ship with Finn. There was a dance going on in the Hotel. We called Jennie down to the room and we had a sandwich. Couldn't get to sleep until the music stopped at 12 o'clock. Planned to get up early tomorrow morning.

February 9, 1947

Finn and Harry left the Hotel early to go after dog meat down in the market. They left Jennie and me with all the bags - seven of them and one box. We got a taxi and went to the Submarine Gate the long way around. Somehow a bottle of rum without a top, which I was carrying, had been taken out of my hand and spilled all over the bags in the trunk of the cab. Harry and Finn rode up as we arrived. We got a Navy truck to take us all on to the Base.

Captain Anderson and his party from the Beltrami came over to see us off. We pulled out about 2:30 p.m. The scenery on the Pacific side leaving Balboa was indescribably lovely. The mountains were surprising - we could even see the mountains of Colombia way off in the distance.

Jennie and I viewed the two rocky island Balboa summer retreats through the glasses. They looked utterly primitive, wild and lovely. We moved along in an utterly calm sea, securing as we went and looking forward to the equator in a few days.

February 10, 1947

Jennie and I spent most of the day washing all the towels on board in the washing machine. Chuck Hassage showed us how to use it and away we went making our own steam. Larry Fiske strung a line for us forward and we hung them and tied them on the line with string for we had no clothespins.

Jimmy Lassiter announced that he definitely did not think the Navy was here to stay - planes for him anytime.

Finn had Harely and Andy Thompson aft building what they thought was a dog pen. Actually, it was a tank for tomorrow's Neptune Party Initiation.

February 11, 1947

King Neptune and his Royal Court of the High Seas came aboard today. We, actually, didn't pass the equator until 8:30 p.m. tonight but the ceremonies were carried out in the afternoon. Jennie and I were the first to be initiated, after we all had been taken through an inspection tour of the hot engine room. We were blindfolded, swathed with paddles, given a talking to by King Neptune (Sig) and greased with cocoa and flower paste, given an electric shock, then dunked into the tank filled with salt water. The last item was the best on a hot day. Immediately, after our dunking, the ship rolled heavily - the tank was not strong enough to hold the water sluicing around, and it collapsed giving everybody present a surprise shower. Harcly, Andy, and Don McLean hid over the side of the ship for 2 ½ hours hoping to escape, but were finally discovered and given the works, particularly Harcly who was just a bit too cocky in asking for it. He took it like a sport, however. It was a very dangerous thing to hang over the ship - sharks below etc., but gives an idea of what little common sense these fellows have. (It was also a preview of things to come). An iodine bottle overturned at night and from its fumes everyone had burning eyes. We thought it was battery acid for awhile.

Wednesday, February 12, 1947

Jennie and I were hot, lazy, and sleepy when we awoke this morning, so we decided to take a swim in Finn's newly constructed tank and a sun bath. After lunch, we resumed the same activities. Finn was sitting back aft with us doing some writing.

Unfortunately, while lying on my back, I fell asleep looking at the sun. It was only for a few minutes, but that was a few minutes too long. We were still close to the equator. By dinner time, I was ill, sick at my stomach, probably from shock, and starting to burn up all over. I went to bed feeling generally miserable.

Thursday, February 13, 1947

Felt perfectly terrible all day, not a comfortable square inch on my body. Obviously, I am badly burned. Have a high temperature with it. Jennie is perfectly wonderful, waiting on me hand and foot. I consumed gallons of liquids in order to hydrate myself again and get rid of this fever.

Jennie asked Dr. McLean to come into see me four times. He never did come. When Jennie asked him the third time, he said, "Oh, I forgot all about that." In the afternoon, when I went to the "Head" with a towel wrapped around my waist, I passed him talking to Andy Thompson. They gave me time to get back to my cabin and then walked by my porthole and looked in. Some way for a Doctor to pay a medical visit. I insisted that Finn say something to him about this, which he did. Later, McLean asked Jennie to apologize to me and Jennie told

him he certainly hadn't played his cards very well for as he well knew he was on the pan anyway. God! he is a lousy doctor.

February 14, 1947

Spent another miserable day doctoring myself. It is just agony to get up or down, turn or even just stay still. Fortunately, my fever allows me to sleep most of the time.

More undercurrent of talk about the possibility of our going to the Antarctic. Finn is becoming quite angry about the whole thing. He doesn't intend to say one word to them about it. He feels they have no right to run his expedition in anyway whatsoever. Most of them came to him on bended knees to go and now they feel they are so important they can dictate to Finn how he wishes to run his expedition Finn feels that does not work and if any one objects to our going. if we do decide to go, they can just get off the ship and report to the American Consul for passage back to the States. He would cancel the expedition in Valparaiso before he would let them dictate to him as to whom should go along. Those who are doing the talking and creating the trouble, I believe are Swadell, Wood, McLean, Thompson, McClary and I think Fiske. Best thing to do is to let themselves talk themselves out.

February 15, 1947

We are having absolutely beautiful weather. I am sorry my sunburn is making me miss most of it. The sea is as calm as glass this morning and the weather simply perfect. The sunsets are heavenly, but the nights seem unusually black, so black it is surprising.

The dog situation is becoming critical. We are losing one and even two a day from distemper - yet Finn has certificates that they were all inoculated against it. There is no medicine on board to prevent or help it. The Doctor seems unable and uninterested in doing anything about them. The Kasco dog food is certainly not helping the situation. It evidently doesn't have some of the right things in it, for the dogs have continued to lose weight and are in poor physical condition, hence they are unable to ward off anything they might pick up. The hot weather here and in Panama has simply made them miserable. All five of the puppies are now dead and Jennie and I had tried so hard to save them. Ron, the dog from Greenland and three other full grown dogs have died. I am quite concerned as dogs play such a large part in Finn's program.

February 16, 1947

Still in bed but feeling a little better today. It looks as though I'll live now. Finn received a radio message from Cruzen saying there was no way to give him the dogs, but that there was very little ice in Marguerite Bay this year. That was certainly good news.

Harry has volunteered to look for dogs in Chile and wants some extra time to do so. This is so necessary that even a week's delay would not be too much. Harry thinks a llama would work well, even on the trail. He thinks it would be a novel idea for publicity too. Sig was not too happy about this as he will probably be the one to take care of the llama if Harry gets one. They kick and they spit. Finn thinks it will not work at all.

Finn spoke to Harry about the possibility of our going and apparently Harry is for it more or less now - at least we are not worried about his opinion anymore.

February 17, 1947

I made an attempt today to get up for the first time. It was an effort as I was still stiff and sore all over. I sat on the bridge for awhile and then took naps at frequent intervals.

After dinner, the usual gabfest began gathering in our cabin. Someone had told Sig who had stolen the missing cigarettes and where they were hidden down in the propeller shaft in the engine room. It was Swadell in back of it, of course, and Finn was afraid he would throw them overboard as "hot cargo" before Sig would be able to get his hands on them once more. Finn urged Sig to finish his cigarette and down to the engine room they went. Their walk couldn't have been more perfectly timed. Sig walked in on Swadell with the open box and carton upon carton of cigarettes piled all around him. Sig said "Embarrassing isn't it?" Sig called Finn to see it. Finn came up to get Harry to witness it and Chuck Hassage also saw it. Swadell was just about ready to toss the stuff overboard. He said "Well I guess you want me to leave in Valparaiso?" Finn said he would think that one over for awhile. We think at last we have cracked the stealing on board and it couldn't have happened in a more perfect manner.

Byrd flew over the South Pole for the second time and dropped 54 United Nations Flags, according to the news.

Tuesday, February 18, 1947

I was feeling a little better so tried to write a few of the large number of letters which must go out before Valparaiso to be mailed from there for the last chance to do so.

Bob Nichols came in this afternoon and we worked on the Iodine, Guano, and Oceanic temperatures stories. We discussed the Swadell stealing situation. Everyone agrees that he is no darn good and we would be better off without him. Sig came in and we chatted about a scientific plant growing program which he intended carrying on down there, peas, tomatoes, flowers, etc. Sig said last night's 12 to 4 deck watch had eaten twenty of the twenty-three freshly laid chicken eggs which he had carefully set aside to hatch in

the Antarctic. I was quite concerned about this as I knew how badly he felt. He had been nursing those chickens along so carefully for just this purpose and now some inconsiderate gluttonous fellows had ruined the plan. That night at chow something Harcly (who was on that watch) said evidently irritated Sig for he came tearing down the mess hall steps boiling mad shouting "I wanna tell you guys something - last night somebody ate my scientific program." Sig was really mad but that remark put the entire compliment into hysterics.

February 19, 1947

I wrote what seemed like a million letters today. It took me all morning and part of the afternoon. Bob Nichols came in with a story on the "iceberg pool" and at the same time said he thought all opposition to the possibility of our going along had just about disappeared, although a new angle on it had just come to him through gossip, which was that I would get \$50,000 out of it and they thought I should share it. Harcly later said the amount had reached \$150,000. I explained I wouldn't get a red cent and even if I got a million dollars it was me doing it - not them - and consequently it was none of their business. I was quite angry.

Received a radio message from Aunt Merriel saying mail was in Valparaiso for us.

We talked about the Admiral until quite late. Chuck Adams and Jim Lassiter promised to pay Finn a check for \$1,250 each after they left Valparaiso, rather than sign an agreement which could be used against their Army careers later. Of course, this was O.K. with us.

February 20, 1947

Larry Fiske made a Chilean flag to fly as courtesy when we land in Valparaiso, perhaps tomorrow. The sea was rough all last night and today. It was a very dull cold day mostly spent inside my cabin writing. Also did some washing. Bob Nichols has spoken to four of the fellows and there is just about no opposition to our going now. Finn painted Ronne Antarctic Research Expedition on the Beechcraft which is just about finished now. The water supply is getting low. The dogs are in better shape since it cooled off, although the white puppy died last night. Harry, and Jimmy Lassiter put the rest of the dogs way up on the top deck. As Jimmy was lifting a dog up to Harry hind end last, he got a blast of the dog's business right in his face, completely covering him, and at best he is no dog lover. The stove broke down so we had sandwiches for dinner tonight. We were all hungry. Wrote a story on Mt. Aconquaga for N.A.N.A. Had the usual gabfest with slaunch in our cabin. Got more letters written ready to mail and fell asleep looking forward to Valparaiso and Vina del Mar tomorrow sometime.

February 21, 1947

Washed my hair and took a shower as we were only sixty miles away from Valpo. A slightly rough dull day again. Before we knew of it we were in the harbor and Ike was signaling to "La Torre" "Donde Esta Practico". We anchored. Chilean officials came onboard and made ready to clear us. We gave them a few packages of American cigarettes. The lights from the town were beautiful after dark, looked like something out of a fairy tale - Hong Kong - Sig said. We were all thrilled to be here.

Sig, Jennie, Harry, Finn and I went ashore. The customs officials were very nice. They did not inspect our baggage. We tried to find a Hotel but being the height of the summer season everything was filled. We finally got a room at Rolf's Hotel which left much to be desired. Newsmen came for a story and pictures. They bought us beer and charged it to our bill. All of us and two Chilean hangers on (one custom, one policeman) went to Vina del Mar and the Casino. We danced and watched the floor show which we couldn't understand, of course. We had Chilean champagne and danced some more. We took a look around the gambling rooms and called it a night at 3:00 a.m. Harry and Jennie bought us sandwiches from a lousy joint - the bread was wonderful, but the meat was lousy and it up-set my stomach.

February 22, 1947

We awakened late. Finn went to the Consulate and brought back the mail. Harry and Jennie left for Santiago to find dogs or llamas. My mail was very depressing. My aunt, uncle, Betty, George and Celia Irvine, and Mr. Steeves all urged me to go no further than Valparaiso. It worries me considerably, as I know Finn wants me to go with him.

Sig and Mr. Munday from the Grace Line had a lousy lunch with us at the Hotel. The water is not good to drink, so we did as the Chileans do - drank wine incessantly. We picked up Bob Nichols at the ship and took him to a Doctor. He came back to the Hotel and we discussed my going on the ice. Bob is 100% in favor of it, very strongly, although he does think it would be better if I went alone, rather than have Jennie go as well.

Sig came and we made a quick trip out to see Mr. Olsen, Capt. of a ship on the Grace Line. They have a large family and a nice home at Vina del Mar. We rushed back down to the Railroad Station to meet a Chilean Meteorologist from Santiago. We conversed with him at length and finally had a very late but delicious dinner in the Station Restaurant. Mr. Munday came in and we had a chat about Chilean politics. We went back to the Hotel and to bed in our newer but not too much better room.

Sunday, February 23, 1947

At 10:30 the scientist from Santiago and editor of El McCurio came to the Hotel and we went down to the wharf. We bumped into Captain Kaare Olsen, Commanding Officer of a

Chilean destroyer, and his wife, family and friends. We all went out to our ship in his motor launch for about thirty minutes, then took a trip over to his destroyer. On board we had cocktails of whiskey sour and Chilean empanados of two kinds - Chilean pastry with cheese or sea urchin - delicious. We were invited for lunch tomorrow. Came back to our ship did a little work with letters, had a bite to eat, went ashore. Had a very bad dinner at our Hotel of unappealing liver, peas and potatoes thrown together.

Finn and I took a long walk down Pratt Street, the Wall Street of Valparaiso. We saw the closed shops which lock their doors by a steel curtain coming down from above completely covering the entire shop and locked to the sidewalk. We walked back the same way we came and retired fairly early.

Monday, February 24, 1947

Up at 8 o'clock with the usual Chilean breakfast, roll, butter, jam and coffee in bed. Jennie called from Santiago that she was not going on the ice. She sounded worried. Obviously, she and Harry had been arguing about it.

Finn and I went to the Consulate and heard their version about the Thompson, McLean, Chilean Pole-Player fight at the Miramar Hotel in the dining-room with 650 guests present. The Consulate was really disturbed.

Met Capt. Olsen at Captain of Port's Office and got a pilot lined up. Made a brief trip to our ship; then went over to Capt. Olsen's destroyer for lunch with his family. Had cocktails, salad, cream of asparagus soup, sea urchin pie, port chops and mashed potatoes, peaches for dessert, also had white and red wine, strong coffee, liquor, and chocolate bars. What a meal! They really believe in eating here. We came back to the ship for a short while and took a quick trip over to the Consulate with Swadell. Went back to Hotel dressed, Sig arrived and we all went out to Captain Olsen's at Vina for dinner with his family. Had cocktails, salad of sliced potatoes with chopped ham on top, fresh cream of tomato soup, anchovies, cheese, coca cola, wine, roast beef, brown whole potatoes, peas, prune whip for dessert with coffee. We talked around the table for hours. It was late 1:30 when we went to bed.

During the day, I made the definite decision to go with Finn whether or not Jennie does. Finn needs me and I am going with him!

Tuesday, February 25, 1947

Mrs. Olsen met me at 10:00 at the Hotel and we went shopping. I got a robe, woolen gowns, slippers, ski boots, and a few other minor articles. We stopped for papaya juice and a

small cheese sandwich. Then went back to the Hotel where Finn and I had lunch. We went to the ship to get some things. There Harry and Jennie decided she would go along too.

I mailed many articles at the P.O., then rushed up to the Consulate to submit my resignation to the Department of State. I joined Finn and we went back to the ship where we prepared to take off. Because of some last minute details, we were held up. Senor Jorge de Georgio Valdes, an 18 year old Chilean came aboard wanting to go along as Mess Cook . His father and mother came aboard with him late in the evening to make the arrangements. Time flew by and before we knew of it, it was quite late in the evening. The sailing was therefore postponed until six tomorrow. We went to bed late and tired.

Wednesday, February 26,1947

Finn got up early and went ashore to pay some last minute bills. It is not cheap to go into a port; you are charged for absolutely everything. Finn hoped the steering engine parts and vaccine would arrive from the States, but unfortunately, it didn't.

I got up at 10:30, took a look at the Alpacas that Harry brought on board from Santiago last night. The press took some pictures. Finn arrived; there was great departing confusion and we were finally off. Jorge was with us and a Pilot to take us through the Inland Passage. Lunch was late, but good with much salad.

Finn and I took a nap in the afternoon. I wrote a story before dinner for NANA. Many persons were sea sick as the weather became bad immediately. I was feeling a little weak as well, but not sea sick , fortunately. After dinner we had a slaunch party with Valpo cookies and had the regular bull session. Went to bed about 11:30. We had gotten underway in the afternoon about 3:30.

Thursday, February 27,1947

Took it easy sleeping in the morning. Finn brought me breakfast. I wrote several long letters, which we intend to mail from Punta Arenas, southernmost city in the world, since we are now taking the Inland passage. We must sail two days more in the open sea before we come to the calm water channels of the Inland passage. This is supposed to be a very scenic route and we should see Indians which are some of the most primitive on earth. Jennie and I discussed how we would conduct ourselves around the men in the Antarctic so that our presence would not ever be considered objectionable.

Ike got Harcly Peterson out of bed and a sound sleep to operate the Radar because he (Ike) thought he saw a lighthouse. The Radar and Harcly proved it to be a star instead.

We had some interesting chats with the Pilot. The Chilean boy Jorge is very industrious and seems to be doing an excellent job.

Friday, February 28

Awoke early to the tune of a tossing sea. Had breakfast below for a change. The sea was quite rough and we were tossing more than we ever have before, but the Pilot still insisted that this was very good weather for these waters - the roaring 40's - the graveyard of the world. Most ships which capsize here are never heard from again in anyway shape or form. I wrote a couple of letters before lunch. After lunch Finn and I tried to take a nap - the ship gave an awful roll - 40 degrees and the five gallon glass covered wicker jug of 190 proof alcohol smashed to bits on the floor. For a minute, I thought we were taking on water. We splashed around ankle deep in alcohol for a few minutes with everything else floating around with us, RARE certificates, aerial photographs from the last expedition, etc. including suitcases. Below, at the same time, Bob Nichols was having the same trouble with a gallon on formaldehyde which had broken. Between the two overpowering smells a few innocent bystanders were nearly asphyxiated. Twenty-four hours later the stateroom had a "still saturated with alcohol smell". The weather became worse, the hatches were battened down, dogs brought inside, for it was raining, and generally miserable. Played bridge with Larry Fiske, Lassiter and Adams until eleven o'clock.

Saturday, March 1, 1947

Awoke very late on a calm sea. All last night we rolled continuously and it was impossible to sleep. Finally, about 5 o'clock in the morning, we reached the first channel and absolutely smooth water. It was nice to sleep comfortably again. We passed through the channel all day with beautiful islands, resembling those off Maine or in the St. Lawrence. To the right of the ship, and to the left, rose the high snow capped Andes mountain range. On the Andes, one could see glaciers, snow fields and some volcanoes. It was a very lovely, interesting and scenic trip. The islands to the right, or seaward side could be bought by individuals, particularly from the Chilean Government for about \$3,000.

Jennie and I sunned ourselves aft while the fellows built a protective canvass covering for the dogs. We had to go out to sea that night, for the channel was fogged up, otherwise we would waste two days. As soon as we got out to sea, it began to get rough again immediately. I played a couple of hands of bridge, helped Jorge with the dishes and retired.

Sunday, March 2, 1947

The night was miserably rough and all day today the same. No one could sleep. Jimmy Lassiter said he would rather be a buck private in the Army than be in Admiral Nimitz' shoes in the Navy. This ship just acts like a bobbing cork in the sea and the sea doesn't always have to be rough either. Part of it is because it is a wooden hull ship with a round bottom. Everything lands on the deck, one can hardly stand up and the safest place to be is in bed, where I stayed and read for most of the day. We had soup and sandwiches for lunch and when Sig overslept, and the fellows thought they wouldn't get a hot meal all "hell" broke loose. Finn told them all off and Sig fixed a meal, most of which they didn't eat anyway.

Finn was tired and went to bed early. Sig and I sat up in the room and talked. We found out that the honor system on the ice box does not work for one whole box of trail Hershey bars were taken and a box of peanuts.

March 3, 1947

We spent a miserable night - one of the worst for rolling. This old ship really took a lot last night. I slept late in the morning, dead tired. About 9:30 we got into the channel again and it became smooth. The scenery was most lovely. Finn said it was just like the Norwegian fjords. Many of the mountains on both sides were snow capped. They all contained high green trees up to the timber line. In the water we saw porpoises following the ship and jumping as much as two feet out of the water. There were waterfalls. I saw what I thought were seals, later believed them to be sea otters. The weather got cooler by the minute and we all started for the woolen clothes. Jennie and I got ours issued from Bob Dodson today. He was in charge of dispensing the clothing, of which we had plenty supplied by the Army Quartermaster Corps for testing purposes in cold climates.

About 6:30 p.m. we anchored in a place surrounded by hills and mountains. Before long, small boats began appearing and came toward us. They contained the Indians, who were wonderfully interesting. They resembled the Seminoles, were in their bare feet, mostly women, some with babes in arms, all clothed in rags, with big smiles on their faces. They did not speak Spanish, but some Indian dialect. When they saw me, they yelled, "Senora, tiene robes", asking for clothes. Also they wanted cigarettes. Latady took a flash bulb picture of them as it was getting dark.

They became very angry and hid their heads because they wanted to trade posing for pictures for something we would give them. Latady promptly took some more pictures, with others on board taking them too, with the advantage of his flash bulb. Their canoes were the most primitive type, nothing but a roughly hollowed out tree bark with dead tree limbs and twigs in the bottom, on which they sat to prevent them from getting wet from the water seeping inside. Some native Chileans came up in a better boat and Sig traded 1 and ½ lbs. of sugar for some muscles and two king crabs, the latter which he later steamed. They tasted better than any lobster I have ever had. There was a nice house on one of the islands, which we found out was the

Headquarters for a branch of the Chilean Army Air Force. The Commanding Officer came on board with five years growth of beard. We found out that Chilean Catalina flying boats landed here occasionally. We were delayed by steering engine trouble, so everyone had a nice chat with him using Jorge and the Pilot Torres as interpreters. He said the Navy Icebreaker "Burton Island" was frozen in the ice at Little America. We feel this was planned all the time by Byrd.

Tuesday, March 4, 1947

The first glacier ice was spotted early this morning and Arthur Owen's guess won. Had a good night's sleep and was up early for breakfast. Finn and I spent the morning in our stateroom writing the last letters to go from Punta Arenas. I spent most of the rest of the day, which was dull and dreary, reading "The Fountainhead," a very good book.

Wednesday, March 5, 1947

We saw some pretty scenery this morning. The Andes are getting smaller and smaller, going into large boulders in the breaks with water in between. The vegetation is getting less as it gets colder and we get further South. The confusion about who is going ashore while in Punta Arenas is rather bad. Jennie has a bad tooth. Finally, upon arrival at 3 o'clock at the little town by the sea, with its high Mountain Sarmiento, Jennie, Harry, Jorge, Bill Latady, Finn, and I went ashore in the Pilot Boat. We wasted much time in Trans Oceanic Office getting things lined up. We found out the plane with the serum and steering spare parts would leave Santiago tomorrow and it was a seven hour flight to Punta Arenas. Bread and water was taken on board and we arranged for a newspaper add and radio broadcast for dogs.

Commander Torres, Finn, and I went to see Jorge in the Post Office and then looked for furs. I got 30 raw salted seal skins. We then stopped at a food store where I purchased some items, then to the dock where we met the rest, and went on board. Finn managed to get the fellows shore leave, as we decided to stay over until tomorrow. Finn called a meeting and explained the conditions. The fellows decided not to use the launch, but wait until tomorrow and then launch our small boat. We saw a movie, the first reel of which wouldn't work.

Thursday, March 6, 1947

Finn and I went ashore at 10:30 where we met Torres and then two wealthy local men, one a Mr. Braun of the wealthiest family, a writer. I went to the money exchange and got 40 pesos to the dollar, then met Finn, Sig, and Torres. I went to Caja Magri to pick some wool helped by Mrs. Sonderson, who later that afternoon, gave me some knitting needles. I then joined Comdr. Torres and Finn for lunch at the Cosmos Hotel. Then went back to get the wool and knitting needles with Jennie and then to the Department Store, back to the dock for Finn,

who had put the fur barrels on Board, then for the dogs, we took them to the ship, then went back in town to a cocktail party at the Commandant of the Chilean Navy's house, who were very nice indeed. We went back to the dock where we found Lassiter and Adams plastered with Jennie not too far behind. Torres couldn't have been nicer.

Punta Arenas is a lovely little town. Finn says very European. It is clean, the people were very friendly and while we were there the weather was wonderful. The sun was shining and the air was briskly cool. Found out that Chuck Adams, while holding off a crowd for Lassiter to chase some dogs, was arrested and put in jail. It cost 1000 pesos to get him out. They ended up with a small dog, very cute, but they were really soused. Very unusual actions for them.

Friday, March 7, 1947

We found out that the plane, which did not arrive from Porte Mont yesterday, would not arrive today either, or maybe not for a week. The decision was to leave at 12 o'clock tonight. We worked around all day on the ship - no one went ashore. I read, later there were a lot of people in conversations in our stateroom, McLean, Sig, Harry, Lassiter, etc. The 34 dogs are in pretty good shape. We talked of a goat but Finn decided against it. Don Jimmy, Andy and I played bridge all evening. Jimmy Lassiter expressed his interest in going to the Pole after our main objectives were accomplished and preferred the Nordun to the Beechcraft. There was trouble with the engine controls, so we didn't start out much before 2 a.m.

Saturday, March 8, 1947

Woke up early for breakfast. Spent some time on the bridge looking at the beautiful scenery, a glacier in the foreground and Mt. Sarmiento to the port side, but almost obscured in clouds. No one has ever climbed it, but Father Augustini tried twice. The scenery is very rugged, coldly and terrifyingly beautiful. Everyone is in a very good humor. Spent the day knitting and reading. Lassiter came in at night to see the aerial pictures. Sig, Finn, and I talked quite a bit. We saw the last of land about 4 p.m. and, while we expected bad weather, it turned out to be quite good.

Sunday, March 9, 1947

It was cold this morning - remained in bed reading and knitting until lunch time. Jennie and I knitted all afternoon. Had dinner and Finn and I played bridge with Don and Jim Lassiter. Finn made up the first shore party and Bill Latady came up for slaunch while discussing it. Went to bed fairly early.

Monday, March 10, 1947

Found out this morning that the fellows have used up one case of canned milk (48 cans) since yesterday morning on making hot chocolate. It will not last at this rate, along with the jam and peanut butter. Didn't do much but read and knit.

Tuesday, March 11,, 1947

Read and knitted most of the day. Looked for the first iceberg, but to no avail. My guess passed at 7 a.m. this morning. Jennie was sick with a cold most of the day. We were all excited about arriving in Marguerite Bay tomorrow.

Wednesday, March 12, 1947

This was a red letter day. After spending the morning first going through a small pack ice belt and then sailing by huge white and blue icebergs, we finally caught sight of the Antarctic continent. I was very thrilled as the mountains came into view. The sight was indeed awe inspiring.

Hour by hour we came closer, all wondering what was behind a small stony hill on the small island for which we were headed. Sig steered us safely in among the bergs to anchorage, while Finn piloted the ship. The snow covered mountain scenery was lovely beyond description. Immediately upon arrival, five of us, Finn, Harry, Latady, McClary and myself went ashore through the slush ice. I was, I think, the first woman ever to set foot upon the Antarctic Continent. Major K.S. Pierce-Butler, Royal Signals. leader of the British Camp, greeted us with "Commander Finn Ronne"! The rest of today I have written up in a story or report to the Secretary of State. We came back in about two and a half hours. Finn called a meeting, told the fellows the situation. He told all of them to go ashore tomorrow and let what they saw govern their attitude with the British. An anti-pro British argument followed and was quite bitter. Most was anti-British. The question of raising our flag was involved. Harry and Bob Nichols wanted Finn to tell the British of our desire, others didn't.

Thursday, March 13, 1947

Finn went ashore with many of the men early. I did not, as I felt a cold coming on. I tended to sick Jennie and Chuck Hassage and then did the dishes. At lunch, Finn informed the group that Butler raised objections to the flag going up. Another big argument started. Finn

called for a vote, about ninety percent of the men favored immediate raising. This was done. The rest of today's story is incorporated in the letter to the Secretary of State.

The men on shore began cleaning out the rubbish with evidence of British occupation of our buildings all over. They claimed to Finn they had been there only a week in February 1946, and that was the first time they had occupied the island, but evidence was against them.

The fellows on board got the dogs ashore and some 10 in 1 rations. Harry and Bill Latady stayed ashore to feed the dogs and keep the camp organized. Ike came in at night and he and Finn had a long talk about things in general, R.E.B. (Richard Evelyn Byrd) in particular. I continued to knit after getting the story off to the N.Y., Times. Visited Jennie who was suffering from itching among other things.

Friday, March 14, 1947

I got up, did the dishes as Jorge was still in his sack. Jennie and I observed Lassiter and Adams throwing the gas drums overboard, which the two boats picked up with a boat hook and hauled them ashore. We had lunch. Finn was onshore. I washed the dishes and Jennie and I went ashore. I helped Finn a little in our shack by fixing up the coal bin and throwing away rubbish.

Finn took out the single bunk and started tearing up the floor in order to put in a new one. The fire will dry the place out a bit and in about three days, Finn can lay the new floor. We had some tea, made by Bill Latady in the Bunk House, with the others, then Jennie and I tried to straighten up the galley by moving some of the junk out. The British brought back a little pile of things which included some canned nuts and candy. They should be embarrassed. Finn received a note from them as to why we raised the American flag. After dinner we answered it and sent it to the State Department, Congressman Combs, and NANA.

We also received two messages from NANA. The fellows got all the gas drums ashore and worked on launching the other boat left from 1941 expedition. Others worked on the camp buildings. In the morning Finn and Harry skied to the Aviation cash on the high glacier. The British have definitely occupied the buildings for some time.

Saturday, March 15, 1947

Finn went ashore early with Jorge. I awoke and helped with the dishes. The fellows had launched the old boat and came in cold for some coffee. Jennie and I talked for awhile, had lunch, and did the dishes. I stayed aboard to get some writing done. We have been getting off a huge amount of traffic to the N.Y. Times on conditions here.

Jim Lassiter brought a penguin aboard - cute little fellow. With the winch and boom, they took the L-5 off to the boat platform and successfully got it ashore. Harry got a map from Finn to give to the British to help out their trail party, which was stuck in the field. More excavation was done in the food cash and some usable things found.

A huge iceberg anchored itself off our bow. Ike at first wanted to move the ship, but decided it was safe for the night. Finn was worried for ship's safety, particularly as the bergs nudged us every ten minutes and made us roll slightly. I spent the entire evening typing up my corrected story from Finn for NANA. The galley stove dripped diesel oil in the coffee. I was the first one to taste it and thought I had been poisoned for sure.

Sunday, March 16, 1947

Sunday is like any other day - work and plenty of it. Slept late, washed dishes, had lunch and Jennie and I went ashore and started digging hard on the food cash. We wore ourselves out and got nowhere. We decided there must be an easier way. Jennie made some tea for the fellows, who managed to get the canvass over the science building. The British told Harry they had been authorized by their government to take anything they needed from this Base for their comfort.

Monday, March 17, 1947

Jennie and I got up late, washed dishes, had lunch and went ashore. Fiddled around with the food cash for awhile, helped haul a great amount of stuff from the beach to the buildings. I chopped some ice outside the galley door and then started to make tea for the fellows who had been working pretty hard.

Finn received a note from the British saying the Governor would be glad to do anything he could. We were also invited to tea by the British, but Finn refused, because we had so much work to do around camp. Came back for dinner and had a chat about things in general later. About 10 o'clock the icebergs were up on us so they started the engines and moved the ship further away.

Tuesday, March 18, 1947

Well Finn and I spent our Third Wedding Anniversary together in the Antarctic. Some fun - guess I'm the first woman ever to do that. Got up late, had lunch and Jennie and I went ashore. We thought we had 100 lbs. of salt with us to melt the ice over the food cash, but instead it was sand we had been lugging around - moral of that - don't steal the Doctor's salt.

The plane took its first hop with Harry and Jimmy. Bob Nichols, Jennie, and I spent the afternoon on cleaning up the inside of the bunkhouse. Finn worked some on our building, got the floor laid down and part of the insulation with canvass covering over it. The fellows were tacking down the canvass on the Science Building and practically finished it. On board the ship they moved the dynamite off, and the boom from aft to forward. Finn hitched up a dog team to carry supplies from the beach to the buildings. We all came back with a gorgeous sky and sunset, but dead tired. Had dinner with the first pie, wrote a story for NANA and went to bed.

Wednesday March 19, 1947

Today was a bad day! Started off by McClary's not waking Jimmy Robertson and not telling Bob Dodson to come ashore. Therefore, Harry could not take his flight until afternoon, and he had to have gasoline up on the glacier, and there was no dog driver. Harry hooked up the team and, at the last minute, asked Finn if he wanted to go along to take a flight. Finn took me along up as far as to the glacier aviation cache. The view from there was beautiful. Bill was with us. Kelsey and Jimmy caught up with us. Finn took a flight with Harry, while I skied down a bit until Finn caught up. Then, Finn, Kelsey, and I went down, me on Finn's skis. Finn left the dog team with Harry to bring down. Harry and Bill took off on their flight to King George VI Sound, leaving the dog team with Jimmy Robertson who doesn't know a thing about dogs. When the plane took off, the dogs began a fight. Jimmy couldn't separate them and came down the glacier for help. When Don, Bob Dodson, and Jimmy came back with the dogs, Big Stoop was nearly dead, probably from loss of blood suffered as a result of his wounds. He later died. The flight was successful and the Sound was found to be open. Finn came on board to order the ship prepared for immediate departure. Bob Nichols, Dodson and Peterson remained on shore to feed the dogs and finish a little work. The ship group had been working all day and the fruit of this labor was on deck ready to be sent ashore. When they heard they had to stow everything in the hole again and secure for sea, a bitching session, heretofore unequalled, began led by Ike. Everybody was mad at everyone else, but particularly everyone was mad at Harry. Coming out in the small row boat, the wind blew up so that we almost capsized. The motorboat had to come after us. As it was getting dark fast, and the wind blowing, the boat could not go ashore again for the three fellows, so they were left there for the night. The fellows worked up to 10:30 stowing things away and making ready for sea. Then Sig made hot chocolate and we provided cookies as they turned in.

Thursday, March 20, 1947

Finn ordered the row boat to go after the fellows on shore. When they were half way to shore, Harry ordered them back for him. Finn got sore at Harry for disobeying his orders. The boat was tied, but with a bad knot for it drifted away into the shore ice, where it still is. The winds were very strong, up to 65 mph, so the motorboat could not be lowered. The cove was

pretty rough. We were forced to wait for the wind to die down before leaving. The winds blew all day, so we decided to wait until morning.

The fellows showed a lousy movie at night, but we didn't go to see it, instead talked in our room. Received a good message from NANA that our British story had made the front page in the London Daily Telegraph and that NANA had given it good publicity as well.

Harry realized he had not done what he should have and offered to step aside as Third -in-Command. Finn straightened him out.

Friday, March 21, 1947

We found out early this morning that the coil in the steering engine had burned out and there was no way of replacing it. The fellows on the bridge kept leaving the electric switch on and burned the thing out. The only way of getting any place was to steer from the rear. The "twins" (Lassiter and Adams) worked on it all day and had hopes of devising something to take the coil's place.

We were anchored for a while at Neny Fjord and then moved back into our cove. The wind continued to blow up to 60 mph. We had no contact with the fellows on shore. I knitted quite a bit and straightened up the room. At night Jim Lassiter showed movies, Laurel and Hardy and some other silly one.

Saturday, March 22, 1947

We sat at anchor all day again. The seas were calm so a shore party went to the camp and met the other three. All hands worked on building the camp. They began work on the coal pile and finished some of the canvas work on the main bunkhouse. Pete came on board filthy dirty, but happy. He had been working hard without anyone to call him down. The "twins" (Lassiter and Adams) slept all day, as they had been awake working on the steering engine for twenty-four hours. Around dinner time, Pete joined them and the collective brains began again to repair the trouble.

Sunday, March 23, 1947

The "twins" informed Finn about 5 a.m. that the engine had been fixed so the order was given to get under way. I got up about seven.

We sailed along, about 25 miles off the coast, and the scenery was lovely the entire day. There were endless high mountains, all snow covered and formidable. About 4 o'clock, we

reached our destination to find the glacier of King George VI completely blocked by huge bergs as large as office buildings. The glacier itself was about 100 feet high, so even though we could have gotten in, it would have been impossible to unload the stuff. This was the first time a vessel had been this far south in this region and the waters were completely uncharted. On the way down, many new islands were discovered and charted. We took one look at the dangerous mess we would be in, should we press forward, and turned around and headed back, reaching open water before night fall. It got considerably colder on the trip. After night, we cut the speed, first drifted and then anchored until daylight.

Monday, March 24, 1947

We arrived back in Marguerite Bay before noon and anchored. The wind came up rapidly and only one boat load of six made it ashore with difficulty.

Finn gave Wood a partial talking to, but he was as insolent as ever. I have been quite upset about the general griping and buck passing and have become a little discouraged about it, but I do hope it will work itself out when we all get ashore. Finn wants the other two planes taken ashore now and the AAF fellows to get in some flying time in the L-5. This will mean another argument with Harry.

It is getting colder now, particularly aboard ship today with no heat. The camp work is lagging behind and things will have to start pepping up before the winternight comes.

Tuesday, March 25, 1947

Was up early, had breakfast, and went ashore with Finn. Spent the morning hammering on roofing nails. When Jennie came ashore, we went over to ask Butler to write a 500 word article, but he was having lunch and invited us back to tea at 3:00. We went and had a most delightful two hours. They had made tea sandwiches and baked blueberry muffins. They all seemed to get along well with each other and shared all the duties. We found their place very neat and them overly nice. Butler was pleased and promised to write the article. Came back to the ship to find our fellows, who had eaten on board at noon, hadn't even washed their dishes. I balked and Finn asked Mac to see that the fellows took turns with the mess cooking. We saw a movie and read until late. Received word Governor of the Falkland Islands was on his way.

Wednesday, March 26, 1947

Got up early and went ashore with Finn. Harry informed us the fellows were bitching about mess cooking and he felt Jennie and I should do it. Finn informed him I was brought along for a specific job and that I would take my turn with the rest. I spent the morning washing a few

dishes in our shack and the afternoon painting a bookcase. Had a long talk with Bob Nichols about things in general and for the most part it looks as though things are going pretty well now.

Chuck Adams, Hassage and Lassiter spent the day trying to blow up the loose glacier with dynamite. They put off two charges, but they were not strong enough. The coal detail finished its job this afternoon and the canvas is just about on the two buildings.

Thursday, March 27, 1947

The day was a windy one, hence no one could go ashore. The fellows had their holiday and by the conversation at the end of the day, I think they would rather be busy. On this ship all you have to do is suggest a subject and immediately you have enough opposition for an all day argument. They spent all day discussing various things. There was a movie shown in the afternoon and again in the evening. Finn and I spent most of the day reading and writing. I wrote a story on Sig's hamburgers as a welcome treat from fillet mignon steak all the time and sent it in. Finn and I went to the movie in the evening, Sonja Henie in "It's a Pleasure".

Friday, March 28, 1947

I woke up late because of the late hour I finally turned in last night. I decided to stay on board and do some writing. I wrote some human interest articles and read for awhile. Finn had gotten over on the shore early. During the day, Bob Nichols and Smitty made great progress on the covering of the Science Building. Jennie and Bill Latady worked on the Galley and tore up the floor. Hassage tried dynamiting the ice cliff once more. They tried 24 charges and had a large boom, but it did not bring down the barrier. Adams and Lassiter flew the L-5 for the first time and unfortunately did a few stunts in the air, but I guess they were just feeling their oats. Harry took one short hop too. Finn began to paint our building gray, but decided it was too dark a color and didn't do more than one side. We had a good ham dinner and then saw a movie - Scotland Yard.

Pete had a long talk with Finn and suggested the scientists be left alone to fix up the science building. He said Finn was being bitched against because he didn't let the fellows alone more, but bawled them out before he knew what they were doing. Hassage also dynamited the glacier food cache.

Saturday, March 29, 1947

I got up early and with Jennie and Finn went ashore taking my skis and poles along. While we were rowing to shore we saw the L-5 take off on its hop to King George V1 Sound with Harry and Ike, once again without radio contact. Finn and I began working in our shack. I

painted the book shelves. Bill Latady came in for a long conversation about continuing repairs on camp.

Harry, Ike and Robertson came in to report about the flight. The weather was extremely bad and they saw practically nothing. If they make another reconnaissance flight, it will have to be in good weather. Finn made the frame for a window in our building. Bill made some soup for lunch out of dehydrated lentils, celery, onions and carrots left from the last expedition. It was much too salty. We came back to the ship and had dinner. Finn announced that no more movies would be shown until we moved ashore. He sent Bob Nichols, Thompson and Owen ashore to live. Bob Nichols came in for a long conversation on his program, who he would be able to take on the trail and where he would go. Finn handled the conversation very well. Mac wanted a certain roommate, Latady, but was happy with Owen. Sig made us some cocoa and we talked late again.

Sunday, March 30, 1947

I spent the day on ship doing some writing. Finn went ashore and built a window in our shack. He said, it has changed the whole appearance of it. Jennie and Latady are now making chow in the galley. They call it Jennie's kitchen.

Monday, March 31, 1947

We went over to the camp. I was working around the shack washing things and Finn was finishing the window. We saw that the weasel was coming ashore, so Finn went down to help with it. Suddenly, Jennie called and I looked out of the window to see two ships sailing into the sheltered cove. The larger one H.M.S. Fitzroy, the smaller the H.M.S. Trepassey. Excitement was high. We went down to the weasel and saw that it had dropped in the water, while being unloaded to the beach. As the plate was out, it sank and as much as the men pulled on the line, they couldn't get it up on the bank. A Britisher came over and gave a cordial letter from the Governor to Finn inviting him on the Fitzroy. Bob Nichols and I went with Finn. The Governor saw Finn alone with Commander Bingham, and Bob and I were entertained by Captain White in his cabin with sherry. The Governor and Finn joined up after 45 minutes and about 20 minutes later we left. The Governor asked us for lunch the next day and Finn accepted. They were all very nice indeed. On board ship, we found Harry was still ranting around about Chinook (his personal dog) and acting the spoiled child. Found out from Pete that the fellows had had a bitch session and held Finn responsible for the weasel. I cornered Robertson and had it out with them both and they agreed Finn was not responsible, but Wood was. Jimmy Robertson came in and had a chat with us. Sig joined us and we all had coffee and a pleasant chat.

Tuesday, April 1, 1947

Finn and I stayed on board and got ready for the Governor's luncheon. Finn, Ike, Harry, McClary, Peterson and I went. The invitation for Jennie came after she had done skiing with Latady and she did not go. I sat with the Governor. The luncheon was fine with a toast from the Governor and replied to by Finn. Pictures of our group were taken afterward on the "sun deck".

The rest of the fellows went to a cocktail party in the afternoon and came back on board pretty well lit. Jennie decided to stay on the beach. Finn called her back at 8 o'clock, and Jorge to come with her. Hassage and Adams went over with an engineer from the Trepassey to fix the generators, as the English gave us the spare parts for them. They came back without Jorge and Jennie saying they had gone down the beach. Finn sent McClary and Adams back at 11 o'clock and we waited until after 4 before we heard a word from them. Finally, Jorge came after a fire extinguisher and we knew for the first time a fire raged on board the Trepassey. We offered all help and assistance, but it was declined with thanks. They thought the ship would blow up or sink, but by about 8 o'clock a.m., it was out and the situation under control. Finn found out Jennie and Jorge had taken the English Boat and went on board Trepassey for a drink. Finn told her he didn't want her on shore yet, that he thought it was bad that she was working with Latady too much, and that she should stay away from the boys. Finn told her to go to bed. All the night was gone.

Wednesday, April 2, 1947

As we did not get to bed until almost six o'clock in the morning, we didn't get up until mid afternoon. There was definitely tension on board, evidenced by the presence of Harry and Latady. It was discovered when Finn came back from the beach that Jennie had not gone to bed this morning as Finn ordered, but instead went down below and talked about Finn's conversation with the fellows until 9:00 a.m. in the morning. Jimmy Robertson went ashore and told Harry that Finn accused Jennie of an affair with Latady up on the glacier which was untrue. Harry and Latady were ready to leave and the rest of the fellows were furiously arguing about the running of the expedition and held their own meeting unbeknownst to Finn. But Harry refused to do anything about it. Finn had a conversation with Bob Nichols and then had a talk with Jennie, Harry and Latady and put them straight. He then called an open meeting which Jennie and I did not attend. After it was all over everyone said the feeling was better and a new regime was to begin. Finn decided to drop out of it entirely and let his leaders do all the work, while he did all the planning. Finn started by saying, "Let's have by gones, be by gones, and start afresh from the present."

Captain Bardon of the Trepassey came aboard earlier in the day and told Ike and Finn about last night's fire and the damage it caused. Ike helped them survey the difficulty.

Thursday, April 3, 1947

Jennie and I stayed aboard as did most of the fellows as it was pretty rough out. Only four went ashore in the boat this morning and those were the ones who lived ashore and came aboard for last night's meeting.

We invited His Excellency, the Governor, Captain White and Commander Bingham for tea, which turned out to be coffee, at 3:30. We cleaned up the ship as best we could. The fellows went ashore in the afternoon. The tea went off well and the British became so interested in the ship, that they talked in terms of buying one like her. They also inspected the engine room. They asked us if they could take any mail for us, but we declined. We had dinner and Jennie and I spent some time talking until I got two messages from NANA, which had to be answered and which took some time. They wanted more details on the discovery of the uncharted islands and more information on our southern trip. Sig made some hot chocolate and we talked until late.

Friday, April 4, 1947

Woke up late. Finn went ashore. Jennie and I talked to Captain White for quite awhile after lunch. He was looking for Ike to sign some documents. Jennie and I helped Jim Lassiter to make water. Some Britishers came aboard inquiring more about the ship, they liked it so much.

Finn came back saying Harry had built a window in the back of the bunkhouse in their room (a cubicle the doctor had used on USAS). Latady said he understood Finn wanted it. Finn said he had never had such a conversation with Latady. Harry wanted Latady as aerial photographer on all the flights. Finn wanted to know where he came in. Bob Nichols brought me his story on "First Impressions" and we had a little chat. We had dinner and I wrote for awhile. Finn, Sig, and I were talking, the wind was howling, and all of a sudden Mac woke up Ike saying we were drifting. Ike went on the bridge, Finn too. Sig and I heard a small crash and rushed out to find we had bumped into the Trepassey and Fitzroy tied together. Only three ships, in all of the Antarctic, were in practically the same spot. Our dory on the starboard davits was crushed. Kelsey was running around with a life preserver, Jorge was trying to get into the other row boat, but Jim Lassiter pulled him out. Seems as if we let down more anchor and speeded ahead 150 rpm's without the steering gear attached. We swung and went into the British ships. Maneuvering and backing up got us off and away. The Fitzroy cut the Trepassey loose and let her drift to the rear. Never a dull moment.

Saturday, April 5, 1947

We woke up to a continuing gale. The Fitzroy Captain White came aboard to hope the two British ships hadn't damaged our ship while drifting last night. Ike said "Oh, no!" Just then Finn came down and not knowing the previous conversation told him the truth that it was our fault. They, of course, knew it was anyway, but were to polite to say so. Both ships left around one o'clock. We gave them three blasts - they answered with three and we answered with one.

Don McLean came in for a chat. He had just hypnotized Kelsey. It was extremely cold aboard ship as we had no water and couldn't run the boiler. Finn and I read in our bunk for awhile. I wrote a story. Sig came in and we talked. McClary and Jennie came in and they wanted a holiday tomorrow with a good dinner and a movie.

Sunday, April 6, 1947

Easter morning. Finn brought me French toast and coffee. We read for awhile in the cold. Jennie and I got lunch as Sig was taking a nap. The gale was still blowing and the ship was still ice cold. We conversed for a while after lunch, then read for awhile. We had a movie in the afternoon, Abbott and Costello in "Hollywood"; the second reel was missing. We had a good dinner, ham, sweet potatoes, peas, and pumpkin pie. We had a movie after dinner, Dennis Morgan in "God is My Co-pilot". It was a very good film. Sig came in and we talked of the new camp organization. It was late when we went to bed. Finn thinks Sig in charge of bunkhouse, Hassage in the Machine shop and Nichols in the Science building.

Finn saw Harry, Latady and one more go over the hill to the British camp. About an hour later, he saw them come back.

Jorge has been told many times not to make like he is falling downstairs. Today when Smitty did the same thing Jorge quickly spoke up from the Mess Hall table "Oh, is that me?"

Monday, April 7, 1947

Got up late as it was still blowing outside and no one could get ashore again today. I read "The Razor's Edge" most of the day. After lunch, we chatted for awhile in the Mess Hall. Finn gets more and more irritated with Jennie as she is always around listening to conversations and usually butts into everyone's. Lassiter and Adams want to fly the Norden from here to Punta Arenas on the way back. Finn listened to Lassiter's discussion, but didn't commit himself. Harcly and Chuck Hassage are becoming good friends. Chuck bawls the hell out of Harcly, who takes it and offers his services. The other night, Woody down in the engine room lifted up the after hatch and saw the bow of the Fitzroy sticking up in the air right above his head. It surprised him so much, he stuck his head down the hatch and closed the hatch door after him muttering "gees I'm getting out of here". We had dinner and rice, but I was the only one to get gravy as most of it had fallen to the floor. Sig, Finn, and I had some tomato juice and tuna fish in our

room. Later Jennie came in and Chuck Hassage and we all had a nice chat. Chuck was talking about his ex-wife and the trouble he had with her. He certainly doesn't have too much faith in women.

Tuesday, April 8, 1947

Got up late. It was still too much wind to go ashore. Ike wanted to take a flight and was trying to go ashore. He wanted Finn to stay aboard and take the responsibility of the ship which Finn wouldn't do and said it was up to Ike's staff to do that. Finn decided to cancel the attempt to go south again. Bad weather is beginning, the base isn't established yet, the contracts with the Government call for a year's observations and everything here must get started. Besides it is an admitted risk to make the trip and a very serious one. For these reasons, Finn decided to cancel the trip and concentrate on finishing the base. We had a movie after dinner entitled, "The Hairy Ape". The projector bulb broke during the second and we classed this as among the films we haven't seen the end of. The fellows worked on the evaporator all day to try to get it to make water, but they haven't quite succeeded.

Wednesday, April 9, 1947

Finn, Kelsey and Peterson succeeded in getting ashore. The weather was extremely calm, but there was much ice on the water to contend with. The evaporator finally produced water and the day on board ship was spent with that and melting the remaining ice on the decks. I read for awhile and then played cards with Jennie.

Finn, Peterson, and Kelsey came back bringing Latady, Harry and Jimmy Robertson with them. We had dinner and Finn called a short meeting to tell about the living plans for the women, and explaining about the naming of geographical places and the building up of the camp. Finn announced he intended to name the Beechcraft plane the "Ed Sweeney" and the Nordun "NANA".

The general feeling seems to be good now and the fellows are settling down to working better with each other. Finn had a good talk with Harry and told him he counted on his loyalty, which so far he hadn't gotten. Harry said he had stopped coming in for slaunch because the fellows were criticizing the fact that Sig was always in here. All of the fellows really seem to dislike Sig because he always throws cold water on their ideas. Don asked me to be his bridge partner and we took on Lassiter and Adams for a loss. Talked late with Sig and Chuck Hassage. Hassage talked about his woman trouble, wife and girls.

Wednesday, April 10, 1947

Everyone was able to go ashore today. After lunch, Finn, Ike, Harry, Chuck Adams, Jennie and I went in the newly rescued dory. We looked for a place to land the planes up on the glacier. Jennie and I inspected the changes in camp since we had last seen it. Jennie's room is just about finished. We all played with a stranded seal for awhile, and then Jennie and I took a walk around the island and up to the British camp. Major Butler came out and invited us for tea, which we enjoyed, then showed us their dogs, then their hanger and small plane. He was very nice and pleasant. He indicated that the British were seriously considering buying a ship like ours from the U.S. Their trail party is still not back, but probably will be soon. He had to request permission to write the article and has not received it from London as yet. We all went back to the ship in the Coast Guard boat and had a good dinner on board. Played cards with Jennie and Jorge for awhile and began to knit an ear covering ski cap.

Friday, April 11, 1947

Ike took off on a flight with Harry down the Sound. Finn and Kelsey followed their progress on the radio. The day was a beautiful one, sun shining and atmosphere clear as a bell. Ike said it was one of the most beautiful day's in the Antarctic. Ice conditions were favorable, but a place to land was not found. Finn is thinking seriously of calling off another trip by ship because of general lateness in year.

Jennie, Finn and I went over to Base. Latady came down from the glacier to sign a paper in case of an accident while flying. Finn allowed him to go up then with Harry to take a picture of camp. Finn cut one mattress off for bed in our shack. They fit perfectly now. Jennie's room is nice as well. Jennie and I started up the glacier for a ski, but because of the ice, Jennie turned back and put on snowshoes. I continued to the top and had a nice ski half way up to the aviation cache. Scenery was beautiful and the day very cold. Came back to ship, had a good dinner, wrote an article on gale and had slaunch with Finn, Sig, Jennie and Jorge. Bob Nichols and Bob Dodson prepared for their trip for a several day's stay to Neny Island.

Saturday, April 12, 1947

Finn took off with Harry on a flight to make a final decision on plans to go south. Another beautiful day, and the small British plane was also in the air for the first time. Chuck Adams, Jim Lassiter and Arthur Owen rowed Nichols and Dodson over to Neny Island in the Coast Guard Cutter. The first three came back with five seals. Jennie and I stayed on board, did some knitting. I wrote an article on Ike's cup and made up some radio messages for Finn. Received a message from Bud Engle.

Jimmy Lassiter and Chuck Adams put soap in the candy so that no one could tell it. Ike was making such a fuss over somebody getting more candy than he, that Finn told him to ration

it. Ike passed it on to Jorge and Jorge counted it and announced that each person could get two bars a day. This was the first day of the rationing and quite a shock when soap was found in it.

We started getting wise to McClary. The gun locker is constantly open and there are about ten guns around the ship. Jennie says Mac definitely wanted Harry to go home, so that he would have a bigger job on the expedition. Mac is trying to get everybody ashore, so that he can do as he pleases on the ship. Harry doesn't want them ashore yet and has told Mac that. Mac is constantly bitching, complaining and trying to get Finn in trouble.

Sunday, April 13, 1947

We were not able to go ashore today because the ice was packed into the beach. Finn had a marvelous flight yesterday. It was one of the most perfect days he has ever seen here. We wrote up a good story about it. Finn planned a trip for tomorrow to follow up on the flight. Hopefully, he can get the weasel up Neny Fjord with Ike, Hassage, Adams, Owen, and Lassiter.

More of McClary's activities were revealed. He and Woody broke into some of the E rations and probably were the ones who broke into the issue room. Anywhere they can make trouble they do.

Apparently everybody on the beach is getting along well together. The two Bobs on Neny Island seem to be getting along fine. I finished working on my wool ear cap and it fits well. Fiske wrote something for us and we sent in one message to Fred Allen. Jennie has learned to make water with the evaporator. Jorge thinks he is in love with her and follows her around everywhere until now people are beginning to talk about it. Everyone is getting down on Sig. He butts into every conversation and the fellows are just getting so that they can't stand it. It is such a shame because Sig is so kindhearted, he would do anything for people who treat him decently. The fellows resent him being in with Finn every night. But he is so completely loyal to Finn that it is hard to say anything. I played bridge again this evening and went to bed fairly early.

Monday, April 14, 1947

I didn't feel well today, so I didn't get up until about three o'clock. I knitted for awhile. Finn didn't go ashore as the ice blocked the beach. The fellows worked around the ship. After dinner, Finn called Mac in and gave him the very devil. Mac had the nerve to tell Finn that the only two people he had confidence in on the expedition were Harry and Latady. Mac signed his death warrant and will be behind the eight ball from now on, cause Finn really let him know who was running this expedition. I played cards with Fiske, Jennie and Woody, who was supposed to be on watch. Finn played cards with Don, Lassiter, and Adams.

Earlier in the afternoon we discussed with Kelsey the possibility of setting up the mail bag every Saturday night with General Electric. Kelsey thought it better to wait until the radio stuff got ashore and he could estimate how long it would take him to set up the antennas.

Tuesday , April 15, 1947

The fellows finally got ashore again today. Finn went with about four of them. Smitty was sick, burning in the lungs, probably from all the painting of the small boats he has been doing. The camp seems to be doing well. The two Bob's returned from their geological trip to Neny Island. Nichols was most enthusiastic about the iron and copper veins which he saw. I knitted with Jennie for awhile, then didn't feel well again, so rested. Didn't go to dinner, but felt better after dinner.

Finn talked to Ike about Mac and Ike said the dumb clucks don't know any better and that he certainly didn't have to use Mac as Executive officer. Harry got a message from his mother saying George Garrett had been appointed Minister to Ireland and they would leave for Dublin in July. I received my first message from my Aunt since I arrived. It was a nice one and I was certainly happy to receive it at last. She evidently didn't receive all of the three which I have sent.

Finn, Jennie, Sig and I talked for awhile. Finn played the mouth organ. Jennie left on the pretense of going to bed, but really went down and talked to Mac. Chuck Hassage came in and played the mouth organ for quite a while. Chuck is a nice fellow.

Wednesday, April 16, 1947

I got up early , around 9:30. The men surveyed the beach, as to where to take the weasel ashore. Finn went ashore. Then finally they took the weasel ashore successfully by floating her in and rolled her up on the graduated side of the beach. The fellows came back and, under Ike's direction, Adams, Hassage, Owen and McLean loaded some of Kelsey' heavy radio equipment, including transmitters and receivers, on the sleds we brought along, which had been placed on the boat ramp. They took them ashore and successfully pulled the sled up on the ice, with the equipment securely lashed to it.

At lunch time there was great complaining about seeing soup and cold sandwiches several days in a row. Sig took it to heart and said he would give them a meal every lunch but that four months before the expedition was over they would be eating seal meat, like it or not.

Finn played cards with Don and Adams and Lassiter. Jennie and I were knitting for awhile, then Jennie excused herself to go to bed for the second night in a row. Finn later found

her, with Jorge and Smitty, making something to eat on the grill, when he went down to get a drink of water. Jennie's conversation with me this afternoon revealed that both she and Harry are nothing but social snobs, and think of nothing but money and who has it. Sig made us some cinnamon rolls for lunch.

Thursday, April 17, 1947

I got up late today. Finn had already gone ashore. We had rice and meat to start off Sig's new luncheon menu program. Jennie spent most of the day wasting the good water she made by using it in the washing machine, which doesn't work properly and therefore doesn't get the clothes clean. I spent most of the day trying to work on Finn's book, but was interrupted by Sig's coming in to chat, mostly about nothing and consequently, I got very little done.

Hassage, Adams, McLean, Owen and Ike took more radio gear ashore. Finn, driving the weasel, worked on hauling the coal up to the camp, aided by Harry and Dodson. Lassiter is working on the tunnel or shelter, between the Science building and the Machine shop, for a weasel garage. Latady is working on the buildings and Nichols is helping Kelsey with the radio equipment. The weasel is working fine. More of the radio equipment went ashore. Finn is working on a second window for us and painting the walls white. He worked for a long time tonight on a future report recommending that this Base be kept up by the U.S. Government.

Friday, April 18, 1947

Finn went ashore early. I got up late. I spent the entire afternoon working on the report to be submitted to the Government. Harry came on board and came in for a chat with us before dinner about the report, George Garrett, and the unloading of the airplanes. After dinner, Harry, Ike, and Finn had a conference. I spoke to Nichols at length concerning the report and he felt strongly that Finn should submit two plans for a group of bases on this continent. As a result of the conference, Finn decided to keep the planes on board until it freezes over, as that is really the only safe way of doing it.

We watched Don operate on a dog and evidently something happened concerning the either, cause the dog was dead in a matter of minutes. It looked pretty much like Don's fault and Harry was madder than the devil when he found out.

Saturday, April 19, 1947

With the dawn of a beautiful day, a group of them left this morning with Finn in the motor boat, Ike, Hassage, Owen, Lassiter, Adams and Nichols. They hoped to drop the weasel off in Neny Fjord and glacier and do some sealing at the same time.

I got up very late 12:15 and had lunch. Washed the blue bed spread, etc., cleaned up around the room, did a bit of knitting, and reading. The men came back after a successful trip to Neny Fjord and Glacier. Finn and Bob Nichols were pretty wet as they had to wade to the launch, as it was too rocky for it to come in to shore. Nichols was most amazed the way Finn crossed crevasses on skis. He wouldn't follow. Nichols has a lot to learn about the trail. Mac explained to Nichols tonight why he thought snowshoes would be better with a dog team than skis. He has a lot to learn too. Finn played cards with them for awhile. Sig and I had a ham sandwich and we turned in early.

Sunday, April 20, 1947

Got up early for breakfast. The Night Watch (Mac) was undoubtedly asleep on the job for the Coast Guard boat was sunk this morning. The fellows spent the day trying to raise it. After lunch Finn, Nichols, Ike, McLean, and Hassage got into a discussion as to how far south in King George VI Sound the ship got. Harry had said they were not where we thought and that he could estimate by the flight. Finn proved to Nichols that Harry was all wet and Ike said there were no instruments in the plane to cause Harry to make such a statement. Chuck Hassage agreed that there was entirely too much bitching about things that were being done for the good of the expedition. Jennie was sick with a cold the whole day. Finn and I worked on stories for NANA and reports.

Monday, April 21, 1947

Finn went over to the beach early. I washed up the bathroom and washed some things here, as well as worked on a story. After lunch, Adams took Nichols, Hassage, and myself to the beach. Finn has put in a second window in our shack and it really looks well. He has partially painted it white, but is running out of paint. Latady, Hassage, and I went on a ski trip up the glacier. I had a hard time keeping up with them as the wind was blowing hard and I was out of condition. Latady went back to work. Chuck and I went as far as the aviation cache and came back again. We went in our shack, had some coffee and a chat with Finn. Came back in the boat. Latady and Harry came on board. Jennie still was not feeling well. The British had our whole shore party over for dinner last night. Finn does not want this sort of thing to continue, because of all the work still to be done here, and intends to tell them so. Sig almost got in a fist fight with Jorge. The fellows are all against Sig because he butts into every conversation and thinks he knows it all.

Tuesday, April 22, 1947

The wind blew hard all day and no one was able to get ashore. Harry worked on aviation equipment and found it in pretty sad condition with need of future hard work and long hours. Finn and I worked on stories and reports the whole day. We got something done, but have hardly made an impression on what there is to do. Harry and Finn had a long chat here in the afternoon about future operations. One thing can be said about Harry, when he is interested in something, he really works hard on it. Things seem much better now. There is still a problem with Sig and Mac. No one paid any attention to Mac at dinner this evening and he felt pretty much out of it, I know.

Wednesday, April 23, 1947

It was another blowy day, so the ship crowd could not get ashore. Harry had a group working on aviation stuff. Later in the afternoon, he came in and spent the whole afternoon chatting with us, mostly about the Report going to the Government. I worked hard on it and got it whipped up into fairly good shape. Finn planned to send Woody ashore and get some work out of him. He, of course, heard the rumor and sent Finn a note of appeasement about all of his past crimes. Mac probably wrote it. The two of them blame Harry for the idea, which, of course, was completely Finn's. He will go ashore on the first clear day.

Latady set up a picture taking studio and took quite a few portraits, but not ours. Latady, Harry, Jennie, Mac and Jorge spent the evening down below shooting the bull.

Thursday, April 24, 1947

Finn left for shore this morning as the weather was good. He sent a note to Butler for him and his Second-in-Command, John Tonkin, to come aboard this afternoon. Finn finished both windows in our shack and had various conversations. Nichols wanted tea in the Science building. Finn finally squelched that by saying the thing would grow and it wasn't fair to all concerned. Peterson is grouchy these days. He has been sat on by everyone and thinks the expedition came for his programs alone. Jennie helped Smitty wash down the corridors, making comments about all. She was mad because Finn wouldn't let her go ashore this morning. Butler and Tonkin came aboard and with Ike we had a nice chat after Finn showed them around the ship. The five of us had pie in our room. They know nothing about skiing, have very little fresh meat, except seal, have heavier tents, and worse pemmican. They stayed for dinner and Jennie was invited to sit at our table. They chatted until 8:30 and then left. The whole thing went off very well.

Friday, April 25, 1947

It blew hard again today and we were unable to get ashore. Finn began working on accounts, while I was still sleeping. After lunch, Finn worked for a while and I washed many clothes again. We worked a bit on the outline for a book and I started reading all the unpublished articles from the last expedition. We got a great deal done. After dinner, Don and I beat Finn and Chuck Adams badly at bridge. Jennie played cribbage with Jorge for a while and went to bed early.

Saturday, April 26, 1947

Another blowy day and unable to get ashore. Finn and I spent the day reading and writing. Jennie came out of her mood long enough to come up and have a conversation with me after dinner. There were only ten of us on the ship tonight. Finn and I had a battle royal in front of Sig tonight, when Finn insisted that he hadn't said he would fix my jacket with the broken zipper and I insisted he had. He was very nasty and mean about the whole thing - utterly insulting, stubborn and discourteous.

Sunday, April 27, 1947

A better day, and Finn went ashore early; some of the fellows on the beach came back to help with unloading some more radio supplies and food. At lunch Lassiter said they found some Jell-O and made it last night. While it was out cooling, Chinook (the Darlington's dog) came along and drank about a third of it. Fiske insisted he would teach navigation and Smith said no, then Fiske said he would teach radio and Kelsey said no. Fiske talks with a British accent when a Britisher comes in. Harry turned black when the stove blew up again this morning. Latady sleeps with his fur hat on. Harry started Bob Dodson and Smitty off training the first dog team today. Peterson is becoming noted for his utter lack of common sense. Jennie went over about 4 o'clock on the last boat. They came back about 5 o'clock. Nichols wants to spend 1/2 time on geology. The fellows are bitching about Sig not giving them cigarettes, so they will all be given their allotment. Harry came on board tonight. McLean wanted to pay a courtesy call on the British doctor. Finn said no! He will continue to have trouble with this British situation. I spent the day finishing Dick's (Butson) article and reading Finn's letter which was quite good and can be included in the book if it ever gets written.

Monday, April 28, 1947

Got up early and spent the whole day organizing Finn's book in its very, very, early stages. We have made a fairly complete outline to follow and I have been doing some elementary research in order to start organizing it somewhat. Finn was on shore painting most of the day. He and Harry came back and did much talking about future plans. Jennie and I took

Harry and Lassiter over the coals in bridge. Hassage, Mac, Harry, and Finn discussed the work load for the next few days and because Lassiter was to take the rest of the food ashore tomorrow, instead of helping Harry do some work on the Nordun, Harry got mad, acted like a stubborn child, and walked out of the room. That broke up the conversation and Finn didn't care.

Kelsey had the first radio contact in six days tonight, because he has been ashore working on establishing that station.

Tuesday, April 29, 1947

It was slightly blowy this morning. Finn did not go ashore, but worked instead on writing some of his family history and background for me to use. We also worked on a newspaper article. Adams, Lassiter, Kelsey, and Jorge went ashore in the coast guard boat taking some boxes of food with them. They took about 2 ½ hours to get ¾ of a mile, as the wind was so strong and brash ice blocked their way. They remained on the beach.

Received messages from Keller, Aunt, and Captain Dodson saying stories are being well publicized in all the papers. Harry spent the afternoon in future planning with Finn. They worked out the routes and requirements for five major flights and wrote up a directive governing aviation personnel. Jimmy Robertson seems to be acting up these days, under the delusion that he is running things. Harry feels confident he can take care of that.

Wednesday, April 30, 1947

We awoke this morning to find the bay frozen by the shore. It is definitely trying to freeze over. I worked all day long on a long article of our progress thus far. Finn got Latady to lead Adams, Lassiter, Jorge, and Owen across the glacier and down to the island across from us where he met them and brought the middle three on board in the small werry. Harry tired his best to get me to help him work on the plane, but I had another job to do. Jennie was working on it. Harry has found it in very bad condition.

Later in the evening after some bridge, Sig, Finn and I had a long conversation until 3 in the morning. Finn is greatly disturbed by Latady not obeying his orders. The gas generator is consuming the weasel gas and they haven't gotten the diesel running yet. The ramp has not been built and the vestibule has not been built. Peterson is hopeless. We tried to convince Finn to be more diplomatic in his handling of the fellows. Earlier in the evening Finn managed to straighten Jorge out, that he was not classified as a servant. Of course, someone has been working on him.

Thursday, May 1, 1947

Finn rowed ashore to get Kelsey on board for his contact. The diesel generator is finally started. Harry was up shooting the bull with the fellows until 4 a.m. Lassiter and Harry had it out about the Norseman plane. I worked on articles and messages to be sent out. Finn settled the hair clipper incident by telling them it was for the use of all concerned. General feeling seems to be fairly good. I read some of Stefansson's book on the early history of explorations of this continent.

Friday, May 2, 1947

Finn awoke this morning to find the cove definitely freezing out towards the ship. You could even watch it freezing around the ship in small particles. Finn was in the mess hall when Harry got up about noon. Finn asked him if he had so much work to do on the plane, why he was not up earlier and that if Jimmy Robertson was supposed to be the mechanic, why was the bad condition of the Norseman thrown in Lassiter's lap now. Harry was off saying he had done more work than Finn had and Harry was working while Finn had his picture taken in Beaumont, which was a perfect lie. Harry went into his room to stay. When Finn, Don, Lassiter and I were playing cards later, Harry came in shouting at Finn "I want to see you". Finn answered if you want to see me you can come to my room in ten or fifteen minutes.

I went to the "head" and found Jennie crying saying Harry was yelling and arguing with everybody, he had gone crazy and he had beaten her.

Harry barges in asking for his wife then went into the next head half yelling and half crying, "The whole thing is rotten, rotten I say". I told Finn about it, and he came up to our cabin. I had a long talk with Lassiter and found out Harry had told him in San Antonio that he was getting a regular commission and a next higher rank by going. Lassiter said he too would go under those conditions and wrote his name and qualifications on a card which Harry never delivered to Finn. Lassiter has twice as many flying hours as Harry and doesn't like the way he is running things. Lassiter also told me, he and Adams have told Harry about the condition of the Nordun and that Harry paid no attention. They had decided a week ago that they would not fly, but Harry's turning the Norseman over to them, fixed things up. Lassiter says he is the only one who could fix the Nordun up again and he pointed out the trouble to Harry, who was amazed. I think Harry is partly mad, because Finn told the boys he would take them on the trail and, of course, Harry wanted to do that because he wants to be the big cheese in everything. Harry never did come to speak to Finn and Lassiter told me Harry had been drinking.

The evaporator broke for good today and the water supply was so low that the heat was turned off and the ship was freezing cold all day. We went to bed cold and under tension because of Harry's actions.

Saturday, May 3, 1947

The ship was completely frozen in this morning and Lassiter and Finn skied ashore. They were back for lunch and Harry came to lunch but said nothing and returned to his room. Hassage and Finn went ashore in the afternoon. I worked on some articles and knitted for a while. Harry did not come to dinner at all. McClary finished his dinner and went into talk to them for the evening. Finn has ordered that Robertson come on board tomorrow and as soon as the galley in at base is fixed up and the diesel running, we will make preparations to move ashore.

Harry is a spoiled child, who when he can't get his own way, goes into a perfect tantrum as though he hasn't good sense, which at times he certainly hasn't.

Sunday, May 4, 1947

Harry had a sudden change of face today and couldn't do enough for everybody. It was quite ridiculous. I went ashore on skis and had a long chat with Nichols and Andy Thompson about the articles I am writing on their programs. I was surprised to see how nice the shack looks. Finn has painted it white and we are ready to move in any time. Harry came to meals on the ship today, but invariably slammed the door on his way out. Lassiter gave Sig the word about 25 gallons of alcohol on board, which they really need for aviation, and which he felt sure it was about to be taken by the drinkers. We overheard Harry telling Lassiter he didn't realize Lassiter and Adams were interested in aviation - of all the ridiculous things!

Monday, May 5, 1947

Finn, Sig, and I spent about an hour between 2:30 and 3:30 am watching Mac go down the forward peak. We thought surely he was after the alcohol, but he coiled lines and we got so sleepy, we went to bed. Finn talked to Ike and we decided to move ashore tomorrow. We packed some things and began hauling them over. I skied over with Jennie and put away the things I brought. Finn and Latady had words about using more gasoline for the generator to do some work tonight. Harry worked on the planes and even volunteered to help me with a package, which I declined. I spoke to Jennie about him, but she wouldn't talk. Finn is actively thinking about putting Lassiter in charge of aviation, if Harry doesn't come to his senses. Ike agrees that this would be best. Finn intends to have the power cut off here tonight at 10:30 to have everybody get a good night's sleep after they were all down in the doctor's office last night. Harry did not speak one word at dinner.

Tuesday, May 6, 1947

Today we moved over to camp. Jennie wanted sheets. I referred her to Sig, who told her there were just enough to go back with. Finn and I took a load of stuff over early. I spent the

morning fixing things up. Butler came over, at Finn's request, in the afternoon. They talked about cooperation between the two groups. Finn asked him to cooperate with keeping these fellows away from the British camp. Butler agreed with him.

Finn talked Butler out of the Weddell Coast job and to go east or north instead. Butler agreed there should be no duplication. He asked Finn many professional questions and took Finn's judgment. Shortly after Butler left, the power went off. Latady came over and asked to use more gas. There was a great misunderstanding about using the gas on the hill. Finn straightened it out, as it has caused much bitching. At dinner Finn explained it and appealed for unity and good feeling. Lassiter, Latady, Jennie, and I went skiing at night. There was a beautiful moon and a gorgeous night and we all had a wonderful time. The feeling when I came in the mess hall was not good, but I ignored it.

Wednesday, May 7, 1947

We awoke for breakfast and I started to straighten up the room, when Finn and Lassiter came in and wanted me to take a flight today. Nichols was going to fly too. After fooling around for a while, we finally got off. We had much trouble getting the plane skis off, but finally Jim got off. He landed twice and then took me up for five minutes. We secured the plane and all skied down and had lunch. Harry came screaming in asking if I had flown. I said, yes. He said, "you had a nerve, you know our Washington agreement about women not flying". I answered, "don't you talk to me that way, if you have anything to say go talk to my husband". I finished my work. I went over, found Kelsey, and Nichols, looking on while Harry was hitting the ceiling and laying into Finn in a crazy manner. He was absolutely wild, saying, "don't you do anything Finn Ronne without consulting me". I lit into him. Finn said little, he was fascinated with the scene. Harry told me "to get out". I told him I wouldn't. He said he wouldn't speak to Finn again as he hated him. At dinner tonight, I told Jennie we didn't take the sheets and didn't appreciate her saying we had. Nichols is trying to settle things between Harry and Finn. Finn thinks the situation unbelievable. Kelsey thinks that Harry is cracked completely.

Thursday, May 8, 1947

Had breakfast, and soon after, Bob Nichols came over to try to straighten things out between Finn and Harry. Finn was firm, he said he wouldn't retract anything, as he had nothing to retract - he was the same now as two months ago and he wasn't going to get on his knees to that spoiled kid. We worked on the camp organizational planning, meal time, light time, educational programs and entertainment. When going over to check these rough drafts with Bob in Science Building, Harry was sitting there. He left to see Finn. Finn shortly came after me. I went back to Harry in our shack and he apologized to me for his actions yesterday. I said, "Forget it, Harry." Finn came in. We told Finn about the memos and I typed them up. After dinner, everyone was there, Finn read the notices and told Bill Latady to put them on the Bulletin

Board. Nichols gave a good pep talk. We had a few minutes leisure before the move, “The Flame of the Barbary Coast”. It was good and we all went to bed happy and in good humor.

Friday, May 9, 1947

Awoke late this morning. The stove was broken, so Finn brought breakfast into me and then fixed the stove. Both of us worked around here doing odd jobs. Had several people in and not too much happened. We read and worked around here.

Saturday, May 10, 1947

Finn and I went out to the ship after breakfast and straightening up here. Hassage and Ike were arguing about the laying up of the ship. Finn settled things there by telling Hassage to lay up the engines as he thought best. We brought in a lot of stuff from the ship and spent the afternoon putting it away. Harry was all sweetness and light. We had a good movie at night and turned in after 12 o'clock.

Sunday, May 11, 1947

Today our first planned holiday, celebrating the setting up of our camp. We got up for a late breakfast. And later in the afternoon, we had a bacon sandwich. Boy, was it good. I read for a bit and we worked around here. Bob Nichols stopped over. Finn went out to the ship to get the champagne. We had a wonderful dinner around 7:00 p.m.: chicken soup, chicken fried, mashed potatoes, two vegetables, and champagne. It was wonderful. Finn worked hard on getting the radio set up and we managed to get some good programs. Kelsey was over helping. Larry worked on the lighting. Harry came in and talked to Finn about the power supply which is getting bad. They still haven't gotten the diesel fixed and they are now working it on aviation gasoline. Bob Nichols came in and suggested Adams go on the trail. He also wanted to fly much personnel to the trail. Sig came in for a few minutes. We all had a cup of coffee. Sig and Nic left, Harry stayed and discussed the British situation at length. Harry wants to be extremely friendly with them because of the dogs, he says. Finn wants to be aloof and with reason. Wind blew hard all day. Chuck Hassage pierced his ear with his ski pole as he sailed in from the ship. Finn established the Post Office today, dating it as March 12, 1947.

Monday, May 12, 1947

As Harry stayed until 3:30 am last night or morning, we didn't get up until shortly before lunch. Finn fixed bacon sandwiches and coffee. I fixed up the room and we had lunch. Spent the afternoon making canvas curtains for the shelves and finished the window curtains. Finn moved the radio antenna, sealed the wall cracks, etc. I went to the first navigation class. Smitty is a good teacher and it was interesting. Jennie didn't know a thing. After dinner, Lassiter and Adams came over for a game of cards. Lassiter said he would like Finn to send in their request for active duty in the Army. We read him our proposed government report. They said, they would seriously consider being here another year by themselves with recruits if the government would make it after that. Harry and Sig came in for a few minutes. We had coffee and fruit cake. They stayed until 2:30 playing cards by Colman lamp, which was temperamental. Still having generator trouble and lights are going on gasoline generator. Wind blew hard all day. They tried to get the rhombic antennas up, but it was impossible.

Tuesday, May 13, 1947

Got up late and went right in for lunch. Came back and fixed up the room, did some washing. Finn worked on the coal box, stamped some envelopes. Larry Fiske came in to fix the telephone and had a cup of bouillon with us. We chatted for a while. Still having trouble with the electricity and I am now writing by flash light. After dinner, before the light problem, we had a good movie, "Practically Yours", and then Nichols and Harry came over to discuss trail parties with Finn. The power situation is still lousy and at 10:30, the lights went out. Sig came in. Bob left and then Harry and Finn struggled with the Colman lamp for hours, finally getting it to go. All left about 12:30, after coffee and cake.

Wednesday, May 14, 1947

Bill Latady acted up about the passageway today. Finn wanted the vestibule built first to give to fellows comfort, but Bill claimed Harry and Ike wouldn't give him the lumber, and he was tired of being camp carpenter and janitor. Harry then came over and said their room was too cold now, let alone have a passageway built with another door. Finn said O.K., you take the Library room in the Science Bldg., cause "I want the passage way". Harry was pleased, but Jennie didn't want to move again and be so far away from all her friends. Also Kelsey said the transmitter made a great deal of noise, etc. Jennie said she had no objection to any extra cold as a result of the passageway. Finn told Latady to go on with it and got another sob story. Then Finn told him off about his Photo. Lab. and working around camp. Bill finally saw the light and said, "O.K., if that's the way you want it."

They took the dogs out for some exercise. Four fellows with five dogs yelling "Here Doggie, There Doggie, Mush, Mush". From our window Finn almost had hysterics. It was funny and pretty pathetic.

Still trying to fix the diesel.

Thursday, May 15, 1947

It stopped blowing and was the first good day. Lassiter, Adams, and Finn went up to the L-5 plane on the glacier and dug it out ready, to fly it down to the Bay Ice. The plane needed a new battery, so they couldn't get it started. I cleaned the shack thoroughly for the British tea this afternoon. It really looked nice. The five Britishers came, Butler, Tonkins, the Doctor Butson, and two others, Harry, Jennie, Finn and I. Sig made French cinnamon toast and coffee. We had lots of fun talking and laughing and they seemed to enjoy themselves, but as soon as dogs were mentioned, they began on how terrible their situation was. We had dinner shortly after they left and Finn announced there would be no movie because of the power situation. Kelsey's gasoline was for Kelsey only and his broadcasting. Bill Latady gave a lecture on skiing. Finn listened for a while, but said it was pathetic and came back to our shack. We read and chatted by Colman lamp, which is good, but definitely not electricity. Harry came over about the dog situation, etc., but said nothing about the dogs from the British. Finn had called all the trail possibilities in twice today and laid the desperate dog situation before them to do something about. They became very enthusiastic and promised to get right on it.

Friday, May 16, 1947

We awoke this morning to find that the Gong brought over from the ship had been taken and hidden. At lunch time Finn ordered that it be brought back by dinner time, or there would be no movies tomorrow night. I read most of the afternoon, while Finn worked on a memorandum to Nichols about the preparations, which would have to be made before going out on the trail. He discussed this with Nichols, who was very pleased and I typed it up to be read at dinner. Harry spent most of the day on the ship and Jennie was not feeling well. Lassiter man-hauled much stuff from the ship. Harcly finished one more antenna pole and started on the third. Kelsey went aboard ship to work a contact last night. Harcly and Fiske came in to explain about the Gong. They had taken it as a joke on Lassiter and didn't realize Finn was mixed up in it. Bill Latady gave a second lecture on skiing. Sig came over for awhile. Finn and Lassiter went on board ship and then Lassiter came in for a while when they got back.

I went to Navigation Class and it was very interesting. I understand it all.

Saturday, May 17, 1947

Woke up late and cleaned up the shack until lunch time. Harcly was talking to Finn after lunch about the snow pellets. Ten minutes after he left, Smitty came tearing in yelling that Mac

fell over the glacier. He was in the water about 50 feet down from the top of the glacier cliff. They put a rope over the side of the glacier and hand pulled him up. Jimmy Robertson leaned over the cliff by his toe nails, practically, to pull him up. The British doctor was called by someone and was on the scene. They brought him in and revived him. He is O.K. tonight. Had it been low tide, he would have hit the rock. Had it been stronger ice, he would have killed himself. Both Nichols and McLean yelled to him not to go further, but Mac didn't hear and just walked backward, without looking, and went off the cliff. Nichols said tonight that he was spokesman for five of the guys who wanted to name that Nelson McClary glacier. Utter stupidity deserves merit is the idea.

Lassiter set off two powerful charges of TNT and it blew out the stuff in the Medicine Chest. Lassiter refused to run the projector, so Latady tried to run it, but pretty badly. Harry revealed this afternoon that Butler felt Finn would not cooperate with him in the Weddell Coast job, etc. This was all news to Finn and it is obvious that someone from here has been over there shooting his mount off - now Finn has to iron that out. Just another day in the Antarctic!

Sunday, May 18, 1947

We awoke late to a perfectly beautiful day. Finn announced at breakfast that he would take anybody skiing his way. Bob Nichols and he went off right away. Bill Latady mooned around for a while jealously and finally went up to the aviation cache with him and Lassiter and Robertson. Owen took a dog team up. I went out on the hill skiing with Fiske and Don McLean. McLean is doing fair. It was a wonderful day and we could see Adelaide Island from the top of the glacier. The snow was ideal, the best I have ever seen. Harry took Jennie's skis, so she didn't go. Mac went into her room and the British Doctor came over at 2:30. Nichols came back with Finn and came in for a long chat with him about future trail plans. We told him everything about Harry and the British etc. It was an excellent chat. He wants Owen and Dodson, excluding Latady from the conversation. At dinner Finn gave a talk about the dangers here surrounding everyone at all times and how fortunate we were that Mac was still alive. Lassiter and Adams came in for a bridge game at night. Sig joined us and we had a good time. They didn't get the plane down because the batteries were down.

Monday, May 19, 1947

Woke up late, the say was snowy and dull. Harry went out to the ship. Finn had the trail people in for a chat on how to handle and drive dogs. They got much out of it and went over to finish the dog shelter. At lunch, Finn again called attention to the dangers, even so two fellows had crawled to the glacier's edge this morning. He said he couldn't impress upon them enough how dangerous this was. I worked on the report for a little while and then Harry came in. I went to classes while Harry discussed flight and trail plans with Finn. We had a quiz in Navigation in which I got 87 and Jennie 52. The radio class began, but I am not too sharp in code I can see

that. I came back and Finn and Harry had had a good talk on plans. Harry kept mentioning Latady as such a good man etc. We had dinner and a show afterward, "Incendiary Blonde". It was about Texas Guinan and very good. Went to bed late.

Tuesday, May 20, 1947

Work went on as usual, Harcly on rhombic antennas, and the trail party working on the dog house. Jennie and I went skiing in the afternoon. The British Doctor and the silent fellow were there also. The Dr. can telemark right, but not left. Finn helped on the rhombics. In the evening Nichols came over and discussed trail plans at great length. He is not 100% satisfied with Bob Dodson, but I can't understand why.

Wednesday, May 21, 1947

Finn found out this morning from Bob Nichols that after Bob left here last night, Harry was waiting up for him and asked him "Well what did Finn have to say tonight"? It irritated Bob and he very pointedly told Harry, "nothing". The old argument about the passageways began again and I told Jennie that they had better be careful how they tried to cross Finn's wishes, as he took just so much of it. Jennie said she had begged Bill and Harry not to consider her and that she was very content and happy about it.

Finn went on board ship to find out about Kelsey's wishes. He did not establish radio contact. He specifically stated that when the power was in good order at the Base, he wished to be on every night, seven or eight hours. So that settles Harry and Jennie moving over to the Library, which Finn told Harry. Hassage plans to shut down the electrical system on board ship before he comes over to fix the diesel, which will take about three more days. There were no classes today.

Harry talked to Finn at length about installing the frame work in the Norseman to take care of the trimetrogon cameras, if they found it more feasible to use the Norseman on long hops. There is more in back of the story than meets the eye, I am sure, but it is, of course, the practical thing to do. I worked all day on the Government Report. After chow, Andy Thompson gave a talk on boxing. Andy was terribly funny. He simply can't say what he means in front of anyone. He gave a demonstration with Smitty and he was really good. Bob Nichols and Fiske tried also. Bob Dodson and Latady came over on Finn's invitation for a chat. We had a good time and I read the Government Report to them. They were most, most interested.

Thursday, May 22, 1947

Awoke this morning to find it blowing very hard from the N.W. Harcly recorded up to 30 mph. The temperature was 21 during the day, but dropped to 8 deg. at night. The drift was so bad in front of the Bunkhouse that Finn and I had a hard time getting over. The fellows could finally see why Finn wanted a passageway and, after last night's conversation with Bill and Bob Dodson, Bill began working on the door with Finn's help and direction. He was very nice about it. In the morning, the fellows were out working on the dog house and repairing the damage done by the unexpected wind. Finn had warned them that this would happen, but they paid no attention and did it their way. Harry did not come over all day. I was Ass't. Mess Cook and after dinner we cleaned up and had a movie, "Her Highness and the Bellboy". Bob Nichols worked on the Government Report rather than see the movie. Sig came over for a short while. We had classes and navigation is getting much harder. Radio class is more interesting.

Friday, May 23, 1947

The wind died down today and Finn started them all off this morning with a memo that all the stuff had to be brought in off the ship before it was decommissioned. He got everybody in on it and they took a dog team out to do the hauling. In the whole day, they got about two tons of stuff ashore and lots of bitching done. Latady, Mac, and sometimes Harry worked on the door to the passageway. Harry was mess cook and a good one. Harry came over in the afternoon and said something about Finn taking over the diesel so he stepped out. I informed him Finn did not, but had merely talked to Chuck Hassage, who said he preferred to stay on the ship until the electrical system was shut down and then he would come ashore.

Last night, Kelsey got contact for the first time in three weeks, and got some traffic off before he had to shift to another band. Jennie is beginning to take an interest in the Library now. We had radio class and I am beginning to show some improvement. Sig announced at dinner no loose dogs should run around camp because of the loose food. Bob came over to discuss the Government Report with me. Finn asked Harry and Jennie over for a hand of bridge. Finn gave the Britishers 6 bags of Kasco Dog Food. Nichols was most anxious today for a four man sledge party to include Don McLean as the fourth member because Bob thinks Dodson is too immature and has taken a vote among the men who placed Dodson low on the list.

Saturday, May 24, 1947

The fellows didn't get out to the ship with the dog teams until after eleven o'clock. Finn was out there early and became pretty disgusted with them. He came back for lunch bringing stuff on his back. Bob Nichols claimed he had a fall on the ice and Don diagnosed it as a fractured rib. Actually, he got it in the boxing with Fiske the other night. He felt pretty lousy

and stayed in bed all afternoon. Don McLean ran one of the dog teams and Bob Dodson and Owen the other.

I worked on the report and my navigation in the afternoon. We did not have classes as the fellows were too tired. After a good dinner, we had a murder movie, "Hangover Square". It was gruesome. Finn left and the fellows wanted another picture. I figured if they wanted them that way and they could stay up until twelve anyway O.K. Lassiter went over to ask Finn who said O.K. We all came over after the picture, Jim and Chuck to play bridge. Finn was in his pajamas and mad because of the second show. I took up for the fellows that they didn't see that they were doing anything wrong. Finn snapped out of it and we played a rubber of bridge in which Chuck and Finn licked Jim and me.

Sunday, May 25, 1947

Finn and I slept late but breakfast wasn't until 12:15 so we made that. The darkness of the winternight, certainly manages to throw off the normal schedule of the working day. Finn began working on the passageway and Jim Lassiter came out to help him. Together they worked for about two hours. Jim came in for a cup of coffee and brought some cookies with him. We learned from his long visit a number of things, mainly, all the fellows have loot boxes which contain all matter of things. Fiske has the largest one. The ship's ice box contained 33 fresh eggs, which are now divided among three people. The fellows have been stealing small caches of liquor from one another. The guns and ammunition has not been returned. Nobody but Latady, Mac, and Woody pay any attention to Harry. Mac is really vicious. Hassage is a psychological case at times. The Nordun should not have trimetrogon installed in it. The Nordun has enough of everything to fly to the Pole and back from advanced base. Jim would also like to fly to Punta Arenas on return. Harry has done more harm behind Finn's back than anyone else. Jennie is dumb and the fellows are amazed at the way she laughs at their filthy jokes. There was a story told by Mac about Jennie in the room on the Fitzroy drinking with the Captain which was not very nice.

We had a ham dinner and I worked code with Bob Nichols, who is really feeling lousy. He had now thrown his sacroiliac out of joint somehow and had been taking codeine. You can tell he really feels badly. I worked much of the forenoon on Finn's book and it will really be a tremendous job I know. Harry came over and shot the bull after dinner for a while. Sig was here. Harry didn't stay long and Finn and I went to bed about eleven o'clock. Early for a change.

Monday, May 26, 1947

Finn started working early this morning on the passageway and Jim Lassiter helped him. I made the bed and started melting snow for water, because the water jacket needs fixing and

there is no water from the melter. It snowed heavily the last two days and is now almost as high as I am in places.

Harcly was busy working on the rhombic antennas for Kelsey, who hopes to get a radio contact tonight which would be about the first good one in four weeks. Owen and Dodson with a dog team were hauling coal, which is fresh out. Ike went to the ship, which is dangerous because of the warm weather. The ice is weak and the snow on it high and heavy. Bob Nichols is still feeling pretty lousy. Seven puppies were born to Goldie last night, but four froze to death before anyone could get to them. Three are alive and cute as they can be. I worked a great deal on the book. We had ice cream for the first time, made by Lassiter, at dinner this evening. While we were eating, the British Doctor Butson came in asking for Don McLean. He had some ice cream and then Don took over. He said Butler would be over the following morning. Sig came in for a short while. The lights were out and we went to bed fairly early for a change.

Tuesday, May 27, 1947

We got up early and cleaned up the shack as we were expecting Butler to call at his request. Jim Lassiter and Adams were working on the rhombics all day and completed them.. Dodson and Owen had the dog teams out hauling and they are beginning to work into shape. Chuck Hassage and Latady worked all last night on the main diesel. They turned in, in a sleeping bag, in a tent for the rest of the night. The temperature went down to -18 degrees in the night, but in the morning it came up to - 8 degrees. Andy Thompson recorded a large earthquake during the night and we sent the information to NANA. Kelsey got ten messages in, two from Kasco wanting to give publicity.

Butler came around eleven o'clock to thank Finn for the six bags of dog food. Finn took up the subject of cooperation. Butler denied what Harry had said about his first priority being the Weddell Coast. Finn said he would do the talking from now on for this group. Butler volunteered a dog team and driver for sharing results and the driver's experience with our equipment and methods and requested a member from here in their northern party. He said he could make two additional teams available for stand-by ground work. They discussed this and agreed to think it over and meet at the British camp on Sunday to discuss it again.

I worked on the book a while. We had classes and Harry went in to speak to Finn during this time. He said there was so much work to do on the Beechcraft. Yesterday there was not enough work to keep them busy. The movie was, "Murder My Sweet". Finn was unhappy because of three murder pictures in a row and walked out. I spent hours trying to convince him not to butt into this program. Bob Nichols came over and discussed the British proposal pro and con until three o'clock. They also discussed calling an aviation personnel meeting tomorrow and getting to the bottom of the confusion, plus eliminating using so much gasoline.

Wednesday, May 28, 1947

Awoke late because of being up so late last night. Worked on book. Finn worked on agenda for this afternoon's meeting with aviation personnel. After lunch Lassiter came in to talk. Finn went to the ship. I found out that Lassiter is fed-up completely with Harry, but is hardly in a position to say much. Harry sent Jimmy Robertson over to the British two days ago to get some babbitt. Mac and Woody, with Adams and Lassiter listening, stayed up until 3 o'clock persuading Jorge he was not to wait on Finn. Harry says Finn does not do things the way he wants them done. Harry seems to think it is his expedition, and he is the one to be pleased.

Finn held the meeting, while I consulted Bob Nichols about the Government Report. Later Peterson came in and we read him the Report. The aviation meeting was a success. We invited Smitty, Owen, and Fiske in to discuss the Government Report. Latady came in to talk to Finn first. He felt he was very persecuted, etc. and they had a hard time at first. Latady claimed he didn't know whether or not he was photographer. He claimed Finn said he was a draft dodger (Harry was into this). He claimed he did all the odd jobs and Finn didn't like him. Finn explained Harry to him, to which he agreed. Lassiter was very pleased with this afternoon's meeting. The other fellows came in and I read them the Report. Sig came in later.

Thursday, May 29, 1947

We awoke late. Finn worked on the door. I cleaned up the shack and worked a bit. Bob Nichols came over for a while. After lunch while I was at classes, Ike came in to talk to Finn about the plans. Ike felt more exploration and less flying around should be done. I came back from classes and he was still here. Bob Nichols came in to say Jorge and Sig were having a big argument and Jorge had refused to work. Harry came rushing in with the same thing. Harry left to straighten it out and Ike left shortly thereafter. Bob and Finn started discussing new plans. Harry came in on the pretense of typing something on this typewriter, but you could see he wanted to get in on the discussion. Chuck Hassage came tearing in saying he didn't want to go south with the weasel. Finn did not try to talk him into it. Harry and Bob left. Finn and Chuck conversed leaving him to think it over and give a decision at a later date. The story behind it was Jennie teased him about walking to the South Pole with Nichols. While he was here, they tacked a notice on his bunk, "Have gone to the South Pole".

We had dinner and later a movie, "Twice Blessed". It was very good. Chuck Adams and Lassiter came over. Adams cut Finn's hair and Finn cut Adams'. We played cards for a while. Lassiter said the Chief Test Pilot at Kelly Field refused to fly with Harry in the Norseman. Peterson came in with the request to try his General Electric stuff as weather conditions were perfect. Finn gave his O.K. Harcly came back later with very good results. He stayed and talked for a while.

Friday, May 30, 1947

Decoration Day - only nobody realizes it. Sig had trouble with the stove and with water so he didn't have breakfast until 2 o'clock. He called the fellows very late. Bob Nichols got up about eleven and came over to discuss plans with Finn. I straightened up, melted snow, and washed dishes. Finn worked on the door. We had lunch. The diesel was having trouble, there was no water, no radio contact, no work was being done, and the stove in the Bunkhouse fell over on the floor. I did some navigation problems and Finn finished working on the door. Harry and Bob were in several times with ideas on future plans.

Saturday, May 31, 1947

We got up late and had breakfast in the shack. Finn talked to Fiske about night watch and cutting down the stealing of food. We made up a memorandum on night watch duties and also one to try and eliminate the stealing of food. Finn also did the memo of conversation for the aviation meeting held on May 28th. Harry came in with a lot of drivel, as usual, about I told you in Washington and I told you in Beaumont, etc. Nichols was in discussing plans. Lassiter came in to approve a memo on aviation. Art Owen and Bob Dodson came in and discussed the dog situation for future plans. They now have fourteen dogs to be used, nine of which are excellent. Kelsey got a contact and we got some good messages. There is a great deal of publicity work to do.

Sunday, June 1, 1947

We awoke very late and had breakfast about 11:30 am in Bunkhouse. Found Art Owen, Latady and McLean had started off at 9 o'clock to climb Neny Mountain. Finn came back to work on his plan for the British meeting this afternoon. We went over at 2 o'clock. We had tea first; all the fellows were as polite and as interested in us as could be. Butler had gotten out of his northern commitment and wanted to work on the Weddell Coast. Finn outlined the plans as though we could do it all ourselves, without the help of their dogs. But if we took a Britisher, we would need an extra team. They were eager to have a Britisher and to take an American on their trip south. Finn invited them to a movie Thursday night. We came back and told Nichols the results. He was very pleased. After dinner Finn announced the whole preliminary tentative plan to the fellows, along with tentative personnel selections for the sledge parties. Nichols, Dodson, Owen, and a Britisher for Weddell Coast. McLean to go with British party, Hassage, Fiske and Smith on weasels. McClary and possibly Wood to take Peterson to Plateau. All were terribly pleased and much interest was shown in plans. We invited Robertson, McLean, and Thompson over for a chat. I read the Government Report. Finn gave Andy his liquor back and we all had a drink. It was a most successful party. They were all flattered and pleased, particularly Robertson. We laughed and talked about Panama and Chile. They left around 2 o'clock.

Monday, June 2, 1947

We woke up fairly early and had breakfast here in the shack. I began immediately to work on typing the final copy of the Government Report for Kelsey to get out on the radio tonight. We had lunch and I continued my work. Finn worked around here on his plans. I went to navigation class. It is getting harder definitely. I came back and finished the report. Kelsey came in and we had a chat as to what was the most important things to get out. I turned the report with all its copies to various government agencies over to him. Fiske came in and Lassiter. Lassiter certainly hates Harry. It was Harry's birthday today. Jennie made a cake and ice cream. Lassiter was pretty sour. He talked to Finn about the plans and what the Norseman could do. He also is interested in making a parachute jump with Adams, if he makes a jump. We had a big dinner and party celebration.

After dinner, something mighty interesting happened. McClary, of all people, came in to have a talk with Finn about his chances for the trail. It was really funny and a bit pathetic in view of all of his vicious nastiness to date. He is really disappointed that he isn't going on the trail. He didn't want Finn to think he was shirking work - what a laugh. He stated his great interest in going and disappointment at not having been selected. Finn told him personalities did not count in this case, because it was to his advantage to get the best men out in the field.

Tuesday, June 3, 1947

Awoke late and had a stream of people tearing in and out all day. Bob came in about hearing the story on Mac. Harry interrupted the conversation. Sig came in later. Finn helped with training the dog teams and Lassiter and Adams chatted here with me for several hours, about future plans and Harry etc. We had navigation class. When I got back Harry was here with Finn. Finn didn't want Ike to fly with Lassiter. Harry did. Finn said Ike's health was too bad. Harry said O.K. keep him here with the ship which is a perfect excuse. We all agreed. Harry wanted Bill Latady to fly with Lassiter cause Bill could do anything including aerial navigation. Now Bill knows no more about navigation than I do and, of course, Harry just wants to prevent Adams from flying.

We had dinner late as usual. Then an English movie followed, "Night Must Fall" it was terrible - just awful. We came back and talked with Sig until late. I worked a great deal on the Dog story.

Wednesday, June 4, 1947

Up late with breakfast here. Bob Nichols came in after lunch. Harry followed shortly after. Bob previously admitted if Mac had acted the way he has, at Tuff's College, he would

have kicked him out. Harry discussed Jorge, his lack of interest in Mess cooking, his interest in radio, then leakages of messages from the radio room, probably due to him, etc. Everybody felt Jorge had to have something to inspire him, in order to keep him out of trouble. Harry had Kelsey come over and Finn talked to him about preventing leaks on the radio messages, as well as preventing people from racing through his shack to the Photo Lab. etc. Sig came in for a while.

Don McLean came over and upon request for information, told Finn that Ike was not fit to fly. Latady came in to show the pictures which he had printed. About four were of Jennie and one lousy one of me. While all this stuff was going on, I was trying to work on the dog story, which I finished roughly. We had dinner. After dinner, Lassiter came in to say he had a big blow up with Harry up on the hill today. Jim says Harry punched three holes in the L-5 wing unnecessarily and he told him a few things and offered to fight it out. Harry, of course, said the canvass was so rotten, he just touched it. Robertson gave him hell. Anytime, I foresee another blow-up with Harry and this will be final.

Thursday, June 5, 1947

Got up and straightened up shack pretty well, cause the British are coming tonight for a movie. I washed a few things. It blew some last night and made the snow drift in a different direction. The snow is packed pretty hard now and the skiing is good. Bob Nichols came in after lunch and talked about trail preparations. Harry came in and had an argument with Nichols about Dodson and Owen. Harry doesn't like them.

We got a message from Sir Hubert Wilkins last night. I worked on things around here and started to type the dog story. Sig came in and Mac and Wood. They all had a cup of coffee. I finished my yellow socks. Harry came in and discussed plane flights. I got dressed for tonight. Nichols came in reporting what he had accomplished with the fellows in field preparations. Bob Dodson came in after dinner and I read him the dog story. We had a hurried dinner and the British came over after dinner for a show. We had a glass of Rhine wine before the movies. Then Jim showed, "Incendiary Blonde". Jim made ice cream and we all froze eating it. Nichols said the British doctor might go on the trail. Butler did not come because he had to take care of the radio. Tonkin came over to our shack for a chat afterward. He suggested Butler come over to discuss things with Finn tomorrow. The British were not as nice a looking group as our fellows. All British seem to have bad teeth.

Friday, June 6, 1947

Awoke very late, had lunch, and came back for a talk with Major Butler. The British are very excited about cooperation. Butler and Tonkin stayed up all night figuring out a way to get their commitment to Hope Bay taken care of. They don't see how they can make Tricorn. Finn

suggested the possibility of depositing a cache for them at Darlington Island. Butler was excited and grateful. They had a nice chat. Harry was sick today with upset stomach. Nichols came in and talked over with Finn the same old stuff. I got nothing done. Kelsey got the report out last night. I gave him the dog story tonight. We had dinner. Sig came over, we talked about a lot of nothing and I was tired and disgusted, because I am getting such a little bit done these days.

Saturday, June 7, 1947

Kelsey didn't get anything out last night. He got incoming message for us from Carl, Larry Gould, Ass't. Secretary of Navy and Kay and Ed Sweeney, all with good news. Finn and I worked here all day long with very few interruptions. I got a story on summary of six weeks activity written for NANA and some more on the book. Finn worked on Latady memo for pictures and plans, somewhat. We had a nice dinner and a movie later, "Zombies on Broadway". It was really lousy.

Lassiter and Adams came in afterwards and we played cards and talked until 3 am. Sig was here and made us good tuna fish sandwiches. Adams and Lassiter really have it in for Harry. Lassiter and Finn worked out weights for a Pole hop after the Weddell Sea coastline. They were both very enthusiastic about it. Many of the fellows are sleeping nightly in the various tents, testing them for the trail and also for the Army. Jorge slept 18 hrs. in a sleeping bag and tent. He was too cold to get up, he said.

Sunday, June 8, 1947

Woke up around noon and had breakfast in the Bunkhouse. Kelsey had the best night of transmission since he has been here. Finn worked on answer to the Navy on scientific program's progress. Peterson and Thompson were in discussing this. I cleaned up thoroughly around here. We watched the mountain climbing group, led by Latady go up Roman Figure Four Mountain with two Britishers along without McLean, Fiske and Owen. Finn worked on typing the plans and is beginning to think the weasel operation should be discarded. Sig was in for a short while. Harry, who was better from his stomach ailment for the first time today, came in for a while. He seemed to be in a pretty good humor. Bob Nichols came in to discuss plans. Finn is thinking more strongly of throwing the weasel plans out. Harry stormed in worrying about Latady's climbing party and wanted to go over to the British to see if they were there. Finn said no! We had dinner and Finn asked Robertson to come in and discuss weights. Nichols and I played rummy. Then Harry and Jennie, Nichols and I played Oklahoma for a while.

Latady and the rest arrived with glowing tails of their trip, which was technically a very hard climb. They climbed the Pyramid instead of Figure Four. Jorge said he climbed Figure Four last night alone, but Bob and Jennie pressed him and caught him in a lie. Robertson came out of Finn's and Harry said where did he come from. I said, looking at him in a surprised manner, "Finn's". He got my look and said no more. We broke up the card game and I went back to the shack. Latady was telling Finn about their thrilling trip and was glad the fellows were prevented by time from coming out to search for them. Nichols came in later and continued to discuss plans and cooperation with the British.

Monday, June 9, 1947

Got up late and cleaned up the shack, for Butler was coming over today. Harry was sick again today and Finn found out for the first time that the rumor was circulating that Harry has been drinking for some time. Finn found out that the harp on the Issue Room on the ship had been broken. At lunch, we saw McLean coming out of Harry's room. Jennie was definitely embarrassed when we asked her if Harry was sick again. Finn found out all the fellows in the tents overslept today and the beautiful day was wasted. The bearing of the diesel burned out again and it will take at least three days to fix.

Butler came over at 1:30 to discuss plans. Finn asked him to make calculations to take McLean the entire way to Tricorn. Butler, Tonkin, and Freeman are now making this trip. The British Doctor will remain close to Base. Finn has promised to drop one cache, probably at Morency Island. Butler wants to cooperate with the meteorological station on the Plateau. Finn was willing. We talked about politics, etc. and the meeting was very friendly. Sig made a cherry pie for us.

We had dinner. Bob Nichols came in and chatted. He decided to go off night watch, because his rib was hurting him again. Don McLean came in and Finn told him the good news about him from the British. Don was very pleased. Finn asked him what was wrong with Harry. He said gastritis from excessive nervousness and probably from drinking before. He is on a diet and has stomach pains. Don thinks Harry is pretty scared about it. Fiske came in and chatted. Finn implied to him that he was doing too much, dog harnesses, sewing machine, weasel, radio, meteorology, electric wiring, Sig's food, studying law, and mountain climbing. He insisted he was not and would be able to get it all done. Sig and I had a nice ham sandwiches and then he left about 12:00. Hassage, on night watch, told Finn the evaporator on the ship worked well. He just pretended it was broken to prevent Mac and Woody from taking showers every night. Temperature was -5 degrees.

Tuesday, June 10, 1947

We were up early this morning. Finn went in the Bunkhouse for breakfast and brought me back hot cakes, to which I added bacon. Sig came in and the three of us chatted while I cleaned up the shack. Harry and McLean were out digging up the tractor sled and Smitty, Owen and Dodson had the dog team hauling coal, oil, etc. These dogs are terribly funny to watch. Finn usually has to go out and help the fellows who are working as hard as the dogs. It was still dark at 10 o'clock this morning. Bob Nichols came in for a few minutes. Finn was irritable. I worked all afternoon on the book and figure I have the first draft finished on about 1/10 of it. Kelsey wrote Finn a very formal note about Peterson's taking copper wire for the amusement antenna. Peterson rushed in to explain his part and his stand in the matter. Finn told Kelsey and Peterson to come in together. He offered them both a piece of pie, but couldn't get them to make up. Kelsey said he had severed relations with Peterson, that he had taken all he intended to from him and he intended to have the materials he needed, when he needed them. Peterson said Kelsey was a disgusting, dumb, idiot and he'd like to poke him in the nose, etc. They would not speak directly to one another, but through Finn only. It was really funny and Finn had a hard decision to make.

Bob Nichols came in again and Finn was angry cause Dodson, Owen, and Mac had wasted the afternoon fooling around on the Bay Ice, so he called them in and told them so. We had dinner late. Harry came in took a look at Finn's plans, said his figures were off and he wished Finn would consult him instead of other people in the aviation program, as he didn't intend to let the planes take off overloaded. We found out at dinner that it was Nichols' birthday. We asked Lassiter, and Adams to bring in some ice cream, and with Sig we gave Bob a toast with some of the Rhine wine. He appreciated it very much cause he was really low about his rib which continues to hurt him.

Wednesday, June 11, 1947

Was tired this morning and got up late and straightened up around here. Worked most of the day on the book. Harry came in and in the course of thirty minutes made a number of statements which didn't make sense. He said there wasn't enough work to keep the men busy and then discussed all the work there was to do and said the trail work wouldn't be finished. He wanted to use the scientists every third day to get ice. They are the ones who are very busy. He said there was much work to be done on the Beech, but he keeps pulling Robertson off for something else. He said he wished Finn would consult him on the plane figures as he had all the information and that Finn's figures were all wrong. Finn asked him to make up some and compare notes. Finn asked Jennie for the Amundsen books from the American Geographical Society - she had one volume, McClary had the other. He was much upset by Finn's taking it. We had a movie at night, "Return to Bataan". It was very good. Finn went over to the Science Building at 12:00. The lights were still on and he asked Hassage to turn them off. Robertson said "We can't even sit here and read a book" and then started bitching Sig because he wouldn't give them tea. Sig has the tea here and lots of it, but won't give it until Fiske brings out his alleged cache of it.

Thursday, June 12, 1947

I was very very tired and didn't get up before noon. Finn was up early and with Harry straightened out the tents in the Machine shop. They put one up outside our shack on the hill. After lunch, I did my navigation problems. Tomorrow is the last lecture on the theory. Monday, Dodson shows us how to use a transit. It has been most interesting and I have enjoyed it. Finn spent the whole afternoon typing up plans. The radio was working well, so we had it on most of the time. Finn got a Norwegian news broadcast on U.N.R.R.A. from Oslo. We get Canada very well. Heard Truman make a speech in Ottawa. The weather was pretty warm today, but cloudy. The darkness is very pronounced now. Gets light about 10:30 and dark at 2:30.

Harry came in while I was at Navigation class. Finn told him he understood Harry had discussed the weasel with Chuck Hassage. Harry said sure he would discuss anything with anybody. Finn said that was just the way he felt too, that he felt he could call anybody in and discuss anything with them and that included aviation matters. I came back from navigation and Harry left soon after.

We had dinner and Bob Nichols came in afterward, as did Sig. It was the same old conversation - would they be ready for the trail in time. Bill Latady gave a lecture on the techniques used in mountaineering. It was very good and he certainly hit at Jorge's supposedly going out alone. He said everyone should tell someone before they left camp, where they intended to go. The fire went out early, so we went to bed early. I am now reading "the South Pole" by Amundsen. Harry asked Sig to get chow in the evening on time and Sig replied "I have to sleep sometime."

Friday, June 13, 1947

Awoke late, Finn brought me breakfast in bed. I read Amundsen's book practically all day. It is most interesting, that must have been an almost perfect expedition - quite a contrast with some of the personalities we have along, although Amundsen also had problems with Johansen, who criticized Amundsen and later, after the expedition, committed suicide on a street corner in Oslo.

Finn worked on a memo to Harry, requesting him to give a detailed outline of the aviation program. There was a great discussion about the tea. Finn went on board the ship and got the lock fixed in the Issue Room. He found there 27 tea bags around loose. Lassiter and Finn got the eggs in the Paint Locker and Finn also found a case of raisins that probably Robertson had cached away. We found out it was Jorge's liquor which was stolen from the Issue Room. Harry and Jennie came in this afternoon. Harry says his room on board Ship was ransacked and an

Antarctic book was taken, as well as some personal things. He talked to Finn about a few things and Jennie and I talked mostly nonsense.

After dinner. Finn gave Harry the memo. He hasn't said a word since. Nichols came over and talked in detail about trail supplies and needs. Sig was here and offered his opinion now and then. Bob Dodson brought us some mukluks, etc. Mac and Owen came in to ask if they could go out over night on a trip. Finn said, no, not until he went out with them, when the sun came back. They brought up going to Debenham Island as did Harry this afternoon. Finn said not until the British gave their permission.

Saturday, June 14, 1947

A bad day. Finn and I argued the whole day and didn't leave the shack. It was about an inconsequential thing as usual, about Art Owen telling Finn that Dodson and Latady were going to the glacier tomorrow to set up stakes for Nichols to see the glacier movement. Lassiter said this again and Finn denied Art had told him. Finn got mad because I said Art had. I got angry at Finn's unreasonableness over a little thing. Movie at night was, "Tampico", with Victor McLachen and Edward G. Robinson. Sig came over after the show and made us settle our differences. We celebrated with champagne. I didn't feel well during the night, so we didn't get much sleep.

Sunday, June 15, 1948

We slept late. Finn brought me breakfast in around noon. He worked fixing the antenna all day while I read. The temperature was about -16 degrees. Lassiter and Adams were working on taking the front off the rhombic antenna most of the day. Mac, Woody, and Owen took the dogs out for training on the Bay Ice. The rest were working on various projects or sleeping. Lassiter and Adams came in for a game of bridge in the afternoon. Chow around seven and then Finn gave quite a good talk on Antarctica in general. There were two Britishers there which upset Finn at first, but finally he went ahead. He also explained the previous visit to Rymill's camp and the fact that they didn't touch anything, etc. Nichols came in later and we tried to persuade Finn to have good relations with the British. Harry came in to talk to Finn and Bob and I played cards while they were talking. Later when they both left Sig, Finn and I planned inviting the British over for the next Sunday's mid-winter day dinner. Butler is to come over tomorrow afternoon and the whole thing will be discussed then. We didn't get to bed before after 3 am.

Monday, June 16, 1947

Awoke late straightened up the shack just in time for Butler's arrival. Sig also came in. Peterson came in too, and there was a lengthy discussion on the establishment of the Plateau

Weather Station. The two groups will work in full cooperation in it, even to the extent of flying up supplies, etc. We had coffee and rice cakes. Much political discussion on world affairs, India, Britain, U.S. and Russia etc. followed. I tried to stress great things happening in world politics and cooperation, etc. Finn then got rid of Peterson and Sig left and Finn got on the other plans. Butler said their Government had approved the plans for future cooperation. They outlined some more plans. Finn invited them to dinner next Sunday. Butler was most pleased. Finn told Butler how he had been held back by the British Embassy in Washington and said he had been disappointed and disgusted by that, but had gotten over it now, intended to cooperate and suggested letting down the barrier of social intercourse, etc. Butler was very pleased, said fine, also said it was O.K. to go to Rymill's camp on a visit. Harry came in as Butler was leaving. Bill Latady a few minutes later. Both explained how slowly preparations for the trail were going. Finn agreed and said he would help and try to get the fellows going, etc. Finn announced all the news at dinner. The fellows were so pleased, they all gave him a big hand of applause. Finn went with Woody and Mac to lash sleds in the evening.

Tuesday, June 17, 1947

I had just gotten the room straightened when Butler came with a map of the upper part of this island. They had a short nice conversation and he left. Finn went back to his work with the boys, Mac and Woody, lashing sleds in the Machine shop. Jennie had made chocolate and served cookies for them all. Finn was irritated with this. They worked very hard and got one of the sleds finished. Finn got mad with Jennie running around taking pictures with the graflex camera. He told Bill not to let anybody use that camera and brake it. Bill agreed. Kelsey has been doing well on the radio and got out all of our stuff. We got a message from Brundage saying the report had been received a week ago and they were studying it. It was a most cordial message. Harry was in a good humor cause he had finished his report for Finn. He came in at night and stayed until late, being just as friendly as he was in Washington and Beaumont. Many of the fellows went over to the British camp tonight. Peterson and Fiske on meteorology, and Kelsey and Jorge on the radio and Latady for some strange reason.

Wednesday, June 18, 1947

Harry gave Finn his memo on aviation plans today. He had not included the weight added or taken away from the plane, but he had put in a paragraph saying he expected Finn's 100% cooperation and to discuss anything only with him or other arrangements would have to be made. Finn was livid as was I, and Finn immediately sat down to write a memo back. The lights went out for several hours in the afternoon which stopped all work.

Later, I wrote an article on the British cooperation so the State Dept. might be swayed. Got a list of Britishers from Latady and saw some of the very good pictures he has taken. We had a nice chat in the Photo Lab. Finn got Mac and Wood back to work on the sleds until almost

dinner time. I was Ass't. Mess cook and after dishes we had a movie, "Over 21". It was excellent and amusing. Nichols came over afterward and we discussed the British cooperation news article which Bob thought was excellent and the biggest news we might have. We also discussed Harry and how inconsistent the report was. By dividing his pay load into the amount required to haul, one would get 20 trips, while Harry, with no explanation, merely said 11 trips with good weather. We also discussed Finn's memo. Bob wanted to soften it up. The more we talked, the madder Finn got with Harry. Lassiter had been in earlier in the day about a telegram from the Maharajah of Darbunga, who still wants him to be his personal pilot. He told us the interesting story of his many visits to his palace. Dodson and Owen worked on dog cakes all day. Owen also made a whip for the dogs.

Thursday, June 19, 1947

Awoke late was really tired. Sig went to the ship this morning to get some of the stuff for pemmican, so we had ten-in-one for lunch. Bob had corrected the British cooperation news release and we went over it together. Finn was still working on the memo to Harry and his cooperation. Harry came storming in when Finn wasn't here and like a maniac raised hell with Nichols about the Blubber House fire being left with the L-5 standing close by. Harry had Owen on coal and Dodson on ice, so neither could have been there. Peterson was also on ice after Finn had asked Harry to keep Thompson and Peterson off. Finn wrote another memo keeping Thompson and Peterson off and Dodson and Owen. while they were making dog food. Harry was crazy mad.

The day was a bit windy but clear. All lights went out cause all three generators are now broken. Woody and Mac stopped work on the sleds. Finn got angry with Fiske and Peterson cause they stopped hauling ice with the weasel while the lights were still out and no indoor work could be done. Peterson and Fiske started bitching Finn right away. Fiske has so many jobs to do, he doesn't know how to get them all done and has thus become very irritable about them. Peterson came in this evening and tried to explain his point of view to Finn. After Finn gave his side of the picture, Pete felt a little silly and tried to be more helpful.

Friday, June 20, 1947

Jennie and I made Sunday's decorations from crepe paper after lunch today. Bill Latady has made the place cards of a good picture of both camps with the Port of Beaumont and the glacier in the background. Finn was in the Machine shop working when Smitty and Fiske brought Sig's chickens and crate from the Science Bldg. with Nichols trailing them. The fumes in the Machine shop are dreadful and would surely kill them before long. The fellows in the Science building began complaining about the smell and the constant cackling. They claim Sig doesn't

take care of them. The contention was mainly against Sig. Finn reasoned that the chickens had lasted so far and we shouldn't kill them now. He, therefore, instructed Nichols to take them back to the Science Building. The sleds are coming along nicely, two are finished, and the broken one is now being reconstructed. Harry is in a wonderful humor, these days and Finn hesitates to give him the memo calling him down. Harry came in with numerous funny problems and ideas today. I talked to him for a couple of hours trying to straighten him out. He realizes now that the fellows are not working as hard as they should be, and Finn's previous griping was warranted. Harry has been getting a lot of ribbing and few are the people on this expedition who have not found out his short comings by this time.

Saturday, June 21, 1947

Today was actually the Mid-Winter Night or the shortest day of the year, but we are celebrating it tomorrow this year. What a day. The wind was blowing steadily around 63 mph and gusts were probably much higher. The men were all working at their various jobs, sleds, blubber, etc. Finn awoke to find the boys had again moved the chickens into the machine shop and nailed their crate to the floor. Finn got angry at the strong arm method and had them moved back to the science building. His reasons he explained at dinner.

Good message was received from Louis Keller giving indications of good publicity we are receiving. Good article in News Week about Task Force 68 and this expedition - wonderful dig at the Admiral. Andy's science program is going over big in the NANA, Coast and Geodetic Survey. All this information, Finn read at dinner. I wrote another story on "Women in the Antarctica" and Kelsey got it out tonight. Jennie and I went out to the "Little House on the Hill" this afternoon and could just about make it against the wind. We were unable to walk across that board plank, but instead had to get down in the hollow and hold on to that in order to get across. On the way back our feet barely touched ground once. That day gave everybody a better idea of what Antarctic can be like and respect it. After dinner we had a movie, Lorraine Day in "Those Endearing Young Charms". It was very good.

Sunday, June 22, 1947

Awoke late and didn't have breakfast. The fellows were up earlier than usual for a Sunday and began cleaning up the Bunkhouse for the evening festivities. Finn went out to the ship for some more wine. Chuck Hassage came in while I was still straightening up the shack. He talked to Finn about his engineering end of it and submitted a plan including Robertson and Wood in the work to be done. Finn approved this. Chuck is unhappy still about his wife and talked about his family problems until late. I took the decorations in and Bill Latady started hanging them. Finally, I was able to get dressed and then helped a bit with the table. Jennie really looked glamorous. The British came, we had some wine first. Dinner was late an hour,

but delicious when we finally got it. Latady took pictures, mostly of our end of the table. Harry had little to say. We had a movie later, Dorothy Lamour in "Rainbow Island" with Eddie Bracken. It was fair. Butler, Nichols and Sig came into our place afterwards and we talked politics, etc. until about 2 o'clock over coffee, cake, and doughnuts. Harry came in about the work sheet tomorrow and made a fool of himself. He was obviously angry when he saw Butler, etc., enjoying themselves. Butler said the Government had promised to send enough planes to do mapping work both last year and this year, but he hadn't seen them yet. It was a very pleasant evening and Butler greatly enjoyed it. He asked us over for next Sunday dinner and the following two, with eight each time.

Monday, June 23, 1947

We were up late and had lunch. Finn worked on the sleds with Wood and Mac. Art Owen's jaw swelled with a bad toothache. He was feeling lousy. McLean and Dodson worked on rendering blubber. Andy got his Terrestrial Magnetism shack up with the aid of the Nordun Twins. Latady had sinus trouble and stayed in bed. Jennie took down the decorations and brought them over. Finn invited Bill in and gave him some champagne. Bill, Jennie and I talked here mostly about the history of the Antarctic, about which Jennie knew nothing. Jennie left, and Bill and I talked for a little while, then he went back to bed. Harry came in shortly after, asking Finn he had told somebody else about the British gas cans or something. Finn said little and Harry snapped out of it. We had dinner and Adams and Lassiter stopped in. Finn was crating one slab of the pool table. Finn gave Adams some wine for his cold. We all went into navigation, the first lecture on the stars. When I came back, Mac and Harry were here discussing future work with Finn. They passed a few fireworks remarks to each other (Mac and Harry). It was obvious that Harry had been unhappy to see Mac talking to Finn. Harry left and soon afterward Mac. Lights went out at 10:00 because of no gas available if Kelsey was going to transmit later. We went to bed about 10:30, which was indeed a record.

Tuesday, June 24, 1947

Finn and I were both up early. Finn and Sig went to the ship for Sig to get soybeans for the pemmican making. Finn found all locks on the ship broken, etc. I cleaned up here and wrote for quite a while. Finn back at 11:30 said Harry was not up yet. He then decided to give Harry the long postponed memo today. Harry and Robertson were up until late last night digging out the plane from the wind storm which came up. They did not get up until lunch time. Finn gave the memo to Harry. Harry did not say anything about it. Harry, Jennie, and Latady went over to the British for tea in the afternoon. Finn was angry when he found out they were going in working hours, but I persuaded him to say nothing for awhile. Lassiter told Finn Harry had been good for a week, but was starting something against Finn now. He didn't say what it was. Finn got the sleds finished today, all three of them. Mac, Woody, and Jennie oiled them tonight. Sig

started working on pemmican today. He cut up the bacon, but did little else, although we were on 10-in-one all day. Nichols came in tonight. He was feeling much better, thought things were going well, but he was a bit depressed about personalities. Finn told him Mac had asked Finn if he really thought Bob would be well enough to go. Finn said he certainly hoped so. Bob said definitely yes. He had most to lose with Finn if he did not go, but he definitely would be in condition to go. He played cards for a while with me and left about 12:00 midnight.

Wednesday, June 25, 1947

I received a fine message from Steeves this morning. Things certainly do not look too good in the office these days and I am glad I am here with my worries instead of there. Jennie said something about not being able to get a message out of here and I really took her. Larry chimed in and I took him too. I went back later and took her again in her room and I hope gave her an idea of how little she counts, when the generators are bad and we have expedition business to transmit, which she seems to have forgotten.

Larry came in and had it out with Finn and he got straightened out too. Finn and Kelsey spent much time decoding a message from the Navy on doings of Task Force 68. They did little, but photograph Charcot, Alexander I Island, and Robert English Coast. Wanted Finn to establish good ground control points for them. Fine thing! Fiske spent much time in here chatting. Lassiter told Finn that Harry was angry because Finn had revised his message to Ashley Snow. This is not true, Finn sent it out work for word. I read most of the day, but finally thought so much about things in general, that I stopped and wrote a long memo on visiting British during working hours, radio communication and use it is being put too, and the disgraceful condition aboard ship. Finn read it at dinner and the Peterson got up and said much of a constructive nature on the electric power situation. Fiske spent most of the evening polishing the good old apple. Went to bed about 2:30.

Thursday, June 26, 1947

Awoke this morning to find two of the puppies had been killed by a bitch during the night. Finn had asked Dodson and Owen to build a pen around them before this. Only the white one is left now. I took a trip out to see Don in the Blubber House and saw "Kasco". He is a beautiful, large, white puppy and should grow into a beautiful dog. Finn had Nichols, Dodson, and Owen in for a chat after lunch. He jacked them up on their trail work and impressed upon them the fact that they would have to be alert at all times. Harry came in and out all day for various things. He seems in very good humor. He helped Finn code his answer to the Navy Department's message all afternoon. It was quite a job. Fiske was in, too. We received a message from Wheeler that our British cooperation story was published on the 22nd in N.Y. Times and London Daily Telegraph. Finn told the fellows at chow. Finn had Sig in and both he and Harry persuaded him to make the pemmican all at one time and get it over with. Lassiter and

Adams moved the food boxes out of the Machine Shop entrance way into the clear, as they were a fire hazard. Mac, etc. worked on coal. Robertson was doping L-5 wings in Machine Shop. Bill got good pictures from Sunday's party. Harry was in again and wanted permission to go to Rymill's Base with Tonkin on Sunday. Finn said yes. Nichols said Lassiter had strongly defended Finn when some unidentified person suggested Finn's recommendation for their regular Army retention had not been strong enough.

Friday, June 27, 1947

Got up late as we read late last night. Jennie told me she wanted to give a cocktail party tomorrow afternoon. Finn was irritated with this, but finally agreed. Harry was in several times and was in quite a good humor. Finn started to put two skis together for a sled to take in the airplane. Lassiter got out the wire recorder and after dinner we had a community sing into it, to save later for a record. Then each man had a chance to say a few words. Finn gave snapshots at random. It was good. I came next and then Jim called for Harry. He was not there and he called Jennie. Finn said, "Spread the women apart." Jennie was apparently insulted and went into her room. Jim and Chuck came over a little later to play us the recording. Harry came in and sat down to hear it too. Some of the things were terribly amusing and we all thought it quite good. Jim and Chuck left, Harry stayed until after 1 o'clock discussing things in general, war, Navy, and Bernt Balchen.

Saturday, June 28, 1947

Today was Harry and Jennie's First Wedding Anniversary. I got up for lunch. Then wrote some radio messages and read a bit. Sig came in for some canned peaches, which we opened. Finn worked all day on plans for a sled to be carried in the plane. Jennie came in and asked if we were coming to the party. I said I hadn't been invited. Finn would not go, but after Jennie insisted, I went in and had a drink with them. It was a very nice party. We had dinner and then a movie afterward. Got an article from Harcly on weather forecasting. The Norden boys were working on food bags for the trail. Before movies tonight, it was -19 and after, -21, pretty cold. Lassiter and Adams came in to play cards. It was a dull game but Sig made us some good tuna fish and we had ice cream. It was about 2 o'clock when they left. They really feel dreadful about not getting regular Army, but we certainly hope that all is not lost and something will come of our good recommendations.

Sunday, June 29, 1947

Awoke to find most of the camp had gone up to Rymill's Camp in one form or another. Harry, Latady, and Jennie went with Tonkin and his dog team. McLean, Dodson, Owen, and Pete took our dog team. The rest went in various groups. Harry came back and said he saw

cases of our food up there and cans of Phillips products on the shelves. All signs said, "Property of the Crown" - "Do Not Disturb." Finn wants to see this himself before saying anything. Finn and I worked around here. Finn worked on his sled. Bob came in for a few minutes and was quite angry about Sig's refusal to tell him where the tea was. Bob felt he was the one who usually took up for Sig, when other fellows bitched (about) him. Hassage and Lassiter said they couldn't go to the British dinner tonight. Hassage was not feeling well and Lassiter just didn't want to go. Don, Nichols, Smitty, Peterson, Adams, Latady, Finn and I went. We had a small drink before dinner. The table and decorations looked fine. There were place cards containing the dinner menu and an appropriate cartoon of everyone present. The dinner was delicious. We had a hot punch afterward. Some played the "Button Game" and then "Flesh, Fish, or Fowl," later "Liar Dice". During this time we had tea at two different times. The games were fun and the evening delightful. It was just about the most pleasant since I left Beaumont.

Monday, June 30, 1947

Got up late and typed up the American-British cooperation news release for Finn to take over to Butler at 1:30. Finn got a can of varnish from them. We had 10-in-1 for lunch, as Sig will stay up all night making pemmican. Sig came in for quite a while in the afternoon. Finn was working on his sled. Bob Nichols came in to discuss geological and other field data wanted on the trail trip. It blew steadily all day and at the same time was about -12 degrees.

Monday, July 1, 1947

Up late again. Cleaned shack while Andy Thompson told about tidal shack and microseisms. Butler, Tonkin, and Walton came about 1:30. Finn presented them each with alpaca lined suits. They were very pleased. Finn received from Butler a parka from British supplies. Had a nice conversation. Told them how Jennie and I happened to come along and about Dick Byrd. They left around 5 o'clock. Jorge had dinner ready at quarter of six. Sig and Fiske had made pemmican all last night - they made around two hundred pounds. Jorge's dinner was good and the fellows didn't hesitate to say so for Sig's benefit. Andy came in and I got the salinity and density results off to Coast and Geodetic. Sig came in and then Bob Nichols. The trail program is going along pretty good now. Lassiter and Adam's came in for a game of cards. Finn had just been in Bill's photo lab where Jennie had been hiding some pictures, all of which Bill had taken in their room. Finn was mad as a hornet and it does seem funny, seeing as how he had only taken two in here. Lassiter doesn't think Harry will exert himself to get the trimetrogon pictures. They are still very discouraged about their regular Army status. Went to bed late. It blew hard all day but stopped before we went to bed. Lassiter and Adams finished sewing the food bags and worked on the Nordun struts.

Wednesday, July 2, 1947

Got up around 11 o'clock. It was a clear day and very warm , 34 degrees. It started to melt a little and we had numerous drips in our shack. I cleaned up all the dishes. Finn stopped Jennie from bringing the white puppy in the Bunkhouse, probably to get another picture taken with it. Ike made Welsh Rarebit for lunch and it was excellent. The dog team was out hauling dog food. The weasel was getting water today. The fellows are still working on blubber and Sig has three hundred pounds of pemmican made. I worked on the book and got two pages finished, not very much. John Tonkin came in to chat just before the movie. We discussed Shackleton and Scott. He thinks Shackleton by far the greater man and leader of men, (as do I). We had a nice chat and went into the movie where eight of the British were there. Finn has asked them over every Wednesday night, if they care to come. We saw, "God is My Co-Pilot" again. It was very good. The diesel is on the bum again, so the lights went off at 10:30 and we went on batteries for Sig's pemmican. Harry came in and talked for quite a while. He seems terrible interested in the expeditions's safety, etc., and was concerned with Peterson's weather forecasting. He left around 2 o'clock.

Thursday, July 3, 1947

A full day again. I wrote a good deal on the book. The various working programs are going along very nicely. Bob came in for a long chat at night and I read him the first chapter of the book. He seemed very favorable impressed and hoped I could and would continue as well. We discussed various other things and didn't get to bed before two. Sig has five hundred pounds of pemmican made.

Friday, July 4, 1947

Some were agitating for a holiday today, but Finn did not give it to them. Bill and Adams were busy working on the diesel repair. Hassage was still sick. Nichols and Ike took a long walk. McLean and Smitty went with the dog team after the two seals killed yesterday. Lassiter, Mac, and Harry went out later this afternoon in back of Neny and shot five seals, which Nic and Ike had seen earlier. Butler came over this afternoon and told Finn that their pilot Tommy had an epileptic fit and so he had been grounded. We had a nice chat about the meteorological station, etc. and Nichols came in, and the question of rights to publish was thoroughly discussed to everyone's satisfaction. Harry and Sig came in for a few minutes. After dinner Lassiter read the new ice detail, apparently earlier Ike had objected to getting ice everyday for others taking a shower. Finn had Lassiter, Ike, and Harry in and discussed it. They decided everyone would get ice but Finn, this included Peterson, who was apparently the person they were all aiming at. Harry wanted movies tonight. Finn said no tomorrow night. Someone put diesel oil into 91 octane gas, thereby ruining it. Harry was concerned about the gas and wanted the radio program cut. Thompson came in about a new slant on a microseism program development. Finn gave him the O.K. to make daily weather maps etc. Larry Fiske came in about the dog driving

tomorrow to get the seals. Everyone finally went home and we went to bed. Sig has six hundred and fifty pounds of pemmican made.

Saturday, July 5, 1947

Awoke late, cleaned up the shack and had lunch. Bob Dodson, Art Owen and the dog teams went out early this morning to bring back the seals. Finn and I skied out to meet them after lunch. It began to snow almost immediately and we could hardly see in front of us. It was about two and a half miles out to where they were. One of the British dog teams was out looking for seals. Bob and Art had gutted all the seals and were packing them on the sled, when we got there. Just before we left, I spotted a crabeater seal on the huge iceberg. It had come up from the tidal crack. Art shot him. There was only one seal, but two bullets as he put it on automatic. They gutted him there and then while we watched. He had a good thickness of blubber. His heart continued to beat out on the ice for about fifteen minutes. We started slowly back with five seals on two sledges with fifteen dogs. The basket sled of Sir Hubert's turned over and partially broke, spilling some seal meat. We left some and went on until the rear sled got bogged down in slush twice. Finally, the dogs only pulled six feet at a time, so they left one sled and came in. It was pitch dark by this time. Actually, the dogs didn't do very well in pulling. I was stiff in every muscle by the time we got back. Bob Nichols asked Kevin Walton to stay for dinner. He sat by us and we had an interesting conversation. Finn called Nic, Harry, Don, and Smitty in to straighten out the leaving of a fire in the stove of the Blubber shack. We had a movie, "Bewitched" with Phylis Thayer. It wasn't very good. Bob, Hassage, Ike and Andy came in for a cup of coffee and a short chat. We got to bed by 12 o'clock.

Saturday, July 6, 1947

Had breakfast in Bunkhouse around noon. Finn skied out to the ship. I started skiing with Bill Latady; Jennie, and Harry delayed our start. Jorge came along. We went across the cove to the hill on the other side of the glacier. It was much steeper than the one in back of camp. On the top it leveled out and I made some good turns. Mac came over later. He knows nothing about skiing and really showed it. Jennie knows less. Harry was pretty poor too, considering all the talking he has done. Bill Latady was very good. We all had a very good ski and came back tired. Bill came in for a cup of tea. Lassiter was talking to Finn. He and Adams had been almost to Red Rock Ridge with Walton and the British dog team. They had a very nice time. The weather was around ten degrees. There were no lights all over camp. Mac, Jennie, and Wood got dinner. It was a very quiet dinner, because seven of the fellows were over at the British camp for dinner including Ike. Finn and I spent a quiet evening by Colman lamp. Finn worked on his model sled. Harry came in later to say Mac was plenty sore about the trail situation and was a bitch of a bitcher when he wanted to be. Harry agreed that falling off the cliff didn't put him very high on the list to go on the trail, but hoped Finn would settle it once and for all.

Monday, July 7, 1947

I was mess cook assistant today, so started in early, cleaned off the table and swept the floor. Jorge was quite amiable for a change. I worked on a draft for handling the meeting with Mac tonight. Nichols came in and was at first not in favor of having an open meeting with Mac, Harry, Dodson, Owen, McLean and Finn, but as he thought about it, he changed his mind. He worked over notes and points to bring up to Mac and he was very angry about it, as Mac had not spoken to him for two weeks. After dinner, at eight o'clock, the big show started. Nichols said Finn had first discussed his leading the Geological Field Party in Boston and as this was a scientific party, everyone knew his choice of Dodson and Owen. It had come to his attention, he said, that Mac had said he was better qualified than any of these to go on the trail party. "Mac what do you have to say?" Nichols asked. Mac was flabbergasted and so was Harry. Mac brought up the dogs, preparations, canoeing experience, two geologists going along, etc. He had some nasty words with Bob about dirty campus politics of the selection. Bob was angry. He then gave reasons why he selected Art Owen and Bob Dodson. Mac refuted these reasons in front of the boys and said he thought, he, himself was pretty good, that he was a perfectionist. Bob then outlined why he didn't choose Mac. He gave him a chance to let the rest leave the room as Mac had accused Nic of putting him on the spot.

All stayed and Nichols told Mac he did not fit into an organization, that he had undermined Smitty, Harry, and Finn. With Harry, Mac wanted to know who told him. I said I did and was quoting Mrs. Harry Darlington on saying that she told me the following, so that I could use it in the best way to help the expedition: "I learn new things everyday about my husband; he has great loyalty on certain things. Mac tried to persuade him to go home, because Mac felt he could get more out of the expedition in this manner and when Mac started to get a certain group together to try to run certain things about the expedition, he asked Harry, who said I will have nothing to do with that, because I am Third-in-Command". Harry and Mac almost went through the floor.

Harry went out to get Jennie, came back to say she was in bed, went the second time and came back again to say he could not get her out of bed. Mac said if that was the case, he didn't blame me for disliking him. I told him I had liked him at the beginning and felt him one of the nicest people on the expedition, but what I now felt about him was entirely of his own making. Nic got me out of the conversation and continued, that Mac had called for a show of hands on the women question and, if on the trail, he might do the same thing. Don assured Finn that they would not have over run his decision on the women and, as it turned out, the majority were in favor of it anyway, that Mac was a poor sport in his inability to take the selection of someone else, and that Mac was his own worst enemy. Mac was furious and foaming at the mouth. He said Nic's integrity was nil with him and he wouldn't want to be with him, nor collect for him. Nic said the Commander had supported Mac and might have forced him to take him because of his good job in Beaumont, and wanted no feeling placed on Finn for this. Mac was pleased with

this. Harry asked Nic how his program would fit into aviation. Nic reassured him, as it was his intention to cooperate in every way humanly possible. Nic assured Mac he had no feeling against him, he was only trying to help him. Harry once started to leave, Finn stopped him saying to remember he was here as Third-in-Command. Mac was a very poor sport and nasty and vicious. He has real hatred for Nic and was greatly embarrassed at his own position. They all left , finally; Bob too. Harry did stay and said I shouldn't tell Finn things. I said don't be ridiculous, I would tell him anything and everything. Bob came back. Harry soon left. Bob chatted and thought things had gone well enough and, that his shoulders were broad enough to take Mac's hatred. Latady came in to tell Finn the diesel was fixed and running.

Tuesday, July 8, 1947

It blew hard all day yesterday, but stopped by noon today. There was a succession of people through here all day, including Bob who had a new idea to get Mac out in the field. Lassiter brought in a pie which he found in Fiske's weasel. Chuck Hassage came to discuss the diesel and Woody about problems on the ship coming down. Sig came in, he had a fight with Jorge this morning over emptying the trash cans. Jorge hit him in the jaw and knocked two teeth loose. Sig was about ready to hit him back when Bob Nichols held his arm. The fellows bawled Jorge out, but Harry and Hassage thought Finn should relieve Jorge of mess duties, before something worse happens. Jennie wouldn't speak to me today, nor did she sit at our end of the table during lunch and dinner. I don't think this is going to affect my life to any great extent, but if she ever denies saying what I quoted her as saying, and I hear about it - boy is she going to hear about it and I don't mean maybe. I'll add a few more things to stimulate her poor memory. about sitting down in the mess hall nights aboard ship to get information and trying to warn Harry and Bill about Mac, but saying Harry wouldn't listen to her. Too many people are trying to play one side against the other for their own self-interests now.

The diesel broke again tonight so Finn is faced with the same situation of using weasel gas for the radio. Harcly was in to discuss the Plateau trip with Finn. He had lost interest in it, because the fellows have been ribbing him about his work.

Wednesday, July 9, 1947

Got up around 10 o'clock and cleaned up around here. Had lunch and got to work right away on the book. Am working on Chapter 6 entitled The Battle of Washington. Finn helped me with information. Nic worked all last night rendering seal oil. The diesel is still going. Lassiter worked on bags and trail flags. He came in with an idea for flying to Punta Arenas to pick up two P-38's to do a last minute bang up job in flying. Mac went out to Neny and got some seals. Jennie still didn't

speak - it is getting very funny. We had dinner and then a movie, for which most of the Britishers came over to see. It was, "The Three Musketeers" with Don Ameche and very entertaining. Came back and did a little work on the book. Fiske came in with some publicity ideas, then Latady with a message, then Art Owen, then Dodson. Latady and Adams are going to begin work tonight on repairing the small diesel. We got to bed around 12 o'clock, which is early for us.

Thursday, July 10, 1947

Got up fairly early and spent most of the day writing on "The Battle of Washington" chapter, mostly about the ship. Finn wrote much of the material I needed for detail. Harry and Smitty took the pero team out with Chinook as Leader and Jennie sitting on the sled. They seemed to work fairly well according to Harry. Finn was most disturbed about the fellows lack of interest and work in the program. He blew up about it to Nichols just after dinner. They took walk through the buildings and after Nichols saw all that was not going on, he too was disgusted.

Finn found Fiske working the trail set and he said he was working a ship at sea, then Finn heard him shout they were on a British frequency. This made Finn mad and he told Kelsey to take it away from them. Kelsey brought in a message from Wheeler asking information for Milton Reynolds if there was a suitable regular or emergency landing field here for a B-24. Reynolds was sponsoring a flight over both poles around August 10th. Lassiter was going to check, but he thought not, the bay ice is 30 inches and the glacier impossible because of crevasses. A B-24 would weight 65,000 lb. and be on wheels too.

Harry was in several times about the work progress tomorrow. Finn wants the dog food finished by Sunday, the rear end of the ship cleared tomorrow. Bill came in and wanted to take a party skiing. Finn said no! too much work. Jennie came in and when all the rest left started talking about her name being mentioned the other night and she did have the conversation with me, but it was confidential and she thought I had misquoted her. I told her I had it written in my diary, that I was here to help Finn and had only one interest the success of the expedition. I didn't care what people thought of me, nor did I intend to try making myself popular. It was used for the good of the expedition, that the conference had been held to point out to Mac the reasons why he was not selected and if he didn't use it too good advantage, the way it was meant, it was just too bad for him. I further stated I felt very strongly about the way she disobeyed Finn, admitted it, and then went down and told a lie about him. I said I had been a witness and Finn had neither said nor implied that there was anything between Bill and her on the glacier. She said she felt Finn had implied it and I said she was dead wrong and her husband was going home on the Trepassey on a lie that she had told. She said everyone wanted to go home at that time anyway. I said poor sports on a situation they themselves had created. She said she had to live with those men and get along with them and that she was managing and the only thing she was interested in doing was to keep Harry on good terms with Finn and do the best job in aviation

that he could both for the good of himself and the expedition. I asked her if she thought Mac had improved any toward the overall good of the expedition since she had made the statement in question. She said, yes, and I said I didn't think so. Thus ended the conversation, both smiling. Finn returned and with a few light remarks, Jennie left soon afterward.

Friday, July 11, 1947

Awoke fairly early, cleaned up the shack and went skiing right after lunch with Latady, Adams, Jennie and Dick Butson, over on the big hill across from camp. We had a fine afternoon of about an hour and a half. Finn made a ski trip up the glacier this morning to see how it would be for a B-24 runway, but found it too crevassed. Jim Lassiter said the Bay Ice wouldn't do either. Finn sent a negative reply to the query. Sig was in with a definite black-eye and swollen face. He had very little to say and Finn read about Will Rogers most of the time. This morning Fiske was very upset about Finn accusing him of contacting a ship at sea, etc. and was most hurt. Finn calmed him down. Peterson wanted Finn to put in writing that he would pay for the Solar Radiation equipment to \$200 if the Office of Naval Research or the Weather Bureau wouldn't. Finn said he would give him his word, but would not put it in writing and resented Harcly's asking for it. Finn gave Jorge a good talking to about hitting Sig. He told him it was assault and battery and he would get six months in jail for it in the United States, as he had disfigured Sig's face and should be ashamed of himself. If it ever happened again, Finn would deal with him in a stronger manner. Jorge said it would not happen again. Sig never should have insisted that this kid come along to help him - he has done anything but!

Saturday, July 12, 1947

Awoke around 10:30. Finn had breakfast ready. I cleaned up the place a bit and warmed water to wash my hair. After lunch, I did wash it. Finn went out to the ship before lunch. The fellows were not in evidence much today. Last night's wind caused much drift against our door so that Finn had to dig us out. It is very warm these days and a little above freezing. I worked all day on the book. Peterson came in about the radio and later Kelsey. Everything was all mixed up as usual. Kelsey came back with a memorandum written by Fiske, Peterson and Kelsey with a phrase for Finn to abide by it. Finn refused to do this, changed most of the material in it. After dinner Harry got in on it and came in to talk to Finn. He did not want Peterson or Fiske messing around with the radio. It meant too much to them in the field. Finn agreed. Kelsey and Fiske came in and the whole thing was settled amicably in a short time with Kelsey being made totally responsible and he was told to write up the governing rules as he saw fit. Everything will be on C.W. We saw, "Love Letters". I had seen it before. Sig came in for a bacon sandwich after the movie. Finn started working on his book "The Diary of a Husky in the Antarctic". I continued to work on the book I am trying to write for Finn.

Sunday, July 13, 1947

Awoke late, Finn brought me breakfast in here. Cleaned up the shack. Finn made a pen outside our building and had Kasco playing around in it for a while. Bill was going to take a picture of Finn with the puppy, but he had to fix the camera and by that time it was too dark outside. Kasco was in the shack for a few minutes and insisted in going under the stove immediately to get filthy dirty. Finn took him back to the blubber shack. I worked on a story about pemmican and trail food. Bob Nichols came in for a while. He chatted about me mixing with the fellows a bit more. Harry came in about the work tomorrow just before they went over to the British camp for dinner.

I later went in and helped Andy Thompson with dinner. He was having a sad time. I washed and set the table. After dinner, we had a re-show of, "The Flame of the Barbary Coast" and enjoyed it. Later Nichols and Ike came in for a bacon sandwich and some coffee. We listened to the radio and chatted until after 12 o'clock. Sig came back then and he and Bob went to work packing trail food. The rest of the group didn't get back from the British until 4 am. Don examined Finn and he did the endurance test for three minutes, forty-five sec.

Monday, July 14, 1947

Was tired and Finn let me sleep until noon. Had lunch, cleaned shack and began writing. Nichols and Sig got up at three to finish the man trail ration. Finn was busy all day with preparations for tomorrow. Harry was in and out. Finn caught Don doing his business in the Blubber shack. Sig came in and chatted. Finn and I made up orders for Peterson and Ike. After dinner Butler brought over a map made by Dougie of the glacier. Gave us regards from Captain White of the Fitzroy. We talked about various and sundry things and had a pleasant evening. Ken asked us over for tea next Sunday. I got out an article on the weather and on trail food. Finn left me in charge of radio communications while he would be away. Dodson and Owen worked late loading the sled.

Tuesday, July 15, 1947

Got up at eight o'clock, first time since I've been here. All were up for breakfast. At nine o'clock Finn and I went out - Finn ready to leave. The sleds were all packed over by the blubber shack, but no one was there except Mac. Finn got sore and went in to find McLean performing a medical examination on Art Owen at the last minute. Finn was so disgusted, he wanted to cancel the trip. Dodson was running around. They finally hitched up the dogs and got going by 9:30. Peterson came out all dressed up in the Alpaca suit. He will be awfully warm. All the rest were wearing windproofs. The take-off was gruesome. The dogs did not behave too well and the fellows were all screaming and yelling and didn't handle them too well. Harry, Mac, Smitty, Lassiter, and Andy went up part way with them. Smitty and Harry came back less

than an hour later saying the dogs were not pulling well and some of the junk would have to be left at the aviation cache to be taken up by plane. Art Owen forgot his crampons and Harry took his to him. When Harry got back late this afternoon, he said he caught them about 6 ½ miles up the glacier. They didn't meet their 8 o'clock radio schedule tonight, however.

I helped Nichols weigh trail sugar and we finished all of the 34 bags, had lunch then Jennie, McLean, Nic, and I did the tea and bullion cubes, and after that with the aid of Sig, finished packing all the trail biscuits that had been made. I then wrote an article on the departure of the trail trip. The records were playing all day and all night. We had dinner. Ike sat in Finn's place, but he wouldn't let them have movies. When they started to argue why not, I came into the shack. Lassiter asked me if I would like to play some bridge. We ended up playing Liar Dice, but later a few hands of bridge. Jennie got in on it and for the first time, I have seen, looked and acted like a hard, tough, dumb, peroxide blonde. She seems under tension when I am around - funny.

Wednesday, July 16, 1947

Got up very late as I was not feeling well. Had lunch and then came back to lie down. Harry came in and in a very round about way I found out that Don, Andy, and Smith had gone over Neny way sealing and wouldn't be back until tomorrow. Apparently, Ike either suggested that they go or gave permission to the idea. I slept all afternoon, getting up for dinner. After dinner a few of us played Liar Dice until the British came over for the movie. Butler and Tonkin were both here. We had a cat cartoon, then Jinx Falkenburg in, "The Gay Senorita", which was lousy and Shirley Temple in, "Kiss and Tell", which was very good and funny. Kelsey did not get contact with Finn and party. Butler wanted the map of Neny trough. I came over to get it after the movie, while they started to serve ice cream. When I came back Ken and John were both in Jennie and Harry's room. I had some ice cream and then stuck my head in telling Ken I had found the map. Harry and Jennie said come in - I said I had to attend the fire. Ken said he would come over with me for the map. I invited him to sit down and chat which he did. Then offered him some coffee which he accepted. I went over to invite the other three in but Harry had just opened a bottle of slaunch, so Ken and I went over there. The conversation was very boring and not very friendly. I suffered with it for 30 minutes and then left, the British soon after me.

Thursday, July 17, 1947

Read until 2 o'clock last night, so I slept until noon. Started to work in the afternoon, but Sig came in, so we played solitaire all afternoon. Bob came in just before dinner and we began talking about Don McLean and his not getting the medical reports done and his dirty habits. Nic revealed that Don had spoken to him, that Harry had said, that Finn was angry with Don about the business on the ship and that Finn was thinking about not sending him on the trail. I know

Finn never said this about Don and that Harry was misquoting . Nic was going to speak to Don about his medical reports.

Lassiter came in about this time and asked me what Finn would say if he went sealing tomorrow. I read him part of Finn's message to Ike saying no one should leave camp. Lassiter said that was all he wanted to know. He left and Harry came in, all in the air. Bob asked him to put Don on work list for medical exams. Harry said he had, but that Don had gotten Finn's permission to go blubbing instead. Harry said he was through with the work sheets, that Ike ran the camp the way he wanted to and that he, Harry, knew Finn did not want the fellows away from camp at night. They were camped near an iceberg, which only had to turn over once and that he had never had to kill seals at night before. Previously, in the day, Harry asked me what we were going to do with the puppy. I said take him home to the States, and Harry said then one person should feed him. Woody and Mac said they would feed him until Dodson got back. After dinner, Lassiter, McLean, and Andy came in for a game of bridge. We had a good time. Larry Fiske dropped in and later Nichols. Larry said Kel had gotten the Plateau. They were safely there and asked for the plane to come up tomorrow. Jennie spent the day with the British. I read Sam Houston until 2:30 a.m.

Saw the Aurora Australis over our hut to the N.W. at dinner time. Red glow.

Friday, July 18, 1947

Got up for lunch at noon. Found it blowing so hard, Harry couldn't fly up to the Plateau. Ike made a deal with the British for us to clear a runway for their plane, if they would give us enough gas to go out and get the seals with the weasel. So after lunch, off everybody went to watch the fun. Hassage went too. They brought back all of the seals on the tractor sled and apparently did very fine. I started to work on the book, but Jennie came in with a can of jellied consommé which we had. Sig came in and then Harry. After a short conversation on children, they all left and I worked on the book for the rest of the afternoon. I can't seem to get this expedition out of Washington. We had a good steak dinner, as Sig is back on day work now.

After dinner everyone wanted a movie, but Ike said no. Nic asked me and I said we might as well be looking at a movie as sitting around playing cards. Everyone agreed. Ike said you know your husband, he told me he didn't want anything changed. I told him I had nothing to do with it, he did. But I felt like saying that a movie was no drastic change from the policy, but an over-night camping trip was and as long as no work was going on in the evening, there was no harm in a movie. We saw, "Mildred Pierce", it was good, but depressing. Sig came in afterward and we played solitaire until one when he left. I read until 2:30.

Saturday, July 19, 1947

Woke up late had lunch, started to do some writing, but was interrupted by Don McLean. He obviously was sent over by Bob to be nice to me. He showed me some pictures, tried to be utterly charming and stayed about two hours. The wind blew very hard all day, so the planes could not take off. Terry worked Finn better than Kel and said they would start down today, they needed kerosene, food, and dog food. I wrote an article on, "The Egg and I", the first egg in Antarctica to be laid. After a good dinner, the British came over to see, "National Velvet". Ken brought back the map and I invited him and Reg in with Nichols and Sig. We talked until 2 a.m. and had a very pleasant time. I read for an hour.

Sunday, July 20, 1947

Got up around one o'clock, fixed breakfast here, had a thorough wash and went out to find Terry had been over to say Finn would start down today. The wind was blowing furiously. I came back and at 2:45, John Tonkin came to conduct me to the British camp as it was blowing so hard. I had a wonderful time with all sorts of goodies, nice conversation, etc. Larry came in and made himself at home. Ike came tearing in worried about Nichols out for a walk and afraid Finn had started down. Ken insisted I stay for dinner which I did, and Larry too, although I didn't notice that he was included in the invitation. They had a radio schedule with Pete and could not hear him well, but he heard perfectly. He went on CW, we on voice. I said hello to Finn. Wind was blowing 75 mph.

Came back to find dinner was just over. I made my fire and came back to help Jim with the dishes. He told me Harry had blown-up when he found out I was censoring radio messages yesterday and again today. Said he would have it out with Finn as soon as he got back. Jim also said, Ike had gotten in an argument with Harry and had relieved him of Third-in-Command. Lassiter said the other fellows had said forget about it, except those certain few. Lassiter had thought Harry was on his way to bawl me out and he started over to throw him out. Robertson got the 35 mm projector working and showed, "Love, Live and Learn", and 3 reels of Captain Fury until 1 o'clock. I read for a while and then turned in about 3 o'clock.

Monday, July 21, 1947

I awoke around one o'clock. It was so cold and windy I could hardly get up. Everything was frozen. The barometer was down and the wind blowing harder than ever. I had a hard time making the fire start. Went into the Bunkhouse to find Jennie helping Sig to make Ravioli and the fellows had just finished grooving a bunch of trail flags. Had lunch. Don, Bob, and Ike went for a walk, while the rest of us saw, "Tom Sawyer". Afterwards I came in to write. Don came in to chat, more of the same program of being friendly. I started telling him about the book, Finn's life and his troubles with the Admiral. Larry came in for part of it. We talked until six and went

to have some doughnuts and coffee. Had another movie, the last two reels of, "Captain Fury", three cartoons, and then, "Algiers". Terry came over with a message from the Plateau party giving their position as half way between the British cache and the American Met Station. Wind had covered antenna, radio key broken, and tent under great strain with 75 mph wind. I was a bit depressed and concerned.

After the movie, Larry came in with weather data, which I wrote into a story for NANA. We sat and chatted while eating bacon sandwiches. He left about 1:45 and I read Sam Houston until 3:30.

Tuesday, July 22, 1947

Woke up very late around 1 o'clock. Went in to find them working on trail flags, sewing them on the sticks, Jennie, Bob Nichols, Don and Smitty. I fooled around with them for a while and then did some work in here. The barometer was steadily rising and we thought Finn might start back. Lassiter, Harry, and Robertson began digging the plane out. According to Lassiter, he urged Harry to fly saying the wind was not more than 20 mph. Just then the British plane flew over head. Harry checked and found an 18 mph wind. Harry flew for a few minutes and then landed, loaded the supplies and took off for the Plateau. In an hour he came back saying he could not get higher than 6,500 feet. Lassiter said he only needed 6,300. We had dinner about 5 o'clock and soon after the movies started, while Lassiter and I were having a chat about the planes. He said he was disgusted with the organization of things and was only flying to collect his pay and he wanted the maintenance of the Nordun.

We saw. "The Hurricane", with Lamour and Don Hall. At 8:30 Harry came back from the British radio contact with the Plateau, announcing Finn and 3 others had left the top at 8 a.m. He then came over and told me and I thanked him. He started in bitching on why they were coming down then etc. After the movie, Nichols came in and we had a long talk about conditions. I was pretty much disgusted and Bob said there were many more undercurrents than even I knew about, that Harry was under great tension and very unhappy, as all the fellows ribbed him. Bob said the situation was just a result of many people of different backgrounds, coming down here for different reasons and the cross currents were unbelievable. The only thing to do was make the best of the situation and the personnel. He left about 12:45 a.m. and just as he walked out Finn came in. We sat up until 5 o'clock talking about his trip and what had happened here in his absence.

Wednesday, July 23, 1947

Finn said they had a good, but hard trip, that Art Owen was not worth a darn with his immature judgment and lack of keenness. He said Latady was sour on life and did nothing but

stand and look. Peterson was like a bull in a china shop, throwing everything all over the tent, hitting Finn in the head with a pound of butter once. Adams was excellent helping out in every way possible. Because McLean delayed Art Owen's medical examination and held up the departure 30 min., they were unable to reach the foot of the glacier the first night, Tuesday. On Wednesday, they got everything half way up the glacier. On Thursday, Finn, Adams, Latady and Owen took the first load up to the top. Latady and Owen went back to the mid-way tent to bring the rest up with Dodson and Peterson. They didn't come and didn't come, so Finn and Adams skied back down and helped the slow pokes up the rest of the way. It started to blow, so they had to camp before reaching the additional three miles to where they wanted to set up the station. This was on Thursday. Here they stayed with heavy blows, until their departure at 2 p.m. on Tuesday. The message I radioed to Pete for Finn on Sunday, Finn got by accident Tuesday morning. They made a rush trip back. The sleeping bags were wet through.

Finn got up for breakfast in the Bunkhouse at 11 o'clock. He brought some into me and we went back to bed for a while. We got up for lunch and Finn was on his best behavior. Bill took a picture of us in our snowed in doorway. There was a line of people in here thereafter: Andy on preparations to go to the top with Harry, Mac, Lassiter and Adams on Saturday. Harry came in about the tents to take. Hassage came in about the generators, weasels and engine repair for going back on the ship. We chatted, had dinner, saw, "The Cowboy and the Lady", a request by Finn, and asked Ken, John, Bob Nichols to come in for ice cream. Talked until 2 o'clock and then to bed.

Thursday, July 24. 1947

Awoke around 11 o'clock. Finn went in to find no one up. He really let off steam calling the bunch selfish and egotistical. Found out there was no night watchman to call them. Around 2 o'clock, I took a ride on John Tonkin's dogteam for about twenty minutes. We had a fine time and it was good to get out in the air. Came back to find Harry and Ike in discussing affairs with Finn. Ike and Harry had an argument about who controlled the camp while Finn was away. Ike claimed Finn hadn't left him enough directions and that Harry didn't give him a correct list of what had to be done and that Harry was a liar. Harry said he wouldn't control it while Ike ran things, was going to be too busy with aviation to run things any way. Blew up when he heard about my control of radio. I told him he had no right to talk behind my back. Finn said that was the way he wanted it and explained why to Ike, who understood. Ike said Harry should have control of the Beech and he the other two planes, that Harry couldn't run the camp and wouldn't be able to run aviation. Harry said Ike would be here anyway and that started things. Ike said he came down on false pretenses and that Finn said he would be a pilot. Finn denied this and explained Ike's physical conditions, dependence on him as Skipper, etc. Harry said he wanted Ike as co-pilot with Lassiter, but Lassiter wouldn't fly with Ike. Lassiter was called in, who said he would. Lassiter said he was fed up with Harry and offered to go out and fight it out with him. Robertson was called in and it was decided that he should be responsible for all maintenance with Lassiter's help, but didn't understand why all three planes had to fly at one time. It was all

very hectic and after it was over, Lassiter came and said he didn't want to go up the glacier with Harry on Saturday, but wanted to go manhauling with Chuck. Finn said O.K. and is sending Don instead. Latady came in with a story. Thompson got a whopper of an earthquake today. Very hectic and nerve wracking times.

Friday, July 25, 1947

Awoke early. Finn brought me breakfast. We got up and started working right away. I really straightened up the place thoroughly. Finn worked over my partially completed chapter on the "Battle of Washington". We worked until noon; had lunch. Bob came in and we discussed asking remuneration for the bi-weekly Kasco articles. I worked on the answer to this communication and then an article which Larry had offered on seal hunt mechanized. Andy came in and had a long talk with Finn on possibility of working up his scientific results after the expedition. Bob came in and convinced Finn to let the fellows have movies three times a week. We also discussed Harry vs. Ike as camp work leader. Bob thought Harry should be made to keep it. I thought Ike should be put in charge. Bob talked to Harry and after dinner, he came in and Finn talked to him and everything was hunky-dory. We had a comparatively quiet evening after that. Finn and I both worked on NANA story on mechanized seal hunting trip. Sig and I played solitaire until 12:30. Finn asked Nichols to have British come over Saturday evenings for movies instead of Wednesday's, because the fellows could stay up late and sleep later the next day. Ken was most pleased with this suggestion.

Saturday, July 26, 1947

Finn let me sleep until noon. He was up working. Jennie was up for the first time in three days. She wanted a record from my diary of Harry's previous flights. I began washing my hair. Harry flew today, but did not see the tent. Adams then flew, found the tent, flew over it four times, but saw no one. Harry began to get worried and informed Finn. Harry and Adams flew up again and went over the tent five or six times - nobody seen. Finn asked them to fly up the glacier to see if they were on their way down. Did so with no result. They have not come in on the radio for past 36 hours, at least. Harry's dog team party was supposed to go up today, but last two days of blow canceled it until tomorrow. The barometer was slowly going up and the wind had stopped, but the atmosphere was still a bit misty.

Ken Butler came in as I was in the middle of washing my hair. He sat and chatted all afternoon. Finn was not particularly worried about the fellows thinking that the 30 mph surface drift, which prevented the plane from landing, also prevented the sacked in Dodson and Peterson from hearing the plane. Ken took a long flight over Neny Trough today. We discussed world politics for hours. Finn gave him a large heater, of which we have six, to heat up their plane before starting. Harry showed definite concern about Dodson and Peterson's welfare and wanted to start first thing tomorrow morning. Finn said, yes, by all means, and wondered if anything

could have happened to them in their tent, but reasoned that it was impossible as they wouldn't have used the kerosene for heating instead of eating. We had dinner and the British came over while Finn was listening to the 8 o'clock schedule from the trail party, which did not come on. We saw the, "Buccaneers", without Finn, who was in our shack, because he had seen it so many times. After about five reels, Bob Dodson came in the galley white as a ghost, bumped into me and said, "Where is Finn? Pete went down a crevasse. I did everything I could to help him, but had to come back for help, leaving him there."

I went tearing after Bob Dodson into our shack. Butler asked if he could come - I said, yes and yelled for Ike.

Bob Dodson said Pete was up on the glacier about eight miles. He had called to Bob to throw him a knife. Bob lowered it on 120 foot line, but couldn't reach him. Heard no more from him and so yelled to him that he was going after help. Butler said he would get a dog team ready. Bob said he was ready to go again after eating. I got Sig to get Bob's chow ready and helped him. By that time, most of the fellows were running around preparing for the outgoing party. Finn was afraid he could not go, because of the very bad blisters on his feet from his recent trip, but I assured him I could fix them up, so he announced twice that he was going. Finn told Ike not to go, but while I was fixing Finn's feet, Lassiter came to tell Finn, Harry, Ike, Bill and Bob had started. It was about 10:30. Finn was disturbed Ike had gone. McLean came in and wanted to go. Finn said O.K. go with the British. He and Finn went over to the British camp where they were loading the sleds and two dog teams with all rescue apparatus, tent, rope, block, lights, medical equipment, etc. They got off about 11:15 or 11:30. Jennie and I went out back to see them start off. Finn left sitting on the sled, but we later heard he soon got off and ran along side. Hassage and Nic came in for some coffee. We talked of how horrible the accident was and of what his chances of survival were. The same thought was in everybody's mind, but we dared not mention it. They left and Jennie and Sig came in. We talked and watched out of the window looking for lights. Woody, Mac, Owen, Smith and Andy took a light up to the aviation cache to guide the party back in the dark. Lassiter and Robertson were getting the plane ready to take off at dawn. Larry Fiske had half an hour walkie-talkie schedules with the group at the aviation cache. Three of the four remaining Britishers slept while one took night watch. Everybody was active and worrying. I could think of nothing but Pete's family and wondered what Finn could say to them and what an awful tragedy it was. Jennie brought in some wine, which we drank. Sig went into his bunk to sleep for a couple of hours. Jennie and I had some tomato soup and a steak sandwich. We went outside several times and finally, it began to get light. Each hour we thought we would learn some news. We all sat chatting by the fire in the Bunkhouse. People urged me to go to bed, but I insisted upon waiting - I couldn't sleep then.

Finally, the British plane and our plane took off and returned with word that they spotted the searchers preparing the dog teams in the middle of a badly crevassed area and that they had flashed a signal, but could not read what it was. The time was 15 hours after 6:30 the previous evening when Bob Dodson had left Pete. We gave up hope, thinking it impossible that he could have survived 15 hours of it. Bob Nichols and

I took a walk out to the ship and Bob told me I had to prepare myself for the worst. We watched the two planes take off again, and land without encouraging word. Everyone was discouraged and we knew that Harry was on top of the glacier coming toward camp with the news. Everyone went out to meet him and found that Pete was alive and well except for bruises and a little exposure. The story is as follows:

On Thursday morning they began having trouble with their tent. It had blown continuously since Finn left. Their sleeping bags were wet, frosted over, and frozen. They forced themselves to eat, but they were getting cold, particularly Pete. When the trouble came with the tent, they decided on Saturday to leave, as they did not consider the weather good enough for the plane to fly that day. This was their first mistake. They left, without making a sign that they had left, around noon. They were down the steep glacier when they heard the plane overhead and set off smoke bombs. They figured it would take them a couple of hours to get back up to the plateau and by then the plane would have given up. They decided the only thing to do was to get back as soon as possible. (What they both neglected to tell Finn then was that they had been lost in a highly crevassed area for three hours and were just beginning to find their way out of it). Pete was the weaker of the two. They were having trouble traveling against the sastrugi (wind blown snow ridges) They decided to take off their skis to make more time - a disastrous decision. Bob led for a while dragging his skis. He fell once and Pete thought he had gone in a crevasse, he was petrified, but fortunately it was only a ridge. Pete started to lead and fell several times. They were not roped together, as they certainly should have been. Bob stopped to adjust his backpack and suddenly, with a gasp Pete was gone. Bob approached the crevasse and heard Pete yell for a knife. Bob lowered a knife on a 120 foot rope, but to no avail. He heard nothing else and yelled to Pete that he was going on for help. Wisely, he put his skis on and came back to camp at about 9:45.

The rescue party got to the area and searched for the crevasse for 3 ½ hours. Finally, they picked up Dodson's ski tracks and with the search light found the flags. Dick Butson, the British doctor, who was a small man, volunteered to lower himself down on a rope, asking Finn what to do with the body, if Pete were dead. Finn had puzzled about this very problem on the way up and asked Ken for advice. Ken said leave it there pending word from the family. Butson got down to Pete and found him alive and talking to him. Within 30 min., they had him out and soon in a tent, with the doctors working over him. Latady and Harry were also in the tent. Finn asked Harry to get out and let Dodson in, which he finally did. Pete thought he would never be rescued, after two hours, and thought of other things beside the Base. He said it was a horrible way to die. He couldn't move a thing and the more he moved the tighter he became wedged in. He had fallen head first, 110 feet below the surface, wedged in, with his arms pinned behind his back and his backpack over his head, so sound couldn't get to the surface. He hollered, but all sound went below. He heard them looking for him for about three hours. He was a lucky fellow. His face was bruised and cut. He was stiff and cold, but apparently no bones were broken. And apparently, the alpaca suit we had been amused to see him wear when he left for the trail, was partly responsible for saving his life by protecting him from the numbing cold.

Dick Butson did a magnificent job. The British came in for breakfast of tomato bullion soup, cake, tea and coffee. Everybody went to bed. We slept until dinner, which Sig brought in to us, ham sweet potatoes etc. Sig chatted for four or five hours. Harry came in and talked about how dumb Bob Dodson had been, saying also, they hadn't eaten because they would have to go outside the tent to relieve themselves. Harry said he didn't know Finn was going. Finn had told Harry he was going and Harry had answered, you are good! We went to bed around 2 o'clock in the morning.

Monday, July 28, 1947

Sig's birthday today. We got up for a twelve o'clock breakfast. The crowd had already started making some tent flags. Finn called in Dodson and found out all the particulars of last two days. Finn called Harry in to get Pete's eating story straight which Dodson denied. Finn bawled Dodson out for not obeying safety rules and taking orders. Harry went out during some of it. I talked to Pete for some time. He was very thankful he was alive and safe. I cleaned up the place a bit, and read. Nichols came in and talked about the accident and Finn's reticence to allow Bob Dodson to go on the trail. It was the second beautiful day in a row, with the sun out and perfectly clear - could see for miles. Some took a walk and stopped into the British for tea, I guess. We had a good dinner of roast pork, etc. The British came over for a movie, "Letter of Introduction". They were all tired out after yesterday's jaunt. We discussed how very lucky Pete was and how little hope anyone had for his being alive and how appreciative we were of their aid and readiness. After the movie, Butler, Tonkin, Walton, Freeman, Ike, McLean, Hassage and Sig came in and we drank a toast of thanks to the British then had ice cream, tuna fish sandwiches and coffee. We had a nice conversation and a good time. They left about 12 o'clock

Tuesday, July 29, 1947

I was really tired this morning and didn't get up until after lunch about one o'clock. Hassage was in about the coils for the ship to be brought down on the Trepassey. Nichols was in about the trail. Finn had Ike, Sig, and Jorge in and gave Jorge a long talking to about his work and attitude. Jorge wanted to go out on the trail, and didn't see what he had done wrong by saying he had climbed Figure IV at night. He had excuses for everything and lied his way out right and left - a completely hopeless kid. Ike stayed and chatted for awhile. He was very agreeable and friendly.

We had dinner and Harry mumbled something about not leaving for the Plateau tomorrow. He didn't come in all day and gave no good reason for his decision. It was obvious that he was angry about last night, probably because they hadn't been invited in with the Britishers. Jennie didn't speak to me once all day. The whole thing is a riot, as far as I am concerned, as an observer of human nature. We had a repeat movie after dinner, "Kiss and Tell". The British came over to see it, some of them for the second time. Afterward, I chatted with

Dick Butson and John for about an hour. The British think everyone should have great respect for a glacier and that the whole Pete incident was miraculous. I teased John about getting married upon his return. After they left, I came in and Finn, Sig and I had a sandwich and something to drink.

Wednesday, July 30, 1947

Awoke late. Harry was in and out asking various things about leaving tomorrow on the second plateau trip. He talked until dinner time. Not much happened after dinner.

Thursday, July 31, 1947

Awoke fairly early, spent part of the morning chatting in the science building. Harry's trail party left about 9:40. Took an afternoon ski half way to Figure IV with Jennie and Nichols. Nic had manhailed coal with Don all morning. Came back and Jennie brought in some chocolate. Ken Butler came over. He and Finn chatted about Peterson and his peculiar attitude with regard to the fall. Finn discussed with Ken possibility of supplying their party for the whole Weddell Coast trip as Finn was afraid to let our personnel out. Ken was pleased to death naturally. I was shocked to death.

Before dinner Kelsey informed Finn that he had intercepted a communication between Harry and the British base saying a sled had broken and they were returning to Base tomorrow. Finn was so mad with Harry for making a schedule with the British without his knowledge that he told it to the whole dinner table. Not everyone understood what he was talking about, but those who did, certainly did not side with Harry. Nichols and Ike came in afterward to discuss the whole situation, which looks pretty bad. Discussion was interrupted by the movie, "Andy Hardy at College". It was Reg Freeman's birthday and everyone sang him a song. Ike, Finn, Sig, and I came back and chatted. All agreed that Harry is, and has been hopeless, and that Kelsey should do better on the radio. Bob Nichols came in for a few minutes and then all left except Sig. We talked to Finn until 3 o'clock in the morning, about what he could do to get more out of the fellows and the expedition. We argued back and forth and I hope accomplished something.

Friday, August 1, 1947

After staying up until 3 o'clock, I was dead tired this morning. Finn made me some tomato juice and a bacon sandwich. Bob Nichols came in after lunch and discussed Kelsey's complete lack of interest in radio, during the last several weeks, and what the possible cause could be. A couple more Britishers came over to try on the alpaca suits that Finn is giving them.

Nichols came in again and discussed the trail operations. Finn told him he had discussed with Butler the possibility of us supporting the British trail party along the Weddell Coast. Nichols said Finn was retreating and I agreed. Bob pointed out that the personnel would not be endangered in taking chances, because no chances would be taken without the utmost safety precautions being observed. I went through my diary and gave Jennie the dates on which Harry flew, so she could keep track of them.

Harry got back and came in. He had heard that Finn was angry and they let each other have it. Finn told him definitely, he wanted to know about anything and everything going on with the British. Harry said O.K. and calmed down telling Finn all the things which went wrong on their trip: the tent was no good, the sled broke, the pemmican was no good, the radio was wrong, the gang lines and tethering lines and harnesses were wrong, and the dog pemmican fell apart. After that we had dinner and Sig, Finn, and I spent the evening working. Andy got another earthquake. Pete felt well enough to lie in Jennie's room listening to records.

Saturday, August 2, 1947

Another beautiful day. The sun is certainly on its way back now. It is already shining on the British camp. Finn did lots of work around the hut and outside while I spent my time busily writing up a list of messages which we owe. Jennie took my picture standing outside. She has been running around with Bill's camera. Bill presented us with an album of pictures taken thus far. He did the book binding himself. He told Finn he had given the fellows several copies of the expedition pictures. He also suggested they be allowed to obtain any copies they wanted at a future date. Finn said he hoped to be able to present them all with a selected picture album upon return. He told Bill after a year it would be o.k. if Bill wanted to use any of the mountain pictures in a publication of his own. Bill also said he had enough materials to develop the fellows private films. Bill volunteered to help sell Finn's film upon return, which was a nice offer. Finn made up a memorandum of picture policy to be followed and gave it to Bill, as a result of this conversation. We had dinner and the British came over to see, "Oklahoma Kid." Finn invited Butler, Walton, Butson, Jennie, Harry, McClary, and Sig in for a chat. The obvious 3 had little to contribute, which was interesting. We think Butler sees through them.

Sunday, August 3, 1947

We awoke late and Finn fixed breakfast here. We had some of the recovered eggs, which were tasteless, probably because they had thawed and refrozen. Finn called Harry in, to find out why he didn't want to lead the Plateau trip again. They talked very calmly but Harry refused to give a good reason why he wouldn't go, just saying he was in too many things, that he would train elsewhere but not there, that Finn didn't have confidence in him, etc. Finn let him go, saying that's all I have to say to you now. He then brought Nichols and Ike in and it was decided to let Mac lead the party and send Dodson in Harry's place. The fellows were brought in and

told and were very pleased. Nichols has been asked by Butler to go on their short trip to Neny Trough. Finn and I went over for tea and found Larry just leaving. We chatted as usual, but just before we left, Finn had a chat with Butler, explaining Harry had not informed him regarding the radio matters and did just as he pleased. Butler said Jennie had started bitching about Finn to John Tonkin Thursday evening and John was very surprised and could say nothing. Ken said Harry was impossible and he did not see how anyone could live with him. He had also told his men not to take sides in any controversy over here and when our fellows came over and started bitching, he always changed the subject. Ken said the Falkland Islands were going to broadcast to us this coming Friday and wanted Finn to say something over the air. We came back for dinner and saw, "The Castles", after dinner. Nichols told Finn of his conversation with Ken regarding a future joint trail party, which Finn has now reverted his opinion on, for the better, I believe. They discussed Harry, Nichols saying Harry had told him in confidence, the real reason why he wouldn't go up to the Plateau again. An albatross flew calmly over camp today circling about, leaving little doubt as to open water nearby.

Monday, August 4, 1947

Up fairly early and cleaning up around. Finn's little toe was hurting him considerably for some unknown reason, so he soaked it good in hot water and spent most of the day resting. I worked on an article of "Women in the Antarctic" and later prepared an excellent article by Andy Thompson on earthquakes and microseisms. Bob didn't leave on the British party today, as the prediction was for a storm, but he and Butler instead took a trip to the Debenhams. They had a long talk about to what extent the two expeditions would cooperate and naturally he wants to do the long 400 mile sledge trip from Darlington Island. The issue begins to get dreadfully confused and I am against Finn arranging for the British to do it.

Most of the fellows were out working on gas drums. Bob reports that McLean is disappointed at not going, either on the British trip, or the Plateau trip. Finn says he can go on the depot laying trip to Cape Berteaux. Bob says Smith has done a good steady job of things and deserves to be complimented. Harry appeared amiable today and tonight they had a big party in their room. Bob says Butler understands a great many things and is a good friend of the expedition. Bob got angry with one of Sig's illogical conversations and walked out early. I had a pointed discussion with Sig, as to why he constantly has to criticize everything Nichols does.

Tuesday, August 5, 1947

Finn woke me this morning with a message from WEK revealing the State Department requested them not to distribute any copies to anybody of a report sent to them, as they would do their own distribution. A nice democratic thing to do to a public minded American citizen, proposing something for the country's advantage, as usual they make me sick. Bob was in and out discussing all possible plans to follow for the trail work. Don McLean broke his ankle skiing

just before lunch, which placed his participation in the field in an awkward position. I worked on the preserving of the ship article for quite awhile and finished some washing from yesterday. Had a move after dinner, "Topper Takes a Trip" - lousy. Before movie, Bill attempted to take some group pictures. Jennie was sitting in the middle of the second row, which made Finn angry and so he went over to the side. The fellows were most discourteous to him and filled up the first row, not allowing the expedition officers to be in the center of the picture. They took two this way, then found out Lassiter was not even in the picture. Finally Sig, Bob, and Finn rearranged them with the Expedition officers in the front row, the scientists in the second row and one of the women on either side of second row and one picture was taken of this. I felt embarrassed about the whole thing. Tonkin came in here after the movie and spent several hours telling us about his most amazing experience during the War. He is a very nice fellow and exceedingly interesting.

Wednesday, August 6, 1947

Ken Butler invited me to go on a sledge trip to Rymill's Base at the Debenhams. We left about quarter of eleven and had a seventy minute run in the sunshine with the dog teams. It was a perfectly beautiful day. Once there, we had some hot orange and some tea, took a quick look around the shack and a view from the former meteorological hill. Millerand Island was close by. On the way up, Ken asked me all about Harry and told me he had shown his uncontrollable temper several times at his place, his lack of defining a problem, his unstableness and his discussing Finn's ideas to his own advantage, example, the British Weddell Coast Trip, when Finn had asked him not to say anything. On the way back, I told Ken how terribly the British Embassy had acted toward Finn before he left and why Finn had such a turned-off attitude upon our arrival. Ken understood perfectly and said Bingham had been angry because of the lies the Foreign Office was telling about the condition of this Base and when the Britishers arrived, which was not three years ago. He felt it could be traced to the mismanagement of one or two people and he regretted it.

We got back and had a cup of tea. Their plane had just made 11,700 feet. Lassiter had ours at 10,050 feet and had to come down because of the cold. I asked Ken over for dinner, and he came. After dinner, he and Finn had a long talk about trail plans and the plateau weather station. Finn said our party would leave tomorrow and it was a good training trip for them. Sig came in mad at Harry and the conversation turned to him. After much was said and explained to Ken, he said he thought Harry to be hopeless. He didn't see how anyone could live around him and he couldn't see how Finn could operate through him, under the conditions which now existed, and thought it would be better to replace him under the circumstances.

Thursday, August 7, 1947

Got up late and found the trail party had left about 8 o'clock this morning. They really got an early start. At lunch Finn announced the two planes would fly the stuff to the glacier soon

and Woody and Britisher McLeod would follow in about two weeks. Also, he said Adams would fly the L-5. Harry butted in to say the British plane had been grounded for the year. He mumbled something about his not flying again and he would get things straightened out etc., and asked to speak to Finn. They went into the shack. I took my time and then went in. They were arguing loudly. Harry asked me to leave. I said I couldn't see why I should. Finn said she stays. Harry said O.K., he would get out. Finn said that was O.K. with him, but they continued to yell by the door. Harry said, yes, he was disloyal and couldn't see any reason why he shouldn't be, that Finn couldn't have confidence in him. He said that he was over 21 and would do as he pleased about orders and obeying them. Finn let him have it and said O.K. Harry then backed down and said he thought things were running well. He left with tears in his eyes. We were really mad.

After dinner and movies, "Wilson", which was excellent, Finn brought Ike in and they talked until 3 o'clock. Finn decided to replace Harry in aviation by Ike and Ike agreed that Harry was irresponsible and hopeless. It was decided Ike could be responsible to Finn and not allow Harry any authority. Lassiter had been in, in the afternoon, making more plans with Finn regarding the polar trip. Harry had indicated to Lassiter, that he thought Finn would turn the aviation program over to him, but Lassiter said he was crazy and he didn't want it. Lassiter is working on a new antenna for Kelsey. Nichols is getting in condition by long ski trips to Figure IV Mt. twice a day. I sent in "Women in Antarctic" story.

Friday, August 8, 1947

Awoke in time for lunch. Typed Dodson's report. Nichols began work on two geological abstracts. I typed up a justification for relieving Harry as head of aviation. Sig came in for a talk in the afternoon. Jennie was very sick with an upset stomach. Harcly Peterson wanted to go up to the aviation cache. Finn said, no! He didn't want Harcly near a crevassed glacier again. Harry appeared very friendly. Finn asked Kelsey to go over to Butler and ask that they stand-by the radio for the trail party. After dinner, we listened to a broadcast from the Falkland Islands and London. Freddie White gave regards to Ronne, etc. Lassiter spent the day on the antenna and got an 80 foot pole up straight. Chuck Adams came in and talked with Finn about flying stuff to the Plateau tomorrow. Nichols went over the trail gear and estimated weights with Finn. They discussed 3 or 4 man party. Bob suggested asking Butler for more dogs, that he thought it for the good of the expedition, to have a 4 man party. We got to bed fairly early around midnight.

Saturday, August 9, 1947

Awoke fairly early and straightened up the room. Lassiter worked on getting up the antenna. Bob spent most of the afternoon persuading Finn not to abandon Harry. Harry had talked to him much about how sorry he was of some things he had said and that it would be

better if we all were friends again. Bob told Harry he had done many things wrong and Harry agreed, perhaps he had, etc. Bob said Finn knew Harry had bitched about him at the British camp. Finn told Bob it was impossible to go on like this and he couldn't stand it any longer. Finn had a long talk with Ike about the organization of it and worked things out pretty well. Finn discussed with him about not piloting and he was very understanding. He said he disagreed with the Doctor and with Finn's reasoning about his piloting with only one eye and lack of depth perception, but as long as Finn had his mind made up that way, it was O.K. by him to act only as co-pilot. Adams was going to fly, but Harry didn't tell him the weather was O.K., so he felt he was between the two of them and didn't fly.

Latady was bothered with sinuses again and was in bed most of the day. We didn't get the trail party on the radio. After dinner, we had a movie, "Drums", then Tonkin, Tommy, David Jones, Lassiter, Adams, Smitty, Doug Mason, Sig, and later Andy came in for a chat and sandwiches, coffee, and ice cream. They didn't leave until around 2 o'clock. Harry was very sweet all day, but began getting morose at night. Harry approached Ike as to what they had decided and Ike said they were waiting for Harry's resignation. Harry said he would make it up today, but never did. He had also told Ike, he guessed he would be continued with the management of the Beechcraft.

Sunday, August 10, 1947

Awoke late and had breakfast in the Bunkhouse. Took Hassage's place as Mess cook so he could go to Red Rock Ridge with the British. Smitty became a father during the night, as Pansy had seven puppies, five males and two females. Later in the afternoon, she had one more, a female. Little Pansy, it was amazing. Chuck Adams decided to make a flight to the Plateau, but just as he left it clouded over, so he was forced to come back again. Finn and Bob skied out to Neny. The plane in landing got stuck in the slush ice, so the weasel went out and hauled her out. Lassiter fixed a new radio antenna for us and it is considerably better than the other one we had.

Lassiter and Adams came in for a cup of coffee and we played some bridge, after which Finn talked to them about the new plan for aviation. They felt it was the only thing that could be done and they would do anything they could to help the program within the limits of safety.

After dinner, at which Harry was very friendly, Finn called him and Ike in. Finn asked Harry, if he had any suggestions for making it a more peaceful group. Harry said, he thought he and Finn should start over again from the beginning. Finn said, he had already done that many times before and each week brought a new crisis with Harry and he could stand it no longer. Finn told him what he proposed to do and read him why he was relieving Harry. Harry still admitted he was disloyal, but said Finn was removing him from aviation when all the things Finn didn't like had happened in other fields. This, of course, is by no means completely true, but Finn let it go. Harry said he had come in with other suggestions, but as Finn had made up his

mind, he refused to argue any further and so far as he was concerned, he came down here as head of aviation and was not interested in any other camp work or Third-in-Command, so it was all or nothing for him. Finn said O.K. and Harry left. Ike said it was too bad, but that's the way he was, and only a few days ago, he had said the Beechcraft would be O.K. with him.

Monday, August 11, 1947

After Harry and Ike left last night, Lassiter came in and Finn told him the news. Lassiter stated again, that he had told Harry, that he would come down on this expedition under the same conditions, which Harry had said he was coming i.e. a regular Navy Commission and a promotion in rank. Of course, this had been misrepresentation, as nothing of the kind was ever discussed with Harry. Lassiter also said, Washington told him directly that he should go any place or do anything for the expedition and he was the judge of the two (himself and Adams) over safety.

When we awoke fairly early this morning, Harry, of course, had made no work list. Finn saw Latady's new picture book and found the two pictures with Jennie in the center had turned out, but Finn wasn't even in it and the third one hadn't turned out. At lunch, Jennie and Harry sat close by us and Harry particularly was very friendly. It was amusing in one way, but sad really to see what he had done to himself.

Don came in and spent quite a while discussing Harry with Finn. He had spent much time with Harry, had discussed with Ike and was glad to get Finn's side. He felt it was a case of personalities not getting along and felt if Finn could take over the aviation program, with the pilots as consultants, without Harry having to go through Ike, it would be more agreeable to Harry. There are, of course, many obvious things against this. Larry Fiske spent a long time chatting after dinner, then made up the weather report for NANA. Lassiter came in later saying Harry had taken Chinook for a walk past Hawkins and the two of them got into a fight. Everybody yelled for a gun and before the fellows could throw water on the fighting dogs Lassiter shot Hawkins in the leg. They put it in a splint and he is O.K. now. Ike came in and wanted Lassiter to give up all his guns, but Finn straightened it out. Harry asked to be night watchman and Finn agreed to it. The eight puppies are getting along fine and are husky little devils.

Tuesday, August 12, 1947

Butler came over for the afternoon telling Finn of the bad luck with the Oster's flying and how messages were mixed and confused in transmission and how angry the Governor was. He asked Finn to broadcast for 15 min. on Thursday to all the other British Bases. Received word Odum and Milton Reynolds were making a North and South Polar Flight soon and sent a message offering emergency assistance. Finn called an aviation conference with Ike, Lassiter,

Adams, and Latady, telling them of his change in Harry's job. They discussed the possibility of Harry's coming back to fly the Beechcraft and Finn told Bill if he could talk Harry into it well and good. Bill quite agreed with Finn, that Harry was temperamentally unfit for the job.

Butler came in for a few minutes while I was working up Sig's pemmican story. We then saw, "Are Husbands Necessary", and a repeat of "Its a Pleasure". Butler came in again for a few minutes afterward and it ended in a discussion on Harry. Butler thinks him quite impossible and making a dreadful ass of himself. He hasn't shown up all day today. Jennie took his meal at dinner into him. Finn bumped into him tonight in the Science Bldg. and he spoke friendly, as though nothing had happened. In the aviation discussion Lassiter tried to pin Ike down as to who would be flying the planes. Ike refused to be pinned down. Lassiter said he had no objection to flying with Ike and Ike said, "Well I can't see why you should, you're luck to get such a good man to fly with".

Wednesday, August 13, 1947

Today proved to be one of those rare beautiful days. Chuck Adams got the plane ready and took off for the Plateau. He found the fellows at the new met station, landed, and unloaded his cargo. He leaned down in front of the revolving propeller to pull on the plane's ski, slipped and fell into the upward revolving prop. Fortunately, he had a parka and a fur cap on to take most of the blow, but was cut badly enough on the head to receive four stitches after he returned to Base. They say another quarter of an inch and he would have had it. Lassiter took his place and flew an additional three loads up to the Plateau, making a total of four for today. Jimmy Robertson returned on the third trip plenty glad to get back. Finn, Smitty, Woody, and Nichols spent the morning shoveling snow on board ship. The puppies, all eight of them, are definitely growing and doing fine. The little devils. Harry had the nerve to ask Lassiter last night, to ask Finn if he, Harry, could go on the man-hauling trip with them. That's a good joke. Jennie is having little to say to us these days, but doing plenty of yelling with the fellows - dumb cluck. I wrote up Andy's article on tides and helped Finn decode a message from the State Dept. Bob Nichols was preparing to leave on a sledge trip with Butler tomorrow. They will go up Neny Glacier, Fjord, and Trough and be gone about ten days. Finn spoke to Ken about one of the Britishers accompanying Lassiter on a flight to find a good way across Neny Trough to the Weddell Sea. After dinner, Jimmy Robertson came in and talked about Harry with Finn. When Finn read him a partial list of things Harry had done wrong in aviation, Jimmy agreed Harry was a funny guy and hard to do business with. We found out Dodson and Peterson had been lost on the glacier for three hours before Peterson went down that crevasse, but had been afraid to admit it to Finn. Jimmy told us many interesting stories about his life as a mechanic.

Thursday, August 14, 1947

We awoke early and began work on Finn's radio talk for this afternoon. Jimmy Robertson was out early working on the plane. Lassiter and Dougie Mason took off at 12:45 for the flight to the Weddell Sea side. They had a beautiful day and were back at 3:45 after a very successful flight, finding new islands to the eastward. Dougie found a perfect route across. Ken Butler's sledge party left about 10:30, with Nichols and four dog teams. Latady went with them to take some pictures. The teams left Regie, Dick, Bob, and Ken by the glacier and came back while Finn was broadcasting. Latady said he got some very good pictures. During the afternoon, Hassage came in and gave Finn a typewritten piece of paper saying he had better not stay while Finn read it. It was his resignation, giving Harry's dismissal and his own emotions as the reason. Finn called him, after he protested it was no use. After Finn explained, and showed him in writing that Harry was still free to fly, if he close to do so, and a few other things which Hassage didn't know, Hassage said he felt like a damn fool and burned his resignation.

We rushed over to the British Camp for a quick tea and Finn made a good broadcast to the other British Bases. I said a very few words. The fellows arrived back from the trail, so we left. Hassage involved Harry and McLean in an argument, then got Lassiter and Robertson in on another one, proceeding all the time to make a damn fool of himself. Finn got Ike and talked it over with him. He went out and talked to Hassage and the two came back in. Hassage apologized and said he was sorry he had been so mixed up, that he understood a great many things now he didn't before. Finn suggested a weasel trip in a few days to Neny and Chuck said fine. Harry came to dinner and the movie, "Sing You Sinners" with Bing Crosby, but left before it was over. McLean sent Finn an open letter, which backed Finn in all he did. In my opinion, they are all a bunch of lunatics.

Friday, August 15, 1947

I wasn't feeling well and so awoke late yesterday. Woody and Jorge were out shoveling snow on the ship. Finn watched them for forty-five minutes through the glasses and saw Woody working hard, but Jorge spent the time inside the ship, finally, calling Woody, who also went inside. Finn decided to ski out and see what was going on. When Jorge saw Finn coming, he began to shovel and said how much they had accomplished. Finn went inside to find several cases of 10-in 1 opened, which had consumed their interest.

Chuck Adams flew the fifth load of material up to the weather station and saw the party starting down. John Tonkin came over to say the British plane would be allowed to fly with two pilots, and that he had received many messages from the other Bases thanking us for the radio talk. He asked Finn, if it would be all right to have the weasel tow some stuff out to Ken tomorrow. Finn said, yes, they could take 200 lb. on a sled towed behind. Tonkin left and Hassage came in. Finn called Ike and Fiske and asked Fiske to fix up a radio in the weasel and go along tomorrow. He was most agreeable. Hassage said his big mistake had done him a lot of good and he believed there would be no more trouble in camp, as Ike had things well under control. Hassage spent the evening in here. Peterson had given Ike and argument about giving

him weather and so Finn called them both in and explained things to Harcly, who said he would comply regardless of his personal feelings, he was with the expedition. Lassiter and Smith were working hard on preparations for their man-hauling trip, with the perros tomorrow, to Red Rock Ridge. Adams helped them get stuff ready, although he can't go because of his head injury. The trail party got in for dinner and Mac came in for several hours telling about the trip. He was most agreeable, but said they didn't like pemmican, the tents were bad, and the trail flags broke at the notch. He will write a report for Finn and a story for me. Found out they took a creosote can which bugged up the primus and took a case of E Rations to eat from the weather supplies.

Saturday, August 16, 1947

There is a slight indication Harry is working on Kelsey as a victim now. Finn will watch this. Kelsey hasn't been typing up the messages regularly. It was a beautiful day. Finn, Hassage, Tonkin, and Fiske left in the weasel at nine this morning. Lassiter, Jorge, and Smith also got off with the perros. I wrote some messages and read, "Little America", for a while. Sig and Chuck Adams came in for a little chat and coffee. Finn got back around five. They had an interesting and successful trip, but hauling the British stuff from one camp to another took three hours and prevented them from seeing the crevasses on the glacier. Hassage came in to discuss the trip with Finn. In his conversation, Hassage said someone in camp (Harry) had led him to believe that Finn knew two months ago, that the weasels wouldn't get a chance to go anywhere and he was just leading Hassage and Fiske on. They made it nicely today with Hassage, Fiske, Tonkin, and Finn ski-joring behind, from here to Neny Glacier in one hour and a half. There the three Britishers were making camp. Butson and Hassage went over to Nic, through a great deal of slush ice and struck a large lead on the way, bringing Nic and stuff left there over to the other camp. Then they took a trip up a certain distance, but did not get to the crevasses. Larry found some mollusk shells and tested his radio. They stopped back at the British camp and Butler promised to probe for crevasses on their trip. The British were loaded down with supplies and going very slowly.

After dinner we had a movie, not too good, "The End of the Road". All the fellows seem to be in good humor. Jimmy Robertson and Latady seem very interested in the trimetrogon. Mac hasn't done or said anything about the Harry situation. Harry came to dinner, but was not at the movie. Kevin Walton came out of Harry's room just before the movie began. Kelsey got contact with Lassiter who reported position half mile away from Red Rock Ridge. Perro team had fine get away, which was recorded with Lassiter's movie camera. When going over tidal crack by British camp, Lassiter was thrown flat on his face and the team ran away, with Smitty and Jorge no where near. McLeod, Tonkin, Woody, Peterson, and Fiske came in for some cake and ice cream. Sig butted into every conversation until it was embarrassing and disgusting.

Sunday, August 17, 1947

Another beautiful day, but we were up late because of late hour last night. Finn asked Mac to go after the two seals, they killed yesterday. He said tomorrow. Then Finn asked Bob and Art, but they said eight new harnesses had to be made first, for the dogs. This made Finn mad, so later in the day, he called Bob Dodson and Art in and gave them a bawling out, telling them all that had to be done to be ready to leave on the long trip by Sept. 1st. He said they would have to burn the midnight oil and there were other camp jobs that had to be done during the day. If they were to be ready, they would have to work from early to late and he didn't see how they could take time to go skiing or anything else. Finn was also mad at their not living solely on trail food, instead of breaking into E Rations. It was too bad Finn bawled them out, after getting back from a successful plateau trip, they just didn't understand it, but said they could get everything done.

Finn had Latady take quite a few pictures and movies of him with Kasco. Then Latady, Thompson, Art, Mac, Woody, and Hassage went for a skiing trip across to the other glacier. Ike came in for a chat in the afternoon, saying Woody wanted to stay down here for another year to take weather observations. Ike encouraged him, saying Finn would probably like the idea, giving him an opportunity to work on his plans some more. Andy came in late at night and said he thought Coast and Geodetic would also be interested in keeping up observations, as well. It might not be such a bad idea. Sig invited John Tonkin over to dinner when he came to borrow three pairs of crampons for Ken's party. The party didn't move today. They have been out four days and are only eleven miles away. Finn doesn't think, they will get anywhere and is half inclined to call Bob back to get ready for the trail.

Monday, August 18, 1947

Finn was up early and took a bunch of the fellows out to the ship to shovel snow. They worked hard all morning and did a good job. Woody approached Finn that he and Mac would like to stay down here together next year. Finn was non-committal. I washed clothes and straightened up here all morning. After lunch Finn and the rest went back to the ship, and Latady and Chuck flew on a photographic hop for camp pictures. The day was very misty to begin with but cleared beautifully around noon. The British plane was up and dropped the crampons to Ken. They received permission two days ago to fly with two pilots in the plane. Finn came back from the ship saying he had a talk with Larry about driving Jennie around in the weasel. Larry said she was his friend. Finn said he didn't care who she was, he didn't want her in the weasel and that was an order. Jennie walked back from the ship. Finn spoke to Mac about sledging down to the sound, for the weasel to follow, and then called a conference of Lassiter, Adams, Ike, Robertson, Latady and Hassage. They discussed all plans and decided that Hassage would finish the little generator tomorrow, begin to get the engines going on board ship Wednesday, Thursday they would remove material from the hole, Friday they would move boom, and Saturday and Sunday would take the planes off. Mac, Dodson, and Owen would leave Monday, or first day thereafter, for the trip going on through to operational base. Nichols and Walton would leave later and Mac probably would be flown back. This was so all personnel would be here to help with the planes.

Five or six days later Hassage, Fiske, and Smith would follow with weasel. The plan being made on the definite belief the sledge party could get over to Tricorn. It was a very good conference with everybody cooperating. Latady stayed later saying persons had persuaded Harry to come back into aviation, if Finn and Ike wanted him, them to state the conditions. Harry shouldn't come back if somebody has to persuade him, that's what happened with stopping him from returning on the Trepassey before. Bill said he understood, but that Harry either had to work for the expedition or move out of camp someplace where he wouldn't be around, as he was a bad morale factor. Finn agreed he was a bad moral factor, but that he would never again have any confidence in him as a pilot. It ended up whereby Finn would speak to Ike about it and discuss conditions upon which Harry would come back into aviation. Bill definitely didn't want to discuss the past and get into he said, that they said business, and was just interested in a happy peaceful settlement for the good of the expedition.

Tuesday, August 19, 1947

Awoke very late and did not feel well entire day, as I had a headache, probably have been indoors too much. It was a beautiful day, however. Finn spent morning on the ship. He got the harp back on the storeroom door and put 10 cases of 10-in-1 there for safe keeping. Chuck Hassage spoke to me about Larry Fiske's desires with the weasel. When Finn came back we spent an afternoon working and talking. Finn told Ike about Harry and asked Ike to handle his coming back to aviation, completely with the understanding he was to come back as a pilot on equal terms with the rest, no other commitments.

After dinner Finn had Hassage, and Smith (who with Lassiter and Jorge got back from the perro trip in mid-afternoon) in and discussed the weasel trip with them. Fiske said he had talked to Finn constantly about making the weasel a mobile radio and meteorological station. Finn got mad and said he was tired of people saying what he had said, and the he had said no such thing to Fiske, and he didn't like being accused of it. Fiske shut up. Smith was thrilled at the opportunity to go. They discussed plans and what to take and what they would do. All went out happy Fiske saying no hard feelings Commander

We saw a movie, "Something for the Boys", and then Lassiter and I worked on his story of aviation conditions in general and priming the L-5 for its first flight and later got the story out. Jim told us about his trip to Red Rock Ridge and how very much they enjoyed it and wanted to stay longer. He also told us Ike had spoken to Harry and he had been called in and that Ike told Harry in no uncertain terms, the conditions on which he would be taken back into the aviation program. Harry said nothing and Ike told him to think it over and give him his answer. Harry is in one hell of a position right now and must be plenty embarrassed about the whole thing. He had had everything anyone could want in his hands and blew it. Jennie went over to the British camp and made a cake which turned out to be a flop.

Wednesday, August 20, 1947

Awoke late. Bill came in to discuss pictures and Smitty came with a list of equipment on the weasel party. Lassiter came in with a rough draft of another story and wanted to know what arrangements could be made for him to buy the aviation equipment of the expedition, which Finn discussed with him. He then volunteered the information that Robertson said Latady said Harry had decided to come back into aviation. Funny, oh boy!

Bob Nichols came back from the British trail party. He had a fine time, thought our equipment, food, and tents superior to theirs, which differed from that of both Harry's and McClary's opinion. He said, Butler knew Harry's disposition and was most interested in our new plans and the news in camp since he left. Bob said, the British wasted time by having two cooks, their dogs fight easier than ours, the glacier was impossible for their teams, they were no where near as experienced as Finn, that Finn was making a long trip possible for them, they marveled at Finn's long trip last time, etc. Jennie and Harry did not come to chow. Jennie said to Sig that she will be in Ireland this time next year. Hassage's little generator is working and today he got the ship's engines working. Robertson worked on getting the planes ready. Other fellows were working on trail stuff. Kelsey is giving a lecture on radio tonight. There seems to be good feeling and everybody is working hard and enthusiastically to get out on the trail.

Thursday, August 21, 1947

Before lunch, Ken Butler came over to say the British Government had just purchased the sister ship to the Port of Beaumont. He discussed with Finn their findings at Neny and how impossible it would be for them to get over that way. Finn promised to use the weasel to transport their seals over the hill and Ken gave David Jones to us to work on the weasel starter, which has broken down. He stayed for lunch and then came back and asked Finn about possibility of Don's going and said he would send their doctor over to give his medical opinion and that he would like to know who was going as soon as possible. Finn said he hated to send Mac, because of his past attitude, but that he was a good worker. Finn asked Don to come in for a chat after Ken left, but Don was working in the Science Bldg. Fifteen minutes later Dick Butson came in to say that in his honest opinion, he was afraid it was dangerous to count on Don for a long trip, that anything might happen and he was jeopardizing his life and the life of the others, and that it might be a question of making it or not making it. He said he was in an awkward position, that he knew Don was more keen to go than he was, but on the other hand, he could not say that Ken had not wanted him (Dick) to go from the start. He said, they all liked Mac and got along with him fine and thought they would like to have him. Finn told him he understood and sympathized how he felt about this, but it was entirely up to the two doctors and to Ken to decide and it was out of Finn's hands. Bob Nichols came in as Dick was leaving and said later, he believed definitely the British wanted Dick to go and Mac to go and Ken would press for that and was not telling Finn the whole story. Bob also talked about the fact he wanted to lead his own party of four, but that neither he, nor Dodson, would be ready by Monday. A few

words back and forth, all old stuff, and Don came in for a chat, just social conversation. We went in for dinner. Tonkin was there, asked by Fiske. After dinner, the men went out to the ship, because Hassage had taken four hours to get the thing started, and they wanted to utilize his work, instead of wasting it, to take the weasel and aircraft equipment off. When they got there the hose or something broke, so they couldn't do anything, anyway. In the moonlight, Harry came up to Finn and said there were only 44 drums of gas on the ship. This must mean all the gas was not brought down. Harry hasn't the vaguest idea of what is going on, or at least, certainly, has never told Finn.

When they got back, Ike, Bob, and Finn had a talk about how to arrange this trail business, in view of the Don situation. Ike thought the British were conniving, which they are in a way. Don was called in and told. He understood it was not Finn's fault and was disappointed, but decided to fight for it and would have a talk by going over there by sled tomorrow. He sent two telegrams to doctors in the States last night. He really wants to go badly. All plans are being held up until this issue is decided.

Received a wire from Aunt Merriel today saying Aunt Nannie had died August 1st. I was very sorry to hear this and sorry I did not get her a message off before this. She was a nice old lady, but her days were over and she is now at rest. She didn't have too happy a life, I guess, and in later years, I certainly didn't do very much to help her, but I knew she loved me very much. Life and circumstances are odd things. God let her rest in peace, she was about seventy-five.

This was another good weather day with everything out-of-doors full of ice frost. 20 below tonight.

Friday, August 22, 1947

Awoke late and found that Hassage had been working all morning to get the ship's engines going. The day was dull and cloudy, typical weather. David Jones and Larry worked on the weasel starter. David stayed for lunch. Lassiter worked on antennas and the rest on the ship, or doing trail work. Finn coded a message for the State Department. Bob Nichols gave me the second geological paper and then took my picture with Kasco. Don went over to the British camp sitting on a sled to argue his case. Finn, Bob, and some others went out to the ship. The second weasel came off and then it hauled two tractor sleds full of coal into the beach. After Don came back, he came in, after the movie with Dennis Morgan and Ann Sheridan. Ike and Nic were here. Finn asked Don about his conversation. He said the British had just about made up their mind not to take him because of his injury, which theory he did not agree with, but they would await answers to his N.Y. telegrams before the final decision. Don offered the suggestion that Art go with the British and he be flown down to Operational Base to join Bob. Bob agreed to this, but Finn believed the situation too complicated, and as Butson would go on the British party, it would leave this camp without a doctor. Don was obviously discouraged and left soon. Ike and Bob talked a bit more. Ike wanted Finn to fight the British for Don. Finn said if it were

him instead of Don, he wouldn't want to feel he had forced himself on the British and he wouldn't be happy to go with them. Bob got out his two abstracts on geology to the American Geological Society, copies of which were sent to the Office of Naval Research.

Saturday, August 23, 1947

The day was a pretty cloudy one, but the fellows were out on the ship moving the boom aft. Lassiter and Adams worked on the V antenna to send radio photos. Finn went to see Ken about Don. Ken said his was a government outfit and he had to take his Doctor's decision, or if anything happened, he couldn't justify it to his superiors. Finn told him he agreed with him fully. Finn told Don all about it and Don certainly was angry with the British, believing they did not keep their word. Finn then called in Nichols, Ike, Bob, Art, and Mac telling them of Ken's decision on McLean and saying Mac would go with the British instead. Mac was pleased with this. Finn also told Art he stood a 50-50 chance of not going from the Operational Base across to Tricorn. Art understood. Finn cautioned them on weights and said no 10-in-1 could go, etc. Everybody was happy that the thing was finally settled. Bob began working on his map. I have been getting a lot of stories out, one on aviation, one on my first trip, bunkhouse affairs by Lassiter, one on the flights to plateau and south, one from Smitty and a couple of articles on the puppies. Finn spent the afternoon on figuring weights for the trail sledge and tractor parties. Sig has been working for three days on blocking pemmican. We have little traffic these days with Jennie and Harry. Have noticed they have become good friends with Jorge and are working on Kelsey. Had movies at night, "The Texans" and "The Young at Heart", both very good. John was over and seemed most affable. Ken was busy and could not come. We got to bed around one o'clock. Bob Nichols assures Finn the party will get beyond Tricorn, but he is really going to get a surprise for the little he knows about the trail - hope he reaches it.

Sunday, August 24, 1947

Awoke late and found out I was Assistant Mess Cook. It was the first Sunday for quite a while that hasn't been a good day. The fellows all worked around the Bunkhouse, rather than the ship. The fellows going on the trail were lining up their gear. Nichols wanted Finn to work on the sled. Finn wouldn't do it. Mac worked on the sled and felt someone going on the trail should be helping him to learn what goes on. Finn agreed with this 100%. Bob Nichols was working on maps. Finn went through the pictures with Latady to pick out some to send by radio photo. Finn didn't see any good ones out the 190 he has taken and then saw Latady's nice album of his own all labeled in printing. This made Finn angry, because everyone on the expedition was getting better pictures than the expedition. Bill felt hurt about it and said the graflex was too heavy to carry around. Finn told him not to take any more pictures of Jennie. He said O.K. Pete answered Finn back, when Finn asked him to bring his cosmic ray equipment out of the snow drift. Finn was so mad at him he almost hit him. Jorge tried to persuade me to get Finn to go back to Valparaiso by promising publicity, great welcoming, and paying for a pilot up the

Chilean canal. He said Don had sent his application to Columbia. Kelsey tried the contact for radio photo but didn't get through. He didn't get a WEK contact either and hasn't for two nights. Ike was in for a chat; Hassage wrote a good poem and Smitty brought in a good article. We went to bed early.

Monday, August 25, 1947

Awoke late and read most of the day. The fellows worked on the ship and rigged the boom, but by lunch time a blow set in and so work had to cease. Finn talked to the two Bobs about cutting down some weight on the sleds. They were busily working on getting gear ready. Finn spoke to Latady about how few pictures the expedition had and he felt hurt. Finn said no need too, just get some more. Smitty came in the afternoon for a chat and said Harry didn't want Jennie taking care of the puppies as it might cause trouble. Jennie wanted to care for them, but Harry wouldn't let her. I offered to help, but Smitty felt it would be interpreted wrong and I agreed. He realized I was willing. Finn said give two bitches and two males to the British and tend the rest until Smitty leaves. Smitty felt McClary would help. Smitty was angry with Sig for thinning out milk. Smitty said he agreed with Finn's decisions concerning Harry and he thought Harry was nice to talk to, but impossible to work with - just like every other rich man's son, he said. After dinner, Bill took pictures in here of the scientific group. Finn, Pete, Don, the two Bobs, Fiske, Ike and Latady, then pictures of Finn, Ike and Bob. Don McLean gave a lengthy lecture on First Aid. Hassage came in for a chat after it was over.

Tuesday, August 26, 1947

Awoke late. Finn worked on memorandum to Nichols governing trail party. I worked on NANA article. Found out my flying article had been published in New York Times. Lowell Thomas sent a message and wanted a broadcast from us. The fellows on board ship got one wing off the ship, but it began to snow and blow, so they had to quit around lunch time. After lunch, it cleared beautifully and the sun came out, so they went back to the ship to do more. Finn went out to take some pictures. Lassiter and Adams were busy working on the antennas as were they yesterday, too. Things are going pretty well in camp now, and Nichols feels he will be able to get off by Friday. Found out from Kelsey that when Harry was on night watch, he asked Kelsey to let him know if an article went out on my flying and if so, he would make trouble, that he knew Admiral Byrd. Kelsey said, yes, he would, but Kelsey picked up a message today which said my flight story had been published in the N.Y. Times and brought it to Finn, revealing Harry's story. We had a nice chat with Kelsey, who indicated he still thought something mentally was wrong with Harry and what a completely odd character he was. Kelsey is 100% O.K.

At dinner, Finn told the fellows about the successful publicity which we have had stateside. Bob Nichols and Ike were in discussing Sig's food situation and digging problem, and the trail party, and what they could expect from the planes, etc. We had a movie, "Double

Wedding”, with William Powell and Myrna Loy, with one reel of, “Dark Victory”, with Bette Davis, and ice cream afterwards. We went to bed immediately thereafter.

Thursday, August 28, 1947

The fellows brought the Beechcraft in on the island towed by the weasel. They spent the day leveling her and anchoring the plane down. She certainly does look fine, right outside our window. The British plane flew down to the Sound today seeing the conditions, and found the ice good but gigantic bergs in front of the ice wall barrier. When they came back and landed, the wind suddenly changed to tip them up on a wing. Tommy jumped out and pulled the plane right again and no harm was done. Smitty informed Finn five of the new male puppies had frozen to death under the floor. Finn ordered Dodson to get rid of three of the perros, which he did.

The trail people were working like mad all day. Bill took indoor movies of Sig making pemmican and me wrapping it. I typed some medical notes for Don McLean and then Nichol’s memo. After dinner, Butler came over and he and Finn made up a memo for Woody and McLean. Butler brought an answer to Finn’s letter defining a suggestion of how to deal with the geographical naming, which Finn said was fine. We had a movie, “Broadway Melody,” and then Ike, two Bobs, Ken, John, Kevin, and Art came in for a chat. Kevin suggested John go out with them for a few days and McClary go, as well. McClary was brought in and it was arranged. The party broke up early as everyone was tired. They tried to press Finn for a day’s grace to leave Saturday, but Finn said, “No, Friday.” Got an answer from my aunt on the rhombic measurements. Finn and I plan to go to Red Rock Ridge with the sledge party on Ken’s team. Finn got some more blue windproof material back from Fiske, other than the five feet, Fiske had returned originally. Fiske said he had saved it for a patch to send with the trail party, but it was more likely he intended to make something out of it.

Friday, August 29, 1947

Finn found the generator going this morning after he told Ike to keep it off, and solely, because Smitty was tracing a map of the route over the Plateau for Nichols, a 7 ½ kW generator running against Ike and Finn’s wishes just for one light. Finn was really angry. To top it off, Nick went over to the British camp to take a bath, then was constantly trying to persuade Finn to postpone their departure until tomorrow. Ken came over and suggested a postponement, but Finn said he wanted to get them off today. Finally, Kevin Walton came over while Finn and Bob were having a great argument about Finn’s failure to face realities, even though’ he had told them three months ago to get ready. Kevin worked on Finn and finally, Finn said OK - wait until tomorrow but let’s get the picture taken today. Around two o’clock, both teams were out in front fully loaded and much photographed by Bill and others. They were taken for a run out to Neny and back. There was much fog, so that the background will be dull in the pictures. Ken came in for some coffee and a chat. Lassiter and Adams spent the day trying to raise the antenna on top of

the Science Building. The thing buckled twice, just before they got it up. Bill caught pictures of it the first time. The fellows were pretty much disgusted. Hassage finished all his work on the ship and brought the batteries back. Previously, he had slipped down a ladder on the ship, with a large battery in hand, which glanced his nose and crashed to the floor. Ike, thinking he had gotten battery acid in his eyes, threw a shovel of snow in his face. Peterson did a good job as Mess Cook and a fine job of helping the trail parties out. Robertson and Ike had a big fight over the assembling of the Norseman plane. Ike told Jimmy off in no uncertain terms and told him if he didn't work, he could go to the Debenham's and live. Robertson was friendly enough and helped Lassiter and Adams. We spent the evening getting Sig's pemmican recipe off to NANA while Nichols looked at the flight pictures over his area. Bill took a portrait picture of Finn and Sig. Harry worked hard all day but still maintains a nasty attitude.

Saturday, August 30, 1947

The trail party departed in full glory this morning at 9:00 am. Finn and I went to the British Base to see the supporting team and Kevin's team off and said good-bye to Bob. We had a cup of tea with Ken and got back about 10:30. Harry came in while we were there and was very surprised to see us. He evidently came back to the Bunkhouse and announced it to start some trouble. Lassiter and Adams worked all day on the antennas and finally got the pole up. Although the day cleared from the foggy morning departure of the sledge party, it was still not good enough weather for the British to fly Woody up to the Plateau. Robertson, after talking with Finn last night, went out to the ship to work on the Norseman. Harry was working on the Beechcraft and mentioned to Finn his concern about keeping the snow out of it. I worked all day on writing articles of getting the planes off and naming them, and the departure of the trail party. Kelsey had a good contact with them at 8 o'clock and they reported to be 12 miles away at Refuge Island, in back of Red Rock Ridge. We had dinner, Tommy and David were guests of Lassiter and Adams, then a movie, "This Side of Heaven", and the four above came in for a chat and snack. We talked about the British economic crisis and Sig butted in as usual, making the two Britishers quite antagonistic toward him. Dave then told us a number of interesting things about the German concentration camp and it was quite surprising to hear him tell of the fairly good treatment in a very matter-of-fact way. Harry and Jennie were not at the movie and didn't seem to be in their room. We could only think that they were over talking to Ken Butler.

Sunday, August 31, 1947

Awoke late and had breakfast around one o'clock in the Main Bunkhouse. Lassiter went for a dog sled ride with Dick Butson. Jennie was sick. Harry was most amiable and friendly, started to direct his story about Larry getting the cadet aviation exams, to us. I read Ellsworth's book, which is about the poorest excuse for a book I have ever read. Ike came in for a chat, followed by Larry Fiske. The two of them had a discussion on navigation and differed radically, Ike claiming Larry knows nothing about it. Harry came in with a map for Finn, all sweetness and

light. Said a few words, then left. Sig came in to join the group and we had some coffee. Around 4:30, Mac came in suddenly saying Jeff, one of John's best dogs, had his paw pad pulled off in a dog fight at noon today and they had to come back. He said the ice was extremely thin and the going tough, that all nine of John's team fell into the water and had to be hauled out. Nichols, on coming to their aid without skis, broke through the ice and fell in up to his neck. He changed clothes and had lunch and on they went. We went over to the British camp for dinner and Jeff, the dog, was just coming out of the ether. John said, Kevin didn't like our pemmican and that Mac did like theirs; Mac already said he did not like ours. John said, Mac was the perfect tent mate. We listened to Kelsey on the radio to the trail and found out they had make only seven miles and that the going was very bad, that the sledges bogged down every 100 yards. John said, it took them a long time to get ready in the morning, but that they would shake down. We had a pleasant dinner and chat, but I felt, definitely, some of the Britishers censored Finn for some of his doings and attitude in the way they made some statements. People are funny.

Monday, September 1, 1947

I read most of day. Adams and Robertson worked on Norseman to get the wings on. Lassiter worked on antennas. Bad flying day, so Woody didn't leave. Got contact with Nichols who reported a broken runner, with which he could make Mid-way camp. Bad visibility prevented them from going more than four miles. Bill took a portrait picture of me in parka.

Tuesday, September 2, 1947

Fairly good visibility and the British plane flew some stuff to weather station. Second flight took Woody, but surface wind prevented them from landing and so he came back. Lassiter in bad mood, because Adams was taken from him, worked on antenna. Adams and Robertson repaired Base weasel and towed Norseman onto Island from ship. The three planes were all anchored here now, certainly looks like a small airport. Harry worked on maps. Mac and Wood did practically nothing. I wrote messages to Lowell Thomas and another dog story. Hassage, Smith, and Fiske prepared for trip in weasel. That rat Jorge cut our direct lighting line during the night. Finn forced Kelsey to tell on him. Kelsey said it was a childish trick, which he could not stop. Finn was furious, but promised not to say anything revealing Kelsey had told. Jimmy and Chuck Adams came in for some coffee. After the movie, "Spirit of Culver", Ike and Robertson came in for bacon sandwiches and coffee. There was no contact with Nichols party tonight, but the British plane saw them proceeding nicely down the coast.

Wednesday, September 3, 1947

Finn went out around ten o'clock to help Lassiter on antennas. Found him sitting by fire in bad humor. Finn and he started to work and found out that Mac had told Lassiter he would not work with him and he would tell him why later. He and Finn worked together all day and got the antenna finished. Adams and Robertson brought in two sled loads of aviation equipment from the ship. Wood started to take down the rhombic, but stopped before he completed the job. Harry came in after a red typewriter ribbon, which I gave him. Hassage came in for some coffee in the afternoon and chatted. Some of the fellows found out that three perros had been killed and started to bitch. I finished reading Lincoln Ellsworth's silly book. Kel got contact with Nichols, who said they went six miles yesterday, but were held in tent today by storm. Said ice was 1 to 2 feet thick in some places, other 2 inches thick over some 20 foot leads and that they were traveling ½ mile from coastal ice cliff and that the weasel shouldn't go over this thin ice. The stove went out so we went to bed early.

Thursday, September 4, 1947

Up early and cleaned up. Finn made a box for the old Witte generator to be taken back. It was a bad day still snowing in the morning and blowing hard in the afternoon. The fellows cleaned off about 6 inches of snow from the airplane wings. Some coal was brought up from the pile. Ike came in for a chat and Sig was in off and on. Ike was still irritated that Jimmy Robertson wouldn't let others help him on fixing up the planes. The two Jimmies came in to discuss the Odum flight, afraid Odum would get our pictures of the coastline. Ike said, the only thing to do was to beat them to the draw, get the planes fixed and take the flight. Finn asked Jimmy if the Nordun boys could help him with the plane. Jimmy Robertson said I guess so. With Odum there are to be five scientists and five reporters. They are to leave a week from yesterday and be gone three to five days, landing in Argentina or Chile. We had a movie at night, "Bluebeard's Eighth Wife". Had a ham sandwich and went to bed early. Finn says Latady has some good pictures now. Tommy and David, the British mechanic, hang around Jennie all the time. They pay little attention to us, almost to the point of being rude. Butler and Tonkin hardly ever come over to the movies anymore. They, no doubt, are busy with their own preparations. No word from the trail party tonight at all.

Friday, September 5, 1947

Up early but didn't feel well, seem to have a cold, ache all over, but maybe its sinuses. Sig over slept which made Finn unhappy. The two Jimmies, Ike, and Adams started work right away on the Norseman. Finn worked around here cleaning the roof of snow, etc. Harry asked Finn if he could get Butler to start working on the radio altimeter. Finn said sure. Harry happily ran over there. Mac was there most of morning, I think. Lassiter warned Finn a few days ago to

be ware of Don McLean. He is pretty sour these days, I guess. Jorge claims to have found the 22 caliber pistol missing from Nichols sled, in the snow. Fiske was with him. They say Kasco had it. Finn mentioned something about the FBI finding it yesterday, so it was a hot gun.

After lunch, Finn and I skied out to the ship with Kasco., He is really getting to be a devil now. I had him in here for a while and he chewed everything in sight and got himself filthy dirty. The aviation gang worked hard all day. The two Jimmies seem to be getting along fine together. They all came in for a cup of coffee in the late afternoon. We had dinner late and while at dinner, Kelsey got contact with the trail party bringing the message to Finn that Nichols was turning back and returning to Base, that the dogs would never cross the southern part of the plateau. Ike and Finn were most disturbed about this change in plans. The two Jimmies came in to suggest that they fly them out, or do everything by plane. The best suggestion to Finn was to fly two men and nine dogs over to Cape Keeler and let them go down the Weddell Coast. Robertson said the Norseman would be ready to fly on Sunday, if not tomorrow. We were up late, conferring and talking. Lassiter said Owen was the best man of the lot. Hassage was concerned about the weasel. Finn said get it ready to try and meet the trail party coming back on Sunday and see conditions for yourself.

Saturday, September 8, 1947

Finn was up before 8 a.m. this morning and went in to hear Ike call the fellows. Ike said "Hassage get up Robertson is up", then "Robertson get up Hassage is up". Lassiter called Robertson several times to no avail, finally he said, "Ah heck, I have too much at stake to let that guy sleep, come on Robertson get up this minute". By nine o'clock Robertson, Lassiter, Adams and Butler were out working on the plane. It was a beautiful sunny day with a little wind and a temperature of -22 degrees. Before long, Butler started to remove the radio altimeter. Harry and he worked on it and apparently were in Lassiter's way, so he quit working altogether and spent the day in his bunk. Adams worked on repairing trail runners for Nichols. Woody, mess cook, attempted to fly to top in British plane, but wind was too strong. Mac did nothing. Butler stayed for lunch. Finn and I spent day working on book. Tonkin and Butler came over for dinner, after which we had a movie, a repeat, "The House on 92nd Street", and then chatted in here. Robertson accomplished much work on the Norseman and Butler got the radio altimeter out. Hassage prepared to leave in the weasel tomorrow. Butler and Tonkin expressed regret that Nichols was returning. There was no radio contact with Nichols tonight. Finn caught Fiske opening the box of a new vibrator, which he stopped immediately.

Sunday, September 7, 1947

Awoke late and had breakfast in shack. I wrote story for the Potomac Appalachian Trail Club. Hassage, Smitty, and Fiske left around 10:00 on trail trip with weasel. An hour or so later, a strong wind came up and continued for rest of the day, so they are probably getting a good

indoctrination. Robertson came in and gave me his article on "Mechanic's Work Done on L-5" and then talked to Finn at length about future aviation plans, needed gasoline to be flown, distances and weights etc. He certainly knows his stuff. Nichols didn't come on radio tonight, but Fiske sent message the weasel party was camped a half mile from sealing berg around Neny and was weathered in.

Monday, September 8, 1947

Spent day working. In the afternoon about 4 o'clock, Hassage came in saying the Nichols party was on its way back. Larry Fiske was sick in the stomach and lungs, so Hassage who wanted to go on, decided to come back after talking to Nichols, who said it was impossible to get down there. Hassage brought one of Nichols' sleds back. Nichols came in ½ to an hour later to tell Finn the story.

He said they could have made advanced base, but Kevin wanted to come back and reorganize the party and train our dogs better. Kevin and his sled went through the ice and fell in the water. Bob also fell in the second time. They were in water in their tent while camping. Bob didn't want to come back. After more difficulty, Kevin insisted the dogs would not make the complete trip. Bob consulted the rest and made the decision to come back and sent Finn the message, not wanting to have a long discussion with Finn over the radio. On the way back, they made good mileage, but decided they couldn't even make the Weddell Coast and decided what they would do, was a geological trip down the Sound. They also made an agreement that the four of them would stick together and no three would go out without the others. Finn presented his new ideas of flying the three to Cape Rymill. Bob said sell it to the boys and it is O.K. by me.

After dinner, Finn called the four in plus Ike and outlined the plans. They were all interested, but insisted that Art had to go. Finn said it was impossible for 21 dogs to carry four men. Finn asked the two Bobs and Kevin each if he wanted to go on a three man party. Each man said, no! Finn said, then this is an ultimatum. They said, no, not exactly. Kevin apologized. We had some hot chocolate and they left, except Bob Nichols, who argued with Finn a bit. Finn then discussed with Ike, how to answer the letter he received from Harry to be given the Beech. Ike said, no! Not exclusively!. Finn agreed with him.

Aviation worked on planes. Robertson is having trouble with tiller on flaps. Butler worked with Ike on getting radio compass out of Beech.

Tuesday, September 9, 1947

Bob came in before I was up and stayed until lunch going round and round about three and four man party. Bob said, safety, assistant, Finn said, 21 dogs, agreement, and cited Knowles 3 man geological party on USAS Expedition, etc. Bob said the others would not go if Finn asked them, but suggested Finn talk to Dodson. Finn called Dodson in after lunch, to ask him if he would go on a three man party. Bob was very nasty to Finn. Finn said, I think your

father (Finn's former Navy boss, Capt. Harry Dodson, who suggested his son go on the expedition) will be greatly disappointed with you. Bob said I don't think he will, I'll stick to Nichols because I can't see Art Owen sitting around here. Finn was furious and told him to leave. Bob Nichols came in again and argued. Finn kept saying 21 dogs will not take four men. Bob suggested a compromise to avoid an impasse. Finn said it was ridiculous and Bob was making the impasse himself.

At dinner I got furious with Jorge for mimicking Finn when Finn asked for a harp, and I told Jorge he was not funny. Everyone was most surprised including me, as I did not usually enter into controversies, but that kid got to me. After dinner, Bob, Ike, and Finn started talking again. Bob told Finn he hadn't given him an opportunity to do geology. Finn was furious, having presented him with every possible opportunity and pointed out in the early days, he had come on the beach many a morning at 10 o'clock to find Bob sleeping. Bob said you mean I'm inefficient, got furious and walked out saying, "I will never lead your three man party". He banged doors and knocked over chairs in the Bunkhouse, he was so mad. Sig came in and the four of us bemoaned the state of affairs. We all felt pretty sorry for ourselves. Ike did not agree with Nichols, saying you had to have a roof over your head first. Went to bed late, tired and disgusted. Fellows worked hard today on plane again. Harry was in bed yesterday with infection in leg, but around today. McLean came in to say Nichols had bad hands and needed help on trail. Finn thanked him for the information. Woody left for Plateau station either today or yesterday.

Wednesday, September 10, 1947

Butler came over early this morning to talk to Finn about future plans. He felt, if Finn went down coast they shouldn't, and suggested a four man combined party - British-American with the three best British dog teams to Tricorn. From there an American Party south. One of their teams was ours and our responsibility. They would wait at Tricorn for the American party and travel back together. All other previous agreements to be the same. Butler said he had told Kevin, he had his chance and muffed it, so to be content with that. He understood about the agreement and thought it impossible. He told Finn to think it over, he'd be back after lunch. Finn talked to Ike and when Butler came back, they fell to work planning on the weights to be supplied at two caches on way down by planes.

In late afternoon the Norseman with Lassiter and Ike took off on its test hop. They had trouble getting the skis loose, but once they were, her performance was perfect. Adams, Robertson, and Harry came in for coffee as Ken left. Before dinner Finn called in Mac, outlined the plans for him and he was delighted. He asked for Owen. Finn said find out how much he had to do with the famous agreement and let me know later. Bob Nichols caught me at dinner, asking if Finn would agree to send Art, when Bob needed him for geology. I said it is too late Bob, Finn has made other plans, which I think are better for the expedition. He said that was fine, he was sorry he had gotten mad. I said Finn would never stand for their agreement, that Finn knew the trail, and he didn't, and that Finn was the leader. Bob came in to our shack after

dinner and Finn said it was too late, he had given Bob the opportunity, but he didn't take it and that he had made better plans which he couldn't break and Bob would have his opportunity, also, to do what he could. Bob begged Finn not to leave Art out as he had a moral responsibility for him. Finn asked how much Art had to do with the agreement. Nichols said O with the ring removed. Finn said nothing about his plans for Art, but told Bob about the Weddell Coast plans. Bob asked Finn to sleep on his compromise, that he was interested in the Coast, he could leave in two days and lead it with three men, but that the Sound plans for him and Dodson were also wonderful and to have a dog team instead of man-hauling would be wonderful. Hassage and the weasel would be a help, but Hassage wasn't interested in geology. Bob pleaded again for Art Owen and Kevin Walton on moral responsibility before he left. Mac came in saying, he had talked to Art, who was more or less forced into the agreement. Finn called Art in and told him the story. Art was thrilled to death about it, and both men told Finn how much they appreciated the opportunity and promised to do a good job for him and Mac promised to write a good report. As soon as they left, Bob came rushing in saying how wonderful it was, Finn had the best two men in camp, and he was pleased with his trip too, and once again, pleaded for Kevin Walton and asked me to speak to Finn about it. Robertson, Sig, and Ike had coffee with us and we discussed the day's events, everyone happy at what had transpired. Finn asked Ike to handle the Harry situation and he said he would. Ike could see no reason why Kevin should go down the Sound with Nichols' party.

Thursday, September 11, 1947

Received a telegram this morning from Kasco telling of Odum's flight coming over here and would drop dog food to us, and have a three way NBC Broadcast. Finn told Bob Nichols not to say anything about Kevin's going down. Bob went over and had a talk with Kevin and found out that he was perfectly satisfied to stay around here and do survey work, which is what he was sent down to do, so Bob didn't feel he had too much of an obligation to him anymore. Bob came in to discuss his plans with Finn. He wanted as his second choice Don McLean. Finn wanted Smitty, because of his obligation to give Smitty a trip and felt Don would not be ready to go. They argued and Finn said Smitty and Hassage should go with the weasel. Finn called Smitty, Hassage, and Dodson in. Hassage said he didn't want to go, because he felt he could be of more use to Finn here at the Base, than running around trying to help Nichols. Finn agreed to this and Chuck left. Finn offered the trip with Nichols to Smitty. Nichols interrupted to tell Smitty, Kevin was his first choice, McLean his second, but he would be glad to have Smitty. Smitty said thanks, I guess there is no one else, so you have to take me. Smitty really lit into Nichols, saying he had gotten everything he wanted and had not produced, that Smitty felt he had been considered well for the trail on the Ship, but the mere suggestion of his being a trail man now seemed absurd; he said he felt it was an accumulation of things over a period of time, and what started it was Bob's asking Smitty the other night, if Finn had asked him to make the Weddell Sea trip, as Finn would take any three trail men now. Bob apologized for this statement. Smitty was almost crying and Finn suggested he think about it, before answering, so Smitty left. Finn told Bob he had been most undiplomatic about handling the situation, that last night he had

nothing, today he had a trail party with weasel support, but because he wanted more, both Hassage and Smith refused to go with him. Bob asked for plane support instead of the weasel. Finn said, no! They left on that.

The fellows, including Butler, worked on the Beech. Butler came to lunch and also dinner. Finn talked to Ike about the flights and about Harry. Latady asked Finn about Harry. Finn told him what he wanted and Bill said that was very fair. We got a message from Kasco concerning Odum flight publicity and NBC broadcast, which I answered. I also sent the Potomac Appalachian Trail Club story in. Finn told about the new plans at the table tonight. They are definitely better plans and everybody seems very happy about it.

Friday, September 12, 1947

Received a good message from Carl Eklund this morning. I slept late. After lunch, Finn had an aviation conference here. Ike argued most of the time and created confusion in everyone's mind, because he is keen on the polar flight and wants to take a chance on doing it first, which no one else wants to do. It was finally decided to use the L-5 and Norseman the first good day to set up the Tricorn Operational Base, leaving Fiske and Smitty there to man it. Smitty decided not to go with Nichols, but is thrilled to death to go to Advanced Base. When the weather people are there, trips will be made back and forth building a cache there. The L-5 and the British Oster will fly the Cape Keeler cache. As soon as the Beech is finished, she will fly the trimet over the Weddell Coast.

I went with Dodson and Nichols on a dog team seal trip this afternoon to Neny and the Figure Four, where we found a seal which Bob killed. We were out for a couple of hours and I saw first hand that Bob would never be a dog man. Both Bobs putter around too much. The dogs need training badly. Harry told Finn this morning, whatever he decided on Harry's note was O.K. by Harry. Nichols is very pleased with the plans and at dinner tonight Finn told Don he could go, which greatly pleased Bob and Don, so everyone in camp is now doing what they want to do and it is a very happy camp. It looks as though, if everything works out well, it will be a bang up program. The aviation group, consisting of, Ike, Lassiter, Adams, Tommy, and Ken, which was supposed to meet at the British camp met a deadlock and adjourned to our shack. The British wanted the Norseman to take the load of 19,000 pounds over to Cape Keeler. Finn wants to save a landing of the Norseman and conserve 87 octane gas. Butler understood this, but Tommy was rather obstinate. It was finally decided that on the first really perfect day, the L-5 with Adams and Smith, would fly with the loaded Norseman with Lassiter, Ike, and Fiske, to Pullen Island to establish the Advanced Base. If the day was only partially good, the Oster would fly to Cape Keeler with the Norseman, which would parachute the load to the landed Oster. It was left this way, hoping tomorrow would be a good day.

Saturday, September 13, 1947

I didn't feel well this morning and today was not favorable for flying, overcast, and slightly blowing. Lassiter worked on accumulating the loads for either flight. Smitty outlined the scientific work he would do at Advanced Base. Harry worked on the Beech, but Robertson didn't get up until noon. Bob came in about his plans and wants Don very much, but Finn says he must get out of camp if he wants a long trip, because he has to be back by December 15, because of the Bay Ice and Finn doesn't think they are qualified to go overland by Wordie Shelf Ice. Finn would not promise plane support, but would try to give all the support possible, if it was available. The point he stressed was that if Bob insisted in waiting for Don, he was doing so at the risk of cutting his own trip short. Harcly brought in a message to be sent in code to the Navy about the radio activity of a rock around here. Apparently Smitty found it testing the Geiger counter. Nichols doesn't know much about that geology and says it is only a small vein. Finn and I put the message in code and Finn asked the fellows to keep still about it. Finn asked Adams if he could drop a load for Bob Nichols at the head of the Sound. Chuck said, yes, but no more than 500 lb. Bob was brought in, told and Finn read him the rough draft of a memo about his departure, return, personnel, and support. Bob said fine, but suppose we can't get up to the Sound. Finn said go down there and find out, then worry about that. Bob said O.K., but I'll have to sell the idea to Bob Dodson. Finn, Adams, and I were flabbergasted. Finn said you don't have to sell the idea to anyone, if you don't like the plans, don't go that's all. After dinner Finn had Don, the two Bobs and Ike in here and read the memo, announcing so far as he was concerned that was it and the rest was entirely up to Bob Nichols. Bob wanted Don flown down. Finn promised nothing. As they were showing, "Love Letters" again, we took the opportunity to get some work done. Finn told Ike about parachuting stuff from the Norseman at Cape Keeler. Ike agreed, it was a good idea, and Finn went over to tell Butler, who was very please. Ken told Finn that he had a big argument with Kevin a couple of days ago and told him he had his chance and hadn't spoken to him since. Ken and he couldn't understand Bob Nichols and his inability to do anything for himself. I got a dog story out to Kasco land a story to NANA telling of Bob's return from the trail to reorganize. Sig was in for a while, but we went to bed early.

Sunday, September 14, 1947

We were up fairly early and had breakfast in the shack with a later breakfast around 10 o'clock in the Bunkhouse. Finn put Kasco in harness and had him pull Finn on skis. He is a strong little devil and works hard and seems to love it. He could actually pull Finn along on the level. I worked on an article of Nichol's return and the test hopping of the Norseman plane. Lassiter and Adams worked all day in the snow, loading the Norseman for the trip to Cape Keeler cache. They came in later and talked to Finn about the loads of the first and second flight to Pullen Island. They think with an Advanced Base as far south as Pullen is from here, they will be able to go to the Pole and back to this Base easily.

Sig had an argument with Don McLean about staying out of the galley and Don took two swings at him. Harry began talking to me this morning, when I was out watching Finn play with Kasco. He asked me if I would like to see the Beech and took me down and showed me through the plane. Most of the conversation was the same old stuff, of how he viewed the trimetrogon and flying the Beech situation, etc. We took it easy in the evening and listened to the radio from the States, Town Meeting of the Air, and all about news of the United Nations. Jorge came in with a long radio message typewritten in Spanish. Finn told him to limit it to 50 words and put it in English. He left without a word. Ken offered Kevin Walton and team to help Bob down the coast for three days. We went to bed fairly early.

Monday, September 15, 1947

Awoke fairly early and had breakfast in shack. Finn worked on loads for the first and second Norseman flight to Cape Poindexter. I worked on a draft of the agreement to be made with Ken for the Joint British-American Sledge Party. The aviation gang began working on the planes. The sun began to appear around eleven o'clock, as Bernard Stonehouse had predicted. Finn took some movies of Lassiter and Adams cleaning off the snow from the Norseman wings. Bill came out and took pictures of the preparations for the flight. Finn went over to see Ken after lunch and it was decided that the Oster would go up and take a look at the weather on the other side and if good, cruise around and wait for the Norseman by the weather station on the plateau. The Oster reported weather clearing, so after much ado about putting last minute stuff in, and Latady loaded down to the gills, the engine was turned over. Lassiter was pilot, Ike co-pilot all dressed up in polar kit. Robertson and Latady, with the baggage, hopped in the open side door. After being stopped on first attempt by being bogged down within fifteen feet, they started rapidly down the run way. Hassage had made weasel tracks all the way out to the ship, but the plane did not take off within this distance. As she continued to plow her way through virgin snow, everyone watching thought the heavily loaded plane would never leave the ground, although she did jump a few times. Lassiter rounded the end of the island before he managed to get off the ground. We listened to Terry on the radio, while Finn discussed the weights of the first flight to Cape Poindexter with Smitty, Adams, and Fiske. He told them to be ready to leave tomorrow, that if the Keeler cache was laid today, and there was good weather tomorrow, the first flight would take place to Poindexter. We heard Terry say the Oster was flying over Fleming Glacier. Then he kept asking Jim if he saw the Oster. Finn went over to the British camp. Harry and Jennie were having tea. Finn talked to Ken, listened to Jim on the radio, and got a promise from Ken that the Oster would take Nichols' stuff down the Sound, because the L-5 would remain at Pullen Island.

About 6:15 the Norseman taxied in. I went out to see them and Pete said they looked heavily loaded and wondered if they were able to dump the stuff out. I said, "oh, certainly"! When the fellows got out of the plane, we found out they never once saw the Oster plane, they didn't meet at the rendezvous, and they kept flying past Cape Keeler all the way to Cape Rymill, circled both places twice and came back to land in dense fog with 1400 lb. over load. Everyone said it was a perfect flight and were extremely enthusiastic about the Norseman's performance.

Terry kept calling and calling, but nothing has been heard from the Oster since going over Fleming glacier. Finn told Ike to get Butler. As Butler was on his way over, he bumped into Lassiter and Harry coming to see him. They all came in together. Finn called for Ike and asked Harry and Lassiter to wait until the three had finished discussing it. Ken said Harry told Tommy at the last minute there was a good landing place around Cape Rymill. Ken was obviously disgusted with this way of Harry's doing things. Finn told Butler everything was at his disposal, but suggested the L-5. Butler agreed with Adams and Dougie, but suggested getting a trailing antenna put on. Finn called Adams and Robertson. Both men said the L-5 didn't have the searching range and couldn't drop any gear because it couldn't carry any. Ike agreed that the Norseman was the plane to use, so Finn said get it ready. Robertson said he would patch it, unload it and get the antenna on. Adams would help him and Lassiter would sleep, so as to be the pilot tomorrow. Dougie, the British Doctor Butson, and David Jones the mechanic, would go along. Ken was his usual polite gracious self, but terribly worried and intended to stay up all night, keeping the radio schedule. The men got to work immediately.

Tuesday, September 16, 1947

Awoke very late. It was a miserable day, after having snowed hard and blown all night. Hassage, Ike, Robertson, and Adams were up working on the plane all night, until 5 a.m. this morning. Ken Butler got the radio fixed and rigged up a trailing antenna. The day was extremely bad, still snowing and ceiling zero, so no search for the missing plane could take place. Jorge and Don McLean were up all night too. Jorge did not get up until noon, when Don got him up and helped him with the dishes. After lunch the fellows started to work on the Beechcraft. Lassiter cleared the Norseman of snow in case the weather cleared up.

We did practically nothing around here. I typed some geological collecting notes for Nichols and wrote a story for Kasco, but little else. Ike came in for a cup of coffee and toast and he talked about how hopeless these young fellows were in taking orders and how Tommy had given the impression that he knew it all and wherever he was now, was paying for it. We had a movie, "The Lost Canyon", which was a cowboy picture. Later Finn caught Jorge, McLean, McClary, Robertson, and Hassage, in the galley making cocoa. He gave them hell! Later Don came in and Finn let him have it about breaking into cargo, whether or not they got extra coffee, tea, and cocoa. Finn said we would run out of food and the fellows would really bitch then. He said he could show invoices of all the needed food. The British didn't dare touch their supplies. Don admitted he had some of the apricot nectar and Finn said yes he knew that to be true and now it would not be available for Thanksgiving or Christmas.

Wednesday, September 17, 1947

Awoke early and had breakfast in here. The day was again a bad one with very poor visibility and winds. The planes could not take off. The fellows were out working on them,

particularly the Beechcraft. At times, the overcast showed signs of breaking and everyone prayed for clear skies, but in a matter of minutes, it clouded over again. Our thoughts were with the lost men and what has happened to them. They have 7 ½ lb. of food, or six rations, a two man tent and one sleeping bag. Pete came in and wanted to have a telephone line put in between here and the British camp. Finn said no, he could not see it. If they wanted to go over, go and take the exercise. Finn made up a memorandum to Bob Nichols, tying him down in what to do on his trail trip, so that Finn is covered as to his safety and in case he goes astray in not taking the proper precautions. Finn brought Ike and Bob in. They had the same kind of a discussion, if this happens, then we can't do so and so, and is it worth a week's geology, etc., etc. It all depends on the surfaces. He still wanted Don and another plane flight of supplies. Jorge continues to be hopeless. He does not serve us anymore, being absent every time we come to chow. Damn kid!!! Jennie said a cherrie good morning to Finn today. Surprise, things are picking up. I am becoming greatly concerned as to why we have not heard a thing from anyone in Beaumont for several months. Am trying to figure out what is up, particularly with Louis Keller.

Thursday, September 18, 1947

The Norseman plane took off early this morning at 7:15 with Lassiter pilot, Adams co-pilot, Dick Butson, David Jones, and Dougie Mason in the back. Finn was up to see them off. I got up shortly thereafter. It was a beautiful day, but the wind was blowing strong on the surface. After flying for two hours, they came back and landed over in front of the British camp. They said the ground was completely covered with clouds, mist, and fog over on the Weddell Sea side. They had a bumpy ride and had a hard time getting back because of the clouds. After lunch the L-5 plane went up to look at the weather and after an hour and a half, came back because of impossible visibility. Ike came in for a chat in the afternoon and said he had heard the Governor heard about the lost plane and had reported it to the papers. In the late afternoon, it looked as though it were clearing, so Finn went over to the British Camp and ordered the Norseman to fly again. Within 30 minutes, she came down after climbing 5,000 feet because of engine trouble and after seeing the visibility was still hopeless.

Ken came in and Finn spoke to him about releasing the news. Ken said he understood and would tell the Governor to say nothing until the plight of the flyers was discovered and would then give us priority on releasing the news. Ken was very worried, but still was not in favor of sending out a sledge team.

After dinner when Jorge continued not to serve us and proceeded to sit down at the table first, Finn called him in and gave him hell, told him he was a liar when he denied cutting our wiring and told him he had no more privileges of the expedition except to work. Then, he told him to leave. All of the fellows were depressed tonight as hope of getting to the plane dwindled. No one wanted a movie.

John Tonkin wanted to start tomorrow morning with a dog team. Butler came over and was terrified, excited, nervous, and depressed. He suggested sending the L-5 up tomorrow and if it was a good day, have the Norseman ready to take off. If it was bad on the other side, have the Norseman take Tonkin, Walton, and Owen to the top of plateau so they could man-haul to Bill's Gulch and Fleming Glacier, to report how high the ceiling was beneath the layer. Finn called in Art and he was eager to go. Finn also called in Kelsey and he promised to fix up two trail sets, one for the Norseman and one for the man-hauling party. Finn told Ken about Jorge and not letting him come over to the British Camp, which was fine with Ken.

Friday, September 19, 1947

The L-5 took off early this morning and Adams found a hole for the Norseman to go down under the cloud layer so he came back to report. Ike decided he wanted to go as co-pilot and Lassiter objected because he wanted Adams. Butler came over and asked Ike to stay because of his visibility; Adams would be more good, so Ike did. Jones didn't go either, because he stayed to help Jimmy Robertson get the Beech ready. The fellows were up for three hours and 45 minutes. They headed thirty miles out to sea and found a hole in the clouds and went down under. They saw perfectly, from Cape Joerg South to Cape Rymill, and covered every square inch finding no trace. When they got back the only thing left was Mobile Oil Bay and Fleming Glacier, both socked in. The next thing was to take a man-hauling party consisting of Tonkin, Dougie, and Owen to Cape Joerg and land them to head for Mobile Oil Bay. At 2:30 the Norseman took off on this flight. Harry was over by the plane as sour as heck. Jorge was pretending to help, but actually doing nothing. Apparently Hassage washed the lunch dishes and he also was sour, because he wasn't doing anything important. When Ken talked to the Governor last night, he asked that we not publish the information until something definite was known and then, he would promise that it would be released in our papers first. The plane deposited the three men at Cape Joerg and they began establishing camp right away. We listened in on the radio 6400 and heard all of the operations.

John was going to establish a base there and man-haul out from it, in every direction and when the area had been covered, move upward to another area. Lassiter landed safely back here and preparations were made to take the other party up to the plateau. The plateau weather station was standing by constantly, the plane and John were all working the same frequency and Terry was also working another Base, who was delivering Ken a message from the Governor. Ken sent an answer, telling the Governor of the constant operations of the American planes over the area and of the negative results to date. Also, told him he was in control of the ground and air search parties and that all search information was being broadcast to the Oster each time an operation started. The weather began to close in and it was already getting dark at 6:15, so the Norseman boys decided not to take off for the Plateau. On their way back from the last flight, they had a look at Fleming Glacier but saw nothing. Dinner was quiet except for Sig announcing that there would no longer be a permanent Mess Cook and explaining how he intended to do the dishes. Finn, in that connection, announced that Jorge had been relieved of all duties and no longer had

any privileges on the expedition. Jorge asked, "Why?" Finn said, "You know why." He said, "Well, the fellows don't know why." Don said, "I don't know anything about it," and looked at me. I stared him down. Mac looked at me and I stared him down. Finn told Jorge to slow down. After we came into the shack, Jorge came in and wanted to know why Finn treated him so. Finn let him have it full blast. He admitted to cutting the wiring, but said other people had also been implicated. He said he had more friends than Finn thought he had. I let him have it then. He said he had never been out with men before and he like to do childish tricks, etc. etc. Finn told him to go with the bitches and stay there, he was through with him and he had failed to take advantage of the opportunity offered him on the expedition.

Saturday, September 20, 1947

The weather was bad again this morning with partial sun, clouds, and a strong surface and upper wind. John radioed for the L-5 to land with some necessary articles for them and prepare to take local hops in that area. Lassiter thought he should fly the plane, but Chuck was obviously so disappointed, Lassiter didn't press the point and Chuck took off. After one and a half hours, he was forced to come back because of downdrafts and wind. Everywhere he flew he lost ground in the area and couldn't get to Cape Joerg. Harry certainly feels out of things these days and shows it. He runs around and tries to butt in and looks as though he is running things or busy working, but nobody pays any attention to him, whatsoever. Finn went over to talk to Butler about sending a team up Neny Trough, with the weasel for support. Within a few minutes the weasel was off for the trough with Hassage, Latady, and Butson. Finn asked Butler to ask the Governor for permission for Finn to release the story to Wheeler to hold, until the Governor sent him a message to release. It takes Wheeler four days to receive our material. Ken announced to John, three plans for tomorrow:

- 1) if weather good, send L-5 and Norseman with gas to land by John. L-5 to search in area with John at a stable base maintaining good radio contact. Dogs, Ken felt, were out.
- 2) if weather a bit bad, send Norseman with men and supplies.
- 3) if weather impossible, send party to plateau to start from there.

At chow, weasel party came back saying wind of 80 mph made visibility down Neny Trough impossible. Finn asked Ken and others to dinner and movies. Ken was in middle of dinner but decided on a movie, however, just then a message in code came in from the Governor. In the middle of the movie, "Delightfully Dangerous", Ken came in and he and Finn went into our shack. Ken said the Governor wanted to know if Finn could send news in code. Finn said, no, but it is going to a Government station. He also wanted to know if Wheeler could be counted on to hold stuff. Finn said he thought so. Then Ken muttered something about the Governor informing the Colonial Office. Finn suddenly thought that he would have the Governor recommend Lassiter and Adams highly for the regular Army and went in and told Lassiter who was very pleased.

Sunday, September 21, 1947

Things started off with a bitching bang this morning with Harry and Bill Latady coming in to see Finn about not knowing what was going on. Harry claimed he didn't want to get in this, in fact he wanted to stay clear of it, but he had been standing by for five days (which wasn't the truth) and didn't know what was going on. He wanted to get the Beech ready for flying, if he was going to fly it, and who would go, if the other planes were down. Finn said probably Bill and probably myself. Sig came rushing in saying, "Finn call in Ike", there has been much bitching out here and its been exaggerated, "call in Ike". Finn told them he had put everything at Butler's disposal and Harry and Bill claimed they didn't even know that. Finn said he would talk to Ken and have a general meeting. Finn went over to Ken and he said he would be over, but he became so busy, it was impossible.

Sig said later that Robertson began it by coming in with frozen hands, after trying to gas the L-5 without help, as everyone was over with the Norseman. He thought everyone should listen to Ike only. Ike came in with another story, saying that Lassiter wanted Adams to fly with him in the Norseman. Ike said the L-5 should go too and Adams should fly that and the two planes fly together. Lassiter went into Butler and Ken asked Ike to let the Norseman go alone without the L-5, as the weather wasn't good. After the Norseman got off, we heard John report the visibility 20 mi., with 5,000 foot ceiling approach through the Traffic Circle. Mac on plateau said wait 5 min. The Norseman was climbing then, 5 min. later they reported clouds moving in from the North. We heard that they were over the Traffic Circle. Then Ike had the generator turned off which had been running all night. Hassage didn't get up this morning either.

Just before lunch, Lassiter and Adams came back. They had deposited their load plus Kevin Walton. They flew back over Bill's Gulch, Neny Trough, and told Finn that they had given up hope of finding them, as they had covered everything. They thought it best to fly both planes over with gasoline and operate from there. At the lunch table, Harry put out a lot of stuff and unfortunately, Lassiter said to Harry he had given up hope. Harry, of course, will go straight over to Ken with it. Harry is starting a lot of this bravado stuff. Jennie spoke to me in the Machine Shop for the first time today, when I was looking at the puppies. The weather closed in and Lassiter and Adams couldn't fly NANA and the L-5 to Mobile Oil Bay. Ike came in and said it was Ken's fault, as Ike want it to go in the morning, then it would have been there. Sig told us in the evening that Lassiter was trying to persuade Latady to talk to Finn, about taking a surface party up on the Glacier. Latady said he thought men should be saved for the Beech, but he felt the search was disorganized. Ike in his room heard Bill and came out making a long loud speech in defense of Finn, saying the fellows had done nothing but bitch since arriving on the expedition. Finn knew this territory in and out better than any of them ever would, but that the fellows persecuted him, so they didn't give him a chance to tell them anything. He told them once again, Finn had turned all facilities over to Butler to run the search and if anyone was to blame it was him, who he believed to date had made three major mistakes, which he would tell him to his face anytime:

- 1) letting Tommy go so late with not more emergency food.
- 2) not sending out a surface party as Finn suggested the first night.

3) not sending the L-5 with the Norseman this morning.

Jennie, Latady, Lassiter, Jorge, McLean, Smith, Hassage, Nichols, and Dodson all heard him. Butler was over for dinner. Finn told him, we had to send in the news, if the Colonial Office knew. Just then, Terry brought a message from the Governor saying the Colonial Office was informing the families and would release news to London papers 12:00 GMT tomorrow, which was 8:00 am NY time and our time. Finn was frantic, as it did not give us enough time to get our story in. Ken said, send it through the Falklands, which we decided to do, at our own expense. I quickly wrote 400 words, which Terry got out. It was supposed to be in N.Y. by 5 a.m. Butler also sent a message to the Governor asking him to request the Colonial Office to hold it for another twenty-four hours. The Governor replied, he would endeavor to do so. As soon as Ken left, I wrote a two thousand word article giving more details and Finn requested Kelsey to stick with the article until he got it out somehow, somehow. But, of course, Kelsey didn't get it out, that was only to be expected.

Monday, September 22. 1947

Dawned with high winds which had been blowing at night and complete overcast. No flying could be done today. Finn and I didn't get up until lunch time, because of the weather. It seemed like Sunday to everyone. In the afternoon, we read Lassiter and Adams the story, which is to go out and then, Finn brought Kelsey in to try to get the story out. He gave the usual excuses and seemed passive about the whole thing, said nothing could be done until tonight and made no suggestions as to how it could possibly be done before. Ike and Robertson came in for a cup of coffee with us and Adams and Lassiter. We also read them the story. Lassiter went over to the British side to take a look at Nana and stopped by to see if Ken had heard anything from John. Ken rushed out and said come here, I have something very important to tell you. Ken told Jim, that Harry had just come over to him and said, he thought Ken ought to know, Ike had said Ken had made mistakes in the search party and was completely incompetent to handle it, and was a poor leader, and it was also rumored in our camp, that Ike was responsible for the loss of the plane. Jim was so mad, he said he would go out and punch Harry in the nose. But, instead, he came over and told Finn. Jim said, he knew he wasn't liked, but didn't realize Harry was actually as dangerous a person, as he had now proved himself to be. When Ken came in here after dinner, he told Finn about it and at first thought it would be well to have it out with Harry, with Ike in here, right away, but he didn't want to do anything which would hinder the search. He asked Finn then, if he could say a few words to the camp at the movie. After the news reel, before the main picture which was, "Texas Guinan".

Finn called everybody together and asked Robertson to get those persons in Harry's room. Raobertson reported they were playing bridge. Finn said, I still want them to come out here for a few minutes. Out came Jennie, Don, and Andy. Finn said where is Harry, so finally Harry came out. Ken said, he had two things to say: 1)Thanks to Finn and particularly Adams and Lassiter for all they had done. 2)He had heard rumors of persons beginning a post mortum of who was to blame, which he hoped would stop right away, until after the search was over. He said, no one at

all on this side of the Hill was to blame and if anyone was to blame, it was himself, or possibly an error on the part of the pilot, but the first thing to do was to find out what had happened to the lost men. After the movies, Ken said, Harry was the most dangerous man anyone could ever hope to have around. He felt definitely, he was the cause of most of Finn's trouble with the other fellows and knew that he had tried to work up a group of Ken's men against him. He said, he was the kind of man who stirred up one side against the other side and then sat back to watch the fun, hoping in the meantime, all parties would think what a wonderful guy he was. David Jones said, when working over here, he wasted more time trying to find jobs for Harry to do and that he had seen a lot of RAF pilots during the war and felt Harry was probably a flashy pilot and not too good a one at that.

Tuesday, September 23, 1947

Lassiter and Adams and the rest of aviation were up bright and early this morning. Lassiter took off about 8:00 am and Adams about 8:45 am for the Mobile Oil Base. They landed safely and Chuck began to search that area right away. Lassiter started off for the outer rim and flew up around the plateau and Square Bay area. He was near here at lunch time, so landed to take more stuff and refuel. Mac, and Robertson tried to turn over the Beech engines. Finn and Lassiter thought the Beech should be used for stand-by. Ken and Ike thought it should be flown in the search because of today's excellent weather. Ken decided to go home, and asked Finn, who from this Camp should go. Finn decided he would go himself and began getting his emergency gear together. Finn thought they should first fly down as far as Cape Jeremy and take a look at the bay ice and Wordie Shelf Ice. Apparently, Ken had checked only the Beech radios in the morning and according to Robertson, at lunch time the batteries were dead and the engine wouldn't start, nor would the Beech be able to fly today. Lassiter got ready to take off with Tonkin and Owen, who were searching with him and about twenty minutes after he left Base, he reported over radio that he had sighted the three men walking back on the Bay Ice. Terry yelled the good news. Nichols out in front of camp picked it up and gave a war whoop.

We rushed over to congratulate Ken, who was on the radio trying to contact Adams and the field units, as well as inform the Governor. Jennie came rushing in and tried to be all sweetness and light to me, but I was very stilted in my answers. She said there would be a big celebration, etc. and everything would be all right from now on, etc. Finn came out of Ken's radio shack and Jennie spoke to him saying isn't that fine. Finn passed her by and didn't even speak to her. When Terry came out, he threw his arms around Jennie and they danced up and down. I stood on the hill above the British camp to watch the plane come in for a landing. Jennie came down and stood in front of me, suggesting we go down to the plane. I told her I would stay where I was, so she remained at her position also. The three missing men got out of the plane and talked to the welcoming crowd around them for a few minutes. Ken came walking up with Bernard and Tommy. Harry was on the other side of them. When they reached the door to the British hut, Jennie yelled, "Tommy, I'll bake you a cake!" I yelled "hello" to the two and

Bernard yelled back, "I'm sure glad to see you again, Jackie!" Ken gave Harry and Jennie a royal brush-off, so both of them went back to our camp. As Harry passed me, he said, "They crashed near Mushroom Island." I said, "Yeah?"

After they left, I went down and shook hands with Reg and walked up to Base with him. Ken called to him to come inside and I insisted we come back to camp and leave them alone, which we did. I wrote a brief story on the information I had and Finn took it over for Terry to send out, which he did immediately. John Tonkin came in to thank Finn for all he had done and how much he appreciated it and how understanding it was of Finn to let Butler run everything as he saw fit. Finn thanked him and said that was all right and then brought up the question of the nasty British broadcast saying an American plane had flown over the area for thirty minutes, etc. John was most embarrassed and apologized saying some of the dumb things the Colonial Office did and hoped Finn wouldn't get into trouble with NANA over it and saying he would suggest to Ken that they request the Colonial Office to release a story, which they would write of the whole affair. He said Lassiter and Adams flew on days that he wouldn't even take a sledge team out. He also said Bernard Stonehouse was a walking testimonial of the alpaca suits.

Finn invited them all over for dinner and John left saying he would be back in forty-five minutes. Both Ken and John came back then and Ken gave Finn a very nice note of appreciation and thanks from the Governor on behalf of the Secretary of the Colonial Office. Ken then said he would endeavor to help Finn straighten things out and get recognition for what he had done. We had a nice dinner with a full table and a group of happy people there. Finn read the Governor's telegram and Ken got up and thanked the whole camp, particularly Finn, Lassiter, and Adams. John echoed this thanks. We came in here briefly and then they left to see a movie, "The Flame of the Barbary Coast", while I listened to the BBC and US broadcasts, but nothing was on. I wrote a long article, on what I had gotten about the three men from John and Ken. Ken, John, Ike, Lassiter, Adams, and Robertson, Sig, Finn and I all had a glass of champagne after the movie was over and chatted for a while. We listened to BBC at 11 o'clock and US at 12:00, but no news was on.

Wednesday, September 24, 1947

Finn wanted the flight of Smitty and Fiske to Cape Poindexter to take place today, but I suppose fortunately, the day dawned cloudy and it also snowed all day. At lunch Robertson was still sleeping in his bunk. Lassiter and Adams came in after lunch and then Ike, Harry, Robertson and later Latady to talk over aviation plans. It was decided to leave the plane over here, to have Robertson ask Ike for men to help, when he wanted to do something, to ask Ken if David could help Robertson with the planes, Jimmy admitting he couldn't keep three planes going himself, to send a dog team up to the aviation cache with empty drums and drain the seven drums of gas up there into them. Ike said in order to bring the ship down here he had to get a master's license and this took him away from the planes and he wanted to go on as many flights as possible, in order to learn the planes, in case he ever had to fly in an emergency. Lassiter said that was OK by him.

Finn asked Jimmy what had to be done on the L-5 and Norseman before making a long hop. Jimmy said install tank and patch L-5 wings and check engine and patch wings on Nana. Finn asked him if that could be done by tomorrow, in case the weather was good for the flight. Jimmy said Finn was trying to rush things.

Word flew back and forth for a while and then things calmed down and Jimmy said the planes would be ready tomorrow. Finn told Harry and Bill, other than the Beech standing by for the Nana, it wasn't necessary to rush work on the Beech at all. Harry didn't have much to say, except question how much gas was left and sat throughout with a long face. The meeting was broken up. Sig told about an argument with Fiske this morning over a case of jam, all of which sounded pointless, except Fiske was going to poke Sig in the nose. Finn called Lassiter and Adams in and gave them back their checks. They were most surprised and didn't want to take them, saying an agreement was an agreement, but Finn insisted and they were most appreciative.

Jorge came in and apologized to Finn for all the silly tricks and said he had been thinking it over and wanted to go back to work. He said he had decided not to listen to other people and do a good job because his father had sent him to do a good job and maybe wouldn't have sent him, if he knew some of the things he had done. Finn said all right, all was forgiven, but to keep on the right side and not listen to people. He was to report to Ike and go back to work. Jorge thanked Finn. He had obviously been talked to, by someone and told what to say, there were too many good sound points in his apology for the damn kid to have thought of all by himself.

During dinner, Ike announced that everyone would take his turn at mess cooking again, as the system Sig had adopted didn't work. This made Sig angry and he started to create an argument, but Jorge spoke up saying he would be starting back on mess cooking tomorrow morning. Ike said, "I'm always the last to hear about these things."

Lassiter stopped me in the corridor to ask the real reason why Finn had given back the checks. I said, because they had done such a fine job on every assignment, which is more than could be said for some people and that this was an appropriate time, although Finn had intended to do so long before, that Finn now knew they were good pilots and intended to depend upon them. Finn discussed testing voice with New Orleans with Kelsey. Andy Thompson submitted a proposal for him to go on the Weddell Coast for reporting weather and other scientific work for a period of two weeks. Finn thought the idea good and I suggested Don accompany him, but Don didn't know radio. Finn said he would think it over.

Thursday, September 25, 1947

Ken came over early this morning and suggested Dave help out Robertson on maintaining the Norseman plane. Finn was most agreeable. He also said that the British Government intended to give Jim and Chuck a recognition and he hoped it would be a big one. Finn and Ken then began discussing plans and it was decided to take the weasel down to the British plane and

at the same time help haul Nichols' load with the addition of a dog team. Finn suggested a Britisher accompany Andy, but I thought we should get Don out of camp. Finn decided to send Don along with Nichols. Dave would go with Hassage on the weasel and Don could ride as far as the plane. Kevin would take a team to help Bob and Dave as far as plane in case weasel broke down. Bob was consulted and thought it a fine idea. Hassage was called in and moodily said he would go. Don was awakened from Night Watch and he was most happy. Ken stayed to lunch. In early afternoon, he came rushing back over here saying all hell had broken loose in his camp and he had just finished a dreadful argument. It seemed as if Don had sent the telegram to a N.Y. doctor about his leg without consulting the doctor handling the case, namely Dick Butson, and told Dick he would abide by the results which, when they came back, were more conservative, but he said Dick was too conservative and didn't know what he was talking about. Dick considered this a professional insult and could not see handling Don's patients while he went on a long trip, which he, Dick, still did not consider he was fitted physically to make. Dick said if Tommy had crashed and killed everyone because of his fits, Dick would have been responsible on what he would not have done had this not been the Antarctic. Finn called Dick, Don, and Ike together to have it out. Don insisted Dick had misinterpreted and misunderstood him. Dick said the only way he would take over this camp was after a written apology from Don, and a signed statement by both Don and Finn that Don was responsible for this own condition and safety. Finn said he would sign nothing. Don said he would apologize to Dick. Don saw that there was nothing for him to do but not go on the trip. He left and Dick left after a cup of coffee. Ike chatted and soon left as did Ken, after inviting the camp over for a celebration there tomorrow night at 6:30.

Nichols gave Finn a report of the past sledge trip and worked on an answer to O.N.R. At dinner time, Sig, Latady, Harry, Jennie and Jorge claim to have heard a broadcast about the finding of the three men and Tommy's first remark to Finn about never flying again. After dinner, Tommy, who was there, read me his diary of the time, which I sent later in a story to NANA. We saw, "Wilson" again - wonderful movie. Ken came but left soon after, saying he would be over tomorrow morning. We went to bed around 2:30. In the afternoon, Ken had a long talk with Kelsey and worked up some tests for the two of them to try out in the next few days.

Friday, September 26, 1947

Ken came over this morning and told Finn the Governor had already sent in a recommendation for Adams and Lassiter to get in the regular Army. He then asked Finn, if it would be possible to get our planes, particularly the Nordun for their Base next year. Finn said, he had promised the planes to Lassiter, but suggested Ken have the British Government go through the Surplus Property for one. Ken asked about the weasels and Finn said, ours had been cannibalized so much it wasn't worth leaving them, as they would need so many spare parts, they might as well ask for the full unit. Finn gave him all the information on the plane and weasel.

I washed my hair. It was still very windy, just as it was yesterday, so Dodson, Nichols, Hassage, Jones, Walton, and Butson delayed their departure until tomorrow. Hassage was, obviously, in a bad mood again this morning. I asked Lassiter to make me up a complete story on their flying search, time, places searched, and under what weather conditions and the performance of the plane. Wrote an answer to the Governor of the Falklands, to be conveyed to the Sec. of State for the Colonies, via Ken. Lassiter and Adams wrote a complete report on their flying activities during the famous eight days. We got ready and went over to the British Camp for a buffet dinner. The food was good with ham and tongue cold cuts. Ken toasted R.A.R.E. and to its successful program this year. Reg made a talk on how thankful he was of the R.A.R.E.'s planes. I talked to Tommy, about politics, between buttered rum punches. Came back and worked on the Lassiter and Adams story. Kel came in and I gave him a rough copy about one o'clock.

Saturday, September 27, 1947

Another windy day with not much being done. Bob Nichols and Hassage took a weasel trip out towards Red Rock Ridge, to see if the ice was suitable for starting out. Just abreast of Neny Island, the weasel got stuck in some slush ice and bogged down, with the three men walking home. Finn was irritated, but in the afternoon, a bunch of them went out and finally got it out. The Bay Ice is extremely impermanent this year, which seems to be unusual. Nichols may not get south on his trip, as the strong winds have blown the ice out all around the area and there is probably open water beyond Red Rock Ridge. Things didn't go too well today, because this weather just has the fellows sitting around doing nothing. Kelsey didn't get out last night, because the diesel was out of oil and he missed the schedule. We had a movie at night, Diana Durbin in "That Certain Age"

Sunday, September 28, 1947

Lassiter and Adams got up ready to fly, but didn't say anything to Ike, which made him mad. He blew off at Finn and said Finn didn't back him up, which Finn denied. The weather got progressively worse and when the final one of Fiske's one million bags was stowed in the plane, Jim decided it was too bad to take off. Finn caught two Army folding cots, weighing thirty pounds a piece, which he had them take out of the plane. Adams made a trip up to the Plateau with kerosene, butter, etc., for the fellows there. Woody was writing a story about "Life on the Plateau".

Nichols and Dodson got off, accompanied by Kevin and Butson. Chuck in the L-5 said, they were about one mile from Red Rock Ridge at noon. Ken came over in the afternoon and took a look at the Radio Room. He found several things wrong with the equipment and fixed them, over Kelsey's long involved protests and explanations as to why they wouldn't work that way. Kelsey had his lead ins going all around the room. Ken came back and said, that radio room was the filthiest mess he had ever seen, no wonder the beautiful equipment wouldn't work. He said it

was extremely poorly arranged and dust an inch thick over everything, no wonder it wouldn't work. Finn and Ken drew up a new arrangement for the radio room. Finn called in Bill and asked him to build a new door. Bill said, "well it has proved now that it doesn't work that way and I'll change it". When Kel came back from the British camp, Finn had him in and told him about the proposed change. He said O.K. he thought it would be all right. He is absolutely hopeless. Ken left and we got to bed early. In the afternoon, Ike, Latady, and Jennie were frying liver over the Bunkhouse stove. Finn called them down for it. Ike said, "he started it". Finn said, "well its up to you to change things then, its just too great a fire hazzard".

Monday, September 29, 1947

Lassiter and Adams took off today in NANA and the L-5. The L-5 made a trip to the Plateau and met Lassiter with Fiske and Smith in the Norseman above the Plateau. Finn had taken Lassiter's food to him in the plane before he left. Mac made a crack about curb service and how he didn't like the Bell Hop. Lassiter's plate still had some jam on it and someone moved it to Finn's place and put a sign on "Example". Finn drove the weasel out to help Lassiter in Nana, when he was stuck at the end of the Island and Hassage was too busy eating chow to bother. Mac made another dirty crack about Finn's driving it. Mac spent the afternoon rifle practicing over at the British camp, instead of working. Sig saw him. Art Owen, Jorge, and Jennie went up to the Aviation cache, Art and Jorge to dig out gas drums. Finn took some pictures with me and the Kasco dog. Bill asked Finn to ski up the glacier for some pictures and I went along. When Art and Jorge saw Finn coming, they stopped sunning themselves with Jennie and started to dig. Bill left us to talk to Jennie and Finn let him have it when he got back. Lassiter and Adams landed safely at Keeler and Fiske and Smitty started setting up the camp. Lassiter and Adams made two trips to Mobil Oil Bay and got all that stuff down to Keeler. When they got back, Finn asked Art to unload the plane. Then Finn found him sitting by the fire, with the plane still not unloaded and Finn gave him the devil. He unloaded it, and after dinner, the gang went out to put the gas drums in the plane. Finn went over to the radio shack to help Kel move the equipment. After a couple of hours work, Finn wore Kelsey out, but got much of the stuff changed around. Finn asked Don McLean to clean up the Science Bldg. on night watch. Lassiter came in later, saying Ken and Terry had just been working the States by code and receiving and sending to all amateurs 5x5.

Tuesday, September 30, 1947

Lassiter and Adams were up early to take off at seven o'clock. Ike didn't want to fly over this morning. I think he knew the Beech would be test hopped today, so decided to stay and go with it. Lassiter waited until after ten to take off, when a weather report was received from the Plateau. The day started out beautifully clear, but after they took off, it clouded up. Ken covered the radio schedule and heard Larry fine. The Bunkhouse radio also heard Larry, but not Kelsey. He just doesn't care or try. It is just too much trouble to him and so long as someone else is

doing his work, well and good. Lassiter and Adams landed Nana at Keeler, but the weather began closing in there as well as here, so they decided to wait it out. They didn't see Nichols' party this morning. Yesterday, Lassiter reported, they looked to be on their way back. The supposition is, that they came back and started up Neny Trough. We feel, that they have purposely not kept their radio schedules, for they haven't been heard from since they left.

Harry test hopped the Beech with Ike at 1:00 o'clock today. Ken was on the radio and told Harry the wind was from the North. Harry asked, which direction was North. The Beech's one motor was burning, so Harry landed. Jimmy fixed it, after about three hours work. He then came in for a cup of coffee and said he didn't want to fly with Harry, he was too casual and vague about what he was doing. Harry didn't even know how to start the engines, so Jimmy had to start them for him. Earlier Harry was in Ken's radio shack listening to Lassiter's flight. Finn and Ike walked in and Finn said to Harry what the hell are you doing here. Harry said, he had asked Lassiter to tell him about the weather and he was standing- by, covering Lassiter. Ike said he knew nothing about that and Finn told him in no uncertain way, he was to take orders from Ike only. Harry wanted a 10,000 foot ceiling to test the plane.

Later Ike said to McLean, he was only going to fulfill his flying contract with Finn and he was going to give up all this executive work so don't ask him anything about administrative matters. I wrote a recommendation for Lassiter and Adams, two Nana news stories and sent the list of family addresses to Kasco. Ken came over for a movie and ended up spending the whole evening, working with Kelsey on his equipment. He got two stateside amateurs, one on key and one on voice. Kelsey has stopped using all these excuses now.

Wednesday, October 1, 1947

Nothing much happened today. Weather was bad, so planes didn't come back. In the evening we had a movie, "Boys Town," for last night, when radio testing made them impossible.

Thursday, October 2, 1947

Kelsey met all of Fiske's radio schedules today, but couldn't receive them. The weather here was perfect, until after lunch, then it became impossible. Terry received Fiske at 3:30 in the afternoon and found out weather there had been good, so a return flight would have been possible, had not something happened with the radio business. Lassiter sent us a joking message accusing Kelsey, to which Kelsey took exception and refused to send him a personal message. Lassiter asked Finn to send it, but we didn't find out about that.

Kelsey's voice test of last night with WEK were received by them 5x5 at 12:15. He plans to make new schedules now and run more tests. He is still plenty sour and rather hopeless and

constantly needs prodding. I knitted a sock today, while Finn worked on a map, made and finished it. Ike came in for a chat. The whole bunch here are all sour about something. Had a movie at night, of all the half complete reels, wasn't so good.

Friday, October 3, 1947

Received a lot of radio messages this morning. One was from Keller saying he had been sick past few months, one from Saturday Evening Post requesting me to write 5,000 word exclusive article, one from Wheeler about sarcastic editorial in Chicago Tribune and one from aunt telling, among other things, about future Navy Expedition leaving for Antarctic in December and a Joint British, Norwegian, Swedish Expedition. I spent day answering messages. Kelsey came in bitter about Lassiter and how he was cutting his throat, etc. Finn tried to straighten it out, but didn't. Hassage is sour, Latady too, etc. Strange people!

Another windy day, so no flight. No word from Nichols either. Harry came humbly in and Finn showed him the map he had made, Harry commented on its excellence and gave forth with conversation about the plane and its electrical system, etc. Nothing much happened rest of day, except Kelsey was to try some tests, and Finn went over to be in on them, only to find Kelsey still asleep, and the small diesel going instead of the large one. Kelsey missed the nine o'clock test by sleeping and told Finn, "Oh well, it wasn't very important". At one minute of ten Finn got him up, but by the time Finn put on the large diesel and the radio warmed up, it was twelve minutes after ten when he finally got on the air, but got no contact, of course. Finn went over again at eleven and then got disgusted.

Saturday, October 4, 1947

Another dull day, it was snowing. Planes couldn't fly, and still no word from Nichols. We stayed in the shack most of the day. Finn got mad at Peterson because he built a window in the Science Bldg., without consulting him, but it was patched up and Finn talked to him about better radio with Kelsey. Pete said don't yell at him and don't push him, he just gets obstinate. Finn said if worse comes to worse, how would Fiske be? Pete said Fiske was the best operator and he Peterson the best maintenance man and if Fiske operated, Pete would do all he could to help him, but he wasn't sure that Fiske had licenses to cover him.

Ken came in and Finn unloaded his troubles. Ken offered to let the trail party go on ,if Finn would fly him out in two weeks, Ken would fix the station up and get the radio photo working, if Kelsey didn't come anywhere near the shack. Ken said, there was no point in talking further with Kelsey, because he was hopeless and in a dangerous position to give trouble. Ken said Larry was not a fast receiver, that he couldn't receive more than 10 wpm. Ken implied Kelsey was very dangerous and he had enough proof to have his license taken away. He said Kel had no regard for the U.S., whatsoever. Ken also said, that Harry knew my article had gone out on flying, that he told Tommy and Tommy told Ken. Kel was the only person who knew and he is just trying to work both sides. Ken and Finn went into Kel while he was trying to make a

schedule. They stayed about two hours and got Kel through to WEK on voice loud and strong. We rejoiced. Kelsey wanted to send his traffic by voice, but WEK said go back to key. We were up until 3 am.

Sunday, October 5, 1947

Didn't get up until noon and after breakfast, Kelsey, Ken, Ike, Pete, and Finn had a conference about radio. Kel was told that Ken would set the station up. The next thing was to get him off the early morning schedule. He argued and gave excuses, but Ken kept him up against the wall and Finn backed him up and insisted that Kel cut off all broadcasting after 12 o'clock. Kelsey was hopeless, but agreed to all these things. The next thing was to get the trail schedule straightened out as to what frequencies to be used by which Base. Everybody had something to say about the schedules and then they were worked up satisfactorily to everybody. Ken worked them up and I typed them up and gave copies to everyone. There was much talk about a new antenna and Pete and Ken discussed it at length and it was decided to work on the rhombic again, Ken and Pete to work it out.

Lassiter and Adams received a report of good weather from Terry and started back. Finn and Ken decided to take a flight to look for Nichols and when Nana and the L-5 landed, Lassiter asked me to go along. Finn insisted and I got ready. We had a wonderful 1 and ½ hour flight down to past Cape Berteaux. It was very thrilling. Weather turned us back then. We circled above the crashed Oster plane. On the way back, Finn spotted Kevin and Dick Butson about three miles east of Terra Firma Islands. We circled them and Finn dropped a note. They were, obviously, on their way back and, therefore, it is felt Nichols was much further down the coast. A report came over the radio announcing from Base that Spot, one of our dogs, came back to Base by himself looking healthy. There was not too much bitching about my flying, but Sig says Robertson asked why did they take a woman along. Jim said neither he nor Chuck told anyone about my previous flight story going out, so that only means that Kelsey told because no one else knew. Jim told a funny story about the empty gas drums in the plane popping their caps off, when the pressure became too great, because of the altitude.

It was -25 degrees. tonight. Kelsey got a ten o'clock radio schedule and sent the weather, then got some sleep for the night. Bill Latady worked until after twelve, getting pictures ready for Ken to transmit. Lassiter said Ken had asked him, to ask Finn, to send someone from here down to drop to Butson and bring Butson back to go in Ken's place, on Wednesday's trail trip departure.

Monday, October 6, 1947

The fellows got up early this morning to fly, as it was a good day. It was still very cold, -12 degrees. After the struts were pumped up and the gas loaded, it was eleven-thirty before

Lassiter took off, with Dougie Mason. Kelsey, the Plateau station, and Fiske at Advanced Base at Cape Keeler, covered the radio guard. Ken and Pete worked on the V antenna and refixed it. Jim in the plane had a great deal of trouble getting Kelsey. When Ken came into the radio room, he found out why. Kelsey had no power on, except for his tuning device. When Ken switched the power on, he boomed through to Lassiter. Kelsey rushed around after him, turning the power off. Ken was just about ready to chew nails. Once Kel said, he didn't know what was wrong with the set, then several hours later, Ken came in and Kelsey was working it perfectly, all of which proved to Ken, that Kelsey did know what he was doing and was just pretending to be dumb.

Lassiter made two trips to Keeler with gasoline and landed finally, back here at 8:05 local time. Meanwhile, during the afternoon, Robertson fixed up the bad wing from the Plateau trip yesterday and Chuck flew over to Kevin and Dick Butson with Hassage. Finn gave Hassage the chance to take Dick's place to bring the dog team back to Base, with Kevin. Hassage was sour, but glad to go. Finn let him understand that there was no danger flying in these planes, with Lassiter or Adams. Dick was to come back and replace Ken on the trail trip, while Ken continued to work on our radio equipment, until we could get a radio photo out. Chuck traced their ski tracks from Terra Firma Island and found them, about two miles from Refuge Island. They had been traveling since five o'clock and had made almost thirty miles that day. When Dick got back he came in and gave me all the information on their trip, for a story. Dick seemed tired and was concerned about rushing into the other trip. Dick said they really gave Nichols and Dodson a work out and he figured the maximum they could do was eight miles a day.

Ken and Dick had dinner with us. Ken and Finn went over with Kelsey, for a while. Ken was anxious to test the signal of the radio photo with WEK tonight. They came back and I read Ken the agreement I had written, between Finn and Ken. He agreed to it perfectly and said he would like to have the final decision over Mac on the sledge trip, that he had already observed him and foresaw a certain amount of difficulty. Finn agreed 100%. Ken indicated, he was anxious to go to the U.S. and was going to try to arrange with the Governor, for working up reports with Finn. At ten o'clock Kelsey had a scheduled contact with WEK and was going to test the radio photo. Kelsey missed the contact and, by the time Ken and Finn got over there, WEK had stopped calling. Ken was furious and Finn let Kelsey have it. Ken told him, there was no excuse for it. Ken came back here and assured Finn, if it ever became necessary, Ken had enough on Kelsey to loose him his license. Kelsey had a contact at 12 o'clock, got the weather out and then the diesel ran out of fuel oil.

Tuesday, October 7, 1947

Intended to work on news articles, but Dougie Mason asked me to go on a dog team trip, in the afternoon. Apparently, McClary took Don McLean and Jennie out with our dog team and I think Ken asked Dougie to take me. It was a nice sunny day, but no good for flying because of complete hazy overcast half way up the mountains, with the sun shining beneath. Latady took

pictures during the morning, for the radio photos. I went over to the British Base and spoke to the three found men, who are still in bed recovering from trench foot. Just as we were about to start, the four dogs already harnessed to the sled took off, without anyone driving. Dougie and John took after them, but before long, they were a mile in front of their chasers, heading around Neny. I went in and had tea until the fellows recovered them and then Dougie took me for a nice eight mile run around Figure Four in front of Neny Fjord. We saw four seals, apparently pupping. On the way back, the temperature dropped considerably and I was about frozen by the time we got back.

After dinner, Ken got a very good radio voice contact with WEK in New Orleans and asked to send a radiophoto, to be received by them on a wire recorder. WEK only had a Dictaphone, so asked us to wait until tomorrow night, when they would have a wire recorder available. Then I talked over the radio to Mr. Barrett, being the first woman to broadcast from the Antarctic. Finn said a few words and then, we left to let Kelsey work CW. Ken, Finn, Sig, and I celebrated the broadcast by a bottle of wine. Ken discussed with Finn the advantages of the Beechcraft for a long flight to the pole. It has better equipment and two engines.

Wednesday, October 8, 1947

I worked all day on writing a broadcast for Finn to make to the States tonight, at the suggestion of Ken. Lassiter introduced him and Finn made about a twelve minute speech. It was excellent. They made three recordings on the wire recorder, selected the best one, which was broadcast to WEK. Then Finn broadcasted it again, directly into the microphone. They sent a radiophoto first and followed with some afterward.

Hassage and Walton got back about three o'clock today. Walton brought a message from Nichols to Finn and one to Don McLean, who started an argument with Finn, about Butson taking Ken's place for three weeks and Don having to take his work and Finn not flying him to meet Nichols. Ike supported him. It was still cold today. Ken was tired so went home after the radio contact was over. They managed to get four pictures out. Lassiter spoke to his wife (who lives in New Orleans) by phone, but she didn't hear most of what he said, so they intended to arrange a future conversation between the two. It was still cold, but the weather was too poor for the planes to fly.

Thursday, October 9, 1947

John Tonkin came over to tell Finn, Ken was having trouble with his own transmitter and wouldn't be over until late tonight, before the WEK contact. The day was cloudy in the morning, but cleared around noon. John asked Finn to borrow the weasel, to go out and haul in seven of their seals. Finn said O.K., check with Ike and take Hassage with you. Latady went too, in order to take some seal pictures.

The Joint British-American Trail Party, with Dougie Mason, Dick Butson, Nelson McClary, and Art Owen left around ten this morning, for the top of the Plateau, as first leg. By the time the weather cleared Robertson got up and began heating the Norseman for a gas hauling flight. Ike was to go with Lassiter. Chuck made a flight to the Plateau Weather Station, to take them some supplies and then came back, to take Finn down the Bay to give Nichols a new radio. On take off, the Norseman swung around suddenly on the hard packed snow and headed straight for the Beechcraft. Finn ran out to help, but Nana was in a tight position, between snow banks. The weasel could have pulled her out nicely, but the weasel was out sealing. Ike said the batteries had been taken out of the other weasel and the oil drained (Adams later started it easily, however, so this was the wrong information), so the men started hauling NANA around with block and tackle. Finn helped to dig the small snow cliff away in front of the plane in order to make it level. Lassiter, disgusted at the way things were going, half-way had given up flying for the day. Harry, Pete, Ike, Robertson, Sig, Finn, etc., were all pulling on the plane. Lassiter gave her the gun and rolled over the hill and stopped on the Bay Ice below. No one suspected that anything had happened, so Chuck and Finn made plans to fly down the Bay. Lassiter came rushing in saying, Finn could cut his aviation program in half, because the Norseman would never fly again. She had hit the ridge with her belly, which had scraped the entire way over it and it was crushed in. He said, Robertson might possibly be able to fix it, but it would take at least ten days. Finn was wild. He thought of taking a dog team down the coast. About thirty minutes later, Lassiter came back saying nothing much was wrong with the plane, which couldn't be fixed in a hour, just a few of the steel tubes had been bent, but could be straightened and would be as good as new. We were all greatly relieved.

Finn and Adams left in the L-5 to see Nichols, which they did. Nichols would make four miles today, after one relay, which meant he had traveled twelve miles altogether. They were not too happy to see the new radio, which meant extra weight. Bob said Mushroom Island 140 feet high contained more minerals in the rock than any rock he had seen yet.

Jorge has been agitating all over the place to go out in the field. He wants to do drawing or fly co-pilot with Lassiter on one trip. Hassage told him off, saying he had done nothing but talk about Finn for six months and now he wanted a favor from him. Hassage also said, Finn, although an adopted American, was a much better American than many men on the expedition. Lassiter talked to Jorge for a long while, pointing out how he had hemmed and hawed about taking care of the puppies this morning, when Finn had asked him. Lassiter told Jorge he had better agree to everything Finn asked him to do after this. Jorge said he would. Ike came in and said he was disgusted at what had happened to the Norseman today and no one paid any attention to him, so he would prefer to drop out of flight operations, as he didn't want to have any connection with such mistakes. Finn, more or less, talked him out of it and decided to call an aviation meeting to discuss future plans. After dinner, Ken came over for the contact and I finished an article on Bob Nichols party. Everyone was too busy for an aviation meeting. Robertson was still working on the plane and everyone else wanted to see a movie. Ken managed to get two pictures out to WEK. Both he and Finn were tired after a busy day, so Ken left right away.

Friday, October 10, 1947

The wind was blowing hard today, a steady 43 mph, and it was still cold. There was no flying and most fellows were just sitting around. Lassiter told us how Jorge had come to him, to persuade Finn to let him fly co-pilot on one trip and how he told Jorge to keep on the straight and narrow and do willingly the things Finn asked him to do. Ken came over shortly before lunch and asked Finn to get Kelsey out of the radio room. Finn did and Ken worked there for a while. He then came back for a cup of coffee and told us some very amusing things about the Argentines and Chileans, who were down last year. He thinks, very definitely, they will be here again this year. Ken said the Argentines were very good, only the Captain and a Chilean observer came ashore, walked around the Island and left again. Later two Argentine gunboats came in the cove, steamed around and left again without anyone coming ashore. Then the Chileans came, first the "Iroquois" and then the "Argonamous". They went through our Base like a dose of salts and nothing Ken could say stopped them. The officers seemed to have no control over the men. It was a disgusting, horrible thing to do.

I knitted and finished the back of my sweater. Received a nice message from Betty Earle and one from Wheeler, saying I could write the Saturday Evening Post story. After dinner, Finn held an aviation conference in here, which accomplished a great deal. Harry was questioned by Robertson, as to why the Beech couldn't carry more. Harry, in a mushmouth way, explained it incompletely, as usual. It was, definitely, established that the other weasel was in operating conditions yesterday, and could have been used. It was decided to move all personnel over to Keeler, as soon as possible, and then go down from there an economical distance. Ken had a good contact with WEK and got out eight pictures in two hours, before they faded, making a total of fourteen pictures which have gone out.

Saturday, October 11, 1947

Kelsey forgot to send the message to Fiske requesting the broadcast yesterday, so he sent it this morning. I worked on a story and got it out tonight, on the departure of the Joint British-American Party. Bill Latady came in the afternoon and took some pictures of me by the stove cooking and washing and sitting on the bed knitting. I began reading King Edward Eighth. Ken came over to send out pictures, but the contact was too bad, so he didn't get any out.

The day was still a blowy one and the drift outside our window, caused by the L-5, is getting higher, just about cutting us off from any view at all. Robertson went outside to get something and walked right off a hill and fell flat on his face, the depth perception was so impossible, a true whiteout.

Latady said he had received some requests from the fellows to see the pictures that had gone out, so Finn foxed them by announcing at dinner those persons wishing to see the pictures, could come in to see him and he would be glad to show them. Chuck and Lassiter came in, but

no one else. Jennie went down to the galley after lunch and filled up a whole bowl of salmon for Chinook. This made Finn so mad, he wrote a memo prohibiting food leavings or consumable food to go to the dogs, sending a copy to the Darlings. The show was, "Spawn of the North" and was very good. Ken came in later and we talked about the lay out of Washington until late. Ken found out tonight that dumb Kelsey had cut a bunch of wires over the transmitter and they all fell into the transmitter.

Sunday, October 12, 1947

We didn't get up until late and had breakfast in the Bunkhouse. I read King Edward VI11, practically all day. Ike, Robertson, Ken, Finn, and I had coffee and pancakes in the afternoon. Robertson started talking about how fragile the Beechcraft was. At dinner, when Ken was there, John Tonkin came in and started whispering to Chuck Adams. Adams asked Finn about a converter, which Finn said was in the radio room. Ken asked John what he needed it for and John acted very sheepishly and said, he didn't know whether they needed it or not, the generator room was filling up with water and one of the generators was on the bum. Ken became very concerned and John said don't you flap about, we are all flapping about. Ken said, he saw every reason in the world why he also should be concerned. He left shortly, with John to try and help. Lassiter also went over. Chuck and Finn discussed plans for a flight tomorrow out over the Weddell Sea, to see if there were any islands off the coast. As Ken was going to be busy over at his place, Finn went into the Radio Room to send some pictures.

Lassiter came in later and told Finn they were showing movies over at the British Camp, "Mildred Pierce", and that is why John had acted so funny and wanted the converter. Finn said, he hadn't even seen the picture yet himself and he felt the films should be shown here, only. Lassiter said it was his projector, but he was sorry he had borrowed the film. He said, no one here wanted to see the 16 mm films any more. Finn said, he did and Lassiter said that makes you against 23 Commander. Finn said, if any movies are to be shown, they should be shown over here and let the British come here and see them. Lassiter said, he would get the other film right away and went out mad.

Monday, October 13, 1947

My birthday - twenty-eight years old today. It has gone by just about unnoticed. I hope, I never spend another one under such general unpleasant circumstances. It is true that everyone is out to get the Leader - just as Sir Hubert warned. Each person has his own individual agenda and when he doesn't get what he wants, he becomes antagonistic against the leader.

Finn spoke to Ken this morning about last night's movie deal. Ken said he didn't know anything about it until he got back to his own Base, but that he would certainly inform John not to make any private arrangements with anyone in the camp, except Finn. He was quite surprised and sore about it. Sig came in and told Finn that Lassiter had spoken to him about it this

morning and went off mad, when Sig told him Finn controlled everything in this camp, whether it was private or not. Finn did not say this, as Sig said he did, but it is essentially true. Lassiter told Robertson and Hassage this morning that Finn was trying to push him into flying and he would fly when he wanted to, as he wasn't too anxious to get over on the other side, anyway. Hassage came in for a chat and brought me a story he had written up on his trail trip. He later brought in a poem, which was a little on the risqué side. Finn took a flight in the L-5 with Adams, to take some local moving pictures, but it was so bumpy up there, they were forced to come back. At dinner I told Finn it was my birthday and he was terribly embarrassed that he had forgotten it. He asked Lassiter, Adams, and Robertson to come in for some champagne at 10 o'clock. They came in, suddenly, at nine and Lassiter brought a bottle, which we killed at once. Finn, Ken, and Ike came in about ten and we had two more bottles and a good lively chat until 12:30, or so.

Larry Fiske at Keeler reported being snowed in with a bad snow storm, wind and drift everywhere. He didn't keep his radio schedule until 2 o'clock, at which time they were, finally, able to dig themselves to the radio shack.

Tuesday, October 14, 1947

It was a fairly good day here with continued winds now and then. The weather report from Larry was still bad, with continued wind, and bad drifts all over the place. I received messages from my aunt and from Ruth Hughes on my birthday. Wheeler wants an article for the Times Magazine Section, probably Russ Owen is responsible. Kelsey started his tests with Press Wireless at 5 this afternoon, but had little results. Lassiter and Finn were discussing weights and plans, when Ken and John came rushing in saying that Dougie and Art Owen were back from the top with news that McClary had broken his collarbone, by being thrown forward over the sled, when it stopped suddenly, after hitting a high piece of sastrugi. Finn was pressed by John to make an immediate decision, as to who from this Camp would replace him tomorrow. Finn would not be pressed and said he would think it over for a few minutes. The Darlington gang showed little concern over Mac's accident. After dinner Finn called Ike in and got his advice. It was decided, it would be best to send Andy as far as Keeler and then probably send Smitty from then on. Don would go up tomorrow to help bring Mac back. It would take at least six weeks for Mac to be well again. Don jumped on his ankle a few days ago and restrained a muscle. He asked Finn if it would be possible to have him join the party with Ken at Keeler. Finn said he would have to think it over. Andy was eager to go.

Jorge rushed in and wondered if Finn wanted to send him. Finn said no, it was all taken care of. He was too funny, saying Don was still limping and Lassiter and Robertson said it would ruin the flying program if Smitty went. Finn said he would take care of that and dismissed Jorge, who was completely tongue tied. Minutes later, Hassage came in raving mad saying, "I understand you are sending Smitty down, have you ever considered me?". Finn said, "Yes, Chuck I have considered you, won't you sit down". He began to calm down. Finn said, "First, I have

got to get the party to Keeler and I think Andy can do that and it saves flying him and his equipment. After Keeler, I don't know for sure. Mac may be well then. I need a navigator, are you one?" Chuck said, "No"! "Are you a radio operator? No! Well why do you let that crowd in there work you up, as the right man in my faulty decision?" Hassage admitted they had needed him and that Smitty was not a man and predicted Finn would have trouble, if he sent him. Finn said, it was easy for people to criticize him, but he took everything into consideration before he made a decision. Finn calmed him down and said there might be a chance for him to fly down and help man the Cape Keeler Base weather station. He said he understood, etc., etc. and left. Ken got five pictures off and came in for a short chat.

Wednesday, October 15, 1947

The day was fairly clear here and warm, but Fiske reported bad weather, so the planes were grounded and by noon time, the Base was clouded over with mist. We worked around here in the morning. Sig and Lassiter went fishing in a tide crack in back of camp and caught twenty small fish. After lunch they went back again and Finn and I skied over to take pictures of them. We took Kasco with us and that little devil pulled me right along. We then went over to look at a very large (approximately 11 feet) Weddell Seal. She was about ready to have a pup and Finn got some very good movies of her.

Later Robertson came in for a cup of coffee and Finn discussed the weights of the Beech with him. Jimmy said the Beech simply would not carry much and that with three people, it would be overloaded about 500 lb. After dinner Lassiter came in and he and Finn planned to utilize one more flying day for taking gas, and then Jim would stay over and taxi the stuff down to Violante Inlet and then to Tricorn, come back here for a check and take Finn down for the main flight. They could just make it, on the amount of gas they have over there. Meanwhile, Chuck would take Finn on a flight due east, to see if there were any islands there as Sir Hubert suggested, and next would take Nichols his cache down the Sound.

Ken came in and didn't have any luck with pictures for WEK. He left around twelve o'clock. Harry caught Finn and came in to tell us Jennie's diamond ring worth \$4,200 had been stolen about three weeks ago and it was his fault for not having the stuff put in the safe, but he wanted Finn to know for Insurance reasons. A half of a gold bracelet was also taken, but three days later it was put back in a box on the window sill, containing earrings and the other half. Harry said he had his suspicions, but would accuse no one. He also said Chuck Adams was missing an \$80 watch left at the wash basin last week. Mac came back today and got his arm and collarbone put in a sling.

Thursday, October 16, 1947

Another bad day. It was clear at Keeler, but before the planes could heat up here, the mist came almost down to the ground and it began snowing. Ken worked with Peterson all day on the rhombic. Finn helped to put up one of the poles. Latady worked on the realignment of the cameras in the Beech. I worked on a story for the Times Magazine. Just before dinner, Ken established contact with Press Wireless and convinced the guy, it was reasonable to send a picture. They sent one of the two Bases and the guy was very surprised at the good reception, although it was not quite up to commercial standards. Bill brought in the seismograph recordings which he had interpreted. He felt the Beech was the plane with the cameras to do the best mapping job and felt, if we got to Tricorn, we were lucky.

Ken said, that British personnel would be taken directly back to England from the Falklands, not stopping in South America because of the money situation. He is anxious to get a trip to the U.S. while he still has an opportunity.

Friday, October 17, 1947

Nothing much happened today except at dinner time. McClary started agitating for a movie. In a few minutes Latady came in and asked Finn if they could see the last reel of , “Night Must Fall”. Finn said,” No! - the British don’t know about it and I want the movies to be shown on movie night only”. He began to talk to Bill and Bill consequently didn’t go back to inform the crowd as to Finn’s decision. McLean suddenly came in and asked for a movie. This made Finn mad. He had been waiting for McLean for some time. He told him he would be much more likely to grant favors, if people did as they were supposed to do and that went for him too. He said, “What to you mean by that?” and Finn said, “Your stealing the apricot nectar, your medical dispensary is a filthy mess”. Don was angry and denied these charges, but asked if he may go and Finn said yes you leave. Finn also could have charged him with:

- 1) Taking tent in Beaumont
- 2) Business aboard ship
- 3) Influencing Jorge in bad ways
- 4) Being drunk the other night with Jorge

Sunday, October 19, 1947

Awoke and had breakfast late in the Bunkhouse. Ken came over in the early evening and we chatted all night. He reiterated his belief that Finn should not fly with Harry, that Harry was extremely dangerous, that while he felt like punching McClary in the nose, he did not think he had enough drive to be the leader of the group trying to ruin the expedition, that he felt Don McLean was the one who kept the bitching going. Ken was interested in coming to the States, inquired about opportunities for jobs, living expenses, etc. and how to take out citizenship. I am sending a wire off to Bettie to get the dope.

Finn had an aviation meeting in here all afternoon, to discuss ways of making the flight quickly. Result was to take all three planes, fully loaded, to Veolanti Inlet and then pick the plane to make the trip. Lassiter was willing to carry everything. Harry willing to carry nothing. It was decided for Chuck to get the cache to Nichols and then go to Keeler with Robertson. Lassiter and Finn to go in the Norseman and Harry, Latady, and Ike in the Beech, on the first clear day. After Jennie heard the news, she said I'll bet anyone \$100 the Beech will never fly trimetrogon. McClary said, I wonder if all this rushing around at the last minute will be worth it. Hassage is sour and McLean bitter. The JB-A Weddell C. P. has not reached the meteorological station yet. The weather was bad still, snow and blowing, temperature high and our shack is leaking badly.

Monday, October 20, 1947

I read Bill the article this morning and he and Finn cut and worked on pictures to send with it. We decided to let Don McLean work and take care of the seismograph, as Andy thought him responsible enough and it was Andy's project and if anything went wrong, I would not be to blame. Sig admitted to Finn that Jorge and Don McLean were drunk a few nights before Don came off night watch. They turned over the coal box and messed up the wash stand. Andy was with them, but seemed to be all right. Finn had a long talk with Ike. He told Ike and Ike accepted it without an argument and didn't defend his at all. They both agreed Hassage would be the only one to take care of the camp.

Harry came in and said the Beech would not be able to carry full tanks of gas to Violante Inlet because with his weights, he would be landing with 1400 lb. over weight. He talked for an hour and then left saying, don't count on anything he had said, because he didn't know what the plane would do. After Harry left, Finn discussed it with Ike and decided the Beech would be the plane to use, but that he would not fly with Harry. Ike said he felt something like that was up and he didn't dispute Finn's decision. Finn spent the evening sending pictures to Press Wireless. Britisher David Jones and Lassiter gave the Norseman a thorough check today. The weather continued to be bad, sun coming out now and then, but overcast following a few minutes later.

Tuesday, October 21, 1947

Don wasn't up at ten o'clock and was Mess Cook. Finn called him and got him up. David worked with Lassiter on the Norseman. The weather was still very bad and both last night and today it was snowing heavily. Finn took pictures of me digging myself out of the passageway. Ken was over working on the radio, still trying to get these pictures out to Press Wireless. Finn had a talk with Ken about what to do in aviation, relative to Harry. Ken said, if you get that coastline in trimetrogon, it would be the greatest thing ever done here. Finn agreed. Harry does not fit into this program. He is in a position to cause trouble. Finn, unfortunately,

still feels sorry for him. Finn called in Lassiter and talked to him about flying the Beechcraft on the main trimetrogon mission. It was fine by him. Ike came in and he said, it would come as a blow, but he would tell Harry and inform Lassiter, who already knew, that he (Ike) also knew about it now. Finn then talked to Latady, who was most agreeable and said little about the Harry angle. Robertson was next and he agreed. He also told us that Harry had the heaters going in the Beech, when the gas tanks were empty and condensation formed inside. He ran the motors for forty-five minutes yesterday. Harry was in the plane. The switch on the inter-communication system was also on and when Jimmy went in, Harry was in there with fumes all around him. Jimmy felt the motors and they were red hot. One spark would have burned up the whole plane. The question is, is this what Harry wants. We all saw a movie, "Henry Aldrich", which was funny in a way. Ken came in and we chatted. Ken feels Finn should crack the whip with these guys and lay down the law. They get away with one thing and then try something else.

Wednesday, October 22, 1947

Last night was the first night I noticed how light it was, practically the whole night through. We went to bed around twelve and the twilight shown through our upper windows. I didn't sleep well and it seemed to be getting lighter all the time. It is, of course, the first time I have ever experienced this. From all reports, Harry took the news that he would not fly the Filchner Shelf Ice hop with the Beech very calmly. He seemed to be relieved and probably in his inner self does not have the nerve to do the job. He went around with a long face pretending to be unhappy, but there has been practically no repercussions over the incident. Received a message from Alice Burkowsky today.

Finn talked to Chuck Adams about the program and then had a long talk with Lassiter about weights. Finn got Robertson up and he did some work on the Beech. Finn gave McLean hell for not washing the dishes, but just sitting by the fire. Lassiter said that Dave had told him Ken might go back with us. Lassiter is very anxious to fly back to Punta Arenas, if he isn't needed on the ship. Ken didn't come over today, as the contact with Press Wireless was not strong enough with bad interference. I revised the Times Magazine article. McClary is working on a model of the British sled. The gang was pretty quiet tonight; there must be something brewing. It continued to snow and the visibility was down to the deck. Some of the fellows brought in coal and diesel oil from the ship during the day. Lassiter is finished checking the Norseman and is looking over the Beech. Latady is working on some bags for the plane.

Thursday, October 23, 1947

I finished typing up the article for the Times Magazine. Finn worked on a map for plotting in his courses in flight and made a plotting board. Latady came in saying the weights of the cameras had not been calculated in the weight of the plane, which Robertson had given Finn. He had obviously come from Harry. Finn said, they had been accounted for and upon checking

with Robertson, Bill and Finn both found this to be so. They discussed extensively the different things to be taken along and Bill intended rounding up much of it. It looked as though it might clear all day, but never did. Sig overheard Hassage refer to him, as the informer, this morning. Finn called Hassage in and asked him to take over the charge of the camp in his absence. He screamed, "Hell! no not me - never, you just do all the work that way, why not get Sig, how about McClary? I'm not good enough to do anything else, now you want me to do this". Finn said, "You try to run your own expedition sometime Chuck and you'll find out how hard it is". Chuck is mad, because he is not the hot shot on the trail, now that so many are heading out of camp. I distinctly remember him saying he wanted to be where he could be the most helpful and that was at Base, but that gang has been working on him. Hassage said, "Harry won't do anything". He thought for a few more minutes and said, "O.K., Finn I'll do it, but don't expect too much of me" and then said, "I'll see you later, I'll go out and get a cup of coffee."

Ken spent the evening working pictures with Press Wireless. He got out the one of the dinner and one of him and Finn by the plane. They said they were fine, but still not good enough for commercial usage. He promised to show them to Wheeler to see what he thought.

Just before the lights went out for the evening, Harry came in and asked Finn if he would please O.K. two messages. I was playing cards on the table and didn't even turn around to look at him. Finn said suddenly, "What is this message to Admiral Byrd about your no longer connected with the aviation program". Harry said, "I talked that all over with the Admiral before I left and this is a personal message to him". Finn said, "Admiral Byrd has nothing to do with this expedition and I think he will sleep even if he doesn't get this message from you". Harry said, "But that's a personal message, you aren't going to let it go out"? Finn said, "No, I'm not going to let it go out". The message to Harry's mother Finn let go. After thinking it over, Finn called Harry back in and asked him, what Ike had told him. Harry replied, "That I was not going to fly the trimetrogon hop". Finn said, "On this operation you mean". Harry said, "Yes, but so far as I am concerned that means I'm through with aviation". Finn said, "I should like to have that in writing Harry". He said, "O.K. I'll be glad to". Finn said, he was sorry it had happened as it had, but that Harry had brought it on himself. Harry said, he would rather not discuss it. Finn said, "You realize that the messages which go out of here are my prerogative and your sending information like that in a message is a slap at me, which I just don't stand for". Harry replied, that he just didn't want his mother, or anyone else, to think that he had any connection with, or was responsible for, the aviation unit in case anything went wrong. Finn said, "I can assure you your name has not been mentioned in that connection for sometime and will not be in the future". Harry said, "Fine". Finn said, "I want that message to your mother reworded before it goes out". Harry said, "O.K.". Finn said, "You can tell the Admiral anything you like when you get back". Harry said, "I certainly intend to". Finn said, "Do you mean that you intend to have no more connection with the expedition"? and Harry said, "Oh no"! "I intend to do my share of the work around here as I always have before". Finn said, "Ike, tells me he can't get you up in the morning". Harry said, "When Ike wants me for work, I'll be there". Then he asked Finn if he could train the rest of the dogs here and work on a project he started for school sometime ago.

Finn said, “Yes, go ahead and do that, after you have completed your expedition duties”. Harry left.

Friday, October 24, 1947

Another bad day. Bill worked on the weights and stuff to go in the Beech. Robertson and Jim worked on the Beech. They found three quarts of water in the gasoline tanks recently, but definitely, after Harry knew he wasn't going to fly it. Ken came over in the evening with the big news of the day. Kelsey told Ken, that Harry had tried to bribe him to get those two messages out. Kelsey refused and Ken told him, he had better not try to send them, or he would easily be caught up and it could mean nothing but trouble for him. Kelsey tore up the message and burned it. Kelsey also told Ken that Harry was making no secret about the fact, that he planned to spend \$10,000, if necessary, to wreck Finn and the expedition. Ken said, that Harry had come over to him today, bitching about Finn. Ken stopped that and said, it was none of their concern. Harry then asked Ken, to send the messages for him and he refused, saying no message would go out from there without Finn's signature. Ken also said that about six weeks to two months ago, Harry had asked Ken to sell him some liquor, that he was willing to pay for it. Ken refused saying they did not have much and that he couldn't sell it, because it was Government stores. Ken said, Harry started in on Finn again and finally, Ken said you know Harry I think the best thing for you to do would be for you and Jennie to get clear out of this and go live at the Debenhams. Harry thought that was a good idea, but didn't think Finn would let him have the food. Ken said, if he wished, he would talk to Finn and he felt sure Finn would let them have the food, but if not, he would let them have some of his stores. Harry said fine, I'll have to talk to Jennie about it.

When Ken later told his group that he had offered the Debenhams to the Darlings, they all cheered and thought it was wonderful to get them out. Harry then asked Ken, if he could arrange to have them get passage back on a British ship. Ken said, he didn't know as that was out of his hands. Ken said, he thought Harry should be made to work his way back with the expedition, instead of going back in style and being able to start trouble two months ahead of Finn's return. He was also afraid of the lies and trouble he would cause in the Falklands, while being entertained there as a guest. Finn agreed. Ken strongly urged Finn to submit a report to the Navy Dept. in code on Harry to forestall the trouble, he knew Harry would try to cause. Ken left late and we couldn't sleep for fear Harry would try to sabotage the planes. Finn called in Lassiter and told him the whole story. Lassiter said, he would have Robertson and Dave check for the obvious. He strongly suggested, sending McLean south with Nichols and Jorge to the Plateau, to get them out of Camp. Lassiter also said, Harry had told him that if he had gone back on the Fitzroy that time, he would have felt he had let the expedition down, but now he felt no responsibility for the success of the expedition's program, whatsoever. Finn had a talk with Latady this morning. He said, Harry was extremely difficult to get along with and that Harry had tried to persuade him to drop out of the aerial program and not take the pictures. Bill said he couldn't see why he should do this, at all.

Saturday, October 25, 1947

Of course, we didn't sleep much last night. Lassiter said, Robertson had said, he felt Harry was angry enough to sabotage the planes, particularly the Beech, because, if he couldn't fly it, he wouldn't want anyone else to do so. Finn turned off the radio in the Bunkhouse at 10:30 this morning. This made Peterson mad and he asked Sig, what made Finn the way he was and why did he make such wrong decisions. Don McLean and McClary were there. Sig said, so far as he was concerned, Finn's decisions were not wrong, and he personally did not come along on the expedition to question the decisions of the Leader. At my suggestion, Finn brought in Peterson and had a talk with him. He told him, the expedition was at a crisis with Harry, who threatened to wreck it and he needed people who were loyal to back him up and work for him, not question his decisions in public and try to make and stir up trouble and contribute to the general bitching.. Pete said, although he had a different attitude from the one shown by Finn, he felt ashamed of himself and would try not to say anything about him in the future. Finn next decided to tackle Don McLean, who was out skiing with Bill, Jennie, and Jorge.

After dinner, Ike and Don came in. Finn asked Don where he stood on the expedition and what he wanted to get out of it and how he felt about things in general. Don said, he would stay in camp, work here on medicine, biology, and camp work. Finn said, he had been very angry the other night and just found out that Don and Jorge had been drunk several nights, before he came off night watch. Don was most surprised that Finn knew this. Finn asked Don, where he had gotten the liquor. Don said, from what Andy had brought with him. Don denied he had been the one to do his business aboard ship. Finn said Harry had given him the information and that Bob Nichols had spoken to him about it also, but that he was glad to know Don denied doing it. Finn said he viewed the doctor as a morale building factor. McLean agreed and said, that he had been obstinate in his ways and had over slept and not worked, because he was sulking over Finn's reading him off. Finn brought up Harry and told Don of his threats and that Finn would have to report Harry's behavior to protect himself if Harry attempted to carry these threats out. He also said he would make a report on all Navy people including Don. Don said he didn't believe Harry would carry out his threats. He agreed that Harry was difficult to get along with, but thought he said things in angry tempers, which he didn't mean. He said, Harry felt that he was the better navigator of the pilots and that if they had a forced landing out someplace, he would be the better trail man, in view of his previous experience, but, of course, Don added this was a matter for Finn to decide. Finn said, that if Don showed an interest in his medical work, cleaned up the Dispensary in the Science Building, and gave Finn the reports he had requested months ago, that there may be a possibility for him to join Nichols and his party, providing McClary was in good condition, needed no attention, the same with Andy and if Butson would be back soon. Don was surprised at this and said it was more than he had expected and naturally, he was anxious to go. He said, how glad he was to have this talk with Finn. Finn said, he wasn't a hard person to get along with, if people met him half way. Don shook Finn's hand on the way out. Kelsey told Finn that Harry had tried to bribe him to send out the messages. Finn asked Jorge, if he wanted

to go to the Plateau for a while. Jorge was tickled pink and thrilled to death. Right away, he was a changed man. The next person on the agenda was Harry.

Finn called in Ike, Harry, and Jennie. Finn asked them both what their intentions were. that Ken had spoken to him about their going to the Debenhams and did they intend to go. Harry said, he thought it was a good idea, if he got away from it all and go there, but if Finn thought they could live at Base, without a recurrence of the performance yesterday morning, he would try to keep out of Finn's way. Finn said, "What to you refer to about yesterday morning"? Harry said, "Why the way you bawled my wife out for drinking a cup of tea". Finn said, "I told your wife it was twelve o'clock, that lunch would be ready in thirty minutes, that this was no time for breakfast, that if she wanted breakfast, you could get up in the morning when the rest did and carry it in to her the way I did with Jackie, that she knew when meal times were, that if she couldn't read, I felt sorry for her and that I didn't want people in the Galley and I didn't want persons eating all day long, anytime they felt like it". I said, "Harry, if you refer to any rudeness, you have on several occasions overstepped your rudeness to me, more than Finn has ever done with Jennie". Harry said, "I think it would be better, if we both got out of it and moved to Debenhams. I don't want to argue with you, I'm tired of it all and I just want to get out of it. I sincerely feel it would be better for you and the expedition, particularly, when your big flying program is coming up, if we just left. So far as I am concerned, I have just wasted a year and a half of my life and I want to make arrangements to leave the expedition as soon as possible".

Finn started to say something and Harry butted in. Finn said, "Let me talk, I let you talk". Finn said, "You said you wasted a year and a half of your life by coming, let me say that the reason is all of your own making. You were Third-in-Command and Head of Aviation, in that capacity you were expected to take orders from me and act in the best interests of the expedition. Instead, you disobeyed my orders continuously, after I gave you a chance, along with the rest to leave in Panama, if you felt you couldn't take orders. You disobeyed me by going to the British camp, when I told you not to, you tried to cause trouble between the two camps with your lies and misstatements, you tried to negotiate with the British, after I told you I would be the only one to do that, you tried to cause trouble in the British Camp against the Leader of that camp, you tried to cause trouble during the search for the Britishers between Ike and Ken Butler, you asked Kelsey to inform him when Jackie's flying story went out, that you were sure going to cause trouble about that, that you stated before witnesses that you were disloyal to me, saw no reason why should be loyal, that you intended to do as you pleased at all times, that I could have no confidence in you". Finn also stated, that he had tried to bribe Kelsey into getting the messages out of camp and that he had tried to get them out over the British station, that he had threatened to spend \$10,000 if necessary to wreck the expedition. Harry was furious, he said, he had given the L-5 a down, when Nichols, Lassiter, and I flew that day. Finn said, "If you had Harry, it was your responsibility to inform me of it as you were responsible to me alone and you had been on a drunk and hadn't spoken to me for five days". I said, "What connection does my reporting my flight have to do with you, whether you downed the plane or not".

Harry was cornered and said, I just wanted to know that's all. I said, "That was none of your business Harry". Harry denied, that he had said, Finn could have no confidence in him and that he had said, he had no confidence in Finn. I said, I was there and it was the other way around. Harry denied, that he had tried to bribe Kelsey and Ken to get the messages out and asked Finn to prove it. Finn refused to call them in now. Harry denied, saying he would use money to wreck Finn and the expedition saying he only wanted to forget it. I said, "Harry you are lying, we know these things are true". Finn said, Harry said, Finn had made all sorts of promises to him in Washington which didn't exist, particularly about the women not flying. Finn said, the women had no intention of going in Washington.

Harry denied saying about that agreement in Washington and I said, "Harry you accused Finn of that in this very room". Harry said again he felt he and Jennie should go to the Debenhams and get out of the way, so Finn could run his expedition in the way he wanted to. I said, "It is too bad Harry that you did not feel that way before this". Finn told Harry that he understood now, why Admiral Byrd always stressed loyalty as much as he did, for one disloyal person could certainly cause a lot of trouble, particularly while acting as Third-in-Command, to talk over things with Finn, agree on a solution, then go right out to the men and say, "That's the way he wants it, I wouldn't do it that way, but my hands are tied". Finn promised Harry E rations for food and told him he could make out a list of other food, including steak and give it to Sig. Finn told him to take anything necessary for their health and comfort and that he would speak to Ken about taking them up by a British dogteam. Finn also told Harry, that if he continued his undermining actions, he would have to order them to the Debenhams. He also told Harry, that because of his threats to ruin the expedition, he would have to report his actions and behavior officially, that Finn was thoroughly aware of his influence and connections in Washington and that if he attempted to carry out his threats, he would have to take action, accordingly.

Finn made it understood, in front of Ike, that Harry had been told he would not be flying this particular hop, because Finn wanted to use that plane and would not fly with him. Harry and Jennie said good-bye and left after Jennie had gotten Finn to O.K. a message concerning the insurance on her diamond ring, which she lost. Ike said. "Well that's two down today.

We all went to see the movie, "Murder My Sweet". Ken came in afterward and we told him the story of the day. He couldn't believe that Harry had the nerve to deny that he hadn't tried to get the messages out through him. Ken again strongly urged that Finn submit an immediate report on Harry to Washington, because he was a dangerous man and would cause Finn trouble, which Finn should try to protect himself against first, before Harry started.

Just before the movie, Finn went in and asked Harry to give it to him in writing, that he had requested Finn to let them go to the Debenhams, that he chose to do so of his own free will and accord, and that Finn was in no way responsible for their welfare and safety while there.

Sunday, October 26, 1947

Finn reported good feeling in Camp this morning. Everyone including McLean was out helping to get the Beech ready for a flight. I went out on skis to watch them. Don was very friendly. Finn took many movies. Jim, Bill, and Ike took the Beech up for a test of the cameras. This was the first possible break in the weather for flying. The Beech performed beautifully. It can turn on a dime and she took off very quickly, carrying about 85,000 lb. Chuck Adams got the L-5 ready to take off with the stuff for Nichols. Finn and I skied up the glacier with Kasco. Kasco pulled me on the level. He is really turning out to be a thoroughbred Husky and really looks and acts like one. Pete was up on the glacier rummaging around. We saw the rhombic antenna was grounded in the snow in two places. Pete said he didn't know this, and didn't know whether Kelsey did, but would tell him.

Chuck took off for Nichols, and Lassiter landed after a successful flight with Bill. They all came in for coffee and sandwiches and a chat. Bill prepared to develop the pictures immediately. Chuck was unable to reach Nichols because of bad weather. Sig said, Jennie came out about 12:30 and asked Don if breakfast was over. He said yes, we had it about eleven o'clock. She cleaned her teeth and went back. While we were up on the glacier, Don, Jennie and Harry started out skiing in the direction of the Debenhams. Around 4:30 Jennie, who was back, announced that she was going over to the British Camp for lunch as she was hungry.

After dinner, at which the Darlingtones were not present, we noticed as the door to their room was open, that the room looked as though it was being torn apart. Finn asked Ike to come in and we read him what we wanted Harry to sign, if he went to the Debenhams.

Finn discussed with Ike, the possibility of making a report on Harry. Ike advised against it, saying they would ask Harry for a statement, after which they would decide what to do, including investigation and court martial proceedings or merely filing in his jacket. Ike said there was very little Harry could do unofficially except cause nuisance trouble and that he had seen so many others threaten to do thus and so, but people paid little attention to them. He also said, if Harry attacked Finn officially, it was a very serious charge to make against a superior officer and that he had darn well better be right or else he would be court martialed. On the strength of this, Finn decided to make no report to the Navy Dept. concerning Harry.

Monday, October 27, 1947

Finn went over to see Ken, who told him, and later in the day told both of us, that Harry had been over several times bitching for hours on end, to anyone who would listen to him. He told Ken, that Ken should not have told Finn about his wanting to send the messages out over their radio station. Harry said, that was the only thing Finn had ever gotten on him, implying that there had been plenty of other things, but he had been clever enough to cover them up. He then told Ken, that the present situation was all Ken's fault for telling Finn what he did. He again asked Ken to send out the message, that he only wanted to tell his mother that he was no longer connected with aviation, so that she would not worry. Ken said to him, that he believed there

was more behind it than that, and that his would not be used to harm Finn, if he could help it. Harry then stated, that if his mother got that message, she would call up Admiral Byrd and President Truman and there would be plenty of trouble for Finn. He then told Ken, that he intended to resign from the expedition and have nothing more to do with it. Ken told Finn, if he accepted Harry's resignation, that Harry and Jennie would immediately become their responsibility and he wanted nothing to do with him, because he considered him highly dangerous and was afraid of the trouble he would unnecessarily cause them.

He also stated, that he would be obliged to send out Harry's message, when he had no connection with this expedition, because he was operating a commercial station Finn said he didn't intend to accept Harry's resignation. Ken said, as long as Harry thought Ken was not going to double cross him openly, Harry would continue to tell Ken what he was up to, so that Ken could pass it on to Finn. Ken said, on Saturday night, Harry and Jennie had gone over to Dave and bitched all evening. Dave kept saying it was his bath night, but they wouldn't take the hint. He was about to be tied, by the time the rest of the Britishers returned from our Camp. Ken said, he had had no trouble with his group of men up until the time Harry started his actions over there.

Chuck Hassage came in and tried to talk Finn into forgetting the Harry situation because the more he found himself cornered, the more fanatical he became and Chuck was afraid he would employ foul play against Finn. He said, he fully realized, how Harry had been lying for months and it took him a long time to find out how much he really was lying, and to what extent he was going with his lies. Chuck said, he had told Harry that he would be in charge of Camp when Finn left and that he expected Harry to pitch in and do his share of the work. Harry assured Chuck that he would do this. Chuck told me about the novel he was writing and it sounded quite good. Chuck tried to tell Finn to stop worrying about Harry, that if he pulled any sabotage the rest of the camp would beat him up. Chuck said he watched the planes at night, that he had already thought about that.

Tuesday, October 28, 1947

The day started out cloudy and overcast as usual. I almost finished my sweater today. Finn asked Bill to come in. Bill brought in the trimetrogon pictures which he had printed thus far. They were excellent. Finn asked Bill if he would sign a statement to the effect that Harry had tried to persuade him not to operate the trimet cameras or be in aviation anymore. Bill said, he would rather not because, he didn't think it would do any good. Finn said, he didn't want him to do it if he didn't want to, but he considered Harry's threats dangerous and he felt he had to protect himself and the expedition in the future. Bill said, he was terribly sorry about the whole thing, that he knew both sides of the story and he thoroughly sympathized with Finn. He said he would sign any statement to the effect that he was one hundred percent in back of the expedition and his complete sympathies were with Finn. He said, he hoped to talk to Harry, whom he considered to be very ill-advised, and try to persuade him that even if he didn't like Finn, he still

had to consider the rights of twenty other people. He said, he hoped to talk to Jennie in the same vein, because she had a great influence over Harry's actions.

Finn and Bill talked about the trimetrogon, and felt that it was ready to go. Sig came in for a short chat and stated that he felt Harry was powerless to cause all the trouble in the States that he was threatening. Finn went out to work on the planes and take some pictures. T

he weather began clearing. Robertson was gassing the Beech. Jennie, Mac, and Don were taking a walk. Chuck Adams prepared the L-5 to fly to Nichols. He attempted two take-offs, but got stuck in the soft snow twice. The second time, the weasel had to drag him out. Kelsey hadn't heard from either Fiske, the Plateau, or Nichols, with regard to weather.

Chuck decided to give up trying to get off with the heavy load to Nichols and to try taking Jorge to the Plateau. He and Jorge took off, but were unable to land on top because of low lying clouds right on the Plateau. He reported bad weather coming in from the North. Finn told Kelsey to get Fiske and Nichols both to come up on the seven o'clock schedule tomorrow. Ken came over and chatted. He hopes to leave for the trail party in the Norseman on the first flying day. He seems to think his radio room is pretty secure now and that if Finn gets Harry aboard, ship before other ships come in and gets him back to the States with the expedition, there is very little that he can do. We had a movie, "Bewitched", and went to bed early.

Wednesday, October 29, 1947

Dull day as usual. In afternoon it cleared sufficiently for Chuck to take Jorge to the Plateau, and bring Andy back. Andy was much better, but had something funny go wrong with his knees as a result of exercise. He stated Woody was not enthusiastic about accompanying the trail party, but Andy felt he would make out all right. Harry was reported to be going around asking people, what he could do for them to be of service. He asked Sig twice. Finn made a three minute test broadcast to Press Wireless to be sent to Gittins Company.

Finn and Ken signed the Agreement between them and the work to be done by the trail party. Ken told Finn to feel free to use the 73 gas over there, about 900 gallons, whenever he needed it and John had been informed. Finn tried to teach Ken something about skiing this afternoon on the glacier and I accompanied them, but Ken was not too good and the snow and his soft bindings made it impossible. Ken and I skied some over the Bay Ice in back of Camp to take a look at a couple of seals. We saw Jennie, Don, and Mac out walking some distance away near Neny. Finn was anxious to find out what Harry intends to do, but made no movements to do so today.

Thursday, October 30, 1947

Another dull day with a bit of blue sky and sun now and then, but weather coming over all the time. Finn helped on bringing the gas drums off the ship, ashore with Ike, Don, Lassiter and Adams. Don told Finn for the health of the Camp, he, with one other person, would like to go out to Red Rock Ridge and gather some penguin eggs. Finn told him he would like to go himself, but that there was open water out there and it was impossible. I told Finn, if Don put his energy behind a shovel, he could dig up some powdered eggs in back of the Bunkhouse, for the health of the Camp. Finn helped Pete and Kelsey to fix an antenna.

Ike came in and discussed Harry. He did not think Finn should even bother to ask him, if he intended going to the Debenhams, because it was so obvious that he did not intend to. Ike did think that before Finn and he left camp, Finn should relieve Harry of his Third-in-Command in writing, so that there would be no doubt about the fact that Hassage was in charge and Harry had no say in running things. Finn decided to do this. Finn wrote a memo to this effect and read it at the dinner table. There was very little reaction and Harry did not seem to be the slightest bit unhappy or affected by it. The weather began to clear rapidly and before long Chuck Adams took off in the L-5 and Lassiter and Ken Butler in the Norseman. Ike was supposed to go too, but he said he wasn't ready and that Finn hadn't told him, he was going to stay over there. Finn told him he had been waiting for nineteen days to make this hop and still wasn't ready.

Chuck Hassage spent quite a bit of time talking to me, about his book and his past. Among other things, he referred to the proposed meeting on the ship a while back and connected Harry and Jennie with it. He said McClary looked and acted like he was the head and instigator of it, but Chuck actually could see now, where Harry and Jennie were in back of it all. Chuck said, at the time Harry said to him - come on you have to go up to Finn's room too, you're as much in this as anybody else. Chuck said, he had nothing to do with the running of the expedition and had no right to tell the Leader what to do. Both planes landed safely at Keeler. Finn received word via radio that the Odum flight was canceled. Gittins said he couldn't go far in our publicity, as he was stopped because of the public's lack of information concerning the expedition. Discouraging, but I can't see what we can do to Everyone said Ken was stiff as a board from his skiing lesson yesterday.

Heard story that Jorge had filled one of Pete's met balloons full of water and put it in Pete's bunk. Pete got it out safely, put some more water in it and put it in Kelsey's bunk. Kelsey had great difficulty getting it out, without breaking and finally rapped it in a blanket and removed it.

Friday, October 31, 1947

A dull morning again. Fiske had some trouble with his radio and blew all the tubes. Lassiter and Adams started back from Keeler, but weather closed in and they had to turn back

and land at Keeler again. Finn was informed that the sledge party had very good going and would arrive at Keeler day after tomorrow.

Robertson came in and among other things, we discussed Harry. Jim has no use for him, feels he would be just the kind of a guy to sabotage the planes. He said Harry told him he had gotten Finn \$3,500 for the expedition. Finn corrected Jim to the truth that it was \$2,500 and that Finn gave Harry \$1,000 of that to take care of his and Jimmy's expenses in San Antonio. Jim said Harry knew that Jim had spent \$145, but had offered to settle with him for \$100 which Jim did. Jim recommended that Finn make an announcement to the camp regarding Jennie's missing diamond, because Harry was just the kind of a guy to try making some kind of trouble out of it. Jimmy said, he felt Jennie had probably lost it, but if somebody had taken it, they had their friends to thank. Finn took me for a ride out to the ship in the weasel. We met Ike on the way back. Ike told Finn about McClary being mad that Finn wouldn't let him go out to kill seals at random. At dinner, Finn gave Harry a memo on the ring. After dinner, we heard a plane and sure enough Chuck and Jim were back. Both Jim's and Chuck came in for a chat.

The news from Keeler was good. Smitty was very anxious to go on the trail. He was also most pleased at the latest developments on Harry. Fiske did not comment on it. The fellows told some funny stories about the few hidden bottles of liquor around and how each person was stealing any they found, or came across by accident. We told them of the Halloween celebration by the bitching group. Mac drew decorations of a black cat, pumpkin, and old witch. He wore angel wings, a halo, and a white gown. McLean, dressed by Jennie, appeared as a woman, with the figure, cosmetics, bracelets, earrings, scarf, etc. He really looked coarse. Lassiter was disgusted and said, he didn't think anything McLean did was funny. We heard Jorge on the radio today and he seems to be taking his job very seriously. McLean dressed in his costume came in for a chat. I asked him what he intended to do after he went back. He said finish his internship and go into the Navy for a while or at least temporarily. I said, the way things are going, you might see some action. Don said, I hope not, I want no part of it. There are only two reasons why people fight: 1) Because they like it and 2) Because they feel they are fighting for something worthwhile. Don continued, "I don't believe we are fighting for anything and I don't want to fight, if I can possibly get out of it."

Saturday, November 1, 1947

After lunch Finn called an aviation meeting to discuss the next steps in the program. It was agreed by everyone present, Ike, Latady, Lassiter, Adams, and Robertson, that the best thing to do after getting Nichols squared away was to utilize both planes to carry gas to Keeler, in case the Bay Ice should become slushy, making any operation off of it impossible and thus forcing operations onto the infinitely more difficult glacier. Bill suggested making the Crane Inlet trimetrogon hop before leaving for Keeler. This would give another check on the cameras operation. It was decided to do this, if possible before leaving, but not at the expense of getting the gas over there. Personnel to man the Keeler Base and an Advanced Base was then discussed.

Fiske would go to Advanced Base everyone agreed. The question was who would stay with Fiske. Don was suggested. Finn asked Ike if he would like to do this and Ike suddenly started on a tirade against Finn. Ike said, No! he was a pilot. He had it in writing that Finn had asked him to come as a pilot. He denied promising Finn that he wouldn't fly solo in view of Don McLean's medical report on his one eye condition. He said Don didn't know what he was talking about, wasn't able to judge, was no flight surgeon. He said as long as the younger fellows could manage the program, he was content to sit back, but now Finn was short of pilots, that he may be called upon and he wasn't prepared and had to prepare himself by going on every flight and had to be flying the planes. This, of course, made Finn mad and Finn asked Ike to get Don McLean.

Finn searched for and finally found McLean's written medical report and in front of the group read it. Don was definitely on the spot. Ike asked him to change it saying he was O.K. Ike told Don, he didn't know what he was talking about, and had never told him what he was going to do which wasn't fair. Ike said, Finn had asked Don for such a report. Finn denied this. Don was forced to back up his report, saying it was still his belief that Ike should not fly alone, nor should he land a plane. Ike retreated and said how about co-pilot. Don said he would write a memo to Finn saying, Ike was medically fit to fly co-pilot and relieve Finn of any responsibility in this connection and would give it to him by the end of the day. Don then left. Ike said he would be co-pilot. Finn said, I have never been in any disagreement with you about that. Ike said Don was not his friend, no friend would have done that and Don had been mad at him at the time, cause after Finn had informed Ike of the existence of the report, Ike questioned Don about it and Ike said Don apologized to him for having written it. Ike then agreed that he had previously promised Finn that he would not fly solo and would stick to this promise and act only as co-pilot, when the pilot was responsible for the plane, unless in an emergency when no pilot was available and his services might mean life or death.

Chuck Adams was agreeable to this and said he couldn't see that the situation had changed any from what it had previously been. All in all, Ike acted surprisingly badly and we were both quite surprised. He had threatened Finn with, if I don't fly, I'll have nothing more to do with aviation and go live on the ship. All of which seems to prove that persons will agree with you about most anything, until they themselves are directly affected, then to heck with the good of the expedition plans, or loyalty, or wishes or anything else, they are just out to make you wrong and gain their own ends. I didn't think Ike would do this, but he did, as did many others before him Harry, Nichols, McClary, McLean, etc. The meeting broke up to get the Norseman to look for Nichols. Before they got off, the weather closed in and the flight was canceled. Lassiter and Robertson told Finn they both thought Ike had turned the argument around. Robertson told Finn, he didn't think Finn should let Ike fly even as co-pilot.

At lunch, Finn announced the loss of Jennie's diamond ring. The rest of the day was relatively peaceful and we saw a movie, "Over 21", at night.

Sunday, November 2, 1947

Finn awoke at 6:30 and saw the sun shining brightly. He woke up Sig and all aviation and the Norseman was made ready to fly to Nichols. Lassiter piloted and against Finn's wishes, Ike sat up front in the co-pilot's seat, although he can't see a thing and couldn't spot Nichols on the ground anyway. Hassage went along to throw the stuff out of the plane. They got as far as Mt. Edgell and had to return to Base, because of bad weather with fog covering the ground.

Finn met Andy this morning who said I hear you have made some changes, while I was away. Finn said, yes, because of Harry's lies, disloyalty and undermining actions, I had to remove him. Andy said, well he is spoiled, had always had his way and wants to always have it. He said, he liked Harry and considered him a friend of his. Finn said he was welcome to his opinion, but that he (Finn) had it in writing that Harry threatened to wreck the expedition and spend \$10,000 to do so if necessary. Andy said, do you have that in writing and Finn said, I certainly do. We took it easy around here most of the day, reading and sleeping.

Monday, November 3, 1947

The day dawned with overcast skies, but by 10 o'clock, the sun was shining and there wasn't a cloud in the sky. Both planes took off for Keeler. The Norseman with Chuck and Ike carried gear and about four drums of gas. The Beech carried gas, but couldn't drain it because the pipe was too short. Both planes came back and Chuck, Hassage and Latady took a trip down to the Sound to look for Nichols and Dodson. They searched the area for over an hour, but couldn't see them. Lassiter was depressed all day, because they couldn't utilize the good weather to the best advantage on the other side. It was decided by all flight personnel that the best thing to do, was to take both planes down the Sound for another search. Lassiter, Finn and Andy flew in the Beech, Chuck, Robertson, and Latady in the Norseman. They searched everywhere, but couldn't see Nichols or any trace of him.

Everyone came in here, when they got back around eleven o'clock and decided they had done all possible to locate them. If they wanted the extra food by plane, they themselves certainly should realize they had to make themselves evident to a plane, since they had already ruined two radios. It was decided Nichols had made a dash to the mountains in search of rocks and would then make a quick retreat back, utilizing his outward food caches. If they were in the mountains, it would be impossible to see them from a plane. There were no open leads on the Bay Ice, so they could get back as far as Red Rock Ridge without difficulty. Finn gave Kelsey orders to broadcast to them to retreat toward Base on his radio schedules, hoping they could receive Kelsey. Finn also sent a message to Smith to continue south, with the trail party which had arrived at Keeler this afternoon and will depart tomorrow.

Harry, Jennie and Don went for an all day ski trip. They took a loaf of bread from the Galley and didn't get back until around seven. Don did not bother to think of helping with the

planes, until the last flight and when Andy was selected to go search instead of him, it finally dawned why. He immediately brought in the requested medical report on Ike dated Nov. 1 and talked about doing biology work on snowy petrels. He says, he has found a rookery on Neny Island, 6,00 feet up.

Tuesday, November 4, 1947

The day dawned bright and sunny, but Fiske had bad weather to the north. After Jim got mad at Larry and Kelsey carrying on a newsy conversation, while he and Chuck were sitting in the planes, engines going, ready to fly, Larry got down to business and finally sent the weather, so that it could be intelligently interpreted. Finn and I skied for a few minutes on the glacier and then Lassiter decided to take a chance and fly over. Finn and he took off and landed an hour later at Keeler. Jim told Chuck to come on over and fly under the overcast in the Traffic Circle. We had lunch and they got ready quickly, because the weather here began to close in rapidly. John brought a dog named Monkey over to replace a bitch in the Sledge Party' team who was having pups soon. The dog was just tied in the plane and took it very well. The take off surface had gotten progressively worse since this morning. It was very sticky. I was skiing on the glacier and the snow just clung to the bottom of my skis, making it impossible to run down. Chuck made two false take-off runs and after each one, had to remove some gasoline, a total of seven hundred pounds was taken out. The Beech carried enough to leave five drums of gas and Nana carried empty drums. Chuck landed at Keeler safely with Latady. Both planes tried to come back this afternoon, but were forced to land at Keeler again, because of the overcast. Chuck took over the running of the Camp and announced, no night watch and no candle burning after lights out and no long walks on the Bay Ice, without first informing someone of their departure first. Don, Mac, Jennie, and Harry sat alone at their end tonight and the rest of the group, Andy, Pete, Kel, Robertson, sat up at my end. I sent a story on the flight departure to Nana.

Although it was not known to anyone, before Finn departed for Keeler by plane, he had written a document that if anything happened to him, I was to inherit the expedition, since I was the only one who knew all of his commitments, both here and stateside.

Wednesday, November 5, 1947

It blew about 40 mph all day. During the latter part of the day, the sun shone slightly and there was local clearing and a bit of blue sky, but this did not last long and the wind continued to blow hard. I learned later from Robertson and Sig that Hassage and Sig had a bad argument this morning and Sig had told Hassage he was on his back for two months. Sig won't keep still about things and at times makes matters worse. Hassage was so mad all day, he wouldn't eat chow. Robertson was in all afternoon. We played cards and chatted. He certainly has no use for Harry and says for his money, Harry is no pilot as he knows pilots, for he is so unconcerned about things. He says, definitely, that the gang in Harry's room is drinking medical alcohol. He says

that Harry had about a case of liquor with him and that he had about three drinks there, but that is probably gone now and the medical alcohol is being used. He came in after dinner and we chatted until twelve. Kelsey says he had good picture signals, but we don't know if he was able to get any out. At dinner, Pete and Robertson had a great to do about the motion picture projector. Pete was trying to get Robertson to fix it, but Jimmy saying Pete never came to the movies anyway and why not fix the expedition projector, whose sound track went bad on the ship. Actually Mac threw the important attachment overboard. Don came in, in the afternoon and gave me a long list of quakes. He is very anxious to get a trip south again. Hassage made a remark to Sig this morning, saying Sig was tunnel runner #1, Robertson #2, and himself #3.

Thursday, November 6, 1947

Sig chopped me some kindling wood yesterday and this morning, the two of us together, dug the snowed in passageway out. The sun was shining bright around noon and there was some local clearing, but before the hour was up, the overcast had obscured all the surrounding mountains. Hassage carried in a bag of coal for me and chatted for a while. Kelsey decided to sleep this morning, so Pete listened for Fiske to come up on the battery set and the generator stayed off all day. Andy came in and had a long chat with me, about the possibilities for a job in the Government after he got back and things in general. He made some prints of the men leaving on the Beech flight and will make some to go to NANA. John invited me over to tea. We had delicious chopped egg sandwiches with green cress from their hot house. We discussed Nichols and found that most people felt he had gone after rocks except Kevin, who said Bob was hopeless on the trail, but finally, did realized how dangerous the place was and didn't intend to try any heroics. Kevin left Bob on Oct. 4th with thirty-eight days of food which, except for caches, would last until Nov. 11, and longer if they did not eat full rations. He said, Bob had agreed, when he got down to six days food, they would start back. Kevin didn't see how anything completely disastrous could happen to them on the Bay Ice and even if dogs and sled were lost, they could still get back with their skis by utilizing their caches. There were oodles of seals on the Bay Ice and they had eight gallons of kerosene.

Friday, November 7, 1947

Finn and Chuck took a flight eastward today in search of the Islands. I found this out, when I went to read Finn the message about the two Navy Icebreakers coming down, one to the Bellingshausen Sea and the other 180 degrees away on the Knox Coast. I read the message to Fiske, when I found out Finn wasn't there. After I came back to the shack, I turned the radio on and discovered Larry was telling Kelsey that he (Kelsey) was in the doghouse with Finn because he hadn't come up that morning. Kelsey's reason was he didn't want to bother the radio men in the field unnecessarily, when it wasn't necessary. This, of course, does not explain away the fact that Fiske had to meet the schedule even though Kelsey didn't. Kelsey acted as though he had been terribly abused. Fiske then asked about whether his messages had gone out and Kelsey said

no that the power had to be turned off at eleven-thirty. Fiske went into a rage, saying Finn had said nothing would prevent the messages from the men in the field from going through and if this was so, he was really going to bark. Kelsey, who had already stuck his neck out, explained things to him more carefully and ended by saying "He didn't know who was listening, but by golly he would keep the generator operating after eleven-thirty and get Fiske's messages out." This chatter on the radio trying to cause nothing but trouble, made me mad, but I didn't say anything.

Around dinner time I heard that the two planes were coming back to Base again. Finn had gotten back safely with Chuck in the L-5 from the eastern flight. The day was so beautiful I decided to ski a bit. The glacier was perfect with light powdered snow on top of a hard ice crust. I was there for about an hour, before Chuck Hassage. Kevin, Terry, Bernard and later Pete, joined me. We had lots of fun going up and down and finally discovered an extension to our slope, by going over the built up snow ramp down to the Bay Ice. One had to jump over a tide crack, which added a bit to the danger. John was the worst skier among the Britishers. I noticed, however, that they all wore hard boots and cable bindings. Their skis were all shorter than ours.

At 9:45 p.m. the sun was shining brightly, just as though it were twelve noon. Just then we heard the plane and watched the Beech land then suddenly take off again, fly over us and circle the camp for another landing. Jim and Finn got out. Chuck in the Norseman landed minutes later. Finn and I came into the shack and I caught Finn up on all the news including the new label that people visiting us were "Tunnel Runners". Finn told me about the flight, that they saw no islands to the east, but covered about one hundred and fifty miles of the Larsen Shelf Ice never seen before by man.

Finn was angry with Don, whom we suspect has been giving out medical alcohol for drinks in the Darlington's' room. Robertson says that is what they are drinking and Hassage says Darlington has recently asked him in several times to partake. Finn called Don in and requested the alcohol and any liquor he had, to be turned over immediately. He told Don why and asked Don if he knew of anyone who had liquor on the expedition. Don hesitatingly said yes! Then Finn said I'm not referring to Andy. Don said, he knew Lassiter had some. Finn said he was not worried about Lassiter. Don said, he knew of no one else who had any. Finn told Don, he didn't believe he was always telling him the truth, that he knew of one time Don had told him a direct lie in this very room. Don asked, what that was and Finn said, when he had asked him if he had ever heard Harry threaten the expedition, Don had said no he hadn't, when Finn knew Don had been one of the persons present when Harry had. Don tried to get out of it by saying, he had been present on occasions when Harry had been angry and had uttered all sorts of crazy ideas, but that he held no stock in them and felt Harry would do nothing to harm the expedition and believed Harry, when he said all he wanted to do was to forget it. Finn told Don, he knew Harry had cases of wine and liquor all of which he had allowed Harry to bring to serve for everyone, just as he had done, but he believed it now to be gone and not one bottle had been served openly. Don agreed, that it was all gone. Finn told Don that Harry had lied about Scaife giving the expedition \$3,500, that it was \$2,500, of which Harry was given \$1,000 for his expenses. Finn told Don

about Harry's lies to him and to the British camp, about the messages, etc., and that Harry lied, when he said he only wanted to forget the expedition, that he would do everything he could to discredit it. Don said, he certainly was in back of the expedition himself and he didn't want to be caught in this argument. Finn told him you only get out of an expedition, what you put into it and that Don walked away Sunday on a skiing trip, while aviation worked for hours to get three flights off and that is why Don didn't go on one of them and Andy did. Don said, he would bring in the alcohol of which he had gotten five gallons and about 4 ½ gallons were left. He said, this he had used to clean surgical instruments and give some to people to clean watches. He said it could be drunk, but it hurt some people's eyes. When he brought it in, there was only 3 ½ gallons left. Don said to me, you know I have the feeling that Finn doesn't trust me and I don't want him to have that feeling.

When we were talking today, Hassage told me he thought Jennie was beginning to realize the kind of a husband she had married and if he stepped out of the picture, he thought at the moment, she would go for Mac, because from all appearances it was a hot romance. Hassage said, he couldn't understand Harry for allowing it. When we were skiing on the glacier, Jennie and Mac walked over to the flag pole and stayed there for a while, later they went out toward the ship and Hassage called my attention to it. He said, that is not the first time they have been there together either.

Saturday, November 8, 1947

Nothing much doing today except a conference with aviation on the Nichols situation. Finn had received some information from Fiske which he hadn't received before, stating that when the two Bobs went looking for seals, they were up to their hips in slush. Kelsey had that contact on which Fiske had overheard this statement, but Kelsey denied ever having heard it, or knowing anything about it. Finn also found out for the first time, that the cache they referred to, was seventeen miles to the north on Alexander Island, instead of seventeen miles back toward Base. Lassiter asked Finn if he considered it an emergency and Finn said, yes he did. Lassiter said, then we will make arrangements to take off right away and if we find them shall we bring them back to Base. Finn said, yes, and Lassiter said to Hassage and keep them all in bed until after the flying season is over. They went out to start the plane, but the weather closed in so badly, they couldn't take off. After dinner, they all went up to the aviation cache, while Andy and I took a couple of runs down the hill, but the visibility was so poor and last night's wind took all the snow off and the hill was just icy.

Sunday, November 9, 1947

This afternoon Chuck Adams, Hassage and Robertson took off in NANA to look for Nichols. They got as far as five miles past Terra Firma and had to come back because of weather. The rest of the day was fairly dull, several of the men came in from time to time and we

chatted. Andy wants to go down the Sound with Nichols, if he is flown down after the flying program is completed on the exploratory side. Finn said he would try to get him there.

I read most of the day. Finn, Don, and I, drove over to Neny Island in the weasel to look for the snowy petrels, Finn wanted to take pictures of them. We climbed about 800 feet on the snow and then the rock climb began. Finn was ahead and then Don. I had just started, when Finn yelled look out below and down came a rock landing on my back near my shoulder. I thought I had been knocked out and then, that my neck had been broken. It pained dreadfully. I slid all the way back down the hill and waited in the weasel. Finn came down much later, saying that it was a very dangerous place with loose rocks everywhere and that he had broken his camera when it fell from his pocket. Going over we got a huge bump, as we crossed over a large open lead. Nothing much the rest of the day.

Jim Lassiter came in at night to discuss how much more gas was needed to be hauled to Keeler. He was in a very bad humor, because of sitting around over here doing nothing. He told us about the Tricorn area pictures. Dick Butson at Keeler gave them to Lassiter and said here are the pictures McClary stold, that Mac had asked him to take them, but he didn't want them and wanted them returned as quietly as possible. Lassiter brought them back and told McClary, where they were. He got them and, of course, had to bring them into Finn, saying they were found by mistake in his stuff to go to Knowles. Nice guy McClary.

Tuesday, November 11, 1947

Hassage had Don and Harry on the work list for shoveling snow off the ship. Don said, he would do it after lunch, as he had to exercise his foot. Off he and McClary went. After lunch, Harry, Don and Jimmie went out to the ship and shoveled the snow off. Lassiter was in a bad mood. He and Chuck started to take the Norseman after Nichols. Finn stopped both pilots from going in one plane and Lassiter got mad and has stayed mad all day. He wouldn't fly the Beech to Keeler.

Adams, Hassage, and Thompson took the Norseman and found Nichols at Mushroom Island about eighty miles from Base. They dropped a Walkie Talkie, but it didn't work. The two Bobs wrote FOOD in the snow, so the plane parachuted the material to them. Everyone was glad they had been found, even though it is quite impossible for them to return to Base over the ice from Terra Firma on. Finn wrote them a message tonight and Kelsey will broadcast it to them three times a day for a week, to go over Windy Valley to the Traffic Circle to be picked up there. Peterson seems to be acting up again and is getting quite antagonistic, particularly toward Sig.

Wednesday, November 12, 1947

Another bad day. Hassage put up the work list and McLean, Harry and McClary went off on a walk, paying no attention to it, whatsoever. They missed breakfast, which was late and didn't get back until late afternoon. Finn caught McLean going into Darlington's room with an armful of crackers from the Science Building. Finn told him to eat the crackers at the Mess table and asked him if he had paid any attention to the work list this morning. He said, no, he hadn't, that he had to exercise his ankle and that he had done his share of work on the expedition. Finn said he could exercise his ankle after working hours and that it was not a question of share of work, it was a question of each day pitching in and doing what had to be done. Don said, he came along as a doctor to do medical work. Finn said, since you bring it up, you have medical work to do for the Office of Naval Research, which you haven't done. McLean said Slesniak in the Office of Naval Research said, he had absolutely nothing for McLean to do. Finn said, will you put that in writing to me and Don said certainly. This morning Hassage told Finn not to be worried by those guys, to simply ignore them, because they were only trying to antagonize Finn and when they did, they were happy. He also said and volunteered, that he would be glad to write up a statement against Harry and what he had done against Finn on the expedition.

Finn had an aviation meeting and discussed how to make the Filchner flight in the simplest way. It would mean taking Fiske, only, down and not Ike. Everyone was worried about making Ike angry, even though he was not needed. Finn said, over 3,000 miles would have to be flown to get 6 barrels of gas to 77:30 degrees and we just didn't have the gas to cart people around the Continent. All agreed.

Thursday, November 13, 1947

Everyone thought it would be a flying day to start with. John came over with regard to the Knowles cache. Finn told him it would have to be cut down and there was just no way out of it, because we had spent so much gasoline and time because of bad weather. He just had to get that southern flight over with and the next trip going out of here would be the last, until the flight was over. John said the Governor would be awfully mad with Ken, if he didn't make Tricorn and that if he knew the cache was to be cut, he would arrange or endeavor to make it with the supplies he had and he would inform Ken by radio tomorrow night. John talked a lot about international politics and how Great Britain was no longer a first rate power. Later, Finn discussed the flight with aviation personnel and it was decided to eliminate taking Fiske along and with two flights in two planes to 77:30 they could make it, with Chuck standing by alone. John was called again and he figured out even distribution of man and dog food and cut the 1900 lb. to 1400 lb. a little unwillingly, but he did it. Then they all went out and reloaded the planes. Lassiter discussed with Finn the possibility of flying to Punta Arenas, Finn said for him to do the preliminary planning for such a flight, get the necessary maps through FIDS and he would give Lassiter a definite answer in January.

Friday, November 14, 1947

Lassiter asked Tommy to get some U.S. Army Maps for him from the Falklands preparatory to making the flight. Tommy said sure, but later John told Jim that they couldn't do that, because Great Britain claimed this territory and they wouldn't like giving the maps, besides John said one of their men would like to make the first flight from here to the South American Continent. Jim told John to forget it. Nothing much else happened. The weather was bad and everyone discouraged.

Saturday, November 15, 1947

Chuck Hassage and the fellows started to work on getting some of the stuff back to the ship. They took over almost a ton of supplies in the afternoon. In the morning, they dug a cave of ice on the glacier to put in the meat from the ship's icebox, but after it was done Hassage realized one of the small generators could be used for freezing up the refrigerator several times a week, thus eliminating the problem of moving the meat. Don and Harry helped the others to dig. They refused to dig in the food cache for anything, except the flour, which would get wet, because they felt Sig didn't know where he wanted the food and it had already been moved so many times.

Hassage wrote Finn a good letter supporting him in anything Harry might accuse him of in the future. He backed him up in all things. We heard from Robertson that Peterson had locked Kelsey in the Radio Room last night and Kelsey had to tear the door down to get out. As a result, right after Peterson changed his sheets, Kelsey put a bag of coal in his bed. Kelsey said nothing and Peterson said nothing. The two are bosom friends now. Lassiter showed, "You Came Along", and the British came over to see it. Finn and I took a skiing trip to the Aviation cache on the glacier right, after lunch. The surface was icy. We couldn't see any gas drums exposed, so we had a nice fast ski down. Visibility and depth perception was pretty bad. Finn took Kasco along.

Sunday, November 16, 1947

A good day here and Lassiter and Finn took off in the Beech for Keeler at 17:13, after Larry failed to come up at 17:00. They landed safely at Keeler and Larry quickly asked Kelsey, if he had called him at 17:00. Larry knew he was wrong in not coming up on the radio and hoped Kelsey could offer some excuse that Larry could hide behind before, as Larry put it, "the blitz came". Adams and Robertson took off in the Norseman and looked at Windy Valley for Nichols, but couldn't see him, came up and tried Neny Trough, but because of poor visibility were forced back to Base. Hassage, Adams and Robertson came in for coffee and a chat. After dinner, Hassage came in and we discussed him book for quite a while. Then, he started telling me about

the fellows here. He said that Jorge had told him and several people here the day after the Fitzroy incident, that he Jorge, had seen Jennie come out of Captain White's room half dressed. Chuck believes Jennie knew she had done wrong and had decided that Mac would be her protector. He said, she came down from our room that particular night in question and sat all night bitching against both of us. Chuck says now, she knows she does not have the upper hand, which she has been constantly struggling for and will do everything she can to continue to cause trouble. He said, as a result of her bitching, McClary and Harry decided they were going to tell Finn, they would not stand for such a thing and call his attention to the fact that they were tired of him butting into the Heads of Department's work and ask him to keep out of it. They, however, did not have the nerve to do this alone and kept calling others in, to stick up for them and do their dirty work. Hassage was one of them

Harry told Hassage, he was as much in it, as anyone else. Hassage said, Finn had never bothered him and he had nothing to say. Harry said, that is because he doesn't know anything about engines. Hassage said, Oh no, Finn just has a degree in engineering that's all. About this time, Finn called a meeting. Hassage assumed Finn knew what was going on, but when Finn began to talk, it was obvious that he didn't. Hassage said, no one had enough nerve to speak-up. McClary started to, by saying that they were off the subject by discussing the future, instead of the past and the Hassage tried to tell Finn what had been going on without giving anything away, but the result was that neither McClary nor Harry had enough nerve to bring up anything face to face with Finn. Hassage thinks Jennie's lies were behind it all. He thinks, she and Mac have fallen for each other and that Harry is out of the picture for Jennie. Hassage thinks Harry must know, what a damn fool he has made of himself. Hassage then talked about Fiske, saying he was scared to death of that weasel trip up Neny Fjord. Finn was ahead prodding for each crevasse and Fiske kept sitting there saying, you're crazy for following that man, he doesn't know what he is doing, he isn't safe. I wouldn't follow him for anything. Tonkin said, I'll stick with the weasel. Larry got out and crawled up. When Finn appointed Hassage to head the short weasel trip, Fiske was furious with Finn saying, he was crazy and a no good god damn son-of-a-bitch, whom he wouldn't trust. He spent the whole night in the weasel criticizing Finn. He wanted to use the radio to try to get other places, but Hassage wouldn't let him.

Monday, November 17, 1947

I didn't feel well and so slept right through most of the day, until about 4:30. I missed Finn and I wanted this darn flight to get over with. People were in talking the rest of the day, the tunnel running gang. Hassage said Fiske was the greatest offender of sneaking over to the British, when Finn had the ruling that no one should go over there. He would tell them all, about how Finn felt toward them, etc. Went to bed fairly early and got a good night's sleep.

Tuesday, November 18, 1947

The day was a sunny one and looked every minute as though it was going to clear, although it never did sufficiently for the Nana to fly. Cape Keeler had marginal weather, on the bad side. Fiske sent a message over the radio to someone in Buffalo, who was sick and said, "Greetings from Cape Keeler on the Weddell Coast" - a silly but unimportant thing. Hassage said he had a run in with McClary this morning about fixing the outboard motor. McClary said if anyone thought he was going to fix that werry they were mightily mistaken. Later Harry helped Hassage move some diesel oil and asked him about the boat situation. Hassage told him he didn't intend to fix all the boats for the other men, if they didn't pitch in and help too. Hassage continued, it doesn't matter how you all may feel toward Finn, if you can't see that you are all dependent upon the same things for your safety, you all are pretty dumb. Harry said, well you know it is all a result of poor organization. Hassage told Harry that wasn't true and he knew it. John, Hassage, Robertson, and Adams came in for some coffee. John stayed and chatted and stayed for dinner. Don decided to learn to run the 35 mm projector and so they showed the, "Harold Lloyd" film. Hassage told me, Fiske had misquoted him to McClary on a statement he had made about Mac and Jennie and that Mac had accused Chuck of saying he (Mac) had gotten Jennie pregnant. Chuck made Fiske say it was not the truth and Mac realized that Chuck hadn't said it and was satisfied. I went to bed right after the movie.

Wednesday, November 19, 1947

I worked on the book most of the day. The fellows moved some things out to the ship and were in for coffee off and on. Robertson stated in front of Chuck Adams, Hassage, and Sig, that Harry had proved himself incompetent as a pilot, that when he flew he was all over the field and that he was very nonchalant and indifferent, as to what he was doing or going to do. The L-5's wings were given as another example of his incompetence to head aviation. They agreed it was much more than a difference of opinion as to how things should be run, which, of course, would be Harry's excuse, giving him the perfect out to his utter irresponsibility. It snowed a great deal yesterday and today.

Thursday, November 20, 1947

The day dawned lovely, beautifully clear and sunny. Adams and Robertson made immediate preparations to fly and got the Norseman ready. From 8:15 until 10:45, they did nothing but taxi up and down the runway trying to get off with a dead calm and a soft powdery snow runway, which the weasel packing down did not seem to help. After taking out the two aircraft batteries and the hamburger and a bag of food, they finally made it. When they got to Keeler, they refueled and when ready, the L-5 took off to pick out a runway for the Norseman to land, to lay the Knowles cache, expecting the Norseman to follow, but Nana had engine trouble and so the L-5 came back to Keeler and landed. It took over an hour to fix the plane and finally, when both planes took off, Woody reported to the Nana that she had a gas leak in one of her wing tanks. John came over very concerned about the Knowles cache, thinking it would have

been far better for them to have come back here, gotten everything and then flown the Knowles cache. I said they were lucky they got away from here with what they had, I thought. He asked for Finn's permission to dissolve the Met Station on the Plateau, when their party went to meet the Hope Bay Party, and take Mac and Jorge along with them. They hope to leave from here on Dec. 1st, and be back the first part of January. I told him I would ask Finn about it. I worked on the book some, talked to Andy and then went up and swept off the roof of snow and water. It was warm out, but steadily getting colder. Harcly and Hassage spent all morning getting about 200 refraction measurements on top of the Bunkhouse roof. Later in the evening, they took the weasel over to Neny and got about 300 more readings. Harcly was very pleased with his results for the day and sent a good message to Smitty telling of the results. Harry, McClary and Don climbed Figure Four Mountain. Harry got half way up and came back again. Jennie met him out at the ship and they came back together. Kelsey listened all day for the planes and Keeler. Keeler kept calling him, but when Kel answered, they had shut down. We went to bed, not knowing the whereabouts of the planes or whether they had been successful in laying the Knowles cache.

Friday, November 21, 1947

At ten o'clock Kelsey came on the radio to Cape Keeler and made some excuse and apology for not getting on before. Wood informed him that the Norseman had just taken off and that the Beech had carburetor trouble, but would take off as soon as it was fixed. Finn was there and came on the radio to receive my messages. Finn said to tell John that the trail party had received plenty of food yesterday and for him not to worry. He also said it was O.K. for Jorge to go with the British and for John to do as he saw fit in the matter. I later found out that Chuck had landed at the trail party and Dougie Mason had persuaded him to fly the cache down further, which Chuck did and Dougie went with him to spot where it was. It is assumed that in this way, they will have enough food to make it. About an hour later the Beech took off and Woody guarded them. Kelsey could hear nothing for a long time, then suddenly he heard Chuck calling and saying he was at Darlington Island. I found out Finn was flying with Jim in the Beech. Kelsey lost Chuck, but heard Jim say he was thirty minutes away from Mt. Tricorn and that Jim had just heard from Chuck, who said he was at Mt. Tricorn. Jim told Chuck to land and that he would be there soon. That is the last report Kelsey received this afternoon and although, he has been guarding them ever since, has heard nothing. He plans to guard them all night. This afternoon Harry was reading the Mess Cook List and saw that Jennie was Mess Cook tomorrow, he noted that Chuck had said he would carry out the water. Harry ridiculed Chuck and Chuck said, well wouldn't you do it? Harry said, Hell no, any man is crazy to volunteer to do a job in this camp. Chuck said O.K., I don't want to do it either then, we will just cross the women off and he did. Harry said nothing then and I say good for Chuck! Don showed, "Algiers" tonight and the British came over. I sat and talked to Reg and John. Afterwards I came in and did some work. Sig went fishing. Kelsey kept an all night watch over the planes and I got to bed about 3:30, but nothing had been heard from them. Kelsey went to bed about 5:30, leaving Mac on the Plateau listening for the planes. It was kind of hard figuring out what they were doing, but I

assume they were laying a gas cache at Tricorn and were merely out of radio range. Kelsey did not have any radio contact with WEK tonight because of plane guard and he was not able to get out the weather even.

Saturday, November 22, 1947

A very big day today, although I didn't know it to begin with. At twelve noon, I heard Kelsey come on the radio and apologize to Mac for not being on before, but no one here at Base woke up until noon. Mac said his batteries were low and he had to charge them, so he went off the air. I got up and got dressed and around two o'clock went over to see if Kelsey had heard anything I didn't know about. Just as I walked into the Radio Shack, Kelsey had received a call from Jim, who reported both planes were at Steel Island and would take off practically immediately. They said they were low on gas, both planes, but thought they could make Keeler and be there in about 2 1/2 hours. When they got in the air, the radio contact was perfect and I was surprised when Finn sent me a message, which I could hear, but went over to Kelsey and found out he said "The flight is in the Bag".

I was very surprised and began wondering if that meant they had successfully completed the flight, because Finn was coming back. The next thing I heard Larry say, "Are Congratulations or Condolences in order? You have been unheard of for 18 hours, and we are wondering"? Jim came back with, "Congratulations". So Larry said, "Congratulations, all of you". That made me wonder much more.

Larry indicated that Ike was flying in Nana with Chuck. Jim, in the Beech, asked for the weather at Stonington, as they were anxious to get back to the Main Base. This made me think, definitely, they had completed the flight, but I still wasn't sure. The weather at Stonington was not flyable at the time. Both planes landed safely at Keeler. I asked Kelsey to ask, if they had completed the flight for he didn't know. When Larry came back the next hour, the weather at Stonington had changed for the better and Pete told him the planes could come in. Therefore, immediate preparations were made to fly and guard the flight, so Kelsey still didn't ask about the long flight.

When the Beech was in the air and very near home Base, Jim thanked Kelsey for standing by the way he had and that the Base radio could be heard the entire time, even when they were 1,000 miles south. This practically confirmed the flight and when the Beech landed, Bill jumped out of the plane and I asked him if they got the flight in, he said, yes, I said in pictures? He said, yes. We were wild with joy. Finn got out of the plane and Tonkin and Thompson came up and Hassage. Lassiter got out and everybody was congratulating them. Tonkin told Finn how sincerely glad he was that Finn had made the successful flight. Pictures were taken of the three men. They told briefly what they had seen and the determination of the coastline. Chuck landed in the Norseman, with Dick Butson and the dog.

Finn and I came back to the shack and on the way saw Harry and Don carrying out the garbage. Harry made himself scarce immediately and Don said to Finn, "Well that certainly was the quickest trip I have ever seen". Finn said, "Yes, it was, when we finally got a break in the weather". Sig said the Darlington's disappeared into their room and nothing was heard from them again. We heard later from Hassage that the bitches had Finn and the rest in a crack-up and everybody killed, etc. Finn and I, immediately, got to work on getting the story out and Kelsey worked WEK until after two o'clock getting it out. Finn decided to name all of the new land after me, which I considered quite a compliment. Lassiter came in and started to read what we had written in the article. McClary had previously stopped Finn in the Bunkhouse and asked him what the chances were of his being flown to the Sledge Party. Finn said it's all over now Mac. But Mac came in the shack with a new idea of his. He said to Jim and Finn, "You are just the two people I want to see". Lassiter said, "I was just leaving". Mac said, "Oh no, I want to tell you both about something. Then he proceeded to tell Jim that Latady wanted to photograph the coast as far as Tricorn again and if the flight left right away, could Jim spare the weight to take him along to meet the trail party? Jim was edging closer to the door every second and said it was pretty risky to land there, but he had nothing to do with the decision and whatever Finn said he would do. Mac said, "Well yes, but as it will be you who is flying the plane, I wanted to know what you thought about it".

Finn explained to Mac that the next flight would be to Crane Inlet and Mac said are you sure they won't fly south out of here tomorrow, I'd hate to miss the chance. Finn said, no, as the plans are now, they will fly the Crane Inlet flight next. Finn told Mac, he had always been in favor of him going on the trail and he had given him one chance already. Mac said, he knew Finn had always backed him and that it was his own fault for breaking his collarbone that he wasn't on the trail, but he would certainly like to get out again, instead of having to just sit around Base. Finn said there is one thing, how do you think Smitty will feel? Mac said, "Oh, I'm sure he will be most agreeable, after all, he has sledged a couple of hundred miles and he will be agreeable to giving someone else a crack at it cause, after all, he was never terribly keen on going on the trail, as were some of the rest of us". Finn said, "Before I make any decisions, I will have to talk to Smitty and see how he feels about it and talk to Butler and find out how Smitty is doing and holding up". Finn continued, "After all, you know Mac, that Ken Butler is a very fair shooter, an honest, above board, intelligent man". Mac replied, "Oh yes he is for a Britisher. Well he is a good man to do business with". Finn said, "Yes, Mack he certainly is and I will talk to him first". He then told Mac to find out their trail radio schedule and he would talk to Butler. Mac said, he would and would certainly welcome the opportunity to get out on the trail and exercise his legs a bit. Finn told Mack a little bit about what they had seen on the flight and Mac left saying, he knew Finn had a lot of work to do.

What we didn't know then, but found out the next morning, was that, before Mac and Lassiter came in, Hassage let Mac have it. Hassage told Mac, he couldn't see how he had the gall to ask to be flown anywhere, after the attitude he had taken regarding the whole expedition and particularly toward Finn, that he had never helped with the planes, he had done a lousy job as Mate on the Ship, and that he didn't deserve to go any place and if left this camp in a plane,

Hassage would never fill another plane gas tank. Hassage really read him off and brought Harry into it. Mac started criticizing Chuck and Chuck said what do you want to do about it, come outside and we will settle it here and now and if Harry wants to get in on it, I'll take him on too. McClary backed down and then he came in here.

Chuck Adams took off in the Norseman again and took some more gas over.. He made the trip O.K. Earlier in the day, I heard Larry say over the radio that he wanted to keep a perfect log of everything he said, because he resented being accused of working anything he shouldn't and there had been a number of references to it recently.

Finn told me all about the words he had with Fiske at Keeler and how Lassiter had told Finn, Fiske had written him an ultimatum, saying that Finn did not like him and that he had signed on the expedition before the Coast Guard had waived the Ship's officer restrictions and that, therefore, he was under Ike, instead of Finn, and would not do anything Finn ordered him to do, except through Ike. He intended to give every man in camp a copy of the ultimatum, but, so far, Finn hasn't received it. Woe be unto Fiske, if Finn does receive it. Fiske asked Finn, if he had found his Texas flag. Finn told him, no, Sig had found the Texas flag, which he personally struck to the flag pole, with the halyard marks in it and a tack, where it had been tacked up some place, but it was not Fiske's new one, which had never been unfolded and Finn knew nothing about Fiske's flag. Fiske shut up then.

Finn received copies of messages, which Fiske had sent when Finn returned to Base. On one it had that Finn had O.K. the following: Meat instead of pemmican in the rations, if possible without Sig's knowledge. Finn said, he had never said without Sig's knowledge, why should he do anything like that without Sig's knowledge, it was ridiculous.

We finished the good long flight story and went to bed around 1:30.

Sunday, November 23, 1947

Finn and I slept until afternoon. I fixed Finn the egg which Sig's chickens had laid two days ago. Chuck came in and told us about his scrap with McClary, which continued this morning. McClary had a conference with the Darlington's this morning and then came up to Chuck and asked him if they couldn't bury the hatchet, that after all they would be working together closely, on the ship going back and there was no reason why the cooperation between them shouldn't be close. He suggested that Chuck take him out to the ship and show him the things he considered McClary hadn't done and McClary would do them. Chuck said, "Oh no, McClary, I've had my fill of you, the only thing you want, is to get me to do your damn deck work again. I've done more of it now than you have, you can be sure that the engines will run, just see that your deck gear is as well taken care of, you won't fix up the boats and those engines won't turn over until you have everything for safety set in order". Hassage also said he resented the way McClary had persuaded Wood to be a gentleman explorer. McClary said, well when

everything is said and done, I'm the Executive Officer of the Ship and you will take orders from me. Hassage said, "Well that's the first time I've ever heard of a First Mate giving orders to the Chief Engineer". McClary said, you won't reconsider and go out to the ship with me. Hassage said, "No I won't, I don't intend to do anymore of your work for you and from now on keep out of my way, unless you want to start something". Hassage explained this whole thing to Finn and said McClary was just no damn good and up until now, he had been too chicken hearted to tell a man that to his face, but McClary's expecting everybody to rush to his aid to get him out on the trail after his attitude, was just too much for Chuck. Lassiter and Sig came back from fishing. Jim caught a very funny looking octopus which we put in alcohol to take back to Wetmore. Jim said, he was aware Finn wouldn't send McClary down to the party by plane and so was anxious to get out of the discussion.

Finn plotted the courses flown and established the fixes. The fellows (Hassage and Lassiter) congratulated me on receiving the honor for the land explored. Later, Latady came in and said he had read the article and made no comment about the naming of the land. Finn had promised Lassiter the Barrier, and asked Latady what he wanted. He said, he preferred mountains, a prominent mountain, or a mountain range. Modest fellow. Finn promised Chuck Hassage a mountain.

At dinner, there was little conversation and Finn asked McClary, if he had found out the radio schedules from the British. He said, yes, there was one at 8:00 this morning, but not another one until Wednesday. Jennie was not at dinner. Lassiter decided to show a movie, "Her Highness and the Bellboy". Harry and Jennie were not there, but I definitely saw McLean and I think Kelsey coming out of their room.

Later, Kelsey gave me a message from Wheeler, asking why Mrs. Darlington's name was not to be used. I think Kelsey showed them the message. I know one thing, Kelsey has proved that he is not to be trusted. He sure plays a double game. We saw the movie. Finn worked on the map and we turned in late.

Monday, November 24, 1947

Andy came in this morning and asked me if I would run the seismograph while he was away. I said yes, of course, but what's wrong with Don. Andy said Don may have a chance to go with the British to meet the Hope Bay Party, in which case, he couldn't take an interest in working it. I said, really, he hasn't said anything to Finn about it yet. I got dressed and went with Andy for several hours learning how to work it. Andy said, I caught on quicker than anyone he had shown yet. We asked John over to dinner. He asked Finn if it was O.K. to send a message to the Governor about Finn's flight. Finn said, certainly, that was perfectly all right. John asked more about the flight. Then he asked about Don's going on the trail, saying that Ken had half-way promised him the trip and he could go, if it was all right with Finn. Finn said, there were others who deserved it more. John said, they wouldn't be able to take anybody else,

that he would go if Don didn't . We had dinner and the Hassage came in. I went with Andy to change the seismograph paper at around eleven and then, Andy showed me the workings of the tidal gauge. We came back and had some coffee. We got a nice message from Harry's mother, Mrs. Garrett. Chatted until 1:30.

Tuesday, November 25, 1947

I got up at eleven and changed seismograph sheet, but forgot to wind the chronometer. Had breakfast in the Bunkhouse. Everyone was most jovial for some reason. Came back in shack and Finn started working on the map. Then started the morning trek. Don McLean came in with the invoices from the Army on his medical equipment. He didn't have any invoices from the Navy and said they didn't give him any. He said Mac signed for all the Army equipment in Beaumont. Don asked Finn about going on the British trip up to the Plateau. Finn said, he would make some inquiries and let him know tomorrow. Finn asked him how the biology was coming along.

After Don left, Mac came in wanting Finn to let him fly to Keeler, if Jim went today, so that after Finn talked to Ken tomorrow, he would be sure of being on that side. Mac said, Jim said he would take him. Finn said, "Every man who goes over is another drum of gas and I don't think you should go, until I've talked to Ken and Smitty". Mac said, "Well, I'll go over with you to the British camp at 8:30 tomorrow morning when you talk to them". Finn said, "No, Mac I can handle that alone, you needn't come along". Mac said, "Well, I'm sure I could present the case to Smitty, so that he will see my side and will be willing for me to go and I would like to make my points clear". Finn told Mac he would present the case sufficiently clear without his help.

John came in just before Mac left and when we were discussing it, John said, "Well, certainly, Mac has had tough luck, but it certainly isn't fair to Smitty, that Mac should take the interesting work away from him, unless he himself was tired of it and didn't want to continue". Finn agreed, but definitely. They then discussed Don and the trail. It was decided to give Chuck first crack at it , although we were pretty sure he didn't want to go, but certainly he deserved it more than Don. Finn promised to let John know late this afternoon. Chuck came in and Finn suggested it, but Chuck said he had plenty to do to keep him busy and would prefer to stay here. Chuck discussed McClary again and said the guy should work on the boats for the ship, that suddenly he was showing a great deal of interest in the trimet pictures which Bill has been working on and he certainly hoped it wasn't something he could do Finn dirt on. Finn said, no, he didn't think so. Dick Butson came in and gave me some stories on the trail trip as far as Cape Keeler. Lassiter brought in some stuff on the planes.

After dinner Bill came in and said his pictures from Standby-Base north were very good. They discussed the direction of the next flight. Bill was going to dry the negatives tonight. Bill agreed, that McClary should be getting our boats fixed up and that it was just unfortunate, he

had had so many accidents. Sig, Lassiter and Chuck went fishing. I went over to John and told him Finn would let Don go and tell him tomorrow, but wanted to get some medical reports from him first. John promised to make a tracing of the lost Weddell Coast Map, which Finn had let them borrow and which was lost during the British plane search. I came back and sent some messages to Sweeneys, Joerg, and Sir Hubert.

Wednesday, November 26, 1947

Lassiter called Finn this morning at 8:30, thinking he had missed the radio schedule with Ken and Smitty in the field, but Finn told Jim that John was taking care of it. As soon as we got up, Finn went over to see John, who said that Mac had come over, after Finn had told him not to, but fortunately he, John, had already been able to speak to Ken, who said Smitty was doing fine work and eager to continue and he wanted him to do so. Then, Mac came in and got on the radio to Smitty trying to persuade him to let Mac replace him. Smitty said he couldn't see why he should, unless he was ordered by Finn to do so. The subject was, therefore, closed and Finn, later, said to Mac, I suppose you know the result of this morning's radio talk. Mac said, yes, unfortunately. He continued to help Bill all day with the pictures. Hassage mentioned a coal detail this morning and Don was right of bed offering to help.

Later Finn called him in and told him he could go with the British, providing he gave Finn a medical report on everybody in Camp and a sanitation report. Finn asked him, if having the Darlington's dog in their room and trotting through the Bunkhouse was healthy. Don said he had always considered it all right and that is why he had never said anything about it. He said, I understand you made an agreement with Harry about the dog in Washington. I laughed and said look Don in Washington, Jennie was never considered for going along and Harry would, of course, be sleeping in a bunk. Can you conceive of Finn agreeing that Harry's dog could sleep in the Bunk with him. Don said, I see what you mean and that is logical.

I changed the seismograph paper in the morning and noticed that the lights were too close together. Andy and I went in and fixed them, but we left the paper over them and when we developed the sheets at night, we saw that we had lost the full day's record. The Darlingtons went for a walk in the sun. After dinner, Finn and I skied over to where Sig and Lassiter were fishing. They caught two good size fish, while we were there. Later, Chuck Hassage and Sig came in and we chatted until late.

Thursday, November 27, 1947

Thanksgiving Day dawned sunny, colder, and with a little wind. The day was bright and clear. Around one o'clock, Lassiter and Latady took off in the Beech on a flight to photograph Crane Inlet. Keeler did not come up all day, until three o'clock. Crane Inlet itself was closed in with fog, but they got one side of the peninsula to there and came back flying south to Charcot

Island, whose two mountain peaks, they believe they saw sticking up out of the ground fog which covered Charcot. Charcot, if it was Charcot, is much further to the north than was previously supposed. The flight was excellent and they got much territory in trimetrogon. It lasted about six hours, 5:57 min. Finn, Sig, and I took some of our unneeded equipment out to the Ship and then took pictures of the U.S. and Texas Flags flying from the ship, with the weasel and Sig and myself in the foreground. Then, Finn went over and took some pictures of Sig and me feeding the puppies. They are awfully cute. When Jim and Bill got back, they came in and discussed the flight with Finn. Finn is now very anxious to establish the definite position of Charcot Island. Jim says, he and Chuck together have traveled 36,000 miles, which is more miles than any of the other flyers, all put together, have ever done before on the whole Continent.

After dinner, Finn went down to help Jim, Andy, and Pete fill gasoline in the planes. I was working on a story of the flight to go out. Mac came in and asked where Finn was. I said down filling gas in the planes. After forty-five minutes later, he came in again and said Finn still not back. I said no, he is still helping to fill gas in the plane. Mac said, he would go down there then. It was quite noticeable that he didn't go down and help them gas the planes. When Finn came back, he said Mac had tried to persuade him to go on the air and convince Smitty that he (Mac) should take Smitty's place. Finn said, "Mac I told you not to go on the radio, that I would tend to it and instead, you disobeyed me and went on anyway. Smitty told you he wanted to continue and now you want me to talk him out of it. So far as I am concerned the subject is closed". Mac said, "But, I put so much into it and I started the trip and I would like to continue it". Finn said, "Yes, you did put a lot into it, but you were left doing only that and if you hadn't done that, you would have been assigned to other expedition work like the rest of them and you certainly can't blame your accident on anyone but yourself, we are not going to land the planes again unnecessarily on that rough uncertain terrain". Finn then told Mac there was a lot to do on the ship and Mac said, he wouldn't do it until he had a number of people to assist him. Finn told him to take Harry. Mac asked Finn if he could go to Red Rock Ridge tomorrow with the British, who were going to try to get to the Rookery. Finn said, yes. We got a long very nice and complimentary message from Dana Coman tonight. He wants an article for the Encyclopedia Britannica which we will send him.

Friday, November 28, 1947

Finn worked on a map today of the new area and together we worked hard getting out the long story on yesterday's flight, which we couldn't finish last night. We also got off a report to the Army and the Office of Naval Research and a long article for Dana. It took just about all day and we were exhausted come 10:30. I helped Andy with the seismograph yesterday and today. Jim spoke to Finn about taking the weasel to Red Rock Ridge tomorrow. Mac came back saying they were able to walk around the edge for two miles and got to the rookery. Finn's sister in Molde, Norway, tried to get us at 11:00, but, although Kelsey called three times, he had no success.

Saturday, November 29, 1947

Around 1:30, the Tunnel Runners started out on their Post Thanksgiving outing, Chuck Hassage, Lassiter, Sig, Bill, and myself in the weasel.. Finn didn't go, because he didn't want to leave the camp alone with all of us away. He worked on his map. It took us about thirty minutes to get as far as we could go, to the point of Red Rock Ridge. We traveled about 18 or 20 miles an hour. The sun was out slightly, but not brightly. The wind was blowing fairly hard and it was a little cold on the ride over. We started climbing on our skis, Lassiter leading the way on snowshoes and Sig bringing up at the rear. Latady, Hassage, and I climbed higher than was necessary on the glacier, but Lassiter found the way and so we skied and fell down the slope to where he was. Then the five of us walked, unroped for about three miles around the ledge over all kinds of terrain, rock slopes, foot wide inlets, sheer snow banks falling off into the water. It was a most enjoyable trip. We spent about an hour and a half taking pictures at the rookery and at eight o'clock started back. In 2 hours and a half, we reached the weasel, all pleasantly tired from a day's strenuous exercise in the out-of-doors.

We were back in camp by eleven o'clock. I was tired and sunburned and after some hot soup, fell in bed. McLean brought in a Medical, Sanitation and Scientific Report to Finn. In the Scientific Report he had stated that he came as a volunteer, with expenses to be paid. Finn told him he hadn't promised to pay anyone's expenses and, that included him, and to take it out. He also said, that he didn't continue the step-up test as the fellows were volunteers and there was no way of compelling them to do it. Finn said, it was the first he knew they refused to do it and he would see that they did, that all of them, including him, were told they could leave in Panama ,if they couldn't take orders - volunteers or not. Finn told him to take that part out, as it was ridiculous. Don gave no argument on either of these two points, cause he knew darn well, he had gone too far and Finn had just checked him. He intended to write it over. He intends to leave tomorrow night at 12:00 to join the Hope Bay Party in Bill's Gulch by December 25, 1947.

Sunday, November 30, 1947

Nothing much happened today. Was tired from trip yesterday. Don came in to say good-bye. The trail party left, very heavily loaded, at midnight. Woody has a toothache and Lassiter persuaded Finn to bring him home with Fiske, so Finn told Lassiter to go ahead and inform Woody to make ready to come home. Got answer to Dickes (Peterson's mother) message out concerning Christmas program and request to Lammers to buy expedition planes and spare parts.

Monday, December 1, 1947

Weather was very good here this morning, so Jim made preparations to take off. Andy rushed around with last minute details and took off with him. I changed seismo sheet and went

down to tide gauge to find tide pencil had torn paper to shreds for some time. Bill who was just outside with gas drums helped me to fix it and get it started right again. Finn, Chuck, and Bill went to get the British gas and with John drove to the Debenhams and there, found three of the USAS drums empty outside and two filled with white gas inside. They crossed many open leads and Finn says the bay ice is getting very dangerous.

Jim landed safely at Keeler. Andy looked the place over and said, "HMMMM, not much here is there?" Jim left some gasoline and brought Woody and Fiske back. We all met them as they landed and the fellows seemed glad to be back. Fiske came in for a chat and obviously was trying to make up to Finn and excuse himself of the many foolish things he had done. After dinner Finn called Pete and Larry in and told Larry his job would be to work with Pete on the Met work. Pete said, he wanted Larry to take it over completely and be responsible for the results, but that Woody wanted to aid Larry in this, as he wished to get in the Weather Bureau upon his return. Larry still had something on his mind, which he wanted to get off and so asked Finn if he minded him being friendly toward the Darlington, although his loyalty was to the expedition, he still had pleasant memories of association with Harry. Finn told him to do as he liked and factually explained what had taken place with Harry, including his threat to the expedition.

Larry was surprised at this and one thing led to another, until we all had a general conversations on the expedition, its running and the personalities involved. Larry wanted to know how he stood and I frankly told him, I didn't think he should say some of the things which have been repeated back to us about Finn and I didn't consider him any person qualified to be a judge of Finn. He explained and apologized. It was all very friendly, etc., etc. He mentioned the sextant and the flag. I read them the N.Y. Times Magazine article and the two flight stories. Mac came in very angry that Finn had had Hassage kill the perros without consulting him, as he wanted to train them and his plans called for a month's trip away from camp to do ground survey for the trimetrogon pictures. Finn explained to him that he had offered Mac the dogs just two days ago and that he had said he wasn't interested. Mac denied this. Finn said, for humanitarian reasons he had wanted to kill the dogs for a long time, as no one had taken an interest in them and they were no good for the trail - an experiment which had failed. Finn said he couldn't take them back to the States and, he wanted to get rid of them, before those persons who were coming back became attached to them again. Finn had to go to the radio shack. Mac waited, still very angry. I asked him why he thought Finn was obliged to inform him, what he intended to do, when it was up to Mac, who had once refused the dogs, to come and tell Finn, of any plans he may have for them. I told him Finn had not done it to spite him, regardless of what he might think. His arrogance was a little shattered by this statement and by the time Finn came back, he had calmed down considerably and soon left. Pete told me he had enjoyed the evening and felt considerably encouraged.

Tuesday, December 2, 1947

I changed the seismograph sheet and when down to the tide gauge to find pencil marks too light. Changed angle of pencil. Weather here was good off and on. Mac and Harry were out with dog team, Chinook in the lead with Kasco in team. Sig advised Finn not to let Mac go on the trail, but fix up the ship. Sig told Finn, that after Finn had told Andy not to take an additional air mattress to Keeler as there were many still there, Mac told Andy he wouldn't pay any attention or rely on what Finn said and take one anyway. Jim Lassiter told Finn, when Mac found out the perros had been killed, he said "I'll kill that man", referring to Finn. Finn was going to tell Mac his vicious tongue had canceled any promises Finn had made to him. We discussed and thought it over. Chuck Hassage was in and he agreed. In the evening, Finn had a test broadcast with WEK for the Boy Scout Broadcast on the 9th. I worked on Penguin Rookery story.

Wednesday, December 3, 1947

I changed the seismo and took a look at the tide gauge. It was doing better than yesterday afternoon, when it didn't register for a six hour period, but there were still blank spaces in the lines. Once again I tried fixing the pencil and also fixed the pencil on the datum line which was barely legible. Early this morning, Finn tuned into John's broadcast to Ken. Finn heard John report from Ken something to the effect that features which could not be placed and which were already named, would be renamed as new features. Finn didn't quite understand what was meant by this, but didn't like the sound of it. Finn then heard Terry ask Ken to make a schedule with Chuck for tomorrow. Finn called Kel and told him to inform Terry to make it today, instead of tomorrow. Apparently, Chuck reported bad weather this morning at Keeler, which is why it was made for tomorrow. John then came on the radio and told Ken that Finn wanted two schedules a day, until two southern flights were made, but he, John, didn't think Ken would be able to make two schedules. This made Finn sore and he called John saying to him, "Is that a joint British-American party? Well, it doesn't sound like it to me". We want two schedules for a few days because we can't afford a five hundred mile trip to be turned back, the gas is too scarce. One of the reasons why the trail party is down there is to provide weather information for plane flights. This, we agreed to. John was not on the line when Finn finished talking. Sig told us later, that John had come over to see Finn at 10:30, but found the doors locked and said he would see him later in the day. Bill Latady and Woody were developing some K-20 negatives in the Photo Lab. Finn got Woody to help him, Lassiter, and Hassage haul British gas drums over to our side. I developed the seismo sheets, six of them and found all but one to be very good, I think. The one is a bit run together for about four or five tours. The weather cleared beautifully and it was decided to go south to King George VI Sound, or if this was not possible, at least to Charcot Island. About 3:30, Finn, Jim, and Bill took off. Harry and Mac were out with the dog team, of course. Previously, Finn spoke to Hassage about what to do with Mac and he said let him clean up the ship, by all means and fix the werry. Finn and Sig went out to the ship and enumerated all the things which needed to be done.

I followed the flight on the radio and found they went down the Sound to Batterby Mountains, then over to Charcot Island. At dinner, Kelsey handed me a message which read 22:19 GMT - fifty miles west of Charcot Island: "Have located new island, quite a large track of

land. Pass to Mrs. Ronne.” At dinner, Sig, with Pete egging him on, told those present about the sugar situation. He took two cracks at Mac saying, “He would dig for it himself, because he didn’t have any ‘plan’. Then Ike will dig for it, if he has time after fixing up the ship.” Mac said nothing, at least while I was there. Came back and listened to the radio. At 23:07, reported over Ronne Bay, at 23:22 - 72 degrees south latitude 72 1/2 degrees west longitude; at 23:42 Alexander Island 71 degrees south latitude 70 degrees west longitude. Flight got back safely around 9 o’clock, most successful flight.

My garden of cress is growing very well. Chuck Hassage is very pleased about his egg hatching program, one penguin, two chickens. Yesterday, Pete left the door to the Met Tower open and one of the chickens walked or flew down to the lower deck. Harcly had to catch him and put him back. At eight o’clock went down to the tide shack. Still not too legible, so changed to softer pencil and believe this will fix it up.

Thursday, December 4, 1947

Everyone up late this morning. Finn got up around ten and found Peterson, Kelsey, and Fiske in Science Building cooking breakfast in Bill Latady’s Photo Lab on hot plate. All the pictures are in there. Needless to say, Finn chased them. Chuck reports bad weather at Keeler and Ken reported bad weather on trail. Finn told Mac to come in here before he went out today. He did and Finn told him he wanted Mac to fix up the ship. He told Finn, he was Executive Officer and he would do it the way he wanted it done, which was to wait until the people came in off the trail and he would take six men, early in the morning, after breakfast and within a week, it would be ready for sea. Finn said, “You are doing no work around here, you and Harry leave early in morning and never lift a hand to move gas or pump gas. I understand you told Chuck you would not fix up the werry.” Mac denied this and said either he would do it the way he thought it should be done, or he wasn’t Executive Officer and he would like to know where he stood - arrogant as hell! Finn brought in Chuck and Chuck confirmed statement that McClary had said he would not touch werry. Mac told Finn he would not take orders from Chuck. Finn told Mac he had a vicious sarcastic tongue and he had put up with and tolerated him long enough and he didn’t intend putting up with it any longer and as a result of his constant ridicule of everything Finn said and going behind his back with nasty remarks like to Andy, all promises Finn had made to him were canceled. There was a lot of talk about who controlled McClary on the ship, Finn or Ike, and what he would do and wouldn’t, his jurisdiction over Chuck as Chief Engineer, about how honest his remarks were and how he had differed with Finn on how to do things, etc. All of which Finn said, was none of his damn business that Finn knew he wasn’t loyal and had known it for a long time, but had given him chances to get on trail and he had muffed them. McClary said Finn was holding the bag now, with Nichols and Dodson and the he (Mac) was proving to everybody, he was a better trail man, and that he had come out on top, when Nichols took him over the coals. He said, he didn’t believe much of what Finn told him, he had said in the past and kept asking Finn to show him proof, that he had made all of his nasty remarks. It went around in circles, until we all went in to breakfast.

Hassage said to me, "It's useless to try and talk to a guy like that, he is just hopeless," and I definitely agree. Mac also said, he didn't remember that he had said he would kill that man, referring to Finn over the dog incident the other night. Chuck came in and told me he had stood up at the table and sounded off in front of everyone present about Mac and Woody who were sitting there. He told Mac that he was a liar about the werry and Robertson was a witness. He told Mac his attitude was at fault and he didn't deserve anything more than he was getting. Hassage said, he realized early he didn't have the intelligence and education to go on the trail, but he decided to help others go on the trail and that Mac was nothing but a self-centered egotist. He told Woody what he had told him before, when the ship started, he would work as long as Woody did, when Woody stopped, he would stop, that Woody could get just as greasy and dirty as he was. Woody said, he liked Chuck, when he didn't bitch, but when he did, he wouldn't work. Chuck asked him, why he was forced to bitch to Woody. Woody admitted it was probably his fault. Mac said, "I've heard you say plenty of things against Finn too". Hassage said, "Yes, I did and at some time or other everyone on the expedition has said something against Finn, but Finn knows what I have said, because I was man enough to go tell him and apologize, which none of you are". Harry was there, Woody, Mac, Lassiter (beaming), Sig, and Fiske.

Woody, Lassiter, and Finn moved gas drums and pumped gas. They came in for coffee afterward. Just before, Chuck told me he had a chat with Woody, who said he was a strictly middle of the road man, Mac had been his buddy and would continue to be. He wasn't going to take up for Finn or for Harry. So that places Woody. I changed the seismo, washed the sheets, and looked after the tide gauge. I went in to see Bill in the Photo Lab. and he was just about to develop some pictures. I saw McClary in with him and came back to tell Finn. Finn went over to the Lab and called to Bill, who was in the dark. He asked if McClary were there and Bill said yes. Finn said, I don't want him in the Lab with you. I have told him to work on the Ship and if he doesn't do that, there are no jobs around here for him. Finn said, do you understand that Mac and Mac said yes. Peterson and Fiske, in the Science Building. heard this. Lassiter had a movie tonight and John and other Britishers were over, but John didn't come in to talk to Finn after yesterday. We got out a story on the flight. We think Jennie is definitely pregnant, after Don's report on her. Bill fixed the tide gauge pencil now, so that it works perfectly.

Friday, December 5, 1947

Awoke yesterday and went with Finn, Bill and Woody for pictures on glacier cliff. Bill was taking some large color photographs to see how they worked. We also, took some with the puppies and down by the plane. The day was a beautiful one. Looked at the tide gauge and changed seismograph paper, both working well. Lassiter and Finn decided to take a flight to look for Nichols. They used the Beech. Nichols camp was spotted about thirty miles from Base, near entrance to windy Valley. They landed and talked to him and Dodson for about an hour. They were well and having a fine time and wanted to make their own way back to camp. Nichols was

very pleased with all Finn had done for him and said, as soon as he got back to Camp, he wanted to take a trip up Neny Trough. Finn told him about the Mac situation and how Mac had said Finn was holding the bag on Nichols by sending an incompetent man into the field. Nichols cursed him out and said that guy had just better keep out of my way that's all.

While they were gone, Bill, Fiske, Woody and I took a skiing trip up the glacier for more colored pictures with the ship in the background.. Mac and Harry spent all day working on the Ship and Chuck Hassage, who went out with the refrigerator, reported that they had done a good job in cleaning up the fan tail of the ship. When Finn and Jim got back, Jim took Hassage, Sig, Kelsey, and me for a ride in the Beech. We circled over Nichols and then went over the Plateau Weather Station and flew low over camp. The sledging party had just reached there, that afternoon. The Weddell Sea was fogged in so we couldn't see it. I had a marvelous view of all the surrounding mountains. We were in the air for about an hour and the Beech is one smooth plane. Kelsey was scared to death. It was his first plane ride. Once we took off, he began to enjoy it, but was still panicky when we banked or struck any rough weather. We had dinner and Jim rubbed Mac and Harry pretty hard when telling them about how well Nichols was, etc. Mac's ears got as red as a beet, Jim said.

Jim was in talking to me when John brought over the story regarding the progress of the trail party. He said something about a rumor that the name Darlington Island had been changed. I told him that was just a joke, that no feature could be renamed. I said, they had seen Nichols and that I could now report the progress of both trail parties. John seemed cool and ill at ease, not anxious to talk, but just wanting to leave as soon as possible. Just then Finn came in saying gaily, "Hello John, come in and sit down". John was even more ill at ease and said, no, he had some work to do and had to get right back. Jim then told us he had spoken to John after Finn called him the other morning. John expressed great surprise at what Finn had said to him. Jim said Finn was perturbed at not having received a single report, about the trail party's progress, since its departure. Also, Finn didn't like them renaming old discovered features. John said, that Finn agreed to Ken naming features below Darlington Island. Finn did agree to this, but this did not mean renaming old features, as Finn was never in any position to agree to that. Jim discussed the taking of the gas from John and Jim said he was under the impression, that they, the British,. hated to see us take this. John denied this and said, they couldn't use it and we were welcome to it.

Saturday, December 6, 1947

Worked hard all day on an article of the Nichols trip yesterday . Finn gave Mac a memo to work on the ship today, although it was dated the 7th and should have been dated the 5th. He and Harry worked on the ship for a little while, but not long. The weather was good here, but not at Keeler, or not with Ken. People were in and out all day. Kelsey fumbled getting the Scout talk from Art. At night we had a movie, "Twice Blessed". Bill developed the Koda-color

pictures taken yesterday. They were quite good and he projected some after the movie. I took care of seismo and tide gauge. Tide gauge is working well, but believe one seismo light is off.

Sunday, December 7, 1947

Six years ago today, on a Sunday, was Pearl Harbor Day. The day was a lovely one, bright and sunny, but Keeler still reports bad weather and so does Ken. Latady worked all day, repairing one of the cameras and later, Finn helped him with developing one critical roll of K17, which would reveal how they had gone on the Filchner Flight. The meteorology gang worked pretty hard all morning, then Woody went off with some others to the Petrel Rookery and Peterson and Fiske out to the seal hole near Roman figure IV Mountain. After dinner, Finn and I drove the weasel out and photographed the two seals, one huge fellow. I threw small things at them and they came after me in their loping fashion. I tended to the scientific work and spent the evening answering some messages to Burr Brundage and Meinholtz, then worked on the Rookery story, somewhat. Mac and Harry are really quiet these days. Harry taking occasional trips over to the British Camp, but they are only short ones. Jennie is pretty sick. Pete asked Harry today if she were going to have a baby soon. Harry said, oh no, nothing like that, she had an operation on her side a short time before she came down and I guess that is bothering her. Actually, she told me she had an abortion. Lassiter and Hassage were in. Hassage turned in a report on the weasel. Pete and Larry took the weasel out beyond Neny and made some atmospheric refraction measurements

Monday, December 8, 1947

Keeler and Ken reported good weather so Lassiter, Finn, and Bill took off in the Beech after much last minute rushing and bad humor on Lassiter's part. They flew to Keeler, where Bill picked up a new camera and the gas tanks were filled. Then both planes took off for Ken and the Joint British-American Party at Tricorn, where both planes landed safely around three o'clock. The Beech was gassed and took off for the south. After flying for two hours, she returned to Tricorn because of fog and all radio guards were canceled, until tomorrow morning at eight am.

Pete had two chicken laid fresh eggs and bacon this morning and pictures were taken of him eating them. The whole gang, with exception of aviation, turned out and hauled in coal from the ship. They worked hard for three hours according to Hassage. Woody and Mac went sealing and got four. I worked all day on the Rookery story and finally, finished it late tonight. Kelsey sent in part of it and also got off messages to Ward and Ivey, concerning possibility of returning to New York instead of Beaumont. Did scientific work as usual and developed three pretty good seismo sheets tonight. Woody came and sat by me tonight, saying he wanted to get in good with the management. Fiske came in for a chat before dinner, then proceeded to sit in the middle of the table as usual. Pete is very pleased with his scientific program and condescends to say the geographical program is going along pretty good, also. Turned in about 3:30.

Tuesday, December 9, 1947

Got up around noon and changed seismograph sheets. Then washed prints. Woody was in Photo lab doing some typing. Fellows had already gotten ice and Harry and Mac worked on the ship for a while. Hassage says they are going slowly, but they are cleaning it up, somewhat, and there is lots of time. Received a message from Finn that Ike was not along this time and they hoped to get the flight over tomorrow. Kelsey and I, both practiced our speeches for tonight's blind broadcast to Beaumont's Trinity Neches Council Meeting. I am speaking in Finn's place. Finn received a nice message of congratulations from the American Geographical Society. I did a lot of writing on the book. Hassage and Sig came in for a chat as did Larry. At 11:25, Kel and I gave the broadcast. WEK really knocked themselves out, seeing that everything went off well with it. Duncan, the operator, there, told Kelsey to tell me that they received the broadcast better than 5x5 and that Barrett received it over the phone at his home. All WEK was in agreement that my voice had been excellent and it modulated very well. I thanked Duncan and he said I had a very beautiful voice, if he had a radio station he would hire me in a minute, and that I should go into broadcast work in the future. WEK expressed hope that we would stop by and see them on our return. I wrote and chatted to Hassage and Sig until 3 o'clock. Wrote some more and got to bed around four.

Wednesday, December 10, 1947

Kelsey was not called this morning and hence did not make the 9:00 schedule with Ken. Robertson at Keeler met the 10:00 one and every hour thereafter. Kelsey came on at 12:00, but nothing was heard from Ken by 2:00. We don't know whether they are flying or not. Around three o'clock, Robertson heard them and they reported bad weather. Finn asked me to make a sensational story about them being weathered in on their long southern flight. This was our fourth perfect day here, not a cloud in the sky. The country is really beautiful when it is like this, but the weather is seldom the same on both sides of the peninsula at the same time.

I worked hard all day, changed seismograph, wrote a story on flight and trail party and two leaders meeting in the field. Then, I made up Christmas greeting list and did some writing on the Beaumont Chapter of the book. Jennie was up and around today, acting as though she had never been sick. Chuck said, Harry and Mac are going a good job cleaning up the ship. He also said, Woody has been helping him without complaining in the slightest. John and Dick were over to dinner. They seemed friendly enough. John kept watching me and when I would catch his eye, he would smile. I washed my hair after dinner. Pete is working hard on his cosmic ray machine. He has the solar radiation working well now. Chuck Hassage was in talking for quite a while. He told me how much he admired me, how swell he thought I was, and how lucky Finn was to get such a good wife. I checked the tide gauge. Sig and I talked. He had moved the

puppy pen with Harry. Harry asked, if Finn was going to take any of the dogs back. Sig said, yes, he thought so. Harry said, I wish he would tell us, so we could start building crates for them.

Thursday, December 11, 1947

Still bad weather at Tricorn so they didn't fly. I got names and addresses for Xmas Cards and sent message to my aunt, Bud Engle and the American Geographical Society. Worked with Kelsey all afternoon, getting back stories and seismograph reports. Pete continued to work on his cosmic ray. Hassage, Wood, Mac, and Harry worked on the Ship. They swabbed the top deck and Hassage says it looks good. Jennie took a walk out there in the afternoon, all dressed up like she was going to the Pole. She ate dinner in her room, however. Chuck was in for a while after dinner, but I was working, so he went in the Bunkhouse and worked on his book. Sig came in and we chatted. Kelsey worked both in and outgoing messages until late. Finn got an offer for a lecture tour, but it isn't as good as it could be, it seems to me. Also received congratulations from Bernie Horne, Petersons and Furcolows.

Friday, December 12, 1947

Larry Fiske awoke me this morning by hollering that Finn had been flying for several hours and they were now at Mt.Sam Houston. I turned on the radio. They landed safely at Knowles, after a seven and a half hour flight. They left at 5 o'clock. Both planes took off to come back, the Beech still trimetrogoning. Bad weather overtook them at Darlington Island. The Beech planned to land and pick up the gas there, as she was empty. They landed about ten miles to the north. Chuck flew over them, without seeing them. and although Keeler's weather was marginal, he came on in. About thirty minutes later, Jim came up. They found the gas and loaded the Beech and flew directly back to Base, although one of the engines was missing, a bad cylinder, caused by a spark plug. Actually, it proved to be a burned out valve. Finn and all agreed it was a good flight. They got way to the southwest and then went south. They could have gone no further because of lack of gas. Finn says the flying is over for him, the other guys can do the rest. He has made three very long hops. Chuck, Ike, Robertson, and Andy came back from Keeler in Nana. We had a full table at dinner and everyone was in a good mood, but the flyers were very tired. I answered a message from Mrs. Peterson.

Human interest stuff: Robertson on Keeler radio, "Gees Kelsey, I ain't heard a damn thing". Adams and Kelsey conversing on radio when Adams was flying alone in bad weather in Nana, after the flight, on his way back to Keeler. Kelsey to Adams: "Have you any clue as to what you are going to do?" Adams replies: "No, Kelsey, I haven't a clue". Then later on way back to Main Base Adams: "I'm in Neny Trough coming down to 3500 feet and going to land." Kelsey: "Are you going to land at the Main Base?" Adams: "Well, I suppose so, is there any other place you had in mind for me to land on"?

Saturday, December 13, 1947

Finn was tired, but we were up fairly early and spent the rest of the day working hard. I did much writing on the book, while Finn worked out his sights and plotted the flight track. In the afternoon, the aviation gang dropped in for some coffee, minus Ike. They had been working on fixing up the planes for flying again. They wanted to discuss with Finn further aviation plans. Finn thought another trip further south would be beneficial, but the ensuing discussion made him decide that this was not wise. Our gasoline supply is now low and there would be no reserve, in case any such rescue work was necessary. The planes had taken a beating and need some work done on them. The planes don't have sufficient range to go very much further south than they have already been, without laying another long distance cache of gasoline. They cannot make the Pole and the territory, between where they have been and the Pole, looks like nothing but a vast expanse of whiteness. Lassiter was afraid Finn thought, he wouldn't fly Finn where he wanted to go and Finn had to convince him that he had done just as Finn wished. Adams said, he would not fly again with Ike, that the old man just didn't know that he had had enough of this polar exploration. They said, Ike had bitched a great deal about not going on the last flight and that he wanted to go aboard Ship and live there.

Lassiter wanted to fly to Cape Dart, but Finn said the Navy had covered that and were coming there again this year and it was useless energy expended. They discussed and decided a flight south from the Sound, would also be useless. Bill stayed behind when the rest left and suggested using the rest of the gas to take trimetrogon of the Peninsula. He said, Finn had to put up with temperamental persons and thought they had done the very best they could under the conditions. Finn decided, they had accomplished more than what he had come down to do and it was useless to stick their necks out, on what might prove a risky venture, so they would follow Bill's suggestion from now on. Bill thought that the wisest and safest thing to do. He also expressed his desire to go on the Punta Arenas flight and thought that was highly worth while. After chow, Finn called in Lassiter and Adams and told them his decision. Lassiter wanted to be sure this was, what Finn really wanted to do, and not a compromise. Finn said it was and explained why.

Hassage came in later and asked to be relieved of taking care of the camp now that Ike was back, as he had so much to do. Finn said, certainly that he had done a very good job and that his weasel report was also very good. Chuck said Ike had many good ideas about loading the Ship. He agreed, that Ike should not go on board to live alone, as he might easily fall asleep with a lighted cigar and burn up the ship. I worked until late on the Book. Jennie was in her room all day. Mac and Harry continued their work on the Ship.

Human interest stuff: Robertson and Ike in aviation meeting, Ike said: "I know all about those mechanics. They open the hood of the engine and take a quick look inside, close it and charge you \$300". Robertson dryly said: "Well a guy's gotta make a living".

Sunday, December 14, 1947

Chuck said Ike had told him, he didn't want to run the camp anymore, so Finn ask Chuck to continue running it. After breakfast, Finn called all of aviation in and told them they had done an excellent job and of his decision with regard to future flights. Ike spoke of loading the planes, and Finn told him about the proposed Punta Arenas trip. Ike said that would eliminate the problem of the Beechcraft, that he would like to make the flight himself and that anybody could run the Ship back. He stated he did not want to run the camp, that everybody had gotten things done on the expedition except him, and that he wanted to work on his navigation on the ship. Finn said, he could understand this. Ike said, let some of the criticizers and bitches take a crack at running the camp and see how they like it - that he had never heard so much bitching before in his life. Finn asked Hassage and he said, of course, he would run it and do the best job he could. Ike is anxious to get home as soon as possible and wants to start working on the engine room. Finn told him about Mac during his absence. Robertson came in for a long chat in the afternoon and got caught up with all the happenings, while he was away.

I worked on an article about the last flight, the closing of the exploratory program, and a summary of its accomplishments. It was a good article, I believe. Kelsey got it all out, three pages. Sig made us some French toast and we went to bed around two o'clock. Jennie was in her room all day. Mac and Harry moved the dogs over by the British hanger. Finn had them move them back again. Chinook was running loose twice today and Finn had Hassage get Harry to chain him. Sent more information to Dana for Encyclopedia Britannica.

Monday, December 15, 1947

I worked on book and the long article, which went out last night, was read to all the fellows concerned. Robertson wrote a good article on plane operations and we chatted for a while. I answered many messages, which were here. Robertson and Lassiter were working on the plane. Harry, Mac, Ike, Hassage, and Woody worked on the Ship. Jennie stayed in her room as usual. There is a pretty good feeling in Camp.

Tuesday, December 16, 1947

Received message from Roger Hawthorne concerning Library of Congress books and from Ward concerning broadcast. I read the "Education of a Princess" most of the day. People came in off and on, but I didn't feel too well most of the day. Lassiter is pressing Finn for a decision for the flight to Punta Arenas. Had hard boiled egg sandwich with cress in evening. About the same things went on around here, as usual. We were looking for Bob Nichols to get back today, but he didn't arrive.

Wednesday, December 17, 1947

Same as usual today. I spent most of the day reading and got some messages out on radio. Mac and Harry spent the day taking the dogs out. Mac came in at dinner time in the funniest costume I have seen. He had a Chilean tam on the side of his head and a 15 foot British whip would around his shoulder. He really was comical trying to look like the great explorer and only succeeded in being ridiculous without realizing it.

Thursday, December 18, 1947

Read for awhile. Answered incoming messages and sent a few others out. Fiske got Finn upset by a conversation of the American Antarctic Association being the governors of what he did on the expedition. It was an organization Finn set up to receive the Navy ship, which could not be turned over to a private individual. It was silly of Finn to even discuss the ridiculous matter with him. We had a movie, "Falcon in Hollywood". It was pretty good. Robertson, Lassiter, and Wood came in for a chat and a sandwich afterward. I did some work on the book and we turned in around one o'clock. Received many nice messages from the States.

Friday, December 19, 1947

Received lots of nice messages. Did some writing. Robertson spent the evening and we had a long chat. Wind blew hard all day. Finn had a talk with Ike about Lassiter and Adams flying to Punta Arenas. Ike said, aside from the diplomatic business, he thought it would look funny about bringing the gas down for someone to fly back to the States and it brought no gain to the expedition. Finn agreed that all of the gas should be used on trimetrogon flying.

Saturday, December 20, 1947

Finn's birthday. We decided to rearrange the shack a bit. Finn brought in a new table for the typewriter and we held a general house cleaning. Finn went out and took some pictures, while I tried to do some writing, but there were so many interruptions, that I didn't get much done. Andy had a message for Professor Ewing to receive his seismic and all weather data by radio at Columbia for him, after we leave. Finn agreed and approved it. Kelsey had a message from Jennie for Finn to sign, but Finn told him to take it back to them and get them to bring it to him themselves. Kel told a funny one about someone asking him to keep a bag of laundry for him and when he stored it away, he heard something hard bang. When Lassiter was looking for the Astro-compass, Kelsey remembered this and sure enough, Lassiter got all three of the astro-compasses back in the same manner. After dinner, we had a movie, "The Falcon in San

Francisco". Robertson announced a meeting of the Tunnel Runners Society and we all had a glass of wine, coffee, and cake and chocolate and peanuts and some Chilean fruit drink. Ike, Pete, Bill, Larry, Hassage, Robertson, Lassiter, Adams, and Sig were in attendance. They left early and we went to bed. No interesting messages. Wind blew hard all day.

Sunday, December 21, 1947

We were up at twelve. Finn took some pictures of the fellows loading the plane to fly. Wind had died down considerably, but it was still quite cold. Lassiter, Adams and Bill took off to go to Keeler, but the weather was bad south, so they headed north to Crane Inlet. They passed over Nichols camped 100 yards east of the penguin rookery and he signaled he was O.K. by walking out on the ice. They flew to just south of Peary Island and came back. Lassiter told Finn tonight that the plane doesn't act very well on 73 gas and he thinks it better to stick to the higher octane. They had a good flight and Bill took six rolls of pictures. Finn took pictures of me with the blooming pansies. Finn asked the five Britishers over to Christmas dinner on Thursday and John accepted for them. I wrote all day amid interruptions and got the expedition as far as the Antarctic Continent now. Hassage came in for a chat, then Larry, who is boxing the books up for the Library of Congress.

Monday, December 22, 1947

The weather was very good again today with hardly any wind. The temperature was 28 degrees, but the sun temperature was very hot with much melting evident. Finn woke the flyers at ten o'clock. They decided to go over to Keeler, pick up the gas, other stuff and get the L-5 back again. Lassiter began getting temperamental right away. He asked Woody if he wanted to go along. Woody came to ask Finn, who turned him down saying he wanted Bill to go and take trimetrogon pictures, if the weather was good. Woody said he could understand that. Lassiter called Finn on the phone and told him they could either take the trimet cameras, or pick up the generator over there, but not both because the load would be too great. Finn told him to use his own judgment, but he would prefer to have the pictures taken. He went off without the cameras, however. Woody, Harry, and Mac, went out to the Ship. Jennie walked out too later and later still Hassage went out. Previously, Finn got them to get the TD0 transmitter on board. I went skiing on the glacier for a while. Sig was out digging in the food cache on the glacier. Finn took movies of me skiing and Robertson driving the weasel. Sig has been averaging one and a half eggs per day from his three chickens. The Beech and the L-5 came back. Lassiter was in a foul humor and argued with everything Finn said. He said he would ground the planes, that he would order Adams not to fly, that they only had gas for one more hop, that he couldn't fly on 73 octane, that they might as well put the Beech on board this afternoon. It was all completely pointless and Robertson, Latady, and Finn were disgusted with him. Jim later came in and apologized to Finn who said that's all right, all pilots are temperamental, except Adams. Jim didn't refute this at all. Jim made the plane ready and by using 73 in flight, he and Bill took off

for a picture hop. They took from Cape Rymill all the way up the east coast to way past Crane Inlet. At Crane Inlet, at 15,00 feet, they found five new glaciers. They were in the air for four hours and fifty minutes. At the same, time Chuck Adams took Pete and his cosmic ray machine up in the Norseman. They went down as far as Battersea at 10,000 feet, came back and landed on the Plateau, but took right off again because of too soft snow. He was up, for five hours and ten minutes, making a total of 295 hours so far for all three planes. Pete had a most successful flight and the cosmic ray machine worked perfectly. He was very pleased and intends writing up a good report.

Tuesday, December 23, 1947

The weather was good again today, although the wind was strong. Finn decided to go with them, on the hop south beyond King George VI Sound area. They gassed the plane and took off at 2:00 o'clock. Thirty minutes later, at the Wordie Ice Shelf, Kelsey lost radio contact with them for over seven hours. We were all beginning to get worried. Mac, Ike, Harry, and Chuck went aboard the Ship. Chuck worked on pumping out the center fuel tanks and he told me the fellows had cleaned up the Crew's quarters today. Robertson was in and gave me a report on the L-5, which was quite good. He was a little concerned about the flight, as it was five hours since they had been heard from and they only had eight hours of gas before running on emergency.

After dinner, the weather began to get bad. Kelsey kept broadcasting the weather blind. Finally, he heard Jim and kept telling him the weather at Base was deteriorating rapidly. Jim finally, gave his position at Cape Berteaux. It was obvious, he was going to try to make it back. The ceiling was 3,000 feet with visibility to five miles and wind 20 mph steady, with gusts to 30 mph. The weasel went out on the British side of the Bay Ice and finally, after an 8 1/2 hour flight, they landed off Figure IV Mountain, about four miles away from Base. The fellows had to get on the wings and ride back to keep the plane from being blown over. Finn said Lassiter was hopeless, that Latady had gotten out and Lassiter, who had asked for these fellows to get on the wings, got mad when they got there and turned the engines off and jumped out of the plane, leaving Finn there holding the wheel back in a very strong wind, saying it could blow to hell. When he came back in the plane, he told Finn he didn't have to sit there. Finn said, he had abandoned the ship. He started to argue. Finn said forget it. Jim came after him, back at Base and wanted to get something straight. Finn told him to forget it.

Wednesday, December 24, 1947

It was a cloudy day with strong winds blowing. We kept hoping that Nichols and Dodson would come back, but they didn't. No one did much work, as they were in the Christmas mood, more or less. Sig baked all day, however, and we ate 10-in-1's to help him out. Harry and Jennie cracked some nuts for him, but still Jennie doesn't come to chow and has all her meals in her room. Had a long and good conversation with Bill. Most of the fellows were in and out of here

all day. We decorated the place a bit. I worked on a good story combining Dec. 21st and 22nd flights and Kelsey got it out tonight. It was the first radio contact we had in two days. We got many (15) personal messages and one from Larry Gould. We listened to the news and the lighting of the Xmas tree in Washington by the President, many Christmas Carols. It made me homesick, I would like to have been there. After twelve o'clock, Ike, Chuck Adams, Hassage, and Robertson came in and had a glass of Rhine wine with us. Lassiter was still sour about Finn's being irritated with him. He said some pretty rough things to Finn, but Finn is just ignoring him. We went to bed late, after a very pleasant evening and chat with the above group.

Thursday, December 25, 1947

Breakfast at noon consisted of bacon and frozen scrambled eggs, which was quite a treat to all. We cleaned up the shack. In the Bunkhouse, they were decorating with crepe paper and Pete's met balloons. Andy was taking on several of the fellows in a boxing match. I watched him take a good poke at Mac. Finn also watched them for a while. Andy took on Ike and Hassage also. Finn and I got dressed for our Open House. Finn wore a blue shirt and his dark blue ski pants. I wore gray slacks and my clean yellow sweater. Robertson, Adams, Kelsey, Sig, Andy, Larry, Woody, Pete and all the five Britishers were in for champagne. We had a goodly amount of it for all and we had nice chats with everyone. Andy was particularly funny in telling about the Miramar Hotel fight. Those who didn't come were Ike, Hassage, Lassiter, Harry and Jennie. We went into a wonderful dinner with nice menus which Pete had made. The meal was delicious and all had a good time. Kelsey dressed in white summer shorts, with a Navy coat on, was a hit. He was dressed so, for Fiske's benefit and sat directly across from him. Lassiter and Kelsey had cooked it up. We chatted for quite a while after dinner. Jennie was not present. After dinner, Adams flew some chow in the L-5 over to Nichols and Dodson. They were glad to have it and were ready to come back to Base now, as soon as possible. We sent them a note with Chuck. Lassiter and Finn had a few words about the emergency plans for this flight. Lassiter and Chuck had cooked up something which Finn did not agree with. I came into the shack and enjoyed the radio and relaxation. They showed a movie in the Bunkhouse, "The Hairy Ape". Jennie was strong enough to come to see that. Hassage came in for a chat later on. He was talking mostly about Alaska and wanted some of these clothes to keep.

Friday, December 26, 1947

Another eventful day! The weather was good, a cloudless sky, so Lassiter and Latady decided to make the last flight. Woody wanted to go, but Finn said, no, Sig should have the first chance, since he had not been out before. Sig was pleased with this, so off they took, the three of them. Adams in the L-5 had already landed Hassage over by Nichols and Dodson to help them over the ridge and back home to Base. When Adams came back, he took Finn over to the Rookery for some pictures. I was talking to Larry and Pete in the Science Bldg., when Lassiter came in on the radio that he had landed with one bad engine by the Nunatak at the Traffic Circle.

He requested Chuck to bring Robertson in the L-5. Chuck and Finn were back soon thereafter, and he and Robertson took off within an hour. Ike kept bitching about the fact that Sig, the cook, was along. Finn told Ike, Sig had just as much right going along as a passenger, as did Woody, that those who were loyal to the expedition he intended to give as many chances to do things, as he could possibly do. Chuck landed and brought Sig back to camp. The weather closed in the, so the rest couldn't get back. Robertson took off the cylinder head and got the plane fixed by late evening.

Nichols and Dodson arrived around eight o'clock and practically everyone in Camp was out to greet them and take their picture. They enjoyed their trip, were enthusiastic about their accomplishments and were anxious to get out again. Nichols came in here after dinner and we caught him up on the domestic news as well as the home news. He requested a berth in Ike's stateroom on the Ship going back and Finn agreed. Bob wants to get as much work done as possible and assured Finn the preliminary report for the Navy Department would be no problem so far as he was concerned.

Saturday, December 27, 1947

When there was good weather here, there was bad weather over in Neny Trough so that Lassiter could not get back with the Beech. We had a long chat with Dodson in the morning about his trip. He was most enthusiastic and pleased with it. Hassage came in the afternoon and told Finn that Lassiter had been nice to his face, until he had gotten everything he wanted and now was going to double-cross him by writing a report to the Army that Finn had neglected their property. Hassage said Lassiter kept a log on what Finn did and said. Hassage, of course, has never liked Lassiter and Lassiter, of course, always talks loud and big when he gets temperamental. I told Finn to ignore it, as though nothing had happened. Adams made one trip up Neny Trough in the afternoon, taking Dodson with him to look at the weather for Jim to come back. The weather was bad, so he returned. Bob was greatly pleased when Finn suggested naming the Valley on Alexander Island after Tufts College. He kept talking about it and saying how much it meant to him and the college. They showed an excellent movie, "The Valley of Decision", we all enjoyed it. Jennie was there and afterward asked Finn to approve two messages for her. Finn asked her in here to read them and O.K. them. She hadn't been at dinner, however. Adams took another flight in the L-5 to look at Neny Trough, the weather was still bad. He came in for a chat. Ike, Bob Dodson, and Sig were also here. We chatted about things in general and went to bed around one o'clock.

Sunday, December 28, 1947

The weather was excellent here today, but Lassiter reported being snowed in. Finn went around taking pictures. Ike began to ridicule him, saying oh this and that guy wanted their picture taken. Finn called him for it. Later, Hassage indicated he was in a bad mood and refused

to have his picture taken. Nichols came in with some typing for me. He had written a very nice letter to Finn, thanking him for his interest and cooperation in his trail trip. He had also written an article announcing the naming of a geographical feature after Tufts College.

Adams decided this was the day to take Pete on his last Cosmic ray hop in the Norseman's last flight. They were up for over two hours. Nichols went along to do some geology from the air, getting the lay of the land. Woody also went along, just for the ride. Mac went out for a dog team spin. Hassage did some work on the battery charger and then went aboard the Ship, as did Ike. Andy came in for some coffee and we had a nice chat and discussed the future British operation of the seismograph and tidal observations. After dinner, I watched Bob Dodson take several pictures of Mac's hand right outside our shack window. Fiske was standing there too. I tried to figure out what was up, as the hand was supposed to have been completely well shortly after we all came ashore. Larry had sledged with Mac and Harry this morning and shortly after went sledging with the British. He forgot entirely to make weather reports. He knew he was wrong and came in here to ask me if I had ever seen a Skua Gull's Egg and if I wanted him to give me enough shells to make a necklace. I thanked him and said, yes. We got the announcement out concerning Tufts College Valley naming and set copy to President Carmichael of the College.

Monday, December 29, 1947

The weather was good here all day and fairly cold, around the 20's above. With Lassiter's group, it was snowing all day, so they were unable to take off. Bob Dodson gave me a story of a typical day on the trail and Nichols wrote one concerning the whole trip, which we sent out last night. Finn received a very good and very encouraging message from Bob English. Andy was in for a chat in the afternoon and it was Larry Fiske's birthday. We invited him in in the evening for cocoa and tuna fish sandwiches. He told us all about this family life and how very peculiar his family is and was. I was quite surprised to hear him tell so. He tells what a hard time in life he has had, although his face certainly doesn't show it. He doesn't remember whether he is 25 or 27 years old. After hearing all of that, I can understand Larry's ways a little better now. He keeps giving excuses about going with Nichols, saying he has to wait until after the planes are on board, and then about his toe, etc. Also received a very weak message from Young Man's Business League in Beaumont. It is obvious Ward has started to work and they are trying to recoup their losses. Personally with few exceptions, like Ward, etc., the whole thing leaves me cold and I think the deal was pretty raw.

Tuesday, December 30, 1947

Lassiter came up with good weather this morning and indicated that he planned to take-off and come back shortly. Finn told him it was O.K. to take pictures on the way back, but come

straight back. Nothing was heard from him for sometime and Adams became worried and asked Finn if he could take off in the L-5 and go after Jim. Chuck broadcast to Kelsey just before he took off and Jim hearing it, came in on the radio and said he intended to land in five minutes for Chuck to return to Base. Jim landed O.K. His attitude toward Finn was very formal, but he wanted to fly Bill to Crane Inlet again for more pictures, saying that the Beech's engines were operating perfectly now. Robertson told Finn that in his opinion, it was the 73 octane which had cause the valve trouble twice now. Finn spoke to Bill Latady about the pictures and Bill was perfectly agreeable with Finn's decision not to fly either large plane again in view of the above and because the bay ice situation is becoming critical. If the planes are not on board before it goes out, it will be almost impossible to get them on board in a safe manner. The fellows started to work immediately on disassembling the two larger planes. At dinner Finn read a memorandum concerning the disposal of Government property. He informed everyone that it had to go back to the Government and he intended to see that it got there. Lassiter came around finally and apparently everything has passed and A-OK again. Lassiter came in and read the news article. Pete submitted a weather story for NANA.

Nichols and Dodson left right after dinner on their trip up Neny Fjord. Finn got involved in an argument between Robertson and Ike without realizing it concerning whether the Beech motors should remain on the plane. In the afternoon, Finn spoke to Ike about it and he seemed agreeable to leave the motors on the Beech. Robertson wants this and also Finn, as there is a chance that the Beech will be left at Panama.

Ike and Robertson got in an argument about it, in the Bunkhouse and Finn walked in not knowing about this. Robertson casually asked Finn what he wanted. Finn called Ike over to discuss it with him and then it started. Ike took the opportunity to grandstand in front of the fellows about topside weight. Finn said he wanted the motors left on and his decision was final. Ike said he would take them off. Finn told him it was none of his business to touch those planes, as they were in his custody only. Ike said the Ship wouldn't sail. Finn told Ike he could stay here if he want to, but the Ship would sail and Ike didn't have to grandstand for his benefit. As Finn left, Ike said you only want the motors left on so good pictures can be taken. We went to bed fairly early.

Wednesday, December 31, 1947

New Year's Eve. Robertson worked on dismantling the planes. Ike and his crowd were on the Ship. Hassage got the main diesel running yesterday. Today he hurt his back and could hardly sit up. Lassiter and Adams worked on the antennas. Peterson wrote a good review of his scientific programs' accomplishments. Finn and Larry worked all day on navigation. John forgot for the fourth time to get the fixes from Ken and this disgusted Finn considerably. I worked on an article about the forced landing in the field of the Beech and read it to Lassiter etc. It went out tonight.

Just before the movie, Kelsey came in to ask Finn about the generator aboard ship. Finn asked him to get Ike and Kel went out to get him. In ten minutes or so Kel came back saying Ike didn't want to discuss it with Finn and had yelled all over the Bunkhouse about it. Finn asked him to get Ike again, which Kel did over his better judgment. Ike came in and shouted around quite a lot for a while not letting Finn talk at all. Ike said he was only trying to help, that he wasn't working against the expedition by wanting the Beech motors below, that it wasn't the question of topside weight and the generator should be there, but even if the generator were not he would still want the engines removed, that no one could give him a good reason for not taking them off, that would be the first thing the Army would do, the Army would thank you for removing them, that he could take them off and hang them on mounts so they wouldn't be sprung. That had been his work, Ike said, and he would sign a statement taking full responsibility for any damage incurred. Finn told him Robertson couldn't get the props off. Ike didn't believe it and said get Jimmy to sign a statement saying he couldn't get the props off. Finn told Ike, so long as he signed a statement for full responsibility for any damage to the engines, that he (Finn) didn't care whether the engines were removed or not and he wanted everything for the good and safety of everyone concerned.

Finn then discussed the watch list going back. Ike said, none of the men were any good to him, but that if Finn could replace the scientists with other men, they could be free so far as he was concerned. He said, if Nichols can get someone to do his work for him that would be O.K. by him. He also said Nichols had moved in his room without asking him. That ended the conversation just about.

Kel had previously told Finn, there had been about a paragraph of bitching about the pool table on board ship today. We didn't go to the movie, but took a walk over to see the dogs. Sig was feeding the puppies and Adams was with him.

They went to the ship and got Sig's Ballentine's Scotch and after the movie had the fellows in here for a drink, Latady, Adams, Robertson, Woody, Peterson, Fiske, Thompson, and Kelsey. Hassage was in bed and Lassiter talking to him. Finn opened a bottle of champagne after cake, pie and coffee. We had a nice New Year's Eve.

Thursday, January 1, 1948

The first day of the New Year, just about like every other one down here. It was a very beautiful day. We had scrambled eggs and bacon for breakfast. Latady wanted to go mountain climbing but canceled, it because they decided to load the Beech on board. Adams took Bernard Stonehouse to the Penguin Rookery and made a second trip with a cache of supplies. Finn and Latady went to the ship to take pictures of the planes being loaded. I put on my skis and found Lassiter by the gas drums and spent several hours talking to him. He said Harry came out of his room last night and asked Lassiter why he wasn't in here at the party. Lassiter said because he didn't feel like a drink. Harry said, how about coming in and having a drink with us. Lassiter

said, "Oh! No thanks, Harry. I said I didn't feel like a drink." Lassiter told me he didn't intend to do any work aboard ship until it sailed, unless Finn ordered him to do so and that he wasn't going to take anything off of those guys going back either. Jim suggested I take a hop and I skied out to the Ship to ask Finn. Finn said O.K. and told me Ike was arguing with Robertson and had tormented Latady until he finally, went aboard to help them. Finn finally, managed to take pictures of the plane being loaded and then came in to us. He made a ski jump and jumped well five times. Jim and I watched him. I skied down the hill several times and we came in for some coffee. We had a huge dinner. Lassiter took Bill up in the L-5 to take some pictures just before dinner. Dinner consisted of tomato soup, sweet potatoes, ham, string beans, peas, cabbage, and pie in the oven to come later.

Lassiter told me he thought Finn had been impatient on the long flight. He also still resented what Finn thought he had done in Neny Fjord, when Lassiter jumped out of the plane. He asked me if I still thought Harry would start trouble upon return. I said, I didn't think he would get anyone to listen to him, if he did open up his mouth even once. Jim said, he was beginning to have a great deal of respect for Sig, but that Ike was just in his second childhood and that Nic was the best guy on the expedition. After dinner, Jim took me for a plane flight in the L-5. We flew about ten feet off the ground over Neny Fjord and went up over Neny glacier into the Trough. The crevasses were amazing and some 10 or 12 feet wide. I was quite surprised. We then flew low over to Red Rock Ridge passing over numerous seal holes, where five or six seals were sunning themselves. They all looked up at the plane and turned over on their back immediately, some running for their holes. We flew over the coll and saw the open water beyond the Ridge. It was a long way to the eastern end of the Ridge. One huge open space of water came right up to the Ridge itself and was open out to sea. We flew over this and could see the huge green gray rocks beneath the water. We saw Bernard's tent, the penguin rookery and the wooden cross where Goldie is buried. From there, around the end, was completely open water. The ice foot had completely disappeared. We spotted Nichols' camp, flew over it once high, once low, and then landed. Both Bobs came out to talk. They had climbed the ridge today and Nic had lots of rocks. He gave me two messages and said he thought Ike hadn't come along because Dodson was with him. He was glad to see us. Nic is a swell guy. We came back to camp then. Finn went up in the L-5 with Chuck, to try to find the five British teams, which are on their way down and take pictures of them from the air. Ike ran a 35 mm movie in the Bunkhouse. When Finn got back, without seeing the British teams, he was irritated because the diesel was running so late. Sig and I talked him out of saying anything tonight because the fellows had worked hard on New Year's Day, a holiday.

Friday, January 2, 1948

This morning Ike and McClary got up and began to discuss the fact that very few people were helping them on the Ship, saying that perhaps the guys considered themselves too good to work, and mentioning Lassiter in particular. Lassiter heard them, got up and slowly got dressed, when he was fully dressed he went up to Mac and said, "Look here, you and I have been getting

along fine together, because we haven't had anything to do with each other - lets keep it that way. I came down here to do a job and I have done it without your help. I will do and have in the past done anything around camp that I have been requested to do, which is more than some of you can say. When the time comes to go aboard ship for our return, I shall stand my watch and do anything you or Ike order me to do, but until that day comes, I don't intend to go aboard that Ship and help you in anyway, unless I am ordered to do so. I don't think you have done anything to contribute to the success of this expedition. I'm just telling you, unless you want trouble to keep away from me. You can say anything you want, about anybody else, but keep your mouth shut about me", McClary said nothing and Ike said nothing. After breakfast Ike, Mac, Harry, Robertson, Woody, Adams, and Latady took the Norseman on board. It took them the whole day. Jimmy Robertson says they have the generator aft hemmed in so that it is impossible to move it any place now. The planes are placed so that they can't move the wings around, without taking them off the ship and putting them on again. Jimmy said, Ike didn't have a harsh work to say to him today. Jimmy told Woody, just before he lifted the winch, to ask them if they were going to put a safety line around the planes, so that they would be protected. He did this and after Ike and Mac hemmed and hawed, they finally put a safety line on the planes. Jimmy took the Nordun's engine out, but I don't think anyone will take the Beech engines out now. Latady told Woody how to develop and print the pictures and then Adams flew him over to Red Rock Ridge to join Bernie. Robertson came in and spent the whole evening chatting. Just as he was about to leave at twelve o'clock, Lassiter and Adams came in with some Coffee cake. We made some coffee on Lassiter's primus and chatted until three o'clock, when Finn was so sleepy he couldn't keep his eyes open. This was the first time Lassiter has been in, in the evening socially, since the long flight to Charcot Island.

Saturday, January 3, 1948

Finn had declared that today would be a holiday for the one missed on New Year's Day. He told Adams and Lassiter, they could fly the fellows loyal to the expedition to Red Rock Ridge to see the penguins, two at a time. The day dawned completely overcast, however, so that no flying could be done. The fellows just mosied around the camp, reading, etc. all day. Yesterday, Finn had a long chat with Pete about starting on his reports. He feels quite obligated to get them done for ONR, so I don't think we will have much trouble with him. He has been working hard on a variety of things. Lassiter was planning his next expedition to map the Continent in twenty-five good flying days. We got a good message from Dana saying, we might not have to depend entirely upon the lecture sources for publicity and that we were both increasing in stature. Robertson came in, in the afternoon and we worked over his article to send back tomorrow night. I read it to Lassiter and Adams and we all considered it good. I worked a bit on the book and Finn worked on the new map. Sig was out digging and finally, found the cookies. We went to bed about two o'clock. Things were quiet all day, not an argument. Received a confusing message from Mrs. Peterson about the radio program which did not come off.

Sunday, January 4, 1948

The fellows, Adams and Lassiter, held a taxi service to and from Red Rock Ridge this morning for Pete, Woody, Kelsey, Robertson, Thompson, and Fiske. Lassiter told Finn Ike was bitching, because McClary and the Darlington's couldn't go. Finn took his large box out to the ship and there saw Hassage and Ike. He had a talk with them. Hassage understood Finn's point of view, but Ike said Mac's bitching was worse than ever and as Mac had worked hard recently, he felt a consolation prize was in order. I worked on the book and got Robertson's article out. Ike came in in the afternoon for a long chat on Mac, on whom Ike agreed was a complete misfit and maladjusted. Ike said, he even turned on him. Ike literally hates Robertson and says he is the only one in camp he can't work with. Both Ike and Hassage were mad with Lassiter, because he wouldn't help load the plane he flew and which brought him all the glory.

After dinner, Finn took another flight with Lassiter to look for the five British teams. The clouds came over and they couldn't see them as far as Sodimes Slope. Lassiter was in for a chat. Finn wouldn't let Woody carry Fiske's loot out to the ship in the weasel and bring in meat for Sig, so Sig and Finn skied out around twelve o'clock and brought four sticks back. Sig and Ike had an argument over the cookies, which Sig has dug up after fifteen hours of work.

Monday, January 5, 1948

The Hope Bay party and the five British teams arrived this morning bringing back Don and Jorge around nine o'clock. Don and Jorge said hello to everyone and hot tailed it into Jennie's room. They were in there for several hours and then came over here for an hour. The fellows moved the boom from aft to forward on the ship. Lassiter, Adams, and Robertson dug the Kholu out and took it on board. Hassage came in and wanted to be relieved of running the camp, saying he had too much work to do on the ship to worry about pacifying the camp personalities. Lassiter wanted to get all the ice for the rest of the expedition with Adams and Robertson and be relieved of all further mess cooking. Hassage suggested Fiske to run things. Fiske came in and Hassage asked him. Fiske said he would put up the mess cooking and ice detail list, but would not be responsible for having it carried out or running the camp, as he had friends and he didn't want to lose them. It was dinner time so Finn let it go at that. After dinner we had a movie, "The Flame of the Barbary Coast", and the new British arrivals came over. I met a couple of them, but they didn't seem to have much to say. Jennie, of course, was all dressed up in a white sweater, sitting right up in front and talking her head off after the movie. Just let some new men come around and she is right in the middle of them, even though she pretends to be too sick to come to meals.

We received a good message from Sir Hubert and from Ivey concerning coming to N.Y. on return. Another very weak one from Ward about returning to Beaumont. Finn told Mac not to dissect penguins on mess table, to do it elsewhere. After Finn left, Mac said, "Oh, he is just trying to antagonize me."

Tuesday, January 6, 1948

Thought all night about the New York deal and decided to send messages to Dana and my aunt and uncle asking them advise after explaining situation. Finn is definite on not wanting to return to Beaumont. Wrote messages also to Sir Hubert and to State Department making claim. Finn spent all day yesterday and today working on new map. Larry Fiske helped him some today. Kel had a contact with Press Wireless and Finn talked to man. Evidently, story is that Wheeler just doesn't want to pay for pictures and that sums up all difficulty we have been having. After dinner, Robertson was in for the whole evening. We chatted in general and had a good time. Ship and camp work continued as usual.

Wednesday, January 7, 1948

I asked Don again this morning to have the health article for NANA ready for me to send out tomorrow night. He worked most of the day packing up his medical equipment to take aboard ship. Jorge was around helping him. Finn got the fellows, headed by Peter and Fiske, to clean up the Science Building, which he found to be filthy dirty, with the men walking over the ashes on the floor. Kel wouldn't help Pete out and visa versa. The ship gang went out and put most of the stuff lying on the ice, either up on deck or down in the hole. Lassiter, Adams, and Robertson worked around camp with the weasel, hauling ice to the melter. One of the weasel's has been put down in the lower hole, already. After the ship gang got back, the three musketeers went over and started to make water to put in the ship's tanks for going back. They need 8,000 gallons, but will settle 2,000 gallons. Hassage was furious with Mac and Harry because they began bitching when they found out he was going to take the lathe back. Hassage said, if he ever found them in possession of anything, which he didn't think they should have, he was going to toss it right overboard. At dinner time, Finn authorized Robertson to collect all aviation equipment issued to anyone on the expedition. Ike started a long discussion about loot boxes, etc., and led by McLean, the hangers on, everyone down at the other end, started laughing loudly and in a forced manner. After dinner, Adams took a flight in the L-5, attempting to get Latady back from the Penguin Rookery, but the overcast prevented him from even seeing their camp. Fiske, Jorge, and Jennie were out sitting on the rock up from our shack for several hours. Sig said, she had been out walking around all afternoon. Finn worked all day on the map and he began to put names on his features. I worked all day on the book.

Thursday, January 8, 1948

A red letter day! We had bacon and eggs this morning and they were certainly good. Finn worked all day on the map, continuing to name things. I worked all day on the book and really feel as though I am getting someplace. I have completed about fifty thousand words now.

Woody, Hassage, Ike, Harry, and Mac all worked on the ship for a long while today and apparently, got a lot done. I don't know what the rest did around here, but apparently, nothing much as it was wet and rainy practically all day. Don brought me in his article tonight which was fairly good, but too late to send in tonight, so I sent Fiske's instead. We had a movie, "Kiss and Tell", and the British came over. The newcomers are very quiet and we haven't said more than two words to them. Understand that Mac's hand bothers him after boxing with Andy. Don't know whether it is the one he had broken aboard ship or not. The dumb cluck shouldn't be boxing with his brittle bones. Understand after we left the movie the other night, Jennie and Harry entertained two of the new Britishers in their abode.

Friday, January 9, 1948

The fellows worked on the ship and the musketeers made water. The bay ice has more and more water on it. Adams flew over to Latady, landed on the top of the second coll. He took Latady to Nichols, then went back and picked up Stonehouse and brought him back. Robertson and Adams came in for a chat and some coffee. Hassage came in later. He said Jennie was better, but still not feeling well. He said, he thought Harry had gone a little batty. He doesn't have much to say to anyone, but talks to himself all the time. Finn with Lassiter flew over to Nichols to take some pictures. I tried to work on Don McLean's article. Kelsey came in right after dinner. Finn and Lassiter flew over to take Nichols some E rations. Kelsey talked so much he forgot to keep his 7:30 radio schedule. He said one of the fellows first bitches against Finn was, when Finn asked Dodson to go through Charles Landry's luggage and take any expedition equipment away from him. This started me to thinking and suddenly, I realized that Landry had gone home and misrepresented the facts against Finn and this is what has caused him all the trouble. It adds up perfectly since Keller paid for Landry's trip and Landry's father is in with the local politicians. Sig says, he is a big Mason and everyone in the Rotary Club is a Mason. This, I think has gone all the way to Combs. The Chamber of Commerce all wanted Landry. This explains everything now at last. We got two long messages from my Aunt and one from Ratcliff. I wrote some answers and Sig wrote a good message to Louis Keller.

Saturday, January 10, 1948

The fellows went out to the ship again today. I worked hard on Don's story and two other messages. When Don came back from the ship, I got him to read it. With minor changes, he approved what I had written and I got it ready to go out tonight. Finn has just about finished working on the naming of the southern discovered features and is now writing an article for the publication of them. After dinner Finn and I skied out to the ship. There are pools of water all around it. The musketeers had five barrels of snow melting for water. We had a movie, "God is My Co-Pilot". The British were over. Finn told Lassiter, he was naming the barrier for him. Jim was very, very pleased.

Sunday, January 11, 1948

Nothing much or unusual happened except the fellows continued to make water out by the ship on a 24 hr. schedule. Finn and I worked pretty hard all day in the shack. Jennie seems to be ambling around quite a bit these days, although she still doesn't come to meals.

Monday, January 12, 1948

Finn and I took a ski out to the ship today. Finn wanted to take some pictures of the fellows making water. The bay ice is melting fast and it is necessary to pick your way carefully to the ship and back, because of the large open patches and the soft ice in other places. The ship, itself, is swinging free, in the patch of open water, completely surrounding it. After dinner, we went over and moved the puppies from their pen to the tethering line. It was funny to watch for they were scared to death and screamed their heads off. Lassiter, Adams, Robertson, Sig, Finn, and I were out there. Larry Fiske seems to be doing a good job running the camp and seems to be taking on more and more responsibility. I worked all day yesterday on the book, Chapter 11. I have gotten as far as the winter night. Today, I spent relaxing. Lassiter and Adams came in for several hands of bridge. We received a message unsigned from the Dept. of State conveying the thanks of the British Government for the assistance rendered to the British flyers recently. We were all a little browned off about its informality and weakness.

Tuesday, January 13, 1948

I worked all day on getting out the first article on naming the geographical features discovered on the first flight and messages to the persons so honored, by the naming. It was a terrific job and we spent the whole day and evening on it. Kelsey transmitted until 1:30 getting the stuff out.

Wednesday, January 14, 1948

John came over this afternoon to tell Finn that Ken was at the top of Bill's gulch and as soon as the weather improved, it would take them two days to get back. He also volunteered to drive their dog teams out on the ice to carry glacier water for our ship's tanks. He spent the whole afternoon chatting and seemed to be enjoying himself. Ike came in and said Mac and Don had found a waterfall on the glacier out near the ship and wanted to use the weasel to and from the ship to carry the filled drums. Finn asked Ike, if he thought it was safe for the weasel and Ike said, yes, so Finn said O.K. take it. They seem awfully anxious to show Lassiter and Robertson up, somehow. I worked on messages the rest of the afternoon. Bob Dodson and Latady came back this evening with the British five dog team. Latady wanted to make up a message for the

Photogrametric Society's Annual Meeting on January 21. Larry Fiske came in for a chat. After we had some cocoa, Don came in fairly late. After Larry left, Don started on the business he had obviously come in to transact. He said he and Jorge wanted to go out to the penguin rookery for a few days. After Finn discussed the safety of the ice conditions with him for a while, Don said, he thought that for the good of the man, for Finn's good and the good of the expedition, it would help if Mac could go out in the field for a few days with the dogs he had trained. Finn very logically and diplomatically discussed Mac's situation with Don. Don agreed that Mac had a sarcastic tongue, but said he was anxious to stay out of the whole thing, that he knew Mac pretty well and his opinion was that if he got out, it would benefit everyone. Finn said, he would think it over, talk to Ike and let Don know tomorrow.

Thursday, January 15, 1948

Ike came in at Finn's request this morning and was in his usual morning's foul humor. It was almost impossible to talk to him. He tried to argue with Finn about everything. He said the ice may not go out this year. Finn had been wrong about the Weddell Coast trend, so why shouldn't he be wrong about this. Of course, this was silly because Finn made no predictions about the trend of the Weddell Coast, except to Ike in fun. Then they began arguing about previous ice conditions here and whether the Bear could have rescued them last time. Finn finally, got him to the point and asked him if he could and wanted to spare Don, Jorge, and Mac to go over to the Penguin Rookery for a couple of days. Ike said, yes, he could do that as the fellows had been working hard on the ship. Finn said, before they went he wanted the rest of the airplane parts taken on board and the ship finished up, that was Mac's job and the reason why he had been brought along. Ike said, he saw the whole thing and that other people hadn't worked beside Mac, etc. Ike agreed that Mac had a bad tongue, but there was something wrong with them all, as they all did nothing but show passive resistance. He said, Latady was just fooling around with Nichols so why couldn't Mac. He said, if Finn had a reason for sending somebody someplace it was O.K., but if anyone else had a reason for something, it was wrong. Ike seemed to have forgotten Finn was leading the expedition and his reasons were the ones that counted. Ike said, the aviation gang wouldn't even help load their equipment aboard ship and if they ever complained that the Ship's crew wrecked anything, he would write a letter to the Army explaining it and calling Lassiter down. Now only a few days ago, Ike said he wouldn't have them around, that they could take care of the stuff, but he wouldn't be around the ship when they were there and he just wanted them to bring the stuff out to the Ship's side and the ship's crew would load it. Now, of course, he has changed his mind. Finn asked him if any lugs had been broken off the Norseman engine in loading it. Ike said, no, who told you there had been. Then he blew up at Robertson saying he was nothing but a trouble maker and he would punch him in the nose as soon as he got off the Ship, if he ever had the opportunity. The conversation didn't get very far. Finn went out to see if Lassiter's selected landing place for the L-5 was crevasse free and safe enough. Lassiter and Woody had taken over the water detail. Finn decided the safest thing to do would be to take the plane on board ship and secure it and call the flying program over with. The fellows stored the airplane parts aboard ship.

Finn called Don in and told him that after the ship was squared away and he wrote the second article on health, he could go to the Rookery for a few days. He also told him to tell Mac if he wanted to go to come and speak to him personally about it. This took Don back a bit, but he said he would. Woody, Robertson, Lassiter, and Adams came in for some coffee. Woody started to bawl Robertson out for not cooperating, saying that he was only doing harm to the expedition. After dinner, Lassiter and Woody finished filling the ship's third tank and then filled the snow melter with water. Finn, Sig, and I skied about a mile from the end of the Island with Latady and Dodson on their way back to join Nichols. The ice is certain rotten and we went through to slush in several places. The generator was knocking so Kelsey stopped working early.

Friday, January 16, 1947

Mac still hasn't come to ask Finn if he can go with Don. If he does Finn plans to ask Mac for a written apology for his actions on the expedition, before he lets him go. Finn told Robertson to take the L-5 out to the Ship and ask Ike to see that it was taken on board. Finn went out to take pictures of its being loaded. Everyone was bitching at the other fellow, but mostly everyone was bitching at Robertson, because Ike had sent McLean to ask Robertson to take the ailerons off the Norseman. Robertson said, he would only do it if Ike asked him personally. Woody gave him hell saying he was holding up the work of the expedition by worrying about technicalities. Robertson refused to work. Lassiter did pitch in and help. Finn feels that the wings are placed in the wrong position and Lassiter says they might as well be thrown over board, for they will be ruined.

I worked on a dog story and Dodson's story of a typical day on the trail. Larry came in for a chat in the afternoon and then Jorge to explain to Finn why he had not been out on the ship. The kid is still a dumb cluck. Lassiter was mad, because Finn asked him not to send a message to his mother saying he didn't want her to meet him and ride back on the ship from Panama, because we had a faulty steering gear. Hassage refused to have anything more to do with the diesel generator at the Base, said he would work on the ship from now on. There is definitely something wrong with the generator and Finn is worrying about how long it will last. If it goes, we are completely without power. Hassage says, he doesn't care about any publicity, he doesn't realize the weather and all the business arrangements which go through as well and the money to finance the expedition is coming from that source.

Larry brought in the first flag which was flown on the ship and during our voyage south and the first one which was flown at the Base. I took a walk with him up to the flag pole to change the flag, which he does every three weeks. We saw the British dogs from Hope Bay, funny looking brutes. We received a lot of messages from the States tonight, one from my aunt saying my uncle was going to approach Teddy's firm. This, of course, means The National Geographic Society. It would certainly be wonderful to go to Washington and have them welcome us.

Saturday, January 17, 1948

I didn't feel well today so took it easy all day. Kelsey had a very short radio contact with WEK, because they were busy there. Chuck Hassage asked Finn to let him go live on the Ship. Finn went out to take some pictures of Sig feeding the puppies. Finn called Don over and asked him if he was still planning to go over to the Rookery. He said, yes indeed, he certainly was. Finn asked him if he had inspected the ice conditions. He said, no, but he thought they would be all right. Finn advised him to take a good look at them and pick out his route before hand. He then asked him who was going along. Don said the thought Jorge and Mac. He said, Mac intended coming in and speaking to him this evening. About that time, Mac came walking over and told Finn he would like to go. Finn said that would be all right, but first he wanted Mac to give him a written letter of apology for his actions during the expedition against Finn and against the best interests of the expedition and than all would be forgotten and he could go. Mac said to Don, "I guess you and Jorge better plan to go alone. Mac said to Finn, you are not serious are you, you must be nuts". Finn said, "Yes, Mac I am serious, if you were in the Navy and acted the way you have, you would have been thrown out long ago and you know it". Mac said, "Well, I'm not in the Navy now and neither are you, that's what's wrong with you". Finn said, "There is nothing wrong with me Mac". Mac said, "I don't know what you want me to apologize for, I haven't done anything". Finn said, "I want a written apology from you for everything you have done and your vicious tongue has said, since you first tried to start a mutiny on the ship up to the present time. Even after, you came to speak to me the last time, you still couldn't keep from bitching about me behind my back, about those pool table slabs on board. Even after I told you to stop it and control your nasty tongue, you still had to bitch behind my back". Mac was surprised at this. Mac said again, "You must be nuts to really ask me for an apology". Finn said, "No Mac, I'm not nuts, but I'm inclined to think you are and skied away". Woody, Chuck Adams, Lassiter, and Robertson came in for a chat in the evening. They stayed until pretty late and we had a good time.

Sunday, January 18, 1948

We got up late as usual. Finn discussed Don's trip with him at breakfast. Mac sitting nearby had a long face. Finn wrote a memo to Don telling him to go prepared with trail equipment and a radio and, if the ice was bad to join Nichols and come back with him. He called Don in to give it to him and discuss the trip. Don said, he fully agreed. Finn told him it was too bad Mac didn't come to his senses and meet Finn half way. Finn said, "You know Don I have met you half way". Don said, yes, he was very glad their difficulties had been straightened out, but he said you are asking Mac to meet you more than half way and say that he is all wrong. Finn said, with his attitude and in what he has done, he is all wrong. Then Finn told him about the incident concerning the Tricorn pictures and I recalled to his mind the things Hassage reported to me, he had said about Hassage's intentions toward me in Finn's absence. Don raised his eyebrows about this and said no more about Mac. Finn told him the history of the Bear, in which

he was interested and Don left soon after. Finn skied out to the ship to take some things on board. Hassage has moved on board and has asked for Woody to help him. Finn told Woody to move on board too.

Monday, January 19, 1948

About the same thing today - nothing unusual except the weather was pretty chilly. Finn went aboard ship and found Pete working on his Cosmic ray apparatus. They got into a discussion and Pete told Finn that a group of them came into the Science Bldg. the other night and began discussing Finn's inconsistencies. Pete said for instance, why did you tell Mac he could have Kasco and then three days later you took him away. Finn said, if I tell you I saw Mac using a 35 foot, 14 lb. dog whip on that six month old puppy, would you think it logical that I told him not to use that puppy. Pete said, yes, that certainly is logical, they didn't mention that when they told me about it. Finn said, no, of course, they didn't. They only give you their side of the story, naturally. Everything Finn said to Pete he had to admit was true. Then Pete told Finn that he knew that Harry had a lot of Finn's stuff in his possession. He said, the Philosophical Society Publication, the Antarctic Pilot and some of Finn's maps.

Tuesday, January 20, 1948

Late this afternoon it began snowing. Everyone halted to see this as it is not good for the melting ice. The fellows had a movie, "Murder My Sweet", but we didn't go, as I was working on a message to Burr Brundage in answer to the nice one we received from him last night, thanking Finn for naming the mountain and requesting some information from Finn for the publication of his article. Received a message from Dr. John K. Wright of the American Geographical Society tonight requesting an article from Finn for the Geographical Review.

After the movie, John Tonkin came in to tell Finn that the Joint Trail Party was near the Met Station on the Plateau waiting for weather to clear, before they came down on the next clear day. John opened up with us more than he has ever done before. He said, that Fiske had given each of them an American flag that they didn't know what to do with, and the one he gave to John, he said was the one flown on the Port of Beaumont on the way down. We laughed heartily. John told Finn that he could certainly be thankful that he had a thoroughly and highly successful expedition. Finn said, yes, but I've had to fight every inch of the way. John said yes, I know you have, but if you ever need it at any time, I want you to know you can always count on me to make a statement on your behalf and there are many of us over there, who feel the same way about it. He also said, he thought their statements would mean more than anything anyone could say against Finn. John also said, that the British Government was seriously considering decorating Lassiter and Adams for their work during the search.

Wednesday, January 21, 1948

It snowed hard all last night. The clear rocks were completely covered again. We were all wondering, if there was a chance the ice would not go out again this year. The day was clear and sunny, but the temperature was down to 22 degrees last night. Finn and I took a ski trip on the glacier and looked at the crevasses. The top of the Plateau looked clear, so we thought Ken would probably be in tonight. After dinner, I sent out a good story on the naming of the Alexander Island features. Mac, Harry, and Jennie went out to meet the returning Don and Jorge. Sig made Finn and me some fresh eggs and about one o'clock we went over to the British side to count the coal bags. Finn estimated them to be between 125 - 150. Sig said, at least 250. The temperature stood at 17 degrees and everything was freezing. All the water holes in the Bay Ice had thin coats of ice formed over them. The matter is beginning to get serious. During the day, Lassiter brought in a telegram he wanted to send to the Army for him to stay down here for another year. We postponed his sending it out until Saturday.

Thursday, January 22, 1948

Ken, Dougie, Art, and Smitty got in at 7 o'clock this morning. They covered about 1,005 miles. Smitty has been out for 115 days and has done an excellent job. Right away, Mac took Art to the Blubber Shack to talk to him. Then Don McLean got a hold of Art. Ken and Dougie came over around 2 o'clock and then Art and Smitty came in. Finn took them out by the dog team and took their pictures. Then, they came back and we had some champagne, coffee, cookies and nuts. We had a nice chat exchanging information. Ken doesn't like trail work too much. He lost way over 20 lb. After they left, Smitty stayed and we caught him up, on some of the news of happenings while he was away. Smitty was happy that he had a chance to prove himself. Robertson came in for a chat in the afternoon. He said, the opposition was making a strong attempt to get Art Owen on their side and it would be too bad, if they did. He said Mac took him out to the Blubber shack immediately, for a long while. Then Don got a hold of him. He said he and Lassiter and Adams would talk to him as soon as possible and try to set him straight. He said, Smitty was O.K., of course, and hoped Finn would make him Mate on the way back. Around 10:30, Lassiter, Adams, Pete, and Larry got back from their refraction trip to Neny. Lassiter told us immediately, that they had followed Don's advice and, of course, climbed the mountain the wrong way and met a dead end at about 700 or 800 feet up. He thought Don had done it purposely. They met many rock slides and had a hard time, generally. Pete was very pleased with the refraction measurements he and Larry had taken before the clouds came in. All of them laughingly agreed, that they would not let the rest know that they didn't reach the top.

Friday, January 23, 1948

Finn got up early, had Art and Smitty in for a nice chat about their trip and told them to take a week off and write a report of their trip. They were very pleased with this. Finn took their

pictures with the sledge wheel and meter and had a long chat with Ken. I started to work on the book and then Kelsey came in. He got on the subject of Harry and wanted to know his background, so we had a lengthy discussion. He said that Jorge knew one of the men, who had signed a paper against Harry and wondered how he knew. He said, that he had underestimated how dumb Harry really was. After chow, Finn and I went with Lassiter, Adams, Robertson, Smitty, and Woody out to the Ship. They blew off some more charges of RDX to loosen up the ice in front of the Ship. Finn and Robertson took pictures. Woody didn't have much to say. After we came back, Smitty came in with a message for Finn to sign. We got to talking and he stated he was going to try to find out, what the Darlingsons planned to do to cause trouble in the States. He said, he thought they would leave the Ship at the first port we hit, probably Valparaiso. He said, they would fly back and try to cause trouble before we arrived. He said, that before he left the Base 115 days ago, that he was present when Jennie said "I'll run those bastards out of Washington", referring to Finn and me. Smitty gained about 5 pounds. Art and Dougie stayed about the same and Ken lost 25 lb. They ate 63 lb. of butter. Smitty said, he was very serious about his work and that he put up with an awful lot with Ike coming down aboard Ship. He said, Jennie and Harry are the worst of the worst, totally impossible, that Jennie is worse than a bar fly. He said, he found out from Ken that the Grenfeld Mission in Labrador, where Harry has been, was a place where rich people send their wayward sons at great expense, to be straightened out and have some sense knocked into their heads.

Saturday, January 24, 1948

Nothing much happened - about the same as usual. Finn and I spent the day working here.

Sunday, January 25, 1948

Art Owen and Don McLean left around 5:00 o'clock this morning to climb Figure VI Mountain. There wasn't much doing around here all day. We haven't been getting many messages in on the radio recently, nor have I sent out much. I have been working pretty hard on the book and Finn has been working on the American Geographical Society's article. I spent all afternoon and evening typing numbers for Harcly Peterson, on his atmospheric refraction measurements taken since he left. The fellows did a lot more blasting of the ice - Lassiter, Adams, and Robertson. Ike didn't think they should use the dynamite, because we may need it later, actually, to get out. Someone put up a transit or the odolite and we could see the camp of McLean and Owen on Figure VI. Harry, Jennie, Mac, and Fiske went out on a dog team ride. They were gone for nine hours and Fiske came running in afterward, to tell Finn about the ice conditions and see that he was still on good terms. Lassiter got very steamed up about all the guns and ammunition, which is missing. He was particularly concerned about his carbine

ammunition issued by the Government. He was the only one who had a gun along, which could use that kind of ammunition. A long time ago this ammunition was missing from his baggage. Fiske turned up with some, saying he had brought it along. This didn't make sense. Lassiter got Finn to write him up a memorandum saying that a recent message from Army Supply at Dayton had requested Adams and Lassiter to hold an inventory of all Government property on the expedition and each man was to list the Government property in his possession, copies of which would be turned over to the Army. Finn did this and Lassiter started in on it. There was a great to do for several hours, Jorge saying he would write a nasty letter to the Army Air Force upon his return, but the missing guns and ammunition started to come in. Fiske turned over the carbine ammunition saying, he had gotten it from Swadell who must have taken it. Everything now is blamed on Swadell. Today was the one year anniversary since we left Beaumont.

Monday, January 26, 1948

We worked in shack all day. Hassage and others on Ship worked on port windless and got it operating. McLean and Owen were supposed to come back from Figure VI. A light haze was around the mountain most of the day, but plenty visible for them to come back, had they so desired. Around dinner time or after, it began snowing and the visibility to the mountain became completely obscured. There was a movie at night and Ken came over for it. He came in here afterward and we had some fresh eggs, which he greatly enjoyed. He told Finn, he would have to go back to England first and then, if he could use him for a recommendation, he intended to immigrate to the States, as soon thereafter as possible. He said, he thought the British-American cooperation down here was the greatest thing yet. He said that 13 Chilean and Argentine ships, 3/4 Argentine, were all over the Peninsula to the north of us and building bases alongside of all the British Bases. On Deception, they are building a huge runway. They have a four motored Douglas and a smaller sea plane. One flew within twenty-five miles of this camp and dropped flags. They are apparently bent on causing the British trouble. Because both the U.S. and Britain are here, they evidently think something worth while is going on and want to get in on it. Ken doesn't think Harry or any of them can cause Finn any trouble, whatsoever on his return. Ken stayed until about 2:15 a.m. We had a nice chat. The "John Biscoe" arrived in Stanley on the 25th and will probably be here by the end of February.

Tuesday, January 27, 1948

The most outstanding thing of the day was that after dinner, Jorge came in to have a talk with Finn. He began by saying that he would feel pretty low, if he could not come in and tell Finn how appreciative he was to Finn for giving him the opportunity to go to the Plateau and on the sledge trip. He said, that he was glad of that opportunity and felt he had done something on the expedition in the Antarctic. He said, he had wanted to come in for a long time, but that Don had told him not to and had threatened him that, if he came in to talk to Finn, things would go worse for him. He said, he was just beginning to realize how wrong that group of Harry, Don

and Mac were, that he had told them so, and didn't want to be a part of their intrigue any more. He said, that when Finn had asked him if he wanted to go to the Plateau, Harry had tried to persuade him not to go, saying there was nothing up there, the weather was miserable and all he would be doing was to keep uninteresting records. Harry told Jorge not to be loyal to Finn, or the expedition that it didn't pay to be loyal. He said, that Harry wanted him to go back on the first Chilean Ship that came in here and to forget about the expedition. He said, Harry intended to send Jennie back with Chinook on the first ship. Jorge said, he realized Harry was trying to work against the expedition to hurt it, that he realized Harry hadn't told him the truth. He said he (Jorge) didn't want Harry to wreck the work he had done, or the expedition had accomplished. He said, he wanted to go back to Chile with the expedition and that he would even like to go back to the United States with the expedition. He said, his father would be plenty angry with him, if he ever found out that he hadn't supported Finn as the Leader. He said, Harry was fast loosing the supporters to his bad aims and he was trying desperately hard to keep them, or get others. Jorge said, Harry had offered him everything except an introduction to a banker on wall street, to stay on his side and work against the expedition. He said, he realized it would do him no good and that Harry just wanted his support, for Harry's own personal bad aims. He said, he didn't realize at first that Jennie was involved, that he had asked her why she didn't come have dinner at the table with the rest of them. He said, she said she wasn't feeling well and had to stay in her room. He said, he realized that she was as bad as the rest of them, when they held their conferences in her room and bitched against Finn. He said. he had been under a great deal of pressure from Harry, Don, and Mac to be on their side. He said, they had also talked to Art and Smitty, as soon as they got back from the trail, but that he didn't think Harry had any chance of getting their support to his bad aims. Jorge said, that Latady was no longer welcome in the Darlington's room as their friend, because Bill had done such good work for the expedition. Finn thanked him for all this information and asked him, if he was man enough to remain loyal. Jorge said yes, Don would probably do something to him, but he could take it. Finn said fine, you do a good job and go your own way, Lassiter is a good friend to you and he will tell you what is right.

Wednesday, January 28, 1948

I spent the day working on Finn's article. We got a request from Town and Country to do an article. After dinner, Finn went in to get a bucket of water and found McLean showing a movie to Harry, Jennie, Mac, and a few others, Hassage, Jorge, Smitty, and Chuck Adams. McLean had not asked Finn's permission and had not even told him about it. Finn was furious. He said, Don should have gotten Finn's permission, because only Finn knew how much work Kelsey would have before the generator was turned off. Then, the movie should be open for everyone including the British, not to just a private showing. Andy was in here working on a earthquake article with me. Pete came in to find out, why Finn had taken such a strong stand on the movie question. Both men agreed, that that group didn't like Finn, but Pete tried to convince him not to let it worry him and to just tolerate them until the expedition was over, that they could do nothing, because the expedition had been a great success. Lassiter and Adams came in later to

get Finn's opinion about whether, they should accept the offer of a Commission in the Active Reserve Corps.

Thursday, January 29, 1948

I worked all day getting an article out on the sledge trip's return. It was based on notes written by Art Owen. Finn invited Ken and John for dinner and then a movie afterward. I was still working on the article during the movie, when Bob Nichols, Latady, and Dodson got back from the trail. Nichols came in very pleased saying, in the 29 days he had been out this trip, 13 were spent completely on geology, whereas, before he had spent 90 days and only 28 on geology. He said, he wanted to go out for a few more days to Neny and Figure IV and finish up his work. He said, he was going to write a strong letter to Aldrick of the Geological Society and tell him how wonderful Finn had been to him and how much Finn had done to help him in his work. Bob got caught up on the news. He was anxious to go back into New York instead of Beaumont, was pleased with our publicity, was sorry to hear about Harry's malicious attitude, but said he couldn't hurt Finn. He was surprised at how funny Ike turned out to be and couldn't understand why he was so evasive, when Bob asked him to go on a short trip with him. Bob left and Ken and John came in again. We chatted about things in general until midnight, then they left. Received a good message from Wilkins, and one from Marshall turning naming down. Larry said, the Armed Forces Radio Programs "Here Are the Answers" announced that next week their topic would be, "What is the Finn Ronne Expedition Doing in the Antarctic". Good News!

Friday, January 30, 1948

Smitty came in this morning to read the article on his trail trip, which went out last night. We got to talking and he said, the other night Harry had come over to his bunk and talked to him for four hours, trying to get him to see his side of things, but Smitty said, as you know, he didn't convince me. Smitty said, he was convinced that Harry was going to make every effort to leave the expedition as soon as possible and get back to the States, to start trouble for Finn. He said, Harry was very bitter and very hurt and was going to get even with Finn. Smitty said Harry told him, "You know Smitty wars are won and lost at cocktail parties", and that Harry had also said, "You know it entered my mind that if I was caught up with, Finn might do what he did to me, but then I decided, oh!, he couldn't cause my name is Darlington, but I'll be god damn if he didn't do it anyway". Smitty said, he couldn't believe his ears, that Harry actually had to conceit to say such a thing. He said, the whole damn thing was childish, but that Harry was very dangerous and that he hoped he would cause no trouble, but if he did, Finn could count on Smitty to be 100% in back of him.

Saturday, January 31, 1948

The usual thing. I was quite tired and disgusted. Nic came in several times and we had nice conversations. He is quite enthusiastic about all that the expedition has accomplished. In the afternoon, Nic, Finn, and I took a ski half way to Neny. The ice looked rotten, but when you actually get out on it, you can easily see that it is thick and strong still. It would be hard for the ship to get out now. What we need is a strong wind from the N.W. and then one from the S.E. It is more solid now than it was last year this time. On the way, we saw John Tonkin and two of the new Britishers raising a pole on one of the high rocks up from their camp. By dinner time, we noticed that the British flag was flying from it. They must have some news that some of the Chilean or Argentine ships are coming in soon. The British ship, the, "John Biscoe", is ready to leave the Falklands.

Sunday, February 1, 1948

A lazy day. The fellows took their holiday and spent most of the day talking a lot of nonsense. Sig informed us that some of them had accused Finn of being selfish, etc. Pete made everyone mad at him, because of his blunt way of insulting people. Hassage, when pressed by Pete, said he wouldn't have anything more to do with fixing the camp diesel, because he couldn't have anything to say in running it and the times to run it. Fiske came in and chatted about a lot of nothing. Kelsey was in for a while in the evening and later Jorge came in. He is trying awfully hard to be nice and to show he is sorry for the way he has acted, in the hopes Finn will take him back to the States. Everyone is trying to find out our port of entry, but Finn can't say anything yet.

Monday, February 2, 1948

I tried to work on the Town and Country article, but I have run out of ideas. After a page, I gave it over to Finn, who is fresher in his imagination. I started on my article for the Saturday Evening Post. Bill Latady did lots of work yesterday with Woody. He was in for a brief chat last night and today for a while. Robertson is working on the Beech report. Pete wanted to go camping at Figure IV with Dodson for three days, but Finn discouraged him. This put him in a bad humor for a few hours, but after dinner he came around and gave us a long chat on the weather and when we could expect winds to clean the ice out. Briefly, he can't see any in the near future as the barometer is remaining pretty steady. Bob Nichols left for several days at Neny with the British Geologist. Dodson will ski over to Figure IV daily to do some work on his own. Pete will go with him one day and Art Owen came in to ask permission to go another day. Ike does not want to go with Nichols. He seems pretty well fed up with the whole bunch. We see little of him these days. Everyone seems to be in a pretty good mood, except Lassiter, who is having trouble having someone take care of his airplanes at home.

Tuesday, February 3, 1948

Smitty made an example of Peterson this morning by his non-cooperation in giving Smitty a balloon for the antenna of the Gibson Girl radio. Finn called Pete in here and gave him a lecture on cooperation on an expedition. Pete was stubborn at first, but he didn't have a leg to stand on and admitted it was all his fault and he was to blame. He and Smitty shook hands and made up, and Pete went out in the Bunkhouse and gave a lecture on how everyone should cooperate. Later in the afternoon, he held a Met Conference in which the British participated. I took notes on the typewriter, but it was so long and boring, I finally gave up in disgust and Larry took my place. Kelsey was in here for quite a while and Jorge for a long while.

Wednesday, February 4, 1948

Smitty, Kel and Ike began work on the Radio Direction Finder again. We had a stream of traffic in here all day, Lassiter, Robertson, and Kelsey. Robertson said, that Jorge had come to his bunk last night and told him, that Mac, Don, and Harry had jumped on him and accused him of being a Tunnel Runner and told him things would go hard with him, if he continued. Jorge said, Harry still threatens to use money to wreck the expedition. Harry does not want Jorge to go to the U.S. Robertson said again, that Harry tried to get him and Latady to drop out of the aviation program, if he (Harry) didn't run it and make the expedition a failure. Received a message from Dr. Wright, that the article could be published in the July issue of the AGS review. Kelsey was in here all evening. Later, Bob Dodson brought Ray Aidy in, who had just come back from Nichols. Ray is from South Africa and we had a most interesting chat with him. Finn got a message from Norway that they were trying to contact him every day. Kelsey went on the radio at 3 o'clock trying to get them, but didn't succeed.

Thursday, February 5, 1948

Finn, Kelsey, Bill, and I skied over to Neny to say hello to Nichols. The ice was firm and hard. Kelsey had a great deal of trouble on skis, but enjoyed the trip. There were large leads around Nichols' camp, but we managed to get over them. There we found Fiske, Adams, Woody, and Hassage. Nichols was overwhelmed with guests. Finn was upset that they were eating up all of Nichols' food. We didn't stay long, but came back for dinner. That night, we heard the WOL broadcast program "Here Are the Answers". They spoke for a few minutes on what the Finn Ronne Expedition was accomplishing in the Antarctic. They gave a good boost to the scientific program, but had the aviation program wrong. They mentioned the two women being here for the first time and that Mrs. Harry Darlington was the wife of the Chief Pilot. They had the mileage flown wrong. Kelsey came in for the evening's chat and told Finn, Smitty wanted to submit his resignation. He said, the reason being that he did not consider he had

enough authority. Finn didn't think it was too serious. Kel was to work the States amateurs and try to get Norway. We sent a message answering Beaumont tonight.

Friday, February 6, 1948

Finn and Bob Dodson went to the Ship this morning to clean out a locker in the after hole. When they came back, Finn said that the locker room had been broken into and that his box, which contained a pad lock, had been opened. The lock had been broken off and thrown away. There was an empty space in the box where things had been taken out. The box contained photographic material for albums to be made up for expedition members. Finn was so disgusted, he will not have that done for everyone now. He had some of the books, which Steffanson had given him in there and he thinks some of these are missing. But, the worst part is that, he found only one, one hundred foot roll of exposed 16 mm colored film marked Tricorn. He knows he had additional rolls in the box, but is not sure of how many. Chuck Adams, who helped him pack the box, thinks there were six or seven rolls. Everyone we told about the loss was amazed and thinks it is the most serious and despicable thing which has happened yet. These persons are: Robertson, Sig, Lassiter, Adams, Thompson, Fiske and Kelsey. I was most discouraged about the thing and very bitter. The sad part is that nothing can be done about it. We got a very nice message from Tuve this evening. Fiske said, his box had been opened, everything was in shambles and the hinges crudely put back on. Robertson is completely unable to find the sewing machine tables he took on board and thinks they were thrown over the side. I certainly will be glad to see the last of this bunch of thieves.

Saturday, February 7, 1948

Worked all day on article for Town and Country.

Sunday, February 8, 1948

Bob Nichols came back this morning early. He has 146 days in the field now and 51 days on geology and is very pleased. It was snowing all day.

Monday, February 9, 1948

It snowed hard and then dwindled down and started to blow. We were really glad to see the blow come. Worked all day on article. Don McLean came in and told Finn the rumor was around camp that Finn had received a coded message from the Navy Department saying, that the icebreakers were outside here trying to get in. Finn said, that wasn't true. Don said, he just wanted to tell Finn that in his opinion, the personality situation of the camp was such, that all

measures should be taken to get out here this year. Finn said, he was well aware of that and no one was more anxious to get out than he was. Don said, they might change their minds and turn around and go home. Finn said, he would handle that situation as he saw fit. Don asked, Finn to say something at the table tonight to straighten out the rumor. Finn said, he would and did. After he finished, Don thanked him. Then Lassiter spoke up and said, he was apparently responsible for the rumor and all he had said was, what everyone knew around here for months, that one icebreaker was supposed to be outside and he didn't appreciate anyone enlarging upon his statement. He was mad as hops. Hassage was in for a long chat.

Tuesday, February 10, 1948

It blew constantly all day. Jim had a movie at night, Charles Boyer and Irene Dunn in "Together Again". All the British were over except Ken. Finn is sure something is up and they are stalling on giving him the information. He spoke to Bill about it and Bill said, to ask Ken if they are going to give it, if so we want it now, if not there is not much we can do about it. Nichols came in, in the afternoon and thought there was nothing to worry about. He approached Finn on the possibility of going up the east coast. Pete had been running around all day getting everyone's ideas and it was more or less a tie. Finn cut Bob's approach short and said, he was committed to go up the west coast and he had said that before and it was final. I told Bob what a nerve Don had, to come in yesterday morning and tell Finn what to do with regard to the icebreakers. Adams, and Robertson came in for ice cream and we had a chat. Kelsey comes in for a chat, just about every evening now.

Wednesday, February 11, 1948

It blew hard again all day. Finn called Don in and asked him for the medical report, now one day overdue. He said, he didn't realize how the time had passed. Finn told him not to use the limping dog, but he said in his medical opinion, it was all right as the dog was in no pain and would get no better. Finn said, it was a cardinal rule of the Antarctic not to use a limping dog and he did not want that dog used. Don said, in other words, you don't have confidence in my opinion as a doctor. Finn said, that was not the question, but that he did not want the dog used.

Finn spoke with Latady again about the British and they chatted with Jim and later Larry. Lassiter said, he had talked with Tommy last night and that it was his (Lassiter's) opinion that the British did not intend to give Finn the material. Larry said, that conversations about getting the pictures began at Keeler with Dick Butson. He said, Ken had asked him the other day, whether Bill had developed any of the pictures. Larry said, he didn't know and asked Ken, if it was in the agreement that Ken receive the pictures, as he thought they belonged to the U.S. Air Forces. Ken said, he had forgotten and that he would have to read the agreement, but that he intended to abide by it. Larry also said, that Bill had spoken to Dougie last night about the fixes, but that Dougie said, he hadn't had time to work on it. Larry thought Finn should talk to Ken and Finn agreed.

Larry was just about ready to call Ken, when Ken himself came over. Finn told him immediately, that rumor had it, they weren't going to give us the information in the agreement, until they got the pictures. Ken apologized for not coming over sooner, they had been awfully busy, but that he would certainly give Finn all the information he wanted and what they couldn't work up now, they would send to him from the U.K. He said, he was sorry for the rumors, but they would get the information over, immediately.

Ken and I went into see the movie, Fred MacMurray and Claudette Colbert in, "Practically Yours". Jennie was there. When we came back Ken spoke to Finn saying that, from what he was able to observe, he thought the two camps were not as friendly, as they had been before he left and that he wondered, if John had caused the difficulty while he was away. Finn explained John's attitude to Lassiter and himself and Ken apologized saying, John was immature and didn't know what Finn and Ken knew. Finn said, our group was more of a unit now, but that he didn't think anything else was up. Ken said, above everything else, he wanted both camps to leave with a friendly feeling toward each other and wanted to have a little get together before they left. Finn said, O.K. and questioned about the ship coming in dispensing liquor to the fellows. Ken said, all liquor and cigarettes would be bonded, as soon as the ship hit this port. Everything was straightened out 100% and it was the friendly old Ken again. We had a nice chat and he left about 2 o'clock. Just as we were getting to sleep, Kelsey got a contact with the Burton Island and Ketchum sent a nice message to Finn, offering his services. Finn answered with a nice message.

Thursday, February 12, 1947

Finn announced today that the message had been received from the Burton Island and that he had answered it. This relieved everyone a great deal. Before he announced it at dinner, he had a talk with Ike. It was a very nice talk and Ike seems to have regained his equilibrium. He is getting noticeably more feeble, however. Dougie spent the whole afternoon giving Finn the information on the fixes and mentioned that he was very annoyed, that any rumor had started that the British weren't going to provide us with the information. He said, the rest would be sent to Finn, as soon as he returned and could work up the final information. After Finn made the announcement about the icebreakers at dinner, he called up Ken and told him about it. Ken was very pleased and said he would be over tomorrow for a chat.

Friday, February 13, 1948

This was a big day. We worked all day in here. Finn sent a message to the Icebreaker, to find out if they definitely planned to come in, so, if the ice did not move out, we could leave with them. Finn called Ike and Hassage in and discussed it. He told them to have the ship ready to go by March 1st. At dinner time, he received an answer to the message, saying the icebreaker would be here by February 23 and have to leave March 1st. This, he announced to everyone and the

announcement electrified them. Everyone got to work immediately. Don even handed in his medical report. It was dreadful thing. He had not given one examination, but just wrote it up. He had a regular bitch session in it, about the Bunkhouse. What a lousy guy. Ken came over and planned to have the Biscoe take advantage of the icebreaker too. He told us quite a great deal about the Argentines and Chileans moving into their territory and establishing Bases, north of here. The Chilean President is to come down and open one of the Bases tomorrow. The British have protested and asked the Chileans and Argentines to discuss it, in the World Court, but they refuse to do so. We heard two broadcasts over the BBC. We also received, an unsigned message from the State Department, regarding British thanks for assistance. Finn told Ken the story. We got another message from ONR requesting a one thousand word story for the Fleet Magazine. After Ken left, Jorge came in to sit and chat. He wants to go to the States badly. After he left, I worked on the story for Navy's ONR until four in the morning.

Saturday, February 14, 1948

Dick Butson came over this morning to say that his wife could not get enough money together for the Stateside journey, so that he would not be going back on the Ship with us and thanked Finn. Finn asked him, if he had tended anyone in this camp medically, while Don McLean was on the trail. He said, yes, he had treated several people. Finn asked if Mrs. Darlington was one of those persons. He said, that Harry had asked his advice about the case and he had treated her, but that Harry had asked him to keep the matter confidential, which he agreed to do. Finn said, he already knew that she had been pregnant. Dick said yes, well if you know it, it doesn't seem to much matter. Finn said, he wanted Dick to give him a medical report for that period and that he assumed, if Jennie was pregnant then she was still. Dick said, he supposed she was and said. he had quite well been prepared to say that she should leave the Antarctic, as soon as possible in her condition, on the first ship, even if it were a British ship. He said he would like to speak to Harry first, but that he would give Finn a medical report for that time.

All the fellows were working today, trying to get things squared away. It blew most of the day off and on. The Burton Island asked us to give them daily weather reports, which we did. They are off of Cape Dart today. At dinner Finn read McLean's recommendations with regard to camp. Everyone was silent but Harry, jaw lagging, muttered and mumbled something nasty at his end of the table. We had Robertson, Lassiter, Adams, and Fiske in for coffee in the afternoon. Listened to nice radio music during evening. Kel got off the ONR requested article, I had written for the fleet magazine.

Sunday, February 15, 1948

We worked here hard all day, Finn on the final map and I wrote a dog story, a message from Finn to Spun Sun and a weather story. Bill went through the pictures for Nana and Andy got me to send out a seismograph code. Don came in and wanted to go out in the field with Bob,

saying Bob had been pressing him. Finn told him he couldn't go. Nichols then pressed for Latady, who knew some geology and could take some pictures. He is held up here because of lack of water and so Finn let him go for a few days. I heard a good one on Andy last night. Sig was cooking some leftovers for the dogs and Andy came in, saw it on the stove, helped himself to a bowl, ate it and was on the second bowl, when Sig stopped him. Icebreaker was at Peter 1st Island, just some 400 miles away tonight at six o'clock.

Monday, February 16, 1948

I tried to work on my article today, but was not very inspired. It continued to blow. The icebreaker was sixty miles north of Peter 1st Island, heading this way. Jim Lassiter was funny at dinner tonight. He had to sit way down in the middle of the table, because Art Owen and Jorge were up where he usually sits. He said, three months ago, only three of us were sitting down at that end, but the ship is leaving soon and now, I can't even get a seat down there. I had to laugh, because it was too true.

Tuesday, February 17, 1948

At dinner, Finn received a message, that the Icebreaker would be in the vicinity tomorrow and that everyone had to be ready to leave immediately. Ken was at dinner, so he decided to get the Biscoe down here immediately. Finn said, he would take them up to Deception, if they didn't make it in time. Ken was very grateful for this, with regard to the others, but he felt, he would have to remain until the new leader arrived, if he could. It was decided that the others would go. Ken went over to make a radio contact with the Biscoe and John came in for a chat then Butson with the medical report. Dick said, he would discuss it with Finn confidentially, so John left. Finn read the report. Dick had just written, that he had been consulted confidentially and that he advised Mrs. Darlington to leave the Antarctic, as soon as convenient. Finn said, why, you have not stated the reason. Dick felt, he was in his legal rights, not to do so on a confidential examination, according to British Civil Law. He back tracked and said, it was not necessary for her to leave in a matter of days, but that she should be back in the U.S. in a matter of three months. He said, when he examined her, it was difficult to make an accurate diagnosis and he couldn't say definitely what was wrong. His story the other day was quite different. He said, he realized Finn's position and told the patient at the time, he didn't see why the examination should have been confidential, but she would hear of nothing else and he felt that being in the Antarctic, it was his moral obligation to treat her. He said, that Don had told him nothing of the case, before he left and that when Don came back, he discussed the case with Don and gave him the full particulars of his findings. He said, that according to law he would not have to tell Ken the particulars of a confidential examination, even if the patient had been under Ken's leadership and that he wouldn't even be compelled to reveal a confidence to the Colonial Office. Finn's position was that as Leader of the expedition, he had provided the medical care to the members free of charge and that he had a right to know the full particulars, about any illness on his

expedition. Finn said, that Dick had taken the place of McLean and he was obligated to give Finn a report just as McLean was. He said, Dick's report was worth nothing, if it didn't give the reason. Dick would not give in, said he was sorry and didn't want to cause hard feeling, etc. When Ken came back, Finn told him and Ken was furious, saying Dick certainly would have to tell him the particulars of any of his men. He continued, that he would never let anyone go home without knowing a doctor's full reasons for sending the person home. He said, if the examination was so confidential, that he couldn't reveal the results then his suggestions for her going home should be kept confidential, as well. He intended to speak with Dick. His conversation with the Biscoe revealed they were going to drop everything and get down here within four days. We chatted for quite awhile. He still feels Harry highly dangerous and that Finn should do everything to protect himself against his threats.

Wednesday, February 18, 1948

Everyone was preparing to evacuate today and packing like mad. Finn had several messages from the Icebreaker and finally, she said she was fifteen miles off Neny Island and would wait until tomorrow to come in. Finn had Ike and Hassage in to discuss watch lists. Ike started to protest this and that, so Finn said O.K. here are the men who are available, you make up the watch list. Kelsey came in and by mistake started an argument with Ike. Everything anyone said to him Ike argued about. Finally, when he was ready to leave, Finn said, well Ike tomorrow morning Ken will have a dog team ready to take us out to the Burton Island, so dress well, cause it will be cold. Ike flew into a rage and said he knew more about the Arctic and Antarctic than Finn did, that he had been on more expeditions than Finn had and if wasn't dressed well enough to suit Finn..... Finn said, "Good grief, Ike! All you want to do is start an argument. I'm not interested in arguing with you. You froze your toes once this year and I just wanted to comment, that it would be cold tomorrow and for all of us to dress warm." Ike calmed down, said he thought Finn had told him to dress up in clean clothes to meet the Navy and asked Kelsey and me if that wasn't what Finn had said. I said, no, it wasn't in a very disgusted manner. Ike apologized for what he had said and left. Ken came over and said, that the Biscoe would be in in three days, that they left the plane at Deception Island. He said, he had not spoken to Butson about the medical report. Finn was tired and we went to bed early. After we were in bed, Jorge came knocking on the door to say that there were two Icebreakers lying-to on the outside. This was the first time, we were definitely sure that the two breakers were traveling together

Thursday, February 19, 1948

Finn didn't get any sleep to speak of. He was up very early and off they went with the dog team to meet the Icebreakers. I waited until around ten o'clock and then got up. Sig kept telling me how close the breakers were getting. The fellows got up and began moving to the Ship as Finn had ordered them. I went up on the Met Hill and saw both breakers moving slowly through Neny Fjord. I cleaned up the shack quickly and walked alone down over the rocks to

watch them come in. Sig tried to catch up with one of the breakers on skis, but it passed him. The Burton Island was first and came right up to the Ship. When she had stopped, Finn and Ketchum got off the Ship. Ketchum came over to me and greeted me. We started to walk ashore, when Arco Boyd came up and said "hello". The three of us walked in. The fellows on board our ship put the L-5 over the side and those on the Burton Island started to prepare their helicopter for flight. Ketchum came in the shack and sat down. Boyd left to look around camp. Finn had already told Ketchum about Harry and I read the letter which I had written to his mother. Soon, the two planes were in the air and not long afterward, the helicopter from the Edisto began to fly as well. We watched them. One of the photographers came in and took several pictures of us, which they wanted to send back to the Navy tonight by radiophoto. The men from the two ships began coming ashore. Cameramen were shooting pictures right and left. Finn and I chatted with Ketchum for quite a while, then Finn showed him around Camp and he went back to his ship, after asking us to dinner that evening. We were busy packing all day, but Malcolm Davis and a man by the name of Mr. Nutt came in and we chatted for a while.

Nutt had wanted to go along on the expedition and had been recommended by Waldo Schmitt. He brought me a letter from Barbara telling me of the birth of her baby. They left and a couple of hours later, a man by the name of John Roscoe came in, saying that he was bringing Finn the answer to one of the panels of the Development Board to Finn's proposal. He described himself as a Geographer and talked big for quite a while. He had a civilian job in the Navy and kept talking about people who did well and had P7's & P8's in the various Departments. His wife worked for Boggs. He gave us a lot of dope on some of the changes in the Government. He said, that Byrd was out of the Navy and in the hospital for an operation. He gave us some interesting dope on Task Force 68. He told all about the rulings in and out. He came back later. We were trying to dress and pack and visit. Boyd came in for a chat. He said, he knew all about the trouble on expeditions and what he didn't know about this one, wouldn't hurt him. At six o'clock, we went to the Burton Island. Much to my surprise, I saw Jennie and Harry head for the Edisto. In Ketchum's suite, we met Comdr. MacDonald, Skipper of the Burton Island, and Comdr. Folger, Skipper of the Edisto. They said, the Darlington's were being entertained in the Wardroom by Chief Engineer Daly. After dinner, the photographer came in and took our picture. The Icebreaker and their suite, was super duper. We all went to a movie, where the Darlington's were present. Then we came back to the Skipper's cabin, had coffee, and we all came over on the beach to our shack, where we killed three bottles of champagne. We had a most enjoyable evening with all of them. They left 3:30 our time.

Friday, February 20, 1948

It was decided that we would leave tonight at six o'clock. Ketchum wanted to get out of these waters before the Biscoe came in, because he was afraid they would get stuck here and ask for his help. We packed very hurriedly. Several people, including Roscoe, came in. Nichols came in mad that Pete had an office to himself aboard Ship and decided he did not want to use the desk in Ike's room, but wanted an office below. Finn got Pete in to discuss it and try to settle

it, but everyone was on edge. Ken was over getting his teeth fixed on the Burton Island. Ketchum made everything available to us aboard both Ships. Around 3:30 we moved out to the Ship. The stateroom was a mess with boxes everywhere. Finn went over to get his teeth fixed, while I tried to straighten some things out. I was dead tired from nervous excitement. Nichols went off with Appel in the helicopter to do geology nearby. John came in to say good-bye. Roscoe came in for a while. Ken came back, soon after Finn came back and we walked ashore together for the last time. Ken said, much water had passed under the bridge, since he first greeted us last March. Finn went alone up to the Flag Pole and took down our flag. I helped him fold it. He took one last look around camp and Andy Thompson, Finn, Ken, and I went out to the Ship for the last time. The Icebreaker had already gotten herself in position to tow us out. Everyone was manning the rails of both ships and the helicopter was flying around taking pictures. We had already cast off our lines, when Finn and I climbed aboard. Ken climbed up the ladder to say good-bye to me. Unfortunately, it was the last time we would ever see him. Most of the Britishers were standing on the ice nearby and we waved good-bye. At six o'clock sharp, the breaker started. It was a thrilling sight to watch the Britishers and the camp slowly drift into the background, as the Icebreaker slowly pulled us out of the ice. Little by little, we left Stonington Island behind. I was not sorry to see it for the last time, even though, I was sure, I would never again see that beautiful scenery again. I hope I shall remember the good times there, long after the unpleasant memories have been forgotten. (However, forty-seven years later, my daughter and I, walked over this very Island together, under very different circumstances. But, without a doubt, to this day, that year remains the most miserable of my life).

There was a good feeling on board as everyone was glad to be on his way. Mac had gone over to the Icebreaker, at the last minute to get his teeth fixed. He wasn't on board when we pulled out, nor was Nichols, who was with Appel. Ketchum had asked us over to dinner, if we got out of the ice by six o'clock. We sailed past Roman Figure IV, Neny Island, and Red Rock Ridge to open water. Then, we negotiated much pack, before open water again. We kept with the icebreaker, until we were about forty miles off the coast. It was about nine o'clock, when we stopped to anchor. Jennie was much in evidence. She had suddenly gotten much better and was around everywhere. It was obvious that she was pregnant. The icebreaker, Burton Island, tied alongside of us for the night. The Edisto was further ahead. Finn went over to the Burton Island to have a cavity filled. Buck Boyd brought me copies of the pictures taken the other night. Roscoe came over and chatted for several hours. Finn chatted for a few minutes with Ketchum after the dentist, came back, and we went to bed around midnight. We understood that Hassage had told one of the Chiefs, that it was well known the two women hadn't spoken to each other for six months. Sig went around straightening it out and told them Finn's side of the story.

Saturday, February 21, 1948

We slept fairly late this morning. I had just gotten dressed when MacDonald, the Burton Island's Skipper, came over and asked us aboard for a cup of coffee. We went over and chatted for quite awhile. He showed us things from Shackleton's and Scott's camp, which

they had visited. He invited us to lunch, which we enjoyed. That morning Ketchum had sent the Edisto up to see how the British Ship was making out. While we were having lunch, Ketchum received a message from the Captain saying he should be through the pack sometime that afternoon. Right after lunch, we got ready to take pictures of the 4 tons of dynamite, which they were setting off on one of the nearby islands for Andy's seismograph record at the Base and for the Geologist's rock business. We watched the fireworks, the blast, then the smoke, then the sound. The smoke mushroomed up exactly like the atomic bomb. I laughed, and thought how funny it would be, if the Chileans and Argentines could see it. Jorge, incidentally, has given the impression, that he practically ran everything on the whole expedition much to everyone's disgust. Robertson and I went down to the Ship's Service. I found nothing I wanted and someone was in the dentist office, so we came up on deck. There we met Bob Nichols, who introduced me to Dr. Apfel. They were ready to go out and see what the dynamite had done. Several of the men came up and wanted to take my picture. I helped Finn clean up our stateroom and we got a lot done. The British ship was sighted and we watched their approach. The "John Biscoe" circled both our ships and then began signaling the Breaker. The Breaker announced "Get ready to receive ship on Port side". The British ship maneuvered and instead of coming up on the Breaker's port side, the "Biscoe" came up on our Starboard side and tied up alongside of us. The Navy men came over on our ship to handle the lines. One of the British Mate's yelled "Throw the Beggars a Line". This made the Navy and our men very angry and they said as much. We reasoned, however, that it was probably a slang term. Ketchum signaled that he would like to have the British Captain to dinner. Vivian Fuchs and Dr. Slesser came aboard our Ship immediately and brought us some mail. We also got the spare parts. We chatted about the usual things for sometime. They were pleased, there had been such close cooperation between the two expeditions. They seemed to be completely blasé about the ice conditions. We promised to see them after dinner and the movie. After dinner, a Frenchman came on board from their ship and talked to Finn about Paul Emile Victor's expedition to Adelie Land next year. We went over to the movie. The Darlings were there. Ketchum came down at the last minute. The movie was, *The Life of Ernest Ball*". After the movie, he left, immediately, and we left and went over to the British Ship. Fuchs was having a conference with Nichols and Apfel, so we came back here. The London Times Correspondent came in for a chat. He had already heard something about Jennie, I presume. Then Slesser and Fuchs came over and chatted until 10:30 or so and left to sail early tomorrow morning. We went to bed tired.

Don was still ranting about his medical office, which, he said, he was entitled to, according to international law. Finn threw the whole thing into Ike's hand.

Sunday, February 22, 1948

Nichols and Apfel started off early for Adelaide Island. The British ship sent a message to the Burton Island and she left immediately, to assist her. We were anchored alone. We got just about everything squared away. Several Navy men were on board working on the radio and the gyro. In the afternoon, Malcolm Davis and a Navy Officer came on board to say that Captain

Folger had invited us and anyone else who cared to come over for the movie tonight. We chatted for quite a while and then they left. We decided not to go to the movie, but stay here for dinner instead, as all of the Darlington crowd was going over. We worked around here.

Nichols came back and said he had dinner with Folger. Later, Folger came over here to find out about the sailing tomorrow. Folger said, he had received a message from Ketchum to proceed with us at eight o'clock tomorrow morning, but it said nothing about towing and he couldn't because his gear was broken. He explained that, when he took a look at the "Biscoe" yesterday, he tried to help her through the pack and gave her his course, but she wouldn't follow him. He said, he was mad and came right back. Then he said, he was supposed to go in with her, if she needed help and he had waited around, but Ketchum went instead. He said, the only message which Ketchum received from the "Biscoe" was "Request that I be informed, if an Icebreaker intends to come to Stonington Island again this year". Folger was disgusted and said he knew that had been arranged by Ketchum last night. Folger asked me why we all hadn't come over to take a shower on his ship. I told him, there were a lot of strange characters floating around and Finn was anxious not to force them on anybody. He said, he understood. Harry knocked to say his boat was awaiting. Harry kowtowed to him all over the place. Folger was very nice to us. Harry opened doors for him and thanked him for everything. The everything, we found out later, was that he had taken some of the Darlington's luggage aboard for transporting back to the U.S. Harry will stop at nothing. He is just plain no good. We were disgusted.

Monday, February 23, 1948

We got underway with the Edisto about eight o'clock this morning. The Burton Island was in sight and soon caught up with us. The "Biscoe" followed her out and then changed course to head up the coast alongside of Adelaide Island. McLean steered us off course into some very heavy pack ice and the Edisto had to come breaking through and lead us out. We followed her for quite a while and then McLean went off course again. The Burton Island came in and threw us a line. Nichols secured the leader but, it snapped like a rubber band. This disgusted those aboard the Burton Island. Finn and Hassage were so embarrassed, they had to leave. Finally, the line was sent over again and when we were in tow, McLean walked away from the wheel. Ketchum sent Ike a message saying either put a helmsman on that wheel and steer straight, or the consequences will be yours. Before this happened, Finn had sent a nice message to Ketchum thanking him and all the others for everything they had done. He got an answer back, "Glad to have been of some help to you, our motto is service with a smile". Around dinner time, after we were just about through the pack, Ketchum gave orders to cast off. All hands went up on deck and cast the lines off. The Burton Island left us with "Good Bye - Good Luck and God Help You". Later in the evening, Kelsey received a message from them asking, if we were all right in these waters. He replied, yes. Ike was acting hopeless. He hasn't a clue as to what it was all about. The Navy people were obviously pretty disgusted with him and he knew it. He was irritated with their remarks. The Breakers soon out distanced us.

After dinner, when it became dark, Ike and Harry were on watch on the bridge and Hassage in the Engine Room. Hassage called up to the Bridge and asked Ike if there was a lookout in the bow. The answer came back “None of your God Damn Business”. Hassage turned over his watch to Robertson and went up to the Bridge. He reported to the Captain, that the engines were running at ten knots, that he had called the Bridge to ask about a bow lookout, which is correct according to International Law and we were traveling through icebergs and he informed Ike the answer he had gotten back from the Bridge. Ike said, yes, that was correct. Hassage said, he would like to be relieved of his duties as Chief Engineer and he would not stand a watch under such conditions. Ike relieved him and put Woody on. Shortly after this happened, we entered an icefield and began bumping hard pieces of ice everywhere. Hassage was furious. Ike threatened to call back the Icebreaker and take him off and have him examined. Finn went up to the bridge and stood there quietly. Ike tried to make him commit himself on Hassage and Finn told Ike it was his responsibility and not Finn’s. The searchlight went bad and Ike was forced to stop the ship and drift around until daylight came. Hassage was in the right, but refused to take watch. Ike said, for the second time that Finn could pay his passage back from Valparaiso and he could get another Captain.

Tuesday, February 24, 1948

It started to get rough in the afternoon. I couldn’t do much work then and took it easy from then on. By evening the ship was rolling pretty much. Got a message from the Icebreaker wondering if we were all right in these waters. Kelsey replied, that we were. Saw the last sight of icebergs today. Hassage was still standing that watch, unhappy as he could be.

Wednesday, February 25, 1948

The battle began today and lasted until Sunday morning February 29, 1948. The seas got progressively worse each day. We rolled, and pitched constantly and violently. There was no heat on the ship, the waves were as high as the Bridge. The ship took green seas over the deck and leaked to beat the band. The whole stateroom was soaking wet. The bed was wet, the floor was wet, everything rolled around. Sig couldn’t make any chow at all and just stayed in his bunk. Practically everyone was sea sick. Some couldn’t even get up like Dodson, Owen, and Robertson. We ate mostly crackers and tomato juice and very little else. The men just made it, to stand their watches and then back to the bunk. I stayed in the bunk practically 24 hours a day. It was thoroughly miserable. When McLean was on watch, he never even pretended to stay on course, but remained 60 and 70 degrees off all the time. Finn decided we could make no headway at this rate and would never get to Valparaiso with the amount of fuel oil we had. Some days, we just held our own and hardly made any progress at all. The wind was blowing. Our greatest roll was 52 degrees to either side and we had much topside weight. Everyone was on edge and thoroughly unhappy. Lassiter slipped on the wet deck once and fell down and slid all the way across the room. He picked himself up, mad as a fire cracker, and about to say

something, when he slipped again and repeated the same performance in the opposite direction. People watching say, it was just like a tennis match. Lassiter and Peterson made an attempt to fry some eggs and take to those sick, but most of the fellows lost them anyway. The garbage pail spilled all over the mess hall floor. The corridors were wet and greasy. Water was every place. One of the puppies got hold of the American Flag and chewed it to shreds. Finn finally, decided to head into the Strait of Magellan and go to Punta Arenas to pick up a pilot and go the inside passage to Valparaiso.

Sunday, February 29, 1948

Finally, this morning we arrived at the Cape for entering the Strait. This was indeed fortunate and spoke well for Smitty's navigation when considering that McLean steers 60 degrees off course. We steamed for several hours, before the rolling ceased. Finn and I began to clean up our stateroom, immediately. He got the water off the floor and we tried to dry things out as best we could. The sick people began getting up and moseying around. Sig started to prepare the first meal in five days. Around six o'clock, we tried to anchor for the night. The ship rolled again and all Sig's food fell on the deck, making the galley just as messy as it had been, before he started to clean it. As Ike was not sure of the way, he decided to anchor for the night and continue at day break. The spot where he picked to anchor, however, was too deep and they could not find bottom, so the engines were started once more and we steamed around the Straits all night. We rolled constantly. Around ten o'clock, Sig had the stew ready. It was bitter cold on the ship and that stew certainly tasted good. Robertson came in the Stateroom and had dinner with us. Finn and I together wrote an article for Nana on the last few days. Earlier in the day, a Norwegian tanker passed by us in the Strait. We went to bed tired but glad we were out of the storm.

Monday, March 1, 1948

When daylight came, the ship started on its way again. We passed much beautiful scenery. Bob Nichols spent most of the afternoon in here chatting with us. Finn discussed with him the possibility of discharging McLean at Valparaiso. Nichols was against it, of course, but Finn pointed out all the reasons why and Bob saw his point. We believe that the Darlington's intend leaving in Punta Arenas and the general feeling is good riddance. Sig had a good dinner tonight of fricassee chicken. It was delicious and everyone ate heartily. We arrived at Punta Arenas around nine o'clock, much too late to go ashore. We anchored between two Chilean destroyers and Finn wondered if Kaare Olsen was on one of them. Everyone had channel fever and civilian clothes were being brought out of suitcases. Everyone washed up and a general gay feeling prevailed throughout the ship.

Tuesday, March 2, 1948

Before Finn left the ship this morning, a small boat came alongside and delivered him a message. It was from Comdr. Olsen inviting us to dinner tonight. His ship was the "Riquelme". A couple of men from Inter Oceanica came aboard and tried to take Finn to town again, for use of the tug, peer, and supervision charges for the pilot. Finn said, he wished to go in and talk things over with the Port Captain first. Ike, Finn, and I went ashore. We went to the Captain of the Port and were extremely well received. He called up the Admiral Raphael Santibanez Escobar who is Commandant of the Magallenas Naval District. It was to his home that Pilot Comdr. Torres took us for a cocktail party last year. Santibanez put the Naval tug at our disposal and arranged for it to go to the ship three times daily. The pilot Fillenberg was arranged for, without going through Inter Oceanica. After we left the Captain of the Port, we went to pay a courtesy call on Santibanez. He received us royally and invited us to a cocktail party at his house that evening. He said, that Comdr. Olsen would also be there. After leaving him, Ike went back to the ship to tell the fellows to bring the ship in closer and let them start to come ashore. Finn and I went to the money exchange, which was closed for lunch. We then went to the Cosmos Hotel where we bumped into Comdr. Mendina, who was Commanding Officer of the Second Destroyer and, who had been Captain of the Port, when we were here the last time. He invited us for cocktails. As he did not speak English, we had a pretty hard time conversing. Finn went back to the money exchange and came back and we had lunch in the dining room of the Cosmos Hotel. It was wonderful to eat lettuce again and we enjoyed a steak which was so tender it almost fell apart under a fork.

After lunch, we went shopping. I lined up some silk material and then Finn and I went into Vickers, an English Shop. Finn bought a very good looking Argentine tweed coat for \$36 and some blue English material for a suit. The man had no tweed material at all. We then took a taxi with an English driver to a tailor who measured Finn for a suit and promised to have it made in three days. We came back and Finn went to the dentist to have the cap put on his tooth. He wouldn't take any money for it. Everyone seemed to be bending over backwards to be kind to us. We went down to the Chinese silk shop called Palais de Sedas where I bought some silk material for myself and my aunt. While I was having a spot cleaned off my coat, across the street Lassiter and Fiske walked by. We joined them and went shopping a bit. I picked up the other piece of silk material. We all went into the Scandinavian Bar for a bite to eat and then to the Menendez Department store, where we saw many of the other fellows. Latady and Owen were dressed in the English jackets of Base E. Jorge, and Peterson, Wood and Ike were also floating around. We watched a very interesting street funeral, the casket of a small child being pulled along the street by the mother and perhaps sister. We went down to the Cosmos Hotel, where we met Ike and later went to the Admiral's home. The Admiral had thought more from the expedition were coming, but it was his fault as he had not made his invitation very clear. All the women gathered around me and pumped me with questions. Senora Toker Porta was very nice and offered to go shopping with me the following morning. Senora Santibanez was also very nice. The Admiral

told Finn that he was at his service and anything for him. I gathered right away that they were trying to play up to Finn, in that they were interested in having the United States back up their claim. Comdr. Olsen came in late and when we left, he took us to dinner at the Cosmos Hotel. We chatted long with him and found out that he had been appointed Chilean naval Attaché to London to leave the end of this month, but that because of this trouble with Great Britain over the Antarctic, the President was thinking of canceling the position of Naval Attaché. He was very much concerned, because his wife had been buying things right and left and was packing already.

Peterson, Dodson and Jorge were having dinner with a Chilean Senator and his wife and daughter by the name of Garcia. Peterson brought them over and introduced them to us. We left Olsen and went back to the ship with a promise to meet for lunch tomorrow. It was a very full and fatiguing day, the first one in the civilized world for a year. The Darlingsons had gone ashore today, as had Don and Andy. It looked to me by our bathroom that Jennie was gone for good.

Wednesday, March 3, 1948

Finn and I went ashore this morning. The sea was getting quite rough and it was difficult to get in and out of the small boat. We took a taxi, which left me off at Senora Porta's and then Finn went to have a fitting on his suit. He went back to the ship immediately thereafter, to decode a message from the State Department on the plan which Finn sent in, which said they didn't have sufficiently high priority to carry on such a plan at the present time.

I waited for Senora Porta by the fire in her home and with her year and a half year old little girl, Gail, we took a walk to see the Nutria furs. They were not a good buy, as I could see right away. The seal skins I got before, are a much better buy. We walked slowly down to the dock. I said good-bye to her and took a Navy destroyer's boat aboard ship. It was very rough and they practically had to haul me bodily aboard. Several people came into talk to Finn and the Senator and his wife were on board. I worked on the code with Finn and then we got a message from Olsen that we should come ashore and meet him at the Cosmos Hotel. We went ashore again and had lunch with him. The woman geologist came up to me and began talking her head off. We received an invitation through the Admiral to dine with Senor Campos Menendez tonight. We went on board again and Senor Campos and a friend came on board to see the ship and had a short chat. He is a member of Congress from the Porto Monte District and was on the ship to the Antarctic, which took the President down recently. There are four families which have all the money in Punta Arenas, the Brauns, the Campos, the Montes and the Menendez families. The children in these families have all intermarried and first cousins marry. They have great money in the sheep raising ranches in Patagonia. These ranches are so large that they run from Chile to Argentina. Most of the members of the family have to live in Punta Arenas for six months and in Buenos Aires for six months for tax purposes. They maintain large houses in both places and try to use their money for a number of worthy causes. This man's name was Alfonso Campos Menendez. At the proper hour, we went to the Admiral's house and waited with them

there, until it was late enough at 9:30 to go to the Campos'. Jorge and the Garcia family were also invited. Mr. Braun and his wife, the former Miss Jones, daughter of the British Consul were there. Braun himself was the Norwegian Consul. Alfonso's brother and his wife were there too. They were leaving the next day to live in Buenos Aires and were coming to the United States in several months. Their father Francisco Compos was there and he showed us a watch given to him by Sir Ernest Shackleton in 1916, when he was staying at their house, also a poem Shackleton wrote, which we copied. We also wrote in their guest book on the next page to Shackleton. The home, of course, was beautiful, old Spanish and Italian decorated with carved ivory busts and statues all over the place, lovely heavy silk satin drapes and oriental rugs and crystal chandeliers. The dinner was almost a banquet served by waiters in uniform with white gloves. Old etiquette was followed down to cigars and women leaving the men first. I sat between Campos and the Admiral. Campos was very lively and said he had been to the U.S. twice, once to the San Francisco Conference. They did everything to be kind. After dinner Campos took me to meet his mother, who was in bed. She was very gracious and said how brave I was etc. We chatted for a bit and left with an invitation to go driving the next day into the country.

Thursday, March 4, 1948

Senora Santibanez came out around twelve in the Admiral's special yacht ,to take a look at the ship. Her niece, Senorita Bravo and a Naval Aide were with her. We went ashore with her and had lunch with her, her husband, a Captain Mewes from Valparaiso, and several others. After lunch, we waited for the Campos car. Finn went down and paid for the pilot. At 3:30 we started, picked up the Garcias' and drove through town passed the cemetery, slaughter houses, poor farms with shacks and to Los Robles (The Oakes). This was a small country place of the Campos, with one of the Brauns living next door. It was built on a cliff overlooking the Straits of Magellan. Rock gardens with lovely flowers and winding paths covered the place. We walked around with little summer houses and viewing platforms all over. Beneath us was the sea and beach. The house there was small, but contained a lovely dining nook, overlooking beautiful scenery. A little sign read "Home is the place where you grumble the most and are treated the best". We were too late to see a fox farm, so drove into town again, stopped to pick up Finn's new suit, and went to the Campos' for tea. Senora Campos was entertaining her friends. She was wearing a diamond larger than the size of a nickel. She was very sweet to me and asked me to write the same thing I had written the night before in another book, which she could keep in Buenos Aires. I said, I would. We did not see Alfonso. We left there and went to the Cosmos Hotel, where we bumped into the American woman Geologist and Mr. Thomas, her boss. She began talking our heads off again and finally Bob Nichols came in and joined us. Thomas asked us and his new assistant from the States for dinner. Bob decided to read the Saturday Evening Post instead. so just the four of us went. We had a very good time and left for the ship at eleven o'clock. Finn sent some Lux soap back to Senora Campos as it sells for 60 cents a cake.

After we were in bed we heard Harry and Jennie come aboard, take the rest of their bags, and Chinook and say a few good-byes and leave. Next morning we found out that Harry had accused Robertson of trying to kill him, with that one bad Beechcraft engine. Robertson argued with him and finally, Harry apologized, but Robertson was so affected by the accusation, that he cried all night long, being a little tight anyway. Sig asked, Ike why he didn't put Hassage back as Chief Engineer and that started off a war. Ike said, cause Hassage was a quitter. Hassage heard this and let Ike have it, who called him a mutineer, and told him to get off the Ship. Hassage lost all control and ranted and raved, saying he was packing and would leave as soon as he could get a boat, that no one would call him a quitter, that someone would pay for his transportation back to the States and that as long as he could borrow a cent of money, he would take Ike to court to see who was right. Finn tried to calm him down, but he shook his fist in Finn's face. Lassiter, Smitty, and Nichols all tried to talk to him, but this only infuriated him more. He screamed and yelled for a couple of hours and then there was silence of a sort so everyone went to sleep.

Friday, March 5, 1948

The last people came aboard this morning Don, Andy, and Mac. Don and Andy hadn't been aboard, since they left the first day and had left others to stand their watch for them. Finn was ashore to get his suit, my suit, and the pilot and Harry came down to see the above off, when Finn was waiting to go back to the Ship. Finn felt extremely relieved to be rid of Harry and Jennie. Before he went ashore this morning, he had a long talk with Hassage and told him he would be put in the same class with the Darlings, if he left here. This made him mad, but seemed to calm him down considerably. He decided to go back to the engine room and work with Lassiter. This was agreeable with Ike, so to all outward appearances last night's rumpus was straightened out.

The Chilean Frigate from the Antarctic anchored in the harbor this morning. Her Skipper and three other men from the Ship came aboard with Finn. One very nice man, who was an architect from Santiago, wanted to see us when we reached there. They viewed the Ship and Finn showed them his new maps. I gave them expedition paper as a souvenir. The newspaper man came aboard and took many pictures of us all for the papers. When they left, we made preparations to sail. Finn had said good-bye to everyone in town for us. It was a rare perfectly beautiful day. The sun was brilliant. We sat on deck for quite a while, chatting with Lassiter. Finn bought me a pretty little working watch in Punta Arenas. We viewed unclimbed Mt. Sarmiento. Kelsey said Fiske had sold some clothes in Punta Arenas to an oil man and received a check for \$300. Finn and I wrote a story for Nana. Kelsey received some very good messages for us tonight.

Saturday, March 6, 1948

Finn and I worked most of the day, as we steamed quietly through the Island channels. Bill and Finn got the expedition's pictures straightened out. Everyone seems to be in good humor on board, except Lassiter, who has some more ideas about leaving in Valpo or Panama. The morning was sunny, but the afternoon cloudy and misty. We were making very good time and expect to be in Valpo next Friday.

Sunday, March 7, 1948

Another nice quiet peaceful day through the channels. The pilot is most interesting. He has seen a lot of shipping and had many experiences in his time. Lassiter was up in the air, because Finn doesn't want him to leave in Panama, as he wants to do. In the early afternoon, we anchored at Port Eden, where the Indians are and the Chilean Air Forces have a station. Sure enough the Indian canoes started paddling toward our ship, even though it was raining hard. Finn told them, he did not want any trading of Government property with the Indians. Jorge was just about to throw over some brand new Government underwear, when Lassiter stopped him and told him to get Finn's permission, which, of course, he did not give. The Chilean Air Force Officer with the beard came on board and said four of his men had dysentery and asked for some medicine. Finn told McLean to give him what he wanted. He told us that the weather outside was bad, but that it should be clearing shortly. We decided to anchor until morning. Fiske, Jorge, Peterson, Thompson, McClary, and Nichols went ashore for a trip. Latady and Finn took pictures of the maps for the American Geographical article all afternoon. After dinner, Lassiter had a chat with me about his leaving in Panama. I said, I thought Finn needed him and wanted him to continue with the expedition until it was over, which was when it entered the U.S. Although Lassiter had written up a bad message to the Army for Finn's O.K. saying his work on the expedition was over and he was now only doing routine ship work, for which he was not sent by the Army to do, and requesting he be recalled from the expedition, the reason I gave him, seemed to satisfy him and he decided to continue as before. He feels Finn has been too nice to the people, who opposed him once and are now jumping on the band wagon, at the last minute.

I have now six letters finished and ready to mail in Valparaiso. Kelsey came in and as usual we had a long chat after his schedule.

Monday, March 8, 1948

We steamed all day again today through the channels. The morning was cloudy and misty off and on, but the afternoon brought the sun and all the picture takers. We were all on deck, as we passed through the English Narrows. The lake, which followed, was lovely with its scenery. Lassiter said, it equals the beauty of any lake he has ever seen, including Lake Tahoe and Lake Louise. The weather report from the outside was good, so we headed for the open. Finn and I spent all day correcting and retyping his American Geographical Society article. We

reached the open sea around dinner time and started to roll slightly, because of the long swells. We entered the sea in about 46 degrees. The Roaring Forties were not as roaring, as the sixties had been by a long cry. I tried to work, but, actually, got very little done in the evening. Capt. Flenberg came in for a chat. He certainly is an interesting story teller and has had many hair raising experiences.

Tuesday, March 9, 1948

We had a slight roll all today, but it calmed down considerably by evening. More and more information is coming in on the Larry Fiske deal in Punta Arenas. He also sold McLean's camera, apparently. He did get a \$300 check for the stuff, according to Kelsey. Robertson heard "Butch", the head driller offer to settle with Fiske for everything, so they left for the Scandinavian Bar where Sig saw Butch make out a check and give it to Larry. Kelsey and Robertson say, that he would leave the ship in a jacket and return in only a windproof. This happened twice. Jorge tells Finn, that he saw Larry pack up a bag full of stuff on board ship including a new pair of ski boots and give the bag to Butch, who carried it ashore. The really funny thing about this whole thing is, that after Fiske sold the equipment, which Finn had gotten for the expedition, Fiske offered to lend Finn some money, if he needed it. We told Nichols, who bluntly asked Fiske how he came by all this sudden wealth. Fiske replied, that he had cashed several checks in Punta Arenas, but didn't explain where he had gotten them. We worked all day long on the A.G.S. article. Nichols is reviewing and correcting it.

Wednesday, March 10, 1948

The weather was absolutely beautiful all day today. It is getting very hot, however. Last night, we slept with only a sheet over us. Nichols, Finn and I worked solidly all day long on the A.G.S. article. It is a terrible job and I am afraid we are rushing it too much. In the afternoon, Finn and I joined Thompson, Jorge, Robertson and Lassiter on the forward deck and took a sun bath. It was certainly nice to feel the warm and hot rays of the sun again. We didn't roll at all - the sea was as smooth as silk. Andy came in and told me about the very brief report he was writing and made promises for a longer one, a month to six weeks after we arrived. He also wants to go to Cordoba, Argentine to have his dip circle calibrated the time we are in Chile. He said, it was to his advantage to turn in a good report to Finn as he wanted to continue in this work. He was a little stubborn and nasty about a few little things. He, definitely, is on the Darlington side, but will give no trouble. I just about finished going over the A.G.S. report by the time, it was time to go to bed. What a job!

Friday, March 12, 1948

Arrived Valpo around 7 p.m. Left Valpo Thursday, March 18, 1948.

April 15, 1948

Our arrival in N.Y. was greeted by fountains of water from the city's fire boats as they escorted us up the river to the Navy Dock where many friends and families awaited our arrival. Later, there was a large reception given by the American Geographical Society at the Engineer's Society Auditorium. Sir Hubert Wilkins was the Master of Ceremonies that evening, along with Dr. Lawrence McKinley Gould. Lincoln Ellsworth was also present. The accomplishments of the expedition were acclaimed as extremely successful both scientifically and geographically. Among numerous articles eventually published, were fourteen technical reports by the Office of Naval Research. Finn had every reason in the world to be very proud, as was I.

However, I well recall that when we passed the Statue of Liberty on our way up the Hudson River, I felt no immigrant had ever been more elated to see her, than I was that day of our return. Without doubt, it was the biggest thrill and unimaginable release I have ever experienced. I vowed never to go to the Antarctic again. I felt there was no reason why a woman could not endure living for a year under Antarctic conditions, as I had just done, nor was there any reason why one should, unless it would further her interests and career. I had always heard that once you had been exposed to the magnificence of the Antarctic, eventually you would want to return. I just couldn't imagine ever doing so, but time does heal, and when the opportunities presented themselves, I did return several times. In 1959, I was the guest of the Argentine Government on their first official tourist trip to the Palmer Peninsula; in 1971 my husband and I were guests of the Dept. of Defense to the South Pole and became the first husband and wife team to set foot there; in 1995 I was guest lecturer for Abercrombie and Kent on board the EXPLORER, again to the Palmer Peninsula at which time they were able to return me, accompanied by my daughter, to East Base on Stonington Island where I had once spent that memorable year and in 1996, I expect to make my fifth and last trip as guest lecturer on the Marco Polo, along with Sir Edmund Hillary and Voit Gilmore, when we will circumnavigate the continent from the Palmer Peninsula to McMurdo Sound ending at Christchurch, N.Z.

EXPEDITION MEMBERS

Comdr. Finn Ronne, U.S.N.R., Expedition Leader
 Comdr. Isaac Schlossbach, U.S.N. (Ret.), (Ike) Second in Command Shipper of Ship
 Dr. Robert L. Nichols, (Bob) Geologist and Senior Scientist, Trail Man
 Harris-Clichy Peterson, (Harcl; Pete) Physicist
 Andrew A. Thompson, (Andy) Geophysicist.
 Mrs. Finn Ronne, (Jackie) Recorder
 Capt. James W. Lassiter, U.S.A.F.. (Jimmy) Chief Pilot
 Lieut. Charles J. Adams, U.S.A.F., (Chuck) Pilot
 Harry Darlington, Pilot

Mrs. Harry Darlington (Jennie)
James B. Robertson, (Jim) Aviation Mechanic
Charles Hassage, (Chuck) Ship's Chief Engineer
William R. Latady, (Bill) Photographer
C. O. Fiske, (Larry) Climatologist
Walter Smith, (Smitty) Ship's Mate, Navigator, and Trail Man
Nelson McClary, (Mac) Ship's Mate
Sigmund Gutenko, (Sig) Chief Commissary Steward, U.S.N., on furlough with expedition
Lawrence Kelsey, (Kel) Radio Operator
Robert H.T. Dodson, (Bob) Asst. Geologist, Surveyor, and Trail Man
Donald McLean, (Don) Medical Officer
Ernest A. Wood, (Woody) Ship's Engineer
Arthur Owen, (Art) Boy Scout and Trail Man
Jorge de Giorgio Valdes, Mess Cook (Chilean)