

First Account

Ronne Antarctic Research Exped.

1946-1948

12 February 1947

12 Febr. 1947 -

This day I'm starting a record of the Exp. activities from its beginning (or conception) up to the present time. I started today, not only that it was the first opportunity time, but also for the reason that the first obligation in our contract with one of the many government and civilian establishments was started. The first weather report went off to N.O. today, to be sent over the Government network to the U.S. Weather Bureau in Washington for recording. The Equator was crossed around 1900 yesterday, and the usual Neptune's celebration went off in a moderate fashion. The Polys received their initiation, and Standy (the only Marine & officer - 2nd Lieut. aboard) received the worst beating ever. He was a good sport - and would take it - with pants off & grease all over his was the joke of the party.

13 Febr. 1947 - Under a warm tropical sun - and with the long ocean rollers so evenly disturbing the otherwise stable vessel we are on our last straight stretch on course 161°, headed for the approaches to Kaperaino. On the fore part we have a good view forward to the stern of the vessel where the Norseman could be securely lashed down on the boat-deck. On the Main Deck underneath and where the twin-engine Beachcraft is located on the Cantina of the vessel next to the Norseman wings on the

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17 Feb. 1947 - Under a warm tropical sky - and with the long ocean rolls so evenly disturbing the otherwise stable vessel we are on our last straight stretch on course 161°, headed for the approaches to Valparaiso. x On the fantail we have a good view forward to the midsection of the vessel where the Norseman and L 5 are securely lashed down on the boat-deck. On the Main Deck underneath and astern the twin-engine Beachcraft is located on the Centerline of the vessel next to the Norseman wings on the starboard side and its own wings lashed to a fence built astern to protect our valuable aircraft equipment should we ever get wa- in over the vessel's stern. The high flying bridge

with the King - and 2 months gives the vessel an appearance really as an commercial vessels which ply the seven seas.

To go back to the conception of this expedition time brings us to the 20th of January 1941 when Ekland and I twofoldly with seven crippled dogs labored our way up a long crevasse-filled glacier from King George VI Sound to the Wordie Shelf Ice Cache. This cache was laid down when sledging south 2½ months earlier, and was to be our last source of supplies so that we could reach our main base safely. Having climbed approx 2000 ft. from the level of the Sound it was with longing eyes ~~I swore that on return I could strike toward~~ leading I viewed to smooth King George VI Sound narrowing off into nothingness southward and fading off into the unknown beyond the hinterland. My urge to get into this area gripped me, and I decided to work toward (my own group) leading my own expedition upon return. I had an excellent sledgepartner with me - Carl Ekland - whom I already then hoped to convince would make the trip with me. - The hopes were slim - however - because only a week previous to this time and where we had been marooned for 10 days on account poor dogs conversation in the tent went as follows: Ekland: Any man going to Antarctic must be crazy, and if Finn, you must be double crazy, coming down to this damn place twice. Finn: Just wait, Carl, you will change your mind ^{too} when you have been back here for a while - we may all be crazy - just wait and

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change your mind ^{too} when you have been back home
for a while - we may all be crazy - just wait and
see. Carl: Hell no - not me. When I get home, I'm
going to settle down - have a family - a little boy. In
fact, I'm so positive about not coming down to this
place again, that if the boy should ever say that he

wants to be an Explorer like his Dad; I'm going to "Knock" him on the head - knock him out cold. When he comes too in - I'm going to knock him out once more so he would be certain not to mention that again.

Time brings us now up to September 1944. The place is Dr. Isaiah Bowman's Office in the Old State Dept. building in Washington. On the table ^{in front of us} are maps of Antarctica, and present are besides Dr. Bowman and myself - Carl Eklund. He had just returned from Greenland, where he had been sent by the Army Air Forces in connection with weather and other scientific investigations related to activities closely connected with the European war operations. He had contacted me the day before - giving what chances there was for an Expedition to Antarctica after the war. He hit the nail on the head in contacting me as my plan was already well outlined. Here we were discussing the most important scientific phases still remaining in Antarctica, geography, geology, meteorology, gravimetry, biology, glaciology and others, when Dr. Bowman suddenly asked me who was going to finance this undertaking, and if I had any hopes of getting funds etc. I must admit that up to that time the "small matter" of funds had not deeply entered my mind. I had seen figures on ships which would be available when the last Nazi was in his grave, and I had also knowledge

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of such small scale and nature as I was planning. Dr. Bowman, however, convinced me otherwise, and by his suggestions and offers to give me all aid he possibly could, do I dare say, that he made the expedition possible. He outlined for us the scientific program whereby we could bring back a rich harvest of scientific results, and also opened the door for contact various individuals and scientific organizations for financial support, some of which came through 1906. When Eklund and I left this distinguished Geographer we had great hopes that some time we would be able to sail to Antarctica on a small vessel on a loan basis from the Navy, etc. Our hopes were high when Eklund and I paid a visit to the American Geographical Society in New York and presented our plans to the Society's Director, Dr. John K. Wright. He was much sympathetic to the Geographical problems involved and promised to contact the Board of Directors of the Society in regard to the Society's sponsorship. Two weeks later I was notified that Dr. Wright was to put the Society's interest in the expedition up to a vote amongst the Directors, and first of all wanted some references as to my ability and character. Over the phone the required information was furnished Dr. Wright. Dr. L. C. Gardner, Captain Torain Anderson, my Commanding

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New Orleans. La. promised references required. By letter Dr. Wright requested the Board members to vote "yes" or "no" they desired the Society to sponsor the expedition. Out of 20 members, 18 answers were received, and they were all in the affirmative. Having obtained a sponsoring scientific agency such as the American Geographic Society I fully thought that all obstacles in organizing and starting the Expedition had been overcome. - However - in cooperation with Dr. Wright, numerous scientific and civic-minded organizations and foundations were contacted. - Carnegie - Rockefeller - Guggenheim - American Philosophical - Am. Geological are listed just to mention a few. - To my chagrin - the results everywhere were in the negative. - Once Dr. Isaiah Bowman, Dr. Wright and I had an interview with Mr. Arthur Sulzberger of the New York Times. Although he could not offer us anything concrete as for as Times purchasing the news value of the Expedition, he was to discuss the financial problem with some of his staff. He thought that the news value of expeditions to polar regions had diminished, and that Adm. Byrd had taken out of it all there was to be gotten out, so it was with depressed hopes I commenced the journey back to Washington, D.C. that night. Our first attempts to raise

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In order to still keep all hopes up, I started to look around for suitable roads,

which would be suitable to the Antarctic conditions and also of sufficient sturdy construction to withstand freeze-in during the winternight in the remote Bay, Palmer Land. Of Navy vessels there were two types, and Ocean going Revenue Tug Type that were built of wood - wartime construction^{and} which were built in the hectic days when ships, no matter how well built, were needed in all theaters of operations all over the world. In my first letter to the Secretary of the Navy, dated 19 October 1945, I simply requested that a suitable vessel be made available for an exploratory group to go to the Antarctic. A complete outline of the expedition plans was included in the letter, which by the way was sent over to Admiral Edward L. Cochrane for action. Noting my name in the letter, I was called over to his office for discussion, and in a second meeting which Admiral Cochrane arranged for Dr. Wright and myself, it was suggested to me that ~~an organization~~ it was advisable to form an organization, which would be more impressive for the Navy Dept. to deal with, than a single individual. A hurried trip to New York to obtain the able advice of Mrs. Redmond (President of the A.G.S.) revealed the horrorful fact that

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of such setup as required in this case.
Coming back to Washington after that blue

made me all but cancel my future expedition plans, and rather settle down to an easy-going life in the more civilized parts of the world.

Perhaps, I was not entitled to go exploring after all.

Some private ~~investments~~ in the Law library in the Navy Dept. made me look more lightly on the problem of incorporating an organization of scientific aims - and of a non-profit character. Two autotrips to Baltimore had the organization formed under the name of "The American Antarctic Association Inc.", for the total expenditure of \$80⁰⁰., and I could again sight relief from the financial dilemma.

Next step in the procedure to obtain a vessel from the Navy on a loan basis was to inform the Sec. of the Navy that an organization had been formed, which was legally constituted and responsible to take over any equipment etc. which the government, may turn over to the expedition. — Now started a long series of Government red tape negotiations, which only those who have spent some time in the nation's capital can ^{fully} understand. Letters were floating between Bureaus of the Navy Dept. to C.N.O. — as the Navy Dept. or Maritime Commission under the existing laws legally could not turn a vessel over to any educational institution or otherwise. There

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a bill was introduced in Congress by the JAG's Office, and special pushing of this bill was required if it possibly should pass through before Congress convened - which date was set for August 1947. - The Legislative offices of the Navy Dept. - Mr. Mann had no difficulty in the placing of this bill first on the agenda, when the Senate Naval Affairs Committee met on June 1946 x ~~without~~ any comments the bill was passed by this committee and referred to the Senate where it went through ^{also} on June - ~~without~~ any opposition. Next step in the legislative branch of Congress before becoming law, was the House Naval Affairs Committee, where opposition was most likely to occur. The Office of Chief of Naval Operations was represented at this hearing in that Captain Orville, the Navy's Aviator, presented a prepared statement in favor of this bill, outlining the importance the proposed expedition would play in furtherance of scientific research in the Antarctic regions. This Committee also passed the proposed bill - and Committee members extended to me all kinds of good wishes for a successful expedition. Very little did these representatives of Congress realize how far it was from getting an expedition off in the next six months, how empty the treasury of the Association was, and how slim the chances were for financial support from anybody. They were not - as all possible attempts had been made - including writing letters to private individuals who had promised aid

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The interest in Antarctic exploration was rather dim. Government - friends told me that exploration had been fairly explained by Adm. Byrd, and that people was tired of listening to "escape-rout programs" etc. which was the result of the Byrd era in Polar exploration. Unconsciously - I was still pushing on - more by the idea of self satisfaction, I believe, to be connected with, and work on what I really would like to do, - than ever realizing that I would never be able to swing an expedition of such type as I had originally planned.

One monkey-wrench which was thrown into the whole setup is worth while to enter into here. - It pertains to a Rear Admiral Richard Byrd - who had been to Antarctic on his own on two (2) private expeditions. He had through the publicity he had obtained on his flights to the North Pole and South Pole created an impression on the mind of the American people that he was the greatest ~~expert~~ authority on all matters pertaining to the Polar regions, so that whenever I presented my plans, the first question asked usually was if this was an expedition to be lead by Adm. Byrd. Having convinced the certain individuals that Adm. Byrd had absolutely nothing to do with this expedition whatsoever - there seemed to come a relief for their feelings. In 9 out of 10 cases it commenced a series of questions as to Adm. Byrd's activities in the Arctic and Antarctic - if he was the tough explorer such as Stephenson - Amundsen - Peary - Shackleton - Scott

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In the spring of 1945, Admiral Byrd, whom I met often in Washington during the war years told me that he

had attained all the fame and wealth he desired as
an explorer, and that he was absolutely through exploring
in Antarctica, which he wanted leave to the younger fellows.
It was therefore with slight feelings of opposition I expect-
ed from him when it came to obtaining a vessel from the
Navy Dept - a vessel which undoubtedly would be declared
surplus to Naval needs. At that time I told him that
I hoped to be able to get a small expedition going, as soon
after the end of hostilities as possible. His reply was then
good luck to you. - The Admiral in July - August went
to the Pacific theater of operations, and after attending the
surrender ceremonies in Tokyo Harbor, stopped in Tokyo
for a number of days, while there he met Paul Siple,
the boy scout who accompanied him on his first Ant-
arctic expedition 1928. The Admiral informed him then
that he wanted to make another expedition to Little America
and if Paul would help him in the organization, he
would appoint him 2nd in Command, with the promise
of being the expedition leader when returning, as the
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Byrd returned to Wash. after having enjoyed a couple of
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a vessel. - (I did not know at that time that legislative action was required). With a rather reluctant attitude he did say that if I needed any help, to come and see him.

Time brings us now to July 1946. I have just returned from the hearing in the House Naval Affairs Committee - and have my orders to report to Task Force 68, at Boston for a cruise to the Canadian Arctic and Greenland. A proposal has just been completed for consideration by the Office of Naval Research in the Navy Dept. At this Office's request, I proposed for a certain sum of money, which would help cover some of the expedition's expenses, to conduct investigations in certain branches of science which that Office was particularly interested in. -

This proposal in final form was submitted 20 July - and a full answer was promised on 15 August. -

Adm. Byrd was informed of this task in my Expedition. I sailed for the Arctic on 15 July. On 15 August received word that the N.A.N.A. was willing to write a contract for worldwide - news coverage, for a medium sum of money. - Answer from O.N.R.

however never did come. I returned from Greenland on 5 Sept. in the hope that an early settlement of the O.N.R. support could be determined. Two weeks after my return I learned that from certain quarters there was opposition to my expedition. O.N.R. made up a new proposal whereby the total expenditures should be carried by that Office, and run as a Navy expense.

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Navy wrote the following endorsement: "Authorized, subject to Chief of Naval Operations approval." -

Kennedy

Adm. Sherman, Ramsey, Good and Byrd was in a huddle. From CNO. came a request directing C.M.R. to withdraw the letter, which was done. -

The reflections makes themselves. -

Meanwhile - The bill for the vessel had passed all branches of Congress and on 24 July 1946, the President of the United States signed Public Law 531, whereby the Secretary of the Navy was authorized to transfer to the American Antarctic Association, Inc. on a loan basis, a suitable vessel in normal operating condition, for use on a scientific expedition to Antarctica. Well, I had a ship, but still no financial support to take care of the odds and ends so essential for a successful Antarctic journey.

At this time knowing that the Expedition seemed a certainty, Adm. Byrd had managed on 20 August to obtain approval on a Navy Task Force to go to the Antarctic. This group was to be under the Technical Command of R. Adm. Richard H. Cassin, while the Tactical Command should be vested in the Chief of Naval Operations direct. - Through Adm. Byrd. - Byrd requested me to give up my Expedition and join him with the promise of getting a good job when joining on the ground floor. I rejected. - Not having any support yet from the Navy, Adm. Byrd had authorized to Adm. Sherman

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At this time knowing that the expedition seemed a certainty, Adm. Byrd had managed on 20 August to obtain approval on a Navy Task Force to go to the Antarctic. This group was to be under the Technical Command of R. Adm. Richard H. Cruzen, while the Tactical Command should be vested in the Chief of Naval Operations Direct, - through Adm. Byrd. - Byrd requested me to give up my Expedition and join him with the promise of getting a good job when joining on the ground floor. I rejected. - Not having any support yet from the Navy, Adm. Byrd had authorized to Adm. Sherman the possibility of turning my expedition to the Navy for execution, and become a unit under his Command. Realizing the futility of further attempts to get support from the Navy with such heavy losses. em-

command opposing me. I concentrated to write Adm. Sherman a memo - requesting that my Expedition be taken over by the Navy - that it be run with the personnel already selected - and that I be in Command in a Duty Status. Admiral Byrd even had me put in a paragraph as follows: -
That I be under the direct Command of Adm. B. who knows my plans of the expedition, knows its problems etc. -

No-one shall ever be able to convince me that this last move of Adm. Byrd was not staged to throw me off balance. He assured me that it would be approved by Adm. Minnits, Ramsey and Sherman. The day when the request was up for decision - Adm. Byrd left town. - Request of - course was turned down. -

The next day - when I met the Adm. he could not understand why it was turned down. - It was all nicely staged - to delay my expedition and prevent departure. - On 17 Sept. I signed a Contract with the North American Newspaper Alliance Inc. for news and picture rights of the Expedition. -

Officers in the ONR really got disturbed over the Adm. Byrd's double crossing this time, and requested that the whole thing be brought to a head for final decision, since that Office was interested in the scientific results of the expedition, and not in Adm. Byrd's politics. They obtained permission to support the expedition to an amount not to exceed \$

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Research on January 1947. - x

Adm. Byrd had always insisted that before I could get any cooperation from the Navy Dept. - I would have to cancel my contract with W.A.N.A. - This I could not see, as no other financial support had been received from other sources. By this time the expedition personnel had been fairly well selected, and through negotiations by letter with the Secretary of the Navy's Office, the vessel had been selected. This was to be ATA 215 - An Ocean Going Navy Tug, wooden hull construction, and powered by 2-750HP diesel engines - and electric drive. - She had more power than was needed; but by using one engine of 750HP only, she could still make a speed of 9 to 10 knots in a fair sea. She was built at Snow Shipyard, Rockland, Maine in Nov. 1944, and had seen 1 1/2 years active service by the Navy in the Pacific. The vessel was laid up at Orange, Texas, and was set aside for the South American program through which South American republics could obtain vessels should they so desire any. This was the only one of this type in the Atlantic. - Others were on the West Coast in the San Francisco area, and were offered for sale by the U.S. Maritime Commission. In my letter to the Secretary of the Navy, I requested that the Navy turn the vessel over to the Association by 15 December which would give the expedition up to 28 Dec plenty of time for loading.

In the Secretary's letter to me, the Navy Dept. agreed to do certain work items to the vessel in accordance with Public

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In the Secretary's letter to me, the Navy Dept. agreed to do certain work items to the vessel in accordance with Pub. Law 531. Other items such as furnishing winches for the vessel and extend permission for Naval personnel to accompany the expedition in a duty status were all turned down. - I asked for the identical privileges as was extended

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to Adm. B. on his two private expeditions to Antarctica. What was good for one - should be good for the other. - But no - no cooperation by the Navy more than was demanded by the Public Law 531.

During the organization period, I kept Adm. B. fully informed of my plans and progress, as I was fully confident that he would give to me the aid he so faithfully offered me. - When the Task Force 68's Operational Plan finally was released to the various branches of the Navy Dept. for information, great surprise it was for me to find that exactly the same area where I intended to extend my geographical operations was marked in red, and given priority #1. - I had a talk with Dick Cruzen about that phase of it, - and he told me that he had not determined that - it came from higher up - and he just did what he was told to do. - That's all. - Adm. B. certainly wanted to make certain that there was nothing of geographical importance for me to do down there if he could help it. - I am extremely sad when thinking of the three men who lost their lives in their attempt to cover priority #1 area. a foolhardy attempt was made. It was not justified to have the men in the PBM fly in there with their limited or complete lack of experience just to forestall others. In the first place - Adm. Byrd knows better than flying in over the unknown without ground-support. He

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flying in over the unknown without ground-support. He
himself has never made a flight without somebody stand-
ding by to pick him up - should an accident occur.
This time they were headed for the coastline extension of
the Weddell Sea and the unknown area in the

hinterland - beyond. - They flew over dangerous ice
floe filled ocean ^{areas} over coastline which George Dufek
discovered in 1940. If the Navy Dept should
request an inquiry into their death, some surprises
will come out of it - I'm sure. - The Ensign Dupes
who perished in the crash of the plane on a snow-
mount had requested to go with me on this expedition.
The high command in the Navy Dept. however, would not
release him for private expedition duty. - Byrd. - ?

Let us go back to the spring of 1946 when ~~from~~ ⁱⁿ Wash. I
learned of huge quantities of Army Equipment which were
declared surplus and turned over to the W.A.A. for
sale. I could use many items of this equipment
should I be able to get the expedition going, and
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Research and Development, Office of Gen. Curtis LeMay
of the Army Air Forces - outlining plans for a
proposed expedition and requesting material
support in return for reports on the actual testing
and use of all kinds of this equipment in Pole
regions under extreme climatic conditions. My
letter gave immediate response in an invitation
to come out to Pentagon Building and personally
discuss the whole project with Gen. LeMay and
his staff. The conference lasted an hour, and with
my written lists of equipment Gen. LeMay, Col. Wilson &

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to the base in the next Antarctic spring for aerial photography. They were to let me know within a few weeks, after checking with other branches of the Army. * On July 2nd I was notified that the Army Air Forces had authorized a project to be set up for supporting the expedition - and I requested Col. Sullivan to await my return from Greenland before proceeding to ship material etc.

When I returned from Greenland 5 Sept., the Adm. B. told me that he knew of my contacts with the AAF, and he gave me hell for not having contacted him first, as he felt he was the authority, and should be consulted on Polar matters. He did not like my independent attitude. ~~When~~ Shortly thereafter I forwarded new lists of equipment to the AAF, and requested it be shipped to N.Y. This was not done, however, as I was told by Paul Siple, that the Adm. had stopped the furnishing of equipment by AAF - for what reason other than jealousy I don't know. - About the 20th of Sept. when I was in his office, a phone call came in from Col. Wilson, C of S. to Gen L. May - My hearing was: I have spoken to him now - and he understands, so it will be ok. for you to go ahead as planned. - When phone-conversation was finished, he told me: "Did you hear that, Finn? I told Col. Wilson to go ahead and give you the equipment you had asked for, so you see that I am helping you."

Time jumps up to Jan. 18, 1947 * I was just told by Dana Coman that it was a known thing over in the War Dept. that Adm. B. had been over there and requested that they do him a personal favor. - Asked as to what that could be, he stated, "not to cooperate with Rouse!!"

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Time jumps up to Jan. 18, 1947 & I was just told by Dana Coman that it was a known thing over in the War Dept. that Adm. B. had been over there and requested that they do him a personal favor. - Asked as to what that could be, he stated, "not to cooperate with Rouse!!" In view of that, Adm. B. had ^{the} gall to send me a letter - dated 2 Jan. 1947, to wish me successful expeditions, and to reemphasize - that we must always co-operate together you & I. What a double-crossing gentleman.

On Dec 2nd, with a promise of ONR contract for \$26,000.00 advanced by NANA, 3000 as a gift from Ed & K. I decided to go ahead. - and things started to take shape. - Through Capt Dodson, arrangements were made for us to have the alterations done at Penna Shipyard, Beaumont, Texas, and I managed the Navy Dept. to have their work done at the same yard. work approved by the Sec. and also in line with Public law. The Association would have all work done at cost prices, which total amount was estimated to be approx. 2000\$. You will later see that the actual cost amounted to more than 10,000\$. Army Air Forces equipment started to arrive at the Yard on 1 Dec., and on the 12th of Dec. the vessel (ATA 215) was moved from Orange, TEXAS, over to the Shipyard at Beaumont. I visited the Yard on 15 Dec. She was then on the Marine Railway & little did she resemble a vessel intended for Polar regions with all Navy towing equipment, guns etc. Vessel's hull was in fine condition, and rounded as the underwater portion was, she appeared to roll heavily in rough seas. My greatest problem confronting me was the financial setup. - Luckily, the NANA advanced another \$5,000.

The personnel problem by the end of Dec. was well settled, I had a total of 19 men lined up, and scores of applications were on hand to select additional or replacement in any capacity. Mr. Clary, Wood and Smith went to Beaumont 12 Dec. in order to receive shipments and to arrange for ship's parts and equipment which were to be furnished by the Navy. Swadell, Gutenko and Schlosser were at Beaumont by the 26th of Dec. and Darlington, Terrell (whom I later had to send home) Robertson,

equipment started to arrive at the Yard on 1 Dec., and on the 12th of Dec. the vessel (ATA 25) was moved from Orange, TEXAS, over to the Shipyard at Beaumont. I visited the yard on 15 Dec. She was then on the Marine Railway & little did she resemble a vessel intended for Polar regions with all Navy Towing equipment, gears etc. Vessel hull was in fine condition, and rounded as the underwater portion was, she appeared to roll heavily in rough seas. My greatest problem confronting me was the financial setup. - Luckily, the NANA advanced another \$5,000.

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who had gone up to Wonalancet and taken over 32 dogs. He was a very good sport and travelled for a week with these dogs in a freight car. - when he arrived at Beaumont he still was in a good spirit.

Through Col. Outwater & Jimmy Clark, the Beaumont Chamber of Commerce agreed to sponsor a drive to raise \$ for the Expedition. Mrs. W.W. Ward, the Editor of Beaumont Journal was the driving power in the drive. From notices, I understand that approx \$5,000 was collected. Prior to sailing various stunts were made to raise \$. Luntz & I spoke to all types of Clubs - schools etc. We had exhibits in City Hall coupled with lectures, and the newspapers had stories - pictures on the front page every day. The Mutual Broadcasting Systems representative Mr. Raftus, from Port Arthur started to make arrangements for a nation-wide hookup covering the departure, which had been scheduled for 25 Jan. Why were we so late in getting started? -

Yes, because the Navy Dept could not make up their minds on what to furnish the vessel. The Public Law of '49 stated specifically that: There shall be furnished a vessel in normal operating condition with normal equipment, etc. for the purpose of exploration etc. - In spite of that, I could not obtain from the Navy a loan over which on a loan basis. Therefore, through the O.N.R. was I able to secure these essential items. A ruling within the Navy Dept. permits any branch of the Service, to transfer equipment, without transfer of funds. The ONR who has supported me all through the organization period here also came to my aid. They borrowed that equipment from Buships, and in turn sent it over to me on a loan basis. These items were

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through the organization period here also came to my aid.
They borrowed that equipment from Buships, and in turn
sent it over to me on a loan basis. These items were
regularly shipped from Clearfield, Utah and Charleston S.C.
Naval Shipyard on the 18th of Dec. They were ordered
shipped Railway Express. Still the beams did not arrive
at Beaumont until 14 Jan., and the winch, after numerous

telephone calls to Bishop, by air express, arrived the day before sailing. - Still when the boom arrived, they were not the size that I ordered - 4 tons - no - they were 10 tons and 3 times heavier than the boom originally installed on this vessel, and which was removed because it was too heavy. That's what we call Government boom-dogging. -

It was therefore necessary to pay the workmen double pay in order to depart on the day set. Apropos pays and wages the shipyard charged me for mechanics \$3⁴² an hour, and for labor \$2³⁰. Overtime went double those figures. Still - the yard was supposed to charge me cast prices, - and labor cost was: Mechanics \$1³⁸ - Labor \$⁹³ an hour.

No wonder that my bill came up to \$10,000 before leaving. 5 grown up dogs, and 5 puppies I purchased at Walla Walla Wash. They were all in excellent condition upon arrival, so were also Dick Moulton's dogs with the exception of one. - He was sick when loaded on the train in New Hampshire, the intestine was protruding and ^{he} died the 2nd day at Beaumont. - The Veterinarian states that the dogs condition was more than a week old. The dogs received were an unusual poor lot, as Dick Moulton had collected from everywhere around the New England states. The dogs I originally was to have had been snapped up by the Navy Task Force group (Admiral Byrd) who had offered D.M. more than twice the amount I was to pay for them. That was another field in which he co-operated with me. - The funny part is that the cooperation as he sees it, works only one way.

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On 13 Jan. I receive a telegram from the Coast. Div. of the
Navy that the arrangements I had made for the insurance
of the vessel was not acceptable to the Navy, and re-
quested in a phone conversation the same day, that I
get to Wash. as soon as possible - For if the insur-

since does not get straightened out, the expedition can
not sail - & fly up to Wash. and arrived there on Tues-
day morn. of the 14th. A conference was called at the Navy
Dept. between representatives of the Sec. Office and C.N.R.
On Tuesday morn. Col. Keville, Col. _____ Capt. Jaspit & self
attended a prearranged conference with Adm. Smith and the
4 Commissioners of the Coast Guard. & it was the most
discouraging meeting I have ever attended. A Mr. Millen
from Misouin was most opposing - and would not have
anything to do with any insurance of ^a vessel which was
owned by the Navy. ~~At the~~ On the recommendation of the
Navy's insurance section we were trying to get Maritime
Commission to insure the vessel. After the N.C. meeting broke
up, one of the Commissioners suggested that we getting letters
from the respective Chairmans of the House and Senate
Naval Affairs Committees. On this lead I started to work
on the Hill, and through the good advice and help of
Mr. Combs I had the letters in my pocket when on Tuesday
afternoon the 19th of Jan. presented these letters to the Sec.
of the Commissioners. ~~Meanwhile~~ Mr. Combs had on
the phone, contacted Mr. Millen (one of the Commissioners)
who now was 100% for insuring the vessel. Having waited
in the Secretary's Office for about 14 minutes, the Secretary
came out and informed the insurance head that the C-
had approved writing total insurance for \$1500, in the a-
mount of \$30,000. - All my worries were over for the time
being at least. A check was immediately deposited, and when
the policy the following day was brought over to the Navy
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be correct and in down draft, once skimmed the
traps by 50 ft. - "Never travel Eastern Airlines again" was
the slogan.

At Beaumont everything was progressing. * All hands were
there by this time as our sailing date had been set for
25 Jan. and I wanted do everything to ensure departure
at 1100. * As it turned out - we were sailing down the
river for Port Arthur at 3 P.M. * Lectures and lectures
in the evening kept me pretty busy before sailing. A
number of local broadcasts were also made. The
drive for funds, headed by Mr. Ward - De Kunk and
others had not been successful * Approx. 4,500 had
been received total. The Broadcast from the vessel
started at 9 A.M. on the morning of sailing, and the
national hookup over Mutual was scheduled for 10³⁰ - 11.

A number of friends accompanied us
to Port Arthur. - and here we took on fuel-oil. -
Leaving at 5 P.M., and only a few miles out, the steering
engine broke down, so we had to drop the anchor. -
Mr. Swadlow went ashore with the Pilot and arranged
to have parts flown to Panama. - They never arrived. -
Repairs were made, and we got underway the next
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Arrived at Christobal entrance to the Canal, and on
the same day went through the Canal. Lavoites & Adams
was on their way to join us from Kelly Field * They
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We had through General Spatz obtained a replacement
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in the evening kept me pretty busy before sailing. A number of local broadcasts were also made. The drive for funds, headed by Mr. Ward - De Kunk and others had not been successful & approx. 4,500 had been received total. The Broadcast from the vessel started at 9 A.M. on the morning of sailing, and the national hookup over Mutual was scheduled for 10³⁰ - 11⁰⁰.

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A chapter on the loading of plane at Beaumont.

Describe planes flown from Kelly Field, wings
taken off & transported to yard & two planes on-
board - Sech to wait till Dickinson returned
from field. Crane foreman insisted he had per-
mission from D. to take plane on board. He
did against my orders & plane crashed
upside down. etc - lifting lugs broke -

Describe dogs how they weakened on
trip from Beaumont to Panama. - and
5 puppies died etc. - Distemper.

March 8th 1944

Here we are sailing through Magdalena Canal
south toward the open sea and southward.
Our stop at Valparaiso lasted 5 days. - Usual
procedure - took on fuel oil - 2 men in jail -
Am. Consul helpful - Peterson accepting material he
ordered for personal use, refused to pay Consul
for his authority - 360 pesos. - Grace line official
Mr. R. B. Rabe most helpful in clearing through
customs - port Captains Office - Vaccine for dogs
and spare parts for steering engine still not
received at Valpo. - Was supposed to come in
night before departure - Could not wait longer.
2 El Pacos came aboard from Zoo in Santiago -
and 1,000 kilos hay - 1,000 kilos oat. - They do not
look worthy of taking along. - Arranged for
Pilot, Comdr. Paul Torres, Chilean Navy, Retired, to
take us through the inland passage to Punta Arenas.

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we will do. An exciting personality who used hands at the same rate of speed as the mouth. - Took with us here a Chilean boy, Gonzalo from Vina del Mar who will act as Mess Cook and be of personal service throughout the whole expedition. His father and stepmother came onboard night before departure and signed papers releasing me from all responsibility. Next morning papers were signed at the Port Capt's Office to go to Punta Arenas if his services should not be desired further. - He proved Ok. and is going along the whole distance. -

Another person - Swadell proved to be a perpetual thief. we caught him with 2 Cases of Cigarettes, a typewriter and a Dictaphone. - He evidently wanted to dispose of those items at Valpo. - I reported the facts to the Am. Consul - but to let him go, I would have to deposit \$600. for his transportation home. - That was out of the question. - Mr. Rabe and Mrs. Mundy of Grace have finally offered to have him sign on as an ailer on one of their ships S/s Santa Cecilia, headed for New York. - He took job as ailer, and I therefore promised not to prefer charges against him.

Our stay at Punta Arenas was to last 2 days. Through the kindness of the Port Captain, we were allowed to use our own boat in going to shore. Comdr. Torris was of immeasurable help to us, and we were given permission to go through the Magdalena Channel without Pilot. At Punta

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and we were given permission to go through the
Mazdalena Channel without Pilot. At Punta
Arenas we received invitation to cocktail party at the
Naval Commandant's residence.

At the suggestion of Comdr. Torres, we wired
InterOceanica to have fresh water and bread

for us. Their charges were terrific. Agents fee 1500.
Tug to vessel 100 yards off 750 before 5 P.M. - (100
after 5 P.M. - Tug fee amounted to 6000. —

Just an "emergency" stop to leave pilot
We had smooth fine weather from Magdalena
Canal and southward. Obtained star-fixes at night,
and did not meet fog before the 10th. Radar
worked perfect, and we soon had Adelaide
Island, Alex. Islands on the screen. (Radar)

The course was set in a southerly direction towards
Cape Nicholas in the hope of finding open water to-
wards K. G. VI Sound. We got south to $67^{\circ}30'S$.
and saw large icebergs looming ahead of us.
Therefore steamed on course $70^{\circ}T$. Towards Veng
Fjord where we arrived around 3 P.M. on 3/12. —

Had no difficulty steaming through the large
bergs partly blocking the passage on the eastern
side of Veng Island. Came to anchor in the
light facing north-west. 5 of us went ashore,
and were greeted by Major Butler, the British
representative there. — Jackie's remarks. —
and all about conditions as we found them. —

Got busy cleaning up the camp and made it
ready for occupancy. —

On 13th March at 2 P.M. the vessel changed anchorage
and steamed through the narrow strait between Rugin
Island and Stenington. — That night before we landed
the Am. flag on our flagpole where it was taken
down 6 years before. — It was in uncharted

Island, Alex. Island on the screen. (Radar)

The course was set in a southerly direction towards Cape Nicholas in the hope of finding open water to work K. G. VI Sound. We got south to $67^{\circ}38'S$. and saw large icebergs looming ahead of us. Therefore steered on course $70^{\circ}T$. Towards Veng Fjord where we arrived around 3 P.M. on 3/12. -

Had no difficulty steaming through the large bergs partly blocking the passage on the eastern side of Veng Island. Came to anchor in the night facing northwest. 5 of us went ashore, and were greeted by Major Butler, the British representative there. - Jackies remarks. - and all about conditions as we found them. -

Got busy clearing up the camp and made it ready for occupancy. -

On 13th March at 2 P.M. the vessel changed anchorage and steamed through the narrow strait between Penguin Island and Stonington. - That night before we lowered the Am. flag on our flagpole where it was taken down 6 years before. - It was in uncharted waters that the vessel steamed, toward the place I had selected as best final anchorage for the freeze-in. We were able to make the vessel secure to the beach with a steam line and one

under way. Orders were sent to the beach and camp and
inspected the buildings and the vandalism the Chileans had
created. Started to clean out the camp. It was a mess.

(See Nana despatches sent in by Jackie.)

The L-5 was moved ashore - and a test flight made.
Functioned perfect. Bill Hatady flew on (Darlington)
the 19th of March south, came back, 20th secured
for sea and strong winds blowing, 21st found out that
the coil (Port side coil) on the steering engine had burned
out, and Messager-Aidans did an excellent job in getting it
in running order again. We had moved back to the inner
tide and anchored. Were first at fig. 4 mountain, and when
we did go in to the inner light, we steered by remote
control. Smith was at the engine aft, while I stayed at
the phone in the wheel house. Rudder responded excellently.

On the 22nd in the morning at 5 AM. I was awakened and
told that the engine was in good order, and gave instructions
to look for an exploration cruise south in Marguerite Bay.
Left anchorage at 8³⁰ in the morning and steamed into
Nery Fjord, and found safe passage close to Nery Island.
Only a couple of hundred yards off the island was a
number of reefs just in the water-line, extremely dangerous
to navigation. Fathometer readings were taken and we
cleared a shallow bank with few fathoms to spare.
They were marked on our chart. Coming into Stonington,
we went on the other side of the island (north) and had
no less than 14 fathoms.

The weather when going south to King George V Sound
was excellent, hardly any wind, and only occasional

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The weather when going south to King George V Sound was excellent, hardly any wind, and only occasional ice-burys were seen. Took bearing continuously as we went by Terra Firma Island, Mushroom Island and Cape Resteaus, and had generally good fixes as we went along. Depths varied between 200 and 80 fathoms.

In latitude $69^{\circ}10'$ Long — we came upon a group of islands not previously charted. They stretched in a line north-westerly with two distinct islands to the southwest from the other group. We were about 2 miles off. They seemed to be 100ft in height these snowcovered once with rock exposures facing us from the east. The lower islands - 4 of them were bare, and the swells washed up on the rocky shores. Their sizes varied, the largest once being a mile and half in length - others were just reefs.

As we passed Cape Beaufort, icebergs became more numerous and we were at times passing through tight brash-ice. She was at the Command, and did a good job in selecting keeping to the east as the movement of the ice came from south east, thereby slackening the pack ice which got heavier further south we went. We had Mount Edgehill bearing 164° . It may be misunderstood by me which peak is Mt. Edgell. I chose the second one from the west, snowcovered and highest from our position. Through narrow openings between bergs we were going forward nearer to what we estimated being Cape Jeremy. A sharp vertical ice cape which terminated the cape by which we would have to pass in order to get in to the unloading place selected from the plane flights. Our passages appeared to be more and more narrowed - closing in on us with less open water. In a small lake amidst these ^{Tabular} huge bergs, many of which were also glaciers formed we came to a stop - drifting. -

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ice had broken up cape forming since the mountains
were not straight down to the water. There was no
ice-ting. It further was assumed that the Sound
itself had broken up far in, judging from the amount
of bergs blocking the whole entrance as far as could
be seen towards Alex. I Island. We were generally
headed for Russian Hut's - (8500ft.). Something undoubt-
edly is blocking the free passage of these icebergs
into Marguerite Bay - the wind having for days blown
from the south east. The Douglas Mountain Chain is
I believe, the most impressive one I have seen in
the Antarctic. The steep regular slopes coming down
from the height of 8500 to the waterline with rifts -
forming valleys, partially covered with snow.

Later - In zigzagging between ice bergs we hit
upon a number of islands - described more fully
in WANA despatch. Lately who had flown over this
area was unable to recognize any of the features so he
was of small value to us in directing our course. He
could recognize, however, two small sugar shaped
snowcovered mounts, and believed that our landing
place would be around the first one ahead. Time
was now around 5 P.M. - it would soon be getting
dark - temperature was 30°F., ice walls all around
us. I doubted the possibility of getting through. - It
was therefore essential that I ordered the vessel north
and back to base. We were now steering further
westward towards the middle of the Bay, and this
assumption that the pack gets heavier further west,

into Marguerite Bay - the wind having for days blown from the south-east. The Douglas Mountain Chain is I believe, the most impressive one I have seen in the Antarctic. The steep regular slopes coming down from the height of 8500 to the waterline with rifts - forming valleys, partially covered with snow.

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The ice wide out for another 5 miles get into a small lead which led into a narrower belt of ice taking us into a still larger opening before getting into the open water where the huge icebergs were majestically floating. By this time 7 P.M. it was getting dark, course set for very fjord with reduced speed. Later on we stopped completely for the night, having sea watch on the bridge with search light being on the look out for icebergs. Also look out for the islands which we had also passed.

At daybreak about 5 A.M. we got underway again, and at 7 A.M. passed the uncharted islands we had seen on the way south. At 11 A.M. we were off Red Rock Ridge and passing through the same narrow passage, we came to anchor at 11.45 in the Back Bay. Darlington and Robertson had stayed at the base during our absence as it was intended Henry would fly down should we get stuck, and guide us out. This did not become necessary.

The beach party went ashore in the afternoon and worked until usual time - on 23 March.

There seems to be much unrest amongst the personnel with much bitching about things as they are run. I can trace the trouble down to a few persons who are disloyal. - Furthermore, those, or some of those I have appointed to represent me, are not doing their jobs - Instead of representing me, as part of the administration, they are bitching and starting rumors right along with the men. In doing so, they do not have

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The Governor of Falkland Islands etc. which can be taken out from NANA reports. - Human interest stuff, etc - getting seals on high mountains and

King Island by Larsen and Adams. See logs
going and coming into an small sheltered bay
brash ice filling it up as a current carries
it in to our base. Strong winds - at anchor -
winds coming from southeast - boats getting
bad treatment on the beach for brash ice and
rocks. - Weasel going ashore, falling in water -
plate not in place to make watertight, sinks in
spite of my warning, blasting camp T.V.T. -
Harry getting Weasel out to ship again - Hassager
doing a 24 hours job in repairing Weasel - Evaporator
being taken apart when we have no water, - melting
ice with Army Cans, Heat off on ship - everybody
freezing - 4 day blizzard 30 mile wind - 60
m. gusts etc - British leaving - too
short periods for days - Bringing British ships
these are only some of the things which happen
on an expedition. 7 men at Base fixing up things.
Time is now 7 April. -

Time is now 9 April - The first time for 8 days,
the weather has been such that we could lower a
boat over the side and get to shore. - It has been
blowing continuously with wind gusts up to 60 mph.
The anchorage we now have is the best with good
holding ground - total we have drifted about 1/2 mile.
A roar can be heard from the glaciers close by
as chunks break off and splash down in the water.
Coming ashore yesterday, much work has been accomplish-
ed. Tides gauge has been in place and Thompson will

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freezing - 4 day blizzard. Ice will come - 65
m. gusts etc - British leaving - No
shore parties for days - Bringing British ships.
These are only some of the things which happen
on an expedition. 7 men at Base fixing up things.
Time is now 4 April. -

Time is now 9 April - The first time for 5 days,
the weather has been such that we could lower a
boat over the side and get to shore. - It has been
blowing continuously with wind gusts up to 65 mph.
The anchorage we now have is the best with good
holding ground - total we have drifted about 1/2 mile.
A roar can be heard from the glaciers close by
as chunks break off and splash down in the water.
Coming ashore yesterday, much work has been accom-
plished. Tidal gauge house in place and Thompson will
be ready in a few days to take regular observations.
He selected a good place, chopped a hole through
8 ft. of solid blue ice which was an 8 ft. overhang.
Unfortunately he and Fiske, his helper, cut upon

a rock boulder 3 ft across, which has to be removed so that he can get a minimum of 42" water over the pipe at low tide. It will be interesting to see what the tide is in this region. Previous exp. recorded 3 1/2 to 5 ft. tide. In a meeting last night, I announced that names had been selected for the Beach- and Troseman planes - Ed Swerney, and NANA. - As to naming of vessels, I left that up to the men themselves - but there did not seem to be any interest what their names would be. - So I'll let it go at that.

In order to stimulate interest, I mentioned about Board of Geog. names, and said that if - and when - we find features worth - while, I would recommend naming them as suggested by them - for the men to submit to me one name each only. It is snowing tonight light fine - hope it will not be too heavy. - The water situation onboard has been bad for the last two weeks. - Adams, Harsage, Lassiter, & Wood have been outstanding in providing us with water sufficiently for all hands. - We were one day down to 0 gallons, not even enough to make soup. - By collecting ice growlers from alongside and melting in the two army heaters it has filled our needs. - None has had a bath for 2 weeks. -

Time 10 April: - The first freeze of the seawater occurred this afternoon. The mirror like water had a thin cover of ice as the temperature stood at 26° F. It was 100 to calm, not a ripple on the surface, and all the icebergs seemed to have come to a standstill, as they lazily were laying to. Lots of drift-ice in Back Bay where we are anchored. Went ashore looking for space on the beach where we could drive

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after another 6 months when some of the boys are eating
no less than 10 bars a day. I insisted that they
may as well keep on eating as long as we have candy, since
7,000 # should last us a long time. He had opposite opinion.
So I asked him if he would take charge of the rationing
and custody of the Candy. This he accepted heartily.
At lunch I learned that he had appointed Georgie
as his assistant who was busily sorting and taking
an inventory of all candy. - 7,000 pounds. - Georgie
again had appointed 3 deputies to help him, all
of them being the greatest candy eaters in the
whole outfit. - The way one man said is
following the old game, - "passing the buck" -
even when it comes to Candy. - He like to
have candy issued at monies etc, and at spe-
cial prices etc. which is a good idea. -
Gutinks prefer not to have anything to do
with Candy Situation. -

The completion of camp is progressing fine. -
Machine shop well fixed up. - Break-house
almost completed. - Dogs looks fine - what
we need most of all is sealmeat for dogs.
Thompson has his tidal gauge set up in a
small hut at the ice edge in the inner bay.
He has a steel tube down through the ice cap
14 ft. in length 1 1/2" dia., and he should be able
to start take readings some time tomorrow. -
The Dory left over from last exp. is now on the
ship to be fixed up. -

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April 11th This was the most perfect day yet from the standpoint of weather, as we awoke this morning with a brilliant clear sky, and the sun was out in full force. - The long delayed flight

To King George V Sound is too ice conditions over in
the hope of getting south once more. - The got ashore
before 4 AM, and plane was finally ready to take off at 12³⁰.
The long delay was caused by ice forming over the whole
plane - a thin sheet since the night had been on the
rainy side. We had perfect radio contact with the plane,
practically during the whole flight. Voice reception, how-
ever stopped when plane was at Cape Northway. We heard
plane at various times. They landed 2 1/4 hours later.
There was heavy ice in the sound around Cape Johnson,
- a belt of approx 12 miles. Then came open water
for 10 miles which was followed again by bay ice
until this again came up to the sound shelf ice
at approx. latitude 70° N. From this observation,
no landing site could be seen. The suggestion was
we go into the bay ice, and deposit our provisions
there - This is too risky as it may get lost in that
the bay ice may break up and drift out to sea. -
Conditions has changed unaidably since our last
trip south. In view of unfavorable conditions,
the vessels journey south is definitely off.

April 12. - Had a flight this morning to the Traffic
Circle 50 miles down the peninsula - Was in the
air 2 1/4 hours. - See Nana report. - Could not see
depot cache left on the high trough in 1941 on
28 Jan. - We were too high. - Have slim hopes of
getting through this way with USAC, but we will
make a closer study on the ground. Nichols &
Dodson got off this morning for two 1/2 days 3 days

plane at various times. They landed 2 1/4 hours later. There was heavy ice in the sound around Cape George, - a belt of approx 12 miles. Then came open water for 10 miles which was followed again by bay ice until this again came up to the sound shelf-ice at approx. latitude 70° N. From these observations, no landing site could be seen. The suggestion that we go into the bay ice, and deposit our provisions there - This is too risky as it may get lost in that the bay ice may break up and drift out to sea. - Conditions has changed considerably since our last trip south. In view of unfavorable conditions, the vessels journey south is definitely off.

April 12. - Had a flight this morning to the Traffic Circle 50 miles down the peninsula - Was in the air 2 1/4 hours. - See Nana report. - Could not see depot cache left on the high trough in 1941 on 28 Jun. - We were too high. - Have this hope of getting through this way with us as it; but we will make a closer study on the ground. Nichols & Dodson got off this morning for two or three days 3 days geological studies on King Island. They were much enthusiastic about the field trip. Had a radio schedule with them tonight - they were happy. -

April 13 Another bright day; but no working party

ashore due to brash ice along the shore. The ice was heavy all around the island when we returned to ship at 5 P.M. It took 7 of us 45 minutes to get out to the ship then and it was a slow tedious job. It had frozen over during the day, and formed pancake ice. The temperature during the day was around 12°F above. —

Our boats were in a sad shape from the rough treatment received on the beaches. There were leakage in seams and plain holes through the wood. Smith, Owen, Pete & W. Lean working boats.

The seal situation is critical in that we have only 5 seals in camp. Hassiter & Adams seem to be the best hunters in camp — they brought back 5 seals from Henry when returning from trip with Nichols. We have the British 5 seals. — The British got their single engine plane in the air today from the glacier, and now I see of it, and think of it, more damn it is that we came 7,000 miles to find Peritule. Having taken our island over. Latady got an aerial picture of the two camps today with U.S.A and British flags waving from masts on the same island. — Icebergs are falling off the glaciers — day and night. — We notice it by the great rolling of the ship when bergs fall in the water, causing a flood wave. —

April 15th. — A party finally made it in to the beach today in the dory. x The brash ice had drifted away with the stream of ice, but a wall was

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the wood. Smith, Owen, Pete & W. Lean working boats.

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glacier - day and night. - We notice it by the
great rolling of the ship when bergs fall in the
water, causing a flood wave. -

April 15th. - A party finally made it in to the beach
today in the dory. x The brash-ice had drifted away
with the change of wind but a swell was heavy x
at camp the Tidal Gauge has been working since the
13th of April in full operation x The Adams passed
over to Henry Island and picked up Nichols and

Todson x They were enthralled about their stay over there, and had made valuable finds in geology. He stated today at the beach, Nichols, that he has at least 30 type-written pages on geology covering this immediate area. And wants Jackie to type up for him when she gets ashore, for having an copy turned over to Office of Naval Research. Peterson moved in to the beach today - to stay. x

April 20 - Continued to bring radio equipment to the beach on the 17th, as the Weasel was finally successfully landed by Hassage. - A smooth place was selected close to the camp, and motor-boat towing the Weasel close to, she climbed to the ice without difficulty. I have given Fiske the job to drive the Weasel. He is fully responsible for its operation. Weasel came to do much work the first day. Hauled coal from the beach, dragged heavy equipment ashore from motor-boat etc. and everybody pleased with its performance. Through the fine work of Hassage do we have that snowmobile running today. - The heavy transmitter was pulled ashore and right up to the science building. On the 18th of April additional equipment went ashore, in the motor-boat. -

On April 17th I called To-beary into my room and had a talk with him in regard various activities he was responsible for. - First of all. - I brought up explanation why there are so guns and ammunition still floating around the vessel not delivered to him. Also why

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On April 17th I called Mr. Leary into my room and had a talk with him in regard various activities he was responsible for. - First of all - I brought up explanation why there are so many guns and ammunition still floating around the vessel not delivered to him. Also why is not the gun locker locked. - It has been open for days without him letting the Captain know. Why did he not report store room being broken into and chickens running

house all over town deck" - Also why is
that every morning piling up "E" ration cans
in the pantry. - He as night security watch
should look into things of this nature. - His
only comment was that he could not be all
over the vessel at the same time, when he
fully realized that I was aware the fact
that none other than he and Wood were
rooming around the vessel at night. - Finally
I brought up the question of his loyalty to me and
to the expedition, and his continuous sarcastic re-
marks on various subjects. It got into a long
discussion - where he had excuses and reasons,
as far as he said it, for doing what he thought
was correct. - They were all matters of no con-
cern to him, as he is just one of the mates on
the vessel. He had even gone so far as to
call a meeting of all hands, some kind of a
mutiny to more or less take control of the
expedition's running. He had even asked Harry
to join him in this maneuver, which Harry as
3rd in Command had refused to participate in.
McHenry's main objections were that poor judg-
ment was shown when the plane was crashed
in Beaumont, - vessel went in the water and
sank, - a dog died - and rumor about Jerry
- Latady etc. - all of which had no concern
to him as being one of the ships mates. The
reason for the above bitter items I took time

rooming around the vessel at night. - Finally I brought up the question of his loyalty to me and to the expedition, and his continuous sarcastic remarks on various subjects. It got into a long discussion - where he had excuses and reasons, as far as he said it, for doing what he thought was correct. - They were all matters of no concern to him, as he is just one of the mates on the vessel. He had even gone so far as to call a meeting of all hands, some kind of a mutiny to more or less take control of the expedition's running. He had even asked Harry to join him in this maneuver, which Harry as 3rd in Command had refused to participate in. McHenry's main objections were that poor judgment was shown when the plane was crashed in Beaumont, - vessel went in the water and sank, - a dog died - and rumor about Jerry - Latady etc. - all of which had no concern to him as being one of the ship's mates. The reason for the above listed items I took time out to explain to him, where the responsibility was etc. - He was also let know the full story what happened the night when the Trepansey had first onboard, what poor

judgment. He had shown in not letting us know that a fire was going on there. - Staying away from the vessel on which he had watch, from 11³⁰ PM to 5 AM. - when his sole duty that evening was to go with Adams in to the beach and pick up Jorg and Jenny. - In closing my talk with him, I requested loyalty to me and to the Expedition. - In giving him the key to the padlock I had placed on the gun-locker, he refused to have anything to do with that any more. - I gave the key to the Captain for him to order McEay take charge of the Gun-locker. -

April 19th. - The barometer had been climbing the last couple of days, and from early morning this looked to be a perfect day for making the trip over to Neuy Fjord - Radio was not complete enough as yet for installation. We went without, although it had expressed desire to try out the trail set from a previous expedition. See Notes. -

April 20 - It was blowing a strong wind from S.W. the whole day. In the early morning, the C.G. boat had taken in over the side enough water to sink. -

The whole gang worked on getting the boat straight for many hours. - The motorboat lost the propeller. Lucky we were not to be in Neuy Fjord when this happened. -

April 21st - Went to the beach today, first time for four days. - It is getting colder. - Learned that the base personnel of 7 had accepted invitation

Expedition. - On giving him the key to the padlock I had placed on the gun-locker, he refused to have anything to do with that any more. - I gave the key to the Captain for him to order McEay take charge of the Gun-locker. -

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The whole gang worked on getting the boat straight for many hours. - The motorboat lost the propeller. Lucky we were not to be in Nemy Fjord when this happened. -

April 21st Went to the beach today, first time for four days. - It is getting colder. - Learned that the base personnel of 7 had accepted invitation and gone to dinner at the British Camp. - This is against my orders. I shall therefore contact Major Butler, so we can work out a working agreement. I do not want to have to look around for

the personnel at our base, and find them getting gos-
siping at the British Camp. - To avoid "Familiarity breeds
Contempt" - and we will stay on friendly - cooperative footing
with the British base too. - Just passed the screen window
in my building today. - It feels light and open. -

Harry & Lady came on board for supper tonight, and I am
afraid they will have to stay for a number of days since
it has started blowing.

22 April - As expected last night a 30 m. wind is
blowing so no boat party can get in to the beach.

Immoored on the ship with 7 men on beach - no one to
supervise their activities - Made a mistake in telling
Lady and Harry both go to the ship at the same time
as the crowd in on the beach will not cooperate in completion
of camp. Harvage stayed on the beach tonight to help
Robertson with the generators. They should be in operation soon,
since we are not so supplied to run the diesels on anything
else but diesel oil - of which I have 33 drums. Galvanize

73 drums are for the Weavers only. I made up a note
tonight to the, for him to notify Wood to prepare men
in to the beach to cooperate or participate in base camp activities.
I in particular wish to break up the continuous bitching at
night between M.E.C. and Wood. - They spend night after night
either on the bridge or in the mess hall with an oppressive
late hours, complaining, etc. instead of staying their
watches in eng. room and deck respectively. - Harvage &
Adams will do all maintenance work in all in day
day and night watches in the engine room. - At 0800
this morning the said on and expressed his opinion that
Harvage should stay in base base usual to complete these

22 April - As expected last night a 30 m. wind is blowing so no boat party can get in to the beach. Improved on the ship with 7 men on beach - no one to supervise their activities - Made a mistake in letting Lately and Hurry both go to the ship at the same time as the crowd in on the beach will not cooperate in completion of camp. Harsage stayed on the beach tonight to help Robertson with the generators. They should be in operation soon, since we are not so supplied to run the diesels on anything else but diesel oil - of which I have 33 drums. Galvesline 73 Octane are for the wearers only. I made up a note tonight to the, for him to notify Wood to prepare morning in to the beach to cooperate or participate in base camp activities. I in particular wish to break up the continuous bickering at night between M.E.C. and Wood. - They spend night after night either on the bridge or in the mess hall with an appreciation late listeners, complaining, etc. instead of staying their watches in eng. room and deck respectively. - Harsage & Adams will do all maintenance work as well as stay day and night watches in the engine room. - At 8 AM this morning the saw me and expressed his opinion that Harsage should stay in, here long enough to complete these diesels, and wait sending Wood to the beach. Since it is blowing today, and Wood therefore unable to get to the beach I delayed giving him the note of instructions.

182 & 201 came into a settlement again this morn.
in amount not 500. resident at Enderbunnet, which
is not his business. - He is so aggressive in his argu-
ments and has created such a generally bad feeling
that I may have to stop him before long. - In on the
beach they object to his getting into arguments and dis-
cussions others may have - and generally makes himself
unpopular. He is loyal as the day is long.

2 May | - Today a strong blow from northwest, and drifts start to
form around the buildings. Did not get over for break-
fast due to winds reaching 65-70 mph. Generally
the feeling in Camp is now very good. I'm sure it
will still improve as soon as the remaining fellows
Mr. Hassager Adams, Kelsey move over from
the ship. Since my last entry, much has
happened. Harry's rebellious attitude on board
ship when we were still there, is still not to
so easily forgotten. He wants to be the big boy,
so he had to go down a couple of notches. -
He is now O.K. - The aviation group still has
much room for improvement. Jimmy usually
turn to at 10³⁰ AM. when others prepare for
lunch. - Lassiter and Adams have been kept
too much away from aviation, and I do
want them to participate fully. They are
both swell fellows. Asking Mr. had his
health was a couple of days ago he started
shooting questions again. It ended - "flying -
that's what I came down here for." -

23 May | - Today a strong blast from north-west, and drifts start to form around the buildings. Did not get over for breakfast due to winds reaching 65-70 mph. Generally the feeling in Camp is now very good. I'm sure it will still improve as soon as the remaining fellows Mr. Hassage, Adams, Kelsey move out from the ship. Since my last entry, much has happened. Harry's rebellious attitude on board ship when we were still there, is still not to so easily forgotten. He wants to be the big boy, so he had to go down a couple of notches. - He is now O.K. - The aviation group still has much room for improvement. Jimmy usually turn to at 10³⁰ AM. when others prepare for lunch. - Lassiter and Adams have been kept too much away from aviation, and I do want them to participate fully. They are both swell fellows. Asking Mr. how his health was a couple of days ago he started shouting "gawstain" again. It ended - "flying - that's what I came down here for." - He did not. - He came as Captain of the ship. M.C. walking backward over the cliff was another indication that he is not suited for the trail. With the numerous warnings

at the measurable and placing red flags all along the cliff should sink in some time. I have given strict orders not to walk to aviation cache without skis - some of them still do so. -

Peterson has done an excellent job with the Antenna masts. They are almost completed.

W^h. & Fisk & Smith's help was very good. -

24 May. - Yesterday we started to bring in the last of the food; but unfortunately, the ice surface was too soft and slushy. The one dogteam we had working made out fairly well. They need much more training, and Owen & Dodson & W^h. are coming along fine. Today they had 2-7 dog teams. It took them too long to get started. 2½ hours to hook up 2-7 dog teams. They still do not have a lead-dog. -

Gave the British boys 6-100# of dogfood which I had promised Butler, to try out. Their 7 eskimo dogs did no better than ours, and their long trace hitch is of no advantage as the dogs continuously wants to fight. Dogs ahead can with their hook-up run and fight dogs behind them. and their pulling power was not too good. They must undoubtedly do better on the trail.

The bay ice is still dangerous, as some of the boys have fallen through up to their waist. The first ice that formed caused to be slushy when snow covered the top. It

of the food; but unfortunately, the ice surface was too soft and slushy. The one dog team we had working made out fairly well. They need much more training, and Ewen & Polden & W. H. are coming along fine. Today there had 2-7 dog teams. It took them too long to get started. 2½ hours to hook up 2-7 dog teams. They still do not have a lead-dog. Gave the British boys 6-100# of dog food which I had promised Butler to try out. Their 7 eskimo dogs did no better than ours, and their long trace hitch is of no advantage as the dogs continuously wants to fight. Dogs ahead can with their hook-up run and fight dogs behind them, and their pulling power was not too good. They must undoubtedly do better on the trail. The bay ice is still dangerous, as some of the boys have fallen through up to their waist. The first ice that formed caused to be slushy when snow covered the top. It has now crust upward so the total thickness of 14" consist of solid slush. I do not see how we can get south with the tractor unless the ice gets much thicker. The problem

of sea-bats is another point which must be considered before making the sea-journey. I have also been considering weights, and to the small mileage of 1 m.p.g., we can not take as payload sufficient gas to go to Operations Base.

One day last week, we had Butler, Thompson, and 3 others over for a cup of coffee in the afternoon. This was at the request of Harry, who has been of the opinion that we can have all the dogs we need from the British. Well, nothing has been said to me about that situation, and if I know the British people correct, I'm sure they want plenty in return. A couple of days later, Harry told me that Thompson and others had been invited by him to visit the ship, and that they (all the British) were much against me for not cooperating with them. - This came as a surprise to me, who offered them all the cooperation they wanted, to the extent of helping them with plane flights, and giving them dog-food. After my conversation with Harry that day I informed him that from now on, all contact with the British shall be done by me alone, and that his talks with them must stop. - He promised not to contact them again. That suits me fine. We have had the British over here or on the ship many times; but still, I have not had

all the dogs we need from the British. Well, nothing has been said to me about that situation, and if I know the British people correct, I'm sure they want plenty in return. A couple of days later, Harry told me that Thompson and others had been invited by him to visit the ship, and that they (all the British) were much against me for not cooperating with them. - This came as a surprise to me, who offered them all the cooperation they wanted, to the extent of helping them with plane flights, and giving them dog food. After my conversation with Harry that day I informed him that from now on, all contact with the British shall be done by me alone, and that his talks with them must stop. - He promised not to contact them again. That suits me fine. We have had the British over here on the ship many times; but still, I have not had a single invitation to their camp since the first days we were unloading. The generators are still not working, and all hopes must. Chuck Hassage has worked on the

large desert are given up. Last night was the last time Kelley tried from the ship. His transmitter blew up, but I hope it can be fixed by the time we are going back. He has been trying from the ship for two weeks but no success. - He speaks about sun spots. - Tonight he will be trying from the base again, with the Kohler generator going. Hussenage will keep the electricity satisfactory.

There was movies tonight as usual. Some pictures, amuses etc. also a short. When everything was finished, I went back to my quarters. In minutes later Lassiter came over and said that the gang wanted to see more movies, a new two reels. - I had to agree, but these boys personalities are such that they have to see all of the films immediately, when they have the whole winter to view them. - To get the work going, I will have to reduce movies to twice a week. This starts to be a nuisance. Nichols gang have not even started to make up any of the things I asked him to do, and the date-time was tonight 24th

25 May - Sunday - all hands slept late this morning as it is considered a holiday. Peterson was out bright and early working on his Rhombic Antenna. A snowfall of 14 ^{inches} during the night covers everything, and I'm afraid

will keep the electricity satisfactory.

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25 May - Sunday - all hands slept late this morning as it is considered a holy day. Peterson was out tonight and early working on his Rhombic Antenna. A snowfall of 14 ^{inches} during the night covers everything, and I'm afraid many pieces of equipment are buried under the snow. I have not seen shovels for a long time - they are lost until spring. He slept in Camp for the first time last night. He

takes great care in the preservation of the ship. The power plant aboard is dead - a deserted vessel. Only occasional visits aboard will be permitted from now on in order to prevent frosting inside. A dog team - Dodson and Owen hauled the food boxes to camp which were left alongside the ship on the ice. The dogs were practically running underneath the surface, seeing them cross the ice, - not even their tails could be seen. - I was working on the passage way the whole day - Sunday - and a few more hours will see it completed. It is still snowing hard tonight - thin light snow which piles high.

26 May - Snow - snow and still more snow, the shack of awns has been leaking since yesterday morning, and 5 cups - wash basins etc's have been receiving drips - drips - drips. as 14 more inches grow on top of the bed. during the night - First thing was to work on my passage way. Except for the door - it's all completed - floor to come later. Hassage has done a fine job on the crank shaft of the diesel. - From misuse by the British all bearings were worn and burned out - It is hoped that he can have the large diesel going soon, since all the gas jobs (generators) are completely gone from the heavy usage received since we came to this island. - 3 of them are completely gone now. We have a Kohler gas-generator running for radio with another as a standby. That completes our power. We are in a sad position. Had I known that

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and 3 cups - wash basins etc's have been receiving
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on top of the bldg. during the night - first thing
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jets (generators) are completely gone from the heavy
usage received since we came to this island. -
3 of them are completely gone now. We have a
Kohler gas-generator running for radio with an-
other as a standby. That completes our power.
We are in a sad position. Had I known that
the British parasites had used our camp -
I would have brought along 2 new diesels.
The Company, however, assured me that only
the generator cuts and nozzles needed repair.

comments. Goldy - the female I received from Mr. Hammons of Walla-Walla, Wash. had puppies today. - 3 living - 4 others were found dead.

Dodson - Owen and once also Arny hauled up coal and a gas-drum today. In the deep snow, the dog managed to plow through with a small load. I sincerely think that we can get two or three dog teams in the field, judging from their ambition and orderliness in the team. It all depends on the boys eagerness to get the dogs in shape - and train them to pull a heavy load. It requires patience. Nichols unfortunately is in bed for a few days with a bruised rib which he received in boxing Fiske last Wednesday when Thompson exhibited boxing. Another old injury came back on him as well, claudication, lower part of the spine. He was in agony last night and Dr. had to give him drugs. He is enormous enthusiastic about everything, and I hope he will be well enough to go on the trail in August. Kelsey will try from the Base to get a contact on the radio. It will be the first for a long time, and success is hoped for with the new antenna. No food moved into the bldg today, as Lassiter refused to work for Sig. too bad. All the food is still along the wall and on a tractor sled. It will take a long time to get that stored away ready for use. The

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antenna. No food moved into the Bldg today,
as transmitter refused to work for Sig. too bad.
All the food is still along the wall and on
a tractor sled. It will take a long time to
get that stowed away ready for use. The
British Dr. came over tonight and joined in
the desert, the first ice cream. He wanted to
discuss a wrenched knee with the dr. here.
Snowing has stopped tonight, and it is

g. 15th getting colder - temp. was $+0^{\circ}$ at noon today. -
Much has happened since my last entry, and it is
so much that it is almost hopeless to describe it all. x
As usual - it is personnel problems - Darlington now on
top of the list having made a fool of himself. I can now
so easily see what Adm. B. means when he says "loyalty."
I had expected that Harry had loyalty, but he admitted that
no such thing was within him. - So I'm afraid that his
flying here in Antarctica is a thing of the past. I would
not feel entirely safe to fly with him alone since he also
stated that I could have no confidence in him. x Worst
of all - he has since being told about his demotion, to a
great extent, influenced Harbage which resulted in his
written resignation as Chief Engineer. However, by telling
H. the true story, the resignation by him was placed in
the stove and burned up. -

For a number of days now we have flown all the
"met" gear necessary to the Mile high Plateau. In one
day no less than 4 flights were made. Lassiter & E
Adams 1. x On Adams flight when ready to take off
from the plateau, he found the surface with a thin
hard crust causing the skis to break through. x I
tramped the snow down in front of the ski, he slip-
ped, and came with his head slightly in contact with
the idling propeller x He was extremely "lucky" as it
caused a scratch 3" long, and did not break through
the crust x He was given "first aid" by Robertson,
and 15 min later he flew the plane alone back to
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For a number of days now we have flown all the "met" gear necessary to the Mile high Plateau. In one day no less than 4 flights were made. Lassiter 3 & Adams 1. * On Adams flight when ready to take off from the plateau, he found the surface with a thin hard crust causing the skis to break through. * I tramp in the snow down in front of the ski, he slipped, and came with his head slightly in contact with the idling propeller * He was extremely "lucky" as it caused a scratch 3" long, and did not break through the crust * He was given "first aid" by Robertson, and 15 min later he flew the plane alone back to Base * The dr. had to make many stitches to sew it up.

The Peterson episode will never be forgotten by anyone, * It was a whole Sat. night's job at the risk of many lives. Now when he is being cared, he just laughs at the incident and thinks it was a big joke.

I can not trust Peterson to again leave this camp. He is too careless with everything - it may be equipment, persons, attitude & procedure. - He is dangerous to be around & His Temper is not suited for Antarctic. - Hassage's temperament is also not suited for this continent. & He is too easily swayed - has a weak mind - listens to the best talker who can soothe him, and makes a decision whether he has heard the truth or not. His resigning yesterday came as a shock - unexpected to me. &

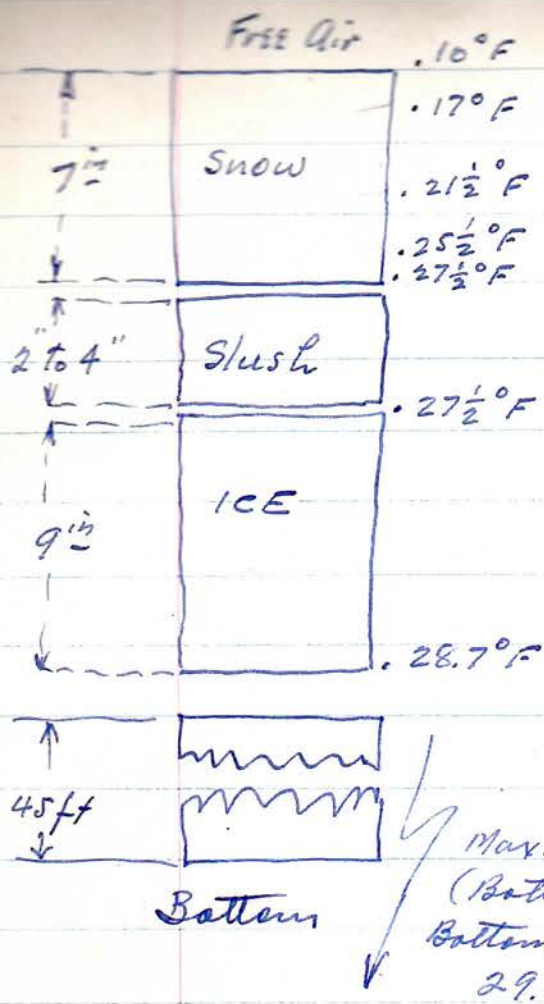
Ike is now running things - and I know it will go perfect & He has mature judgement - sound - and has the experience to handle men & Trust of all: he is loyal to the expedition, - and not afraid to take a responsibility & His knowledge in aviation is second to none as I observe it - it is a shame that his vision is not such that he can fly alone. - I must protect myself and have him fly with one other pilot, since M-Team has given to me in writing, a statement to the effect that Ike's vision is such that his flying must be curtailed completely & With such a thing in writing I would be completely to blame should anything happen to him while flying & Dr. states his vision sometimes make him see double and triple - also no depth perception. I think Ike should fly co-pilot, which he has been very fair about and agrees to. &

mini - listens to the best talker who can soothe him, and makes a decision whether he has heard the truth or not. His resigning yesterday came as a shock - unexpected to me. *

Ike is now running things - and I know it will go perfect. * He has mature judgement - sound - and has the experience to handle men. * Trust of all: he is loyal to the expedition, - and not afraid to take on responsibilities. * His knowledge in aviation is second to none as I observe it - it is a shame that his vision is not such that he can fly alone. - I must protect myself and have him fly with one other pilot, since M^r Jean has given to me in writing, a statement to the effect that Ike's vision is such that his flying must be curtailed completely. * With such a thing in writing I would be completely to blame should anything happen to him while flying. * Dr. states his vision sometimes make him see double and triple - also no depth perception. I think Ike should fly co-pilot, which he has been very fair about and agrees to. *

Bay Ice - 31 May 1947

at 1600 - 60th



Freezing Temperatures:

1. Snow 32.1°F.
2. Slush (Sample of top two inches) 30.8°F.
3. Slush (Sample of water filling an excavation in the slush layer) 28.7°F.
4. Sea water (drawn up by pumps, intake orifice which was located 3 ft. below bottom of ice) 28.6°F.