



To Finn Ronne

There are no words to write
Expressing your long fought fight
Towards a goal of mighty plan
I only think, "There's a man!"
Chusage

Lecture in Trenton for Contemporary Club. Son
of Mrs. Aldridge was automobile salesman.
I immediately saw how tie and could
hardly control myself from laughing
remembering Ella Berg's description of
auto salesman night before - always have
rosy cheeks and wear a bow tie.

Betty's incident in London

Refused a date with Michael because
she had an engagement with a friend
whom a friend of hers had met in the
Antarctic. Michael's reply was - "met
in the Antarctic - that's a likely story -
what lengths you Americans go to in
order to get out of a date."

Brief description of happenings since leaving Wash.
Left Wash about 5:30 pm on Dec. 10th when Jackie &
Karen saw me off. I was not in a mood to leave them
at this time as Christmas days were not far off and
had been away twice before - but duty called.

At 9:30 landed in Miami where Sig & Iain met
me. Had some refreshment and talk at an
airport restaurant - then off for the south.

After a good morning meal I turned in
my bunk and slept almost to Lima. Here
was nice and warm. One hour and we were
in the air again and stopped at Santiago.

Another hour and we crossed mountains
to the plains of Argentina and landed at
7:30 pm. where a naval Commandante de
Silva met me with a car.

We drove directly to Hotel Shelton now taken
over by the Navy Club. Then he took me to
the Naval Club where I had an evening
meal.

Next morning he called for me and we
went to the Chief of The Hydrographic Office
where I learned that the breakers would
not leave before Monday. My first dis-
appointment and many more to come.

Met with a friendly man who did not
speak much English. Vivian Lassiter came
in as I learned Jimmy had damaged the
Berchcraft in Antarctic and his mission
was.

Cdr. Silva now took me to the icebreaker
where I met the Skipper Cdr. Berniche.
A friendly likeable fellow - bachelor.
We now returned to the Navy Club for
lunch and I then walked over to the
Antarctic Institute and met Adm. Pau-
zarini and spent some time with him.
I visited the institute again and he made
arrangements for me to see "Chief of the
Information Service" the following day
Saturday. That evening I spent in com-
pany with Carlos Uranga a friend
of Capt van Spaeth. We had dinner
together.
Next morning Sat the 13th instead
of sailing I went to 'info office'. Here I
met Cdr. Gomez, the Asst. Chief. I
learned to know him well as he took
me out on Monday evening for dinner.
Sat. eve and afternoon I did nothing
except walking the streets.
On Sunday morn. Vivian Cassiter called
and with Carlos spent the evening out
there. Called upon the Skipper and
now departure changed to Wednesday.
Now days mostly alone with nothing
to do except "Monkey" spent Sunday eve and
had dinner with me. She also joined me
for lunch on Monday.
Monday is Dec. went for dinner with

Comdr. Gomez and his family. Had a
pleasant time.

On Tuesday I learned departure post-
poned to Thursday, and on Wednesday
learned departure postponed to Saturday
due to broken down Elec. motor.

Met with Cdr. Nielsen and Capt Gomez
and it resulted in Report # 2112 of in-
trest to Mr. Fridinck.

Evenings spent alone except Holcomb
asked me to go with him to San Isidro
look at his boat. And on Sat 20th of
Dec. (my birthday) I went with him sailing
an expensive taxi ride.

Finally on Sunday we departed at 4 pm.
Still the motor on the main engine was
not fixed - but the skipper decided to leave
anyway.

Lots of people was on the dock on
Dec. 21 at 4:00 pm. when the ship pulled
away. Monkey was there, Carlos, Mr. & Mrs.
Timmes of the Norwegian etc. were my
friends there as well as Cdr. Gomez and his
daughter.

As we went through the "breakwaters",
Holcomb in his sailboat passed us and
we waved good by.

That whole evening we were on deck
out to see. Yesterday

22 Dec. We made headway down the coast and met some of the people aboard. Here are a number of Americans. 2 U.S. men who will winter at Ellsworth, another instrument man "mulder" and a Frenchman (a dr.). He was invited by Adm. Panzarin to go along at the request of Paul-Emile Victor.

23 Dec This evening I gave a lecture in the wardroom for all officers and civilians. It went off well with Lt. J. Dawson doing the interpretation in Spanish.

Weather is now getting to be cooler as we are getting further south, although we are still following close to the coastline in case we should develop engine trouble. In that case we would go into port to Polanco for repairs. From then we'll head due south along the meridian on course 180° T.

23 Dec. The meals aboard are very scanty. Only bread and some Karamel-maz on it with coffee for breakfast. Then steak for lunch with only an apple or orange for dessert. I'll starve to death in the long run. Met much with the French doctor and the Argentine dr. who will winter. They both are interesting and done much travelling. Tonight again I gave the second lecture down in the crew's quarters, although I did not say a word. En. Dawson did the commentary throughout. It went off well for the men to see the life at the Ellsworth St.

After lecture I went to the captain's cabin for something to eat as usual. Had a long talk with both officers and turned in past mid-night.

Usually now sleep pretty well, but the bunk is too narrow as they have much to learn to keep comfortable.

The ship now stops every 4 hrs. for 10 min to enable the oceanographers to take water-samples including the two Am. from Brooklyn.

One of them told me of the conditions at Ellsworth after my departure last year when he visited the station with an Argentine Capt. and Comdr. They all were drunk he said including Lt. Tidd and Dr. Brennan. No food and no one to greet them upon arrival. Finally 3 inhibited men came to the galley and threw them a pie and some coffee.

My informant said he went to the water tank to draw some water, and Rankin whiskey came out instead.

Later 4 of the officers at Ellsworth were invited to visit San Martin and Lt. Tidd brought what 12 or 13 inhibited men who immediately became drunk and started fighting. One man had to be "knocked out" and thus carried to the plane. Dr. S. - said it was most embarrassing the whole situation.

24 Dec. (Christmas night)

The French dr. lent me the book of Dr. Fuchs this morning and I read

through it in short order.

Fuchs mentions the support of garretines with flights to South Ice and other things. However, he does not mention the help he received at the South Pole.

Today is cloudy but calm seas and we are making good headway towards Deception Island. There is still ice there, although it is expected it will clear away before our arrival. Bahia Agassiz is still there trying to unload supplies.

This morning I received my first good breakfast - ham and eggs. It is much better than the usual piece of bread.

The skipper asked me give an additional lecture for those who were on watch before, but I need to repair the film first.

I always have long talks with the 2 top men, and discuss with them several subjects. One man thinks it is too much to maintain 2 bases in the Weddell sea. It is too expensive and Sam Martin is not large enough to resupply of them on one trip. He thinks Belgians should be abandoned and to use Ellsworth only; but since Belgians is an Army base he does not think it possible to reconquer. They do not wish to give up anything.

Discussion with Capt. S. he expressed great concern about the Russians entering into the area at Beelinehamen Sea and Queen Mary Land and that that this move would complicate the situation still further. He also thought that should US have abandoned Ellsworth

without making arrangements for Argentina to take over, the R. would surely move in.

A station at Cape Adams he thought would be of great interest to the Argentines and it is the intention of this ship to lay a cache there now for their future use.

The officer, (Lt.) who'll be in charge at Enderberr, said that it is imperative that they expand their activities in their claimed sector with more new bases and more scientific work.

Last night being Christmas Eve, I broke out a bottle of champagne for dinner and we celebrated later on in the wardroom. Before dinner I gave the 2 top officers a radio set. They didn't believe this until when they sighted the gifts. Cdr. Muecke apologized for not having gifts for me; but I threw it aside as not very important.

at 11 pm. a Catholic mass was held in the mess quarters and I went down with Russ to see how it worked. Then we went to the mess hall where champagne and cakes were served and music from tape provided background.

25 Dec. Christmas Day

It was 2 am before I turned in this morning and as usual went to the Cabin on top at 9 am for breakfast. No one up around the ship except the Skipper. We had coffee together whether is thickening as the sun has not been out for 2 days. We were 9 m. off Falkland this forenoon at 9³⁰ and now were heading due south. There is nothing going on onboard as it is a holiday. Officers and civilians are all sleeping. The Capt. S. has the

most lonely life I can think of. Not a person to talk to except the Skipper and self. Even then he has very little to talk about.

I have been walking the ship very much today with nothing else to do.

at 3³⁰ the Skipper spoke with Bahia Green and learned that there is much ice in the area. Consequently she is now proceeding to ~~Deception Island~~ Ushuaia and then on to Buenos Aires. We will try to set the two Americans off at Deception and then go on to Esperanza to pick up Jack Walsh. Then direct for Ellsworth.

This Christmas Day has been very long and monotonous. Weather poor and not much to do. Men had day off so sleeping mostly. Spent some time on the bridge with the officers on watch and gradually learn some Spanish; but it goes very slowly. I see no one around ever parting on the top-deck so I'll turn in without anything to eat.

Dec. 26th (Friday)

This morning finds us in the middle of Drake Passage. It is smooth now but it was rolling some during the night. Will be at Deception Island within 24 hours.

The Capt (Shulzer) is more talkative now than to start so we usually have a long conversation after each meal. Skipper usually hears immediately. It is difficult without complete knowledge of the language but it passes the time anyway. The Skipper thinks definitely that will be at

Ushuaia on the 20th, and that would be ok. However, before I transfer over, I'll have to know if Jackie will be on the boat etc or if the other friends are serious enough to go through with the trip. If not, I'll be embarrassing.

This morning it was reported lots of ice at Deception. So took float around we may go direct to Esperanza. We'll see what happens.

Had a talk with hostiles over the radio tonight. He told me of the difficulties encountered and how he froze both feet due to poor planning. Having left all safety equipment at the camp the 5 men went to the site of the wrecked plane to dismantle parts when blizzard with zero vis. came on. They got lost on way back and spent 92 hours in an igloo, thus exposed to cold and wet. Then they were surrounded by heavy pack about 100 m. north of Deception Island moving a mile an hour, and headed for Ushuaia. Jimmy will fly to B.A., then return to Valparaiso and work out from there.

He said it will take a couple of weeks for him to get feet in order. - lost circulation. - Contact turned bad suddenly but I managed to first tell him contact Jackie and Wash. people and let me know if they are coming.

Met and learned to know the Tank Force Dr. (Lt. Col.) Julio Ricardo Garcia. He has given me a couple of lessons in Spanish and it helps very much.

Dec. 27 (Sat.)

Found the ship forcing its way through light pack ice when I woke up at 7 am. No difficulty. Learned also that Bahia Green was in difficulties with 5 days fuel left and in heavy pack ice - they asked for help. We have rounded to the south of George Island and headed for Deception. at 2 pm. received msg. from other ship that they no longer need help and are speeding at 3 knots to Ushuaia. We will be at Deception at 6³⁰ pm.

The Argentines have not received their winter clothing and are deck taking pictures. Sam is coming out and we hope to be at Esperanza by tomorrow morning. Lots of penguins and seals were seen on all ice floes as we progressed.

SATURDAY NIGHT

We approached the island around 8 pm and went through the narrow inlet to the inside of Deception Island. Near cliff as rock in middle channel. Saw beached British whaling-chairs on rock. Passed British whaling-station on right and headed directly for center of the crater. Passed other Argentine ship in ice and started to break around her. Racket was heard with the heavy wind. Small vessel drifted onto the beach with the ice floes. Engine was out of order undergoing overhaul.

From 10 pm until 9³⁰ next morning.

Dec. 28th (Sunday)

This icebreaker tried to get the other ship off without success. Tide was high at 8³⁰ but with full power on the engine she did not move. Now we're waiting until high tide this evening at 8³⁰ pm.

The other ship will dump 40 tons of fuel - oil on the side to get her off with our pulling. The wind continues very strong about 35 knots and ice surrounding us.

So the whole day we've been lying still with a fuel-cable to the stranded ship waiting for the high tide. - Thus we're losing 2 good days which are of importance to Weddell sea operation.

Had lesson #4 this afternoon and I'm coming along in the language. Good professors.

Have only seen top-officers since today. One is by himself the whole day long - the other is spending most of his time on the bridge.

Had a long talk this morning with med. officer Lt. about Argentine operations in the Antarctic. He outlined to me the grand ideas the Navy and Army have but how ill prepared they are to carry them out. Poor planning and rivalry between the two services have made results worthless.

Interesting to hear him tell of plan to sledge to S. Pole. Also the Army refusal to turn met-observations over to the Navy. This they consider confidential and for Army only. Two years of met-observations lost an account of this conflict. Also the Army established San Martin station themselves with private ships after Navy's refusal to go into Marguerite Bay.

The Air Force of Argentina is not interested in the Antarctic now after some officers were sent to Canada to learn to fly ski planes and returned to B.A. without the slightest clue as to how to fly ski-planes. Antarctic planning then was dropped by the air force.

at about 9 pm. the other ship was pulled off and was free. we immediately headed out of the "crater" passed very close to the objects (about 80 meters) and headed for "Esperanza". - I turned in about 12 am.

Dec. 29 (Monday)

We were near the coast when I got on deck laying off because of heavy seas and strong winds around 3 pm. made contact with rock and brought 3 men aboard. One was Jack Walsh. Then went to sea headed for Orkney Island where the 6 men in a small boat were stranded at a British tent. Rough seas again and much rolling. Difficult to sleep as usual.

Dec. 30 (Tuesday) Received a wire from Jackie and Karen (Christmas greeting). It was long in reaching me; but better than none as they are now at Aspen, Col. Skiing.

around 7 pm. The Orkney Islands came into view and spent time on the bridge to take pictures and see the mountain islands.

Coming around the cape we saw first at the British hut and learned all hands well. They were brought ashore in the launch, a mixed bunch of men who had been here for almost a year.

The ship then went around the island to the Argentine Base where the 6 men were returned and 4 new men from the ship set ashore with them.

It was not before:

Dec. 31 (Wednesday)

4³⁰ am that the San Martin headed on a course of 130° for Cape Horn where we should be in about 3 days. Enroute 4 oceanographic stations will be made each of about 6 hrs. duration. By this method and if free of ice we should be at Ellsworth St. in about 6 days. - Not too bad and probable return to Ushuaia by the 25th of Jan, in time for me to join the group.

The ship has been rolling since we left the Orkney Islands.

Jan. 8-1959 (Thursday)

Since my last entry we have come a long way and fought much pack ice until we were south of Cape Horn. Distances a day were discouraging and time went very slow. More so after word was received that the Edisto will not be at Ellsworth station before Jan. 16th. That meant we'll not return to Ushuaia in time for me to board Yagouan. Too bad as I had looked forward to it.

While going through the pack I've been able to meet and know the 2 top men better. For Christmas I gave each one of them a small radio. They were enthusiastic and thought it was too much. I also gave some pencils, pens and shaving sets away to the many officers ashore, and to the new C.O. at Ellsworth (Lt. Chs. Swales), I gave a stack of new records for their use at the station this coming winter. - Maps were given to Panzavini at the Argentine Antarctic Office and also to the 2 top men here.

The French observer here, Dr. Sharbannett is busy taking pictures of everything and he is an interesting person. He was sent down here by P. Emile Victor at the invitation of Adm. Panzavini. Just to observe the Argentine way of Antarctic research.

Besides the 2 American Meteorologists who'll winter at Ellsworth and the American observer from weather Bureau, Mr. Mulroy, no other foreign observers are ashore. Many of the civilians are from Argentine Hydrographic Office and from their Institute.

at Esperanza, Jack Welch also came ashore. There has been made attempts to contact Edisto by radio but no success - nor have we been able to speak with Edsworth or his wife.

Talks with 2 top reveals reason for unpopularity with USA. ① Ike's physician in his private plane was dispatched to tend to Mr. Somoza, Nicaragua even though USA is not friendly to dictators. - ② We give asylum to discarded dictators.

We are to be at Ellsworth on Friday 9 pm.

Jan. 1959 We arrived here at 6³⁰ pm. Most of the men at the Station were at the barrier edge helping with moving. We are at the same place Staten Island docked using the same houses etc. For other details in the today period see other papers.

Jan. 19th We finally get away today at 9³⁰ am. Linnits planes are aboard. It took longer time than estimated. Furry Lt. Tidd rejected having pack wall ashore first day upon arrival, saying it will take only a day or so to get planes aboard. He would furnish all help be wanted. He goes now.

Plan now is that 22 of Ellsworth men are aboard here and 11 staying behind assisting Edisto. 30 Argentines are wintering. Crowded aboard here as we took our additional 5 men aboard at Belgians where we pulled into the ice at 3 pm. - heavy ice all the way. The north-east wind has brought down pack ice.

Leaving Belgians we encountered heavy pack going north-east and by Jan 20 at 0800 we were still 150 mi. short of Halley Bay. Now at 1100 we are in open water, and making good progress.

Had a radio message from Edisto last night. She is beset close to Cape Norvegia. An earlier msg. said she had made 60 mi in 2 days. - heavy pack ice. We are now heading for her position in the hope of being able to help.

Unless we get open water it will not be possible to reach Esperanza by 27 Jan.

That is the deadline date for me to go
onboard the Chillerans which'll take
me to Malchin Harbor and join the party.
So now I can only hope for open water
and a speedy trip out. If not, I'll go
to B.A. and await the party there.

22 Jan. yesterday another radio
was received from Edisto. They're
still in the same place as 5 days ago.
In the wire they expressed "no assistance
needed". — They're unable to claim the
"Blue ribbon for crossing". —

Borman told many things yesterday about
Lt. Tidd and how poorly he ran the st.
Everything went on at night. Even the caets
refused to work in daytime and provided
lunch for the men. Drinking continually.
The Argentinians who wintered have expressed
themselves over the whisky the Am. con-
sumed.

This date we are more or less in open
water and making good headway north.
Should be in Esperanza by 27 Jan. and
thus I'll be able to join tomorrow's

General strike in Argentina may delay
departure of the ship. However, we'll
learn about the situation before I
proceed.

Worthy to include in the book

"I had my misgivings and mixed feelings about British expedition men in the Antarctic after my return from Palmer Peninsula area in 1948. Then, with the British leader Kenneth J.C. Buxton, I had the most cordial relations and cooperation in the field-program where both the B. and the Am. forces benefited for the common good of science and geographical exploration. We had J. Exp. a combined sledge party, consisting of 2 from each country. They surveyed the eastern side shores of the Peninsula, thus obtaining valuable ground control points for my aerial survey. The men in turn had the most congenial atmosphere as they lived close together in tents and worked with their sledge dogs. This period extended for 112 days.

Upon our return, however, self-styled Antarctic in Britain took upon themselves of missing the good feeling which existed in the field by bringing up arbitrary points for discontent and alter and misconstrued the contractual agreement as drawn up by Mr. B. and I when in the field.

Grupo Naval Antártico
Compromiso

Por el presente me comprometo a no divulgar
las actividades de los buques, aviones y fuerzas
que intervienen en la Campaña Antártica y a no
publicar escritos, estudios, trabajos, conferencias
o fotografías sobre dichas actividades o las por
sí desarrolladas, sin la autorización pertinente
del Ministerio de Marina.

Asimismo dejo constancia de haber tomado
conocimiento de las disposiciones de la
Ley Nº 13.985 y Decreto Nº 21.671 relativos
a la represión de actos de espionaje,
sabotaje y traición a la Nación.

Lugar y fecha EX NAVIGATION
28 Diciembre de 1958

Firma _____

Aclaración Tina Renee
Capt. de Navío USA.

Dr. Alfonso Antinucci

Victor Martinez 246

Buenos Aires, Argentina

(Send Ellsworth envelope)