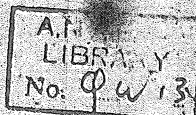


FIELD TRIPS WILKES 1964

CAPE FOLGER JOURNEY REPORT

13/64/747/126.3



19/5/64

WILKES

In preparation for an early departure on May 19th, the preceding day saw final loading of Snowtrac 5 and one norwegian sledge, complete with all equipment to erect a 9 drum beacon, obtain set of survey photographs also survival gear for three men for minimum of 8 days.

The AMORC/9 radio mounted in the vehicle was tested by holding speed with VNJ whilst over a mile out of camp. For dependability sake it was decided to use CW and a long wire aerial in place of whip. After final arrangements re sked times and news of weather situation it was early to bed for FREEMAN (Leader) MORGAN (Glaciologist) and WILLIAMS (Radio Met) as a predawn start was intended. Due to several misunderstandings, the departure time was 0840 WT with a reduced party of FREEMAN and MORGAN. The trip out presented no difficulties, the only commentable feature being the ease with which the tracks made by the Modwell on its earlier visit of 23/2/64 were found and closely followed.

We arrived in nice time to set out aerial, assess the situation and held 1100 WT radio sked. The following Memo was passed to VNJ.  
MEMO OIC WILKES. ARRIVED CAPE FOLGER OKAY. WILL COMMENCE BEACON ERECTION IMMEDIATELY. ALL WELL. REGARDS. FREEMAN.

Before checking next sked time and signing off VNJ passed one private cable.

The excavation of the six pits for guys in the mixture of firm and blue ice took many hours but the erection of the six way guyed beacon, also the taking of the Chappel Island aligned survey photos was completed by 1520 WT. In a temperature of approx Minus 22F degrees looking up wind was quite unpleasant. Re-loading finished, we left at 1530 WT.

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CAPE FOLGER JOURNEY REPORT (Contd)

Page 2

Following carefully back along our tracks with one stop for food and drink we arrived at the gap in the moraine above Wilkes around 1715 WT. Here the unladen sledge cable was lengthened to 80' and a zigzag descent of the steeper slope safely undertaken.

From the moraine back to base the vehicles excellent spotlight was used continually through the roof hatch to follow sledge movements and positively follow the vehicle tracks. We arrived at Wilkes at 1745 WT, unloading certain items and completely refueling the vehicle immediately. Report to OIC and cancelling of Radio check attended to, we enjoyed warming drink and excellent meal.

On the 20 th vehicle unloading and cleaning up was completed.

N J FREEDMAN.

TRIP LEADER.

*NJ Freeman*

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A.N.A.R.E.,  
WILKES BASE.  
ANTARCTICA.

REPORT = HAUPT NUNATAK TRIP = 31/5/64 - 12/6/64.

THIS EXPEDITION INTO THE WILDS OF THE ANTARCTIC ICE CAP, WAS HELD BETWEEN MAY 27TH 1964 AND JUNE 12 1964. TEAM MEMBERS WERE JOHN FREEMAN, WHO REPLACED KEITH BUDNICK ON MAY 30TH, PETER MORGAN AND NEV WOODS.

FIRST ATTEMPT TO REACH THE SAFETY OF "ANITA", A PLYWOOD CARAVAN OF DUBIOUS COLOUR, WHICH WAS ANCHORED TO ROCK AT THE NUNATAKS, WAS MADE ON WEDNESDAY, MAY 27TH. HOWEVER THE GALLANT EXPLORERS, BUDNICK, MORGAN AND WOODS WERE REPULSED, MANAGING TO RETURN TO WILKES AT 10.30 PM, AFTER SHELTERING IN THE SNOTRAC FROM A SUDDEN, SHORT BLIZZARD WHICH BESET THEM 10 MILES OUT.

SECOND ATTEMPT BY FREEMAN, MORGAN AND WOODS ON SUNDAY MAY 31ST, WAS SUCCESSFUL WHEN THE ABOVE THREE, AFTER A FEW DIVERSIONS, DUE TO CREVASSE FIELDS AND OTHER HAZARDS REACHED HAUPT NUNATAKS AT 3.30 PM. WE WERE IMMEDIATELY BESET WITH POOR WEATHER AND WHAT GOOD WEATHER WE HAD IN THE PERIOD BETWEEN JUNE 1ST AND JUNE 6TH WAS SPENT MAINLY ON MAINTAINING THE SNOTRAC, WHICH HAD A FLAT TYRE, AND WHICH WAS ALSO FULL OF SNOW AFTER EACH NIGHT. ON JUNE 7TH WE MANAGED TO TAKE THE PHOTO THEODOLITE PHOTOS IN INDIFFERENT LIGHT AND VERY COLD CONDITIONS, AND PREPARE FOR RETURN, SINCE OUR OTHER OBJECTIVE - SURVEYING BEACONS COULD NOT BE ACCOMPLISHED IN THE LIMITED TIME AT OUR DISPOSAL.

JUNE 8TH BROUGHT INDIFFERENT WEATHER, UNSAFE TO MOVE WHICH STEADILY DETERIORATED BRINGING WITH IT A FULL BLIZZARD, WHICH UNLEASHED ITS FURY ON US, AND OUR POOR LITTLE CARAVAN. DURING THE BLIZZARD WE HAD MANY ANXIOUS MOMENTS AS STONES AND SNOW PARTICLES THUNDERED ONTO THE PLYWOOD EXTERIOR, WHILE THE WIND LIFTED, AND THEN DUMPED THE CARAVAN OFF, AND ON THE ROCK. HOWEVER THE BLIZZARD ABATED ON JUNE 10TH, LEAVING BEHIND A HEAVY CLOUD LAYER, FROM WHICH LARGE QUANTITIES OF SNOW FELL. THIS PROVED TO BE AN EXTREME BLESSING, FOR IT FINED OVERNIGHT.

THUS ON THE 12TH JUNE WE HAD FINE CLEAR CONDITIONS IN THE HEAVENS ABOVE, WHILE ON THE GROUND THE 9 INCHES OF NEWLY FALLEN SNOW SMOOTHED OUT THE SASTRUGI, ALLOWING GOOD PROGRESS TO BE MADE ON THE RETURN TRIP TO WILKES, WHICH WAS MADE WITHOUT INCIDENT, EVEN THOUGH WE WERE UNABLE TO DETECT MANY CREVASSES FORMERLY SEEN.

IN RETROSPECT, THE GLACIOLOGICAL AIMS WERE ACCOMPLISHED, NAMELY THE PHOTOGRAPHING OF THE VANDERFORD GLACIER, BUT THE SITING OF SURVEY BEACONS FOR SURVEY PURPOSES WAS NOT ACCOMPLISHED, AS THE ONLY BEACON PLACED IN-SITU, NAMELY THAT AT HAUPT NUNATAK, WAS OVERCOME IN THE AFORE MENTIONED BLIZZARD.

*Peter Morgan*  
PETER MORGAN.  
GLACIOLOGIST.

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# LEADERS TRIP -REPORT

WILKES 1964

DELIVERY OF REFUGE CARAVAN TO SI5 SITE.

## PREAMBLE

A PARTY OF FOUR MEN, J FREEMAN, R HALL, G SMALL, AND G WILLIAMS, USING SNOWTRAC No 5, ONE D 4 TRACTOR, ONE ANARE CARAVAN, AND ONE NORWEGIAN SLEDGE SET OUT AT 0700Z ON 14/7/64 TO DELIVER THE VAN TO SI5 SITE. RETURN TO WILKES WAS MADE AT 1005Z ON 18/7/64. SURVIVAL GEAR AND FOOD WAS TAKEN ON THE SNOWTRAC BUT, IN CONSIDERATION OF THE MAXIMUM DISTANCE TO SHELTER AT ANY STAGE OF THE TRIP BEING NOT GREATER THAN FOUR MILES, NO MANHAUL SLEDGE WAS TAKEN. IN THE WEEK PREVIOUS TO DEPARTURE, THE CARAVAN WAS FITTED OUT WITH SHELVES, FOOD STOWAGE SPACE, TABLES, CUTLERY AND COOKING UTENSILS INCLUDING PRIMUS STOV AND VENTILATION COWL ABOVE IT. IT SHOULD BE NOTED THAT THERE IS NO PROVISION FOR INTERNAL FITTING OF RADIO GEAR, NOR IS THERE ANY LIGHTING DEVICES AVAILABLE IN THE VAN AT THE DATE OF THIS REPORT. SEE THE ATTACHED APPENDIX FOR COMPLETE LIST OF FOOD AND OTHER EQUIPMENT IN THE VAN AS AT 20/7/64. UP TO THE MORNING OF DEPARTURE THE INTENTION HAD BEEN TO COMBINE THIS DELIVERY PROJECT WITH SOME ICEDRILLING IN THE AREA, BUT THE DEVELOPMENT OF A SERIOUS FAULT IN THE DRILL PREVENTED THIS PROGRAM.

JULY 14 th

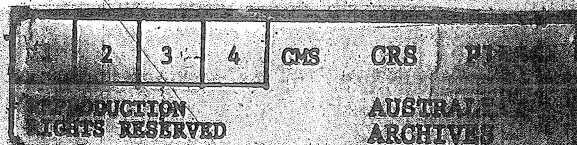
PARTY MOVED OFF AT 0700Z, AFTER UNEVENTFUL TRIP ARRIVING AT SI 0900Z. INCREASING WIND AND DRIFT TO 6' GAVE VERY POOR VISIBILITY OVER LAST MILE OF TRIP. OVERNIGHT STOP WITH PARTY SETTLING WELL TO ROUTINE OF CARAVAN LIVING. ATTEMPTED CONTACT WITH VNJ AT CONCLUSION OF VNJ VLZ SKED UNSUCCESSFUL. VNJ NOT ANSWERING.

JULY 15 th

AFTER 0400Z SKED AND THE PASSING OF FOLLOWING MEMO TO OIC PARTY MOVED OFF NI CLEAR CALM WEATHER AT 0500Z.

MEMO OIC WILKES 15 th JULY. PARTY ARRIVED SI 1615 Hrs YESTERDAY UNEVENTFUL TRIP STOP E T D FOR AERODROME AND BEYOND 1200 Hrs STOP ALL HILARIOUSLY WELL REGARDS FREEMAN. AT AERODROME WE ALL GOT INTO SNOWTRAC AND PROCEEDED THE TWO AND

(contd)





JULY 15 th (contd)

A HALF MILES TO THE WRECKAGE OF THE NEPTUNE AIRCRAFT. BY 0600Z WE WERE BACK AT CARAVAN FOR REFRESHMENTS AND AWAY AGAIN. AS DARKNESS FELL, VISIBILITY BECAME EXTREMELY POOR SO A HALT WAS CALLED AT 0405Z THOUGH UNWITTINGLY WE HAD STOPPED LESS THAN A THIRD OF A MILE SHORT OF OUR DESTINATION. TEMPS WERE NOTED AT MINUS 28 F.

JULY 16 th

CONTACT WITH VNJ AT 0400Z WAS UNSUCCESSFUL AS VNJ REPORTED QRK I. AFTER LUNCH WALKED TO SIGNPOST AND ON RETURN COMPLETED OUTDOOR COMFORT VOTE FOR MINUS 25 F AND 2 - 5 KNOT WIND CONDITIONS. THEN IT WAS NOTICED THAT ONE TYRE ON THE SNOWTRAC WAS FLAT AND RUINED, BUT IT WAS DECIDED TO CHANGE IT NEXT DAY. AT 1100Z SKED WAS HELD WITH DAVIS VLZ AND FOLLOWING MEMO PASSED FOR ON FORWARDING.

MEMO OIC WILKES JULY 16 th PARTY PROCEEDED VIA AERODROME AND WRECKAGE INSPECTION TO WITHIN SIGHT SI5 STOP ARRIVED 1600 WT EXTREMELY POOR VISIBILITY STOP ALL WELL REGARDS FREEMAN. DAYTIME TEMP FELL TO MINUS 33 F BY EARLY EVENING.

JULY 17 th

SUCCESSFUL SKED AT 0400Z WITH VNJ AND FOLLOWING MEMO PASSED.

MEMO OIC WILKES JULY 17 th INTEND CHANGING FLAT TYRE SECOND FRONT IDLER. TODAY TEMPS TO MINUS ~~11~~ THIRTY THREE ALL WELL REGARDS FREEMAN. AFTER LUNCH WE HASTENED TO CHANGE THE RUINED WHEEL COMPLETING THIS AT 0700Z IN EXTREMELY UNPLEASANT CONDITIONS. AFTER SOME CONSIDERATION IT WAS DECIDED TO ATTEMPT RETURN JOURNEY THE FOLLOWING DAY.

JULY 18 th

COMMENCED PACKING UP AND STOWING GEAR ON SLAEDGE BUT DETERIORATION OF WEATHER QUITE APPARENT. TEMP UP TO MINUS 15 F AND INCREASING WIND AND DRIFT CAUSED POSTPONEMENT OF EARLY DEPARTURE. AT 0400Z SKED WILKES WAS ASKED FOR WEATHER FORECAST ALSO FOLLOWING MEMO PASSED.

~~MEMO~~ OIC WILKES 18 th JULY READY TO LEAVE FOR WILKES BUT INCREASING GROUND DRIFT DELAYING DEPARTURE REQUEST FORECAST REGARDS FREEMAN. (contd)

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JULY 18 th (contd)

DURING THE INTERVAL BETWEEN BEING PACKED UP READY TO LEAVE AND ACTUALLY SETTING OFF , WE MOVED THE CARAVAN TO ITS CORRECT SITE APPROX 75 YDS NORTH OF THE SI5 SIGNPOST. IT IS SITED ENDWAYS ON INTO THE PREVAILING WIND AND WITH THE DOORWAY FACING NORTH (TRUE) IT SHOULD BE CERTAIN TO REMAIN DRIFTFREE. DECISION TO MOVE WAS BASED ON WILKES WEATHER REPORT AND IMPROVING LOCAL CONDITIONS. AT 0500Z WE LEFT BUT AT 0600Z CAT STOPPED WITH SYMPTOMS OF FUEL STARVATION . AT 0620Z WE WERE AWAY AGAIN. AT 0630Z ANOTHER FLAT AND RUINED IDLER TYRE ON SNOWTRAC STOPPED US. IT WAS THE IDENTICAL TYRE BUT ON THE OTHER SIDE TRACK THIS TIME, SECOND FROM THE FRONT. IN EXCEEDINGLY UNPLEASANT CONDITIONS WE CHANGED THIS AND AT 1730Z SET OUT ONCE AGAIN FOR BASE. NO FURTHER MECHANICAL TROUBLE WAS EXPERIENCED BUT THE ADDITIONAL RADIO SKED THAT I HAD REQUESTED AT 0800Z HAD TO BE HELD USING THE MICROPHONE SWITCH TO KEY THE MORSE SIGNALS . FOLLOWING MEMO SENT.

OIS WILKES APPROX SEVEN MILES FROM WILKES HAVE HAD FUEL STARVATION TROUBLES WITH TRACTOR AND ANOTHER FLAT AND RUINED TYRE ON SNOWTRAC STOP ON WAY AGAIN EXPECT ETA WILKES BETWEEN FIVE AND SIX LOCAL TIME REGARDS FREEMAN. FURTHER SKED FOR 1100Z WAS ASKED FOR INCASE OF FURTHER TROUBLE AND THE POSSIBILITY OF ASSISTANCE REQUIRED FROM BASE. AT SI WE FITTED A HEAVY CABLE SLING UNDER THE NORWEGIAN SLEDGE <sup>TO</sup> THE CONTROL ITS TENDENCY OF RUNNING FORWARD WHEN PROCEEDING DOWN HILL . ABOUT HERE ALSO IT WAS NECESSARY TO REFUEL THE SNOWTRAC. DESCENT OF THE HILL BEYOND THE MORaine WAS MARRED BY THE SLEDGE RUNNING INTO TRACTOR ONCE AND CUTTING ITS TOW CABLE SLING ON ONE SIDE. WHEN ALMOST AT BASE A LITTLE TROUBLE DEVELOPED WITH A HYDAULIC HOSE ON THE BLADE CONTROL BUT WE GOT BACK AT 1005Z . VEHICLE REFUELLING AND UNLOADING COMMENCED IMMEDIATELY WHILST I REPORTED OUR ARRIVAL TO OIC.

SIGNED BY LEADER J. FREEMAN

JULY 20 th

UNLOADING AND STOWING OF ALL EQUIPMENT COMPLETED.

*J Freeman*

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# GENERAL INVENTORY REFUGE CARAVAN AT SI5

WILKES BASE

20/7/64.

## Foodstuffs

| Amount  | Type                   | Amount     | Type                   |
|---------|------------------------|------------|------------------------|
| 28 tins | Canned Fruits Assorted | Nescafe    | 5 tins                 |
| 18 "    | Canned Fruit Juice "   | 3 4oz jars | Vegemite               |
| 4 Bts   | Cordial " "            | 2 lbs      | Rollod oats            |
| 2 "     | Topping Syrup          | 2 "        | Salt                   |
| Ample   | Teffees Assorted       | 2 "        | Cheese                 |
| 6 Lvs   | Bread                  | 6 tins     | Corned Beef            |
| 2 lbs   | Sirloin fresh meat     | 8 "        | Braised Steak          |
| 4 tins  | Robur dessert          | 3 "        | Steak & Kidney Pudding |
| 2 lbs   | Plain Flour            | 2 "        | Tongues                |
| 1 lbs   | Tea                    | 3 "        | Pork Sausages          |
| 9 lbs   | Coffee (Ground)        | 8 "5       | Tuna                   |
| 16 lbs  | Butter (tinned)        | 30 "       | Sardines               |
| 4 lbs   | " fresh                | 18 "       | Vegs Assorted          |
| 2 tins  | Antarctic biscuits     | 4 "        | Spaghetti & Meatballs  |
| 4 "     | Sweet "                | 1 "        | Plumpudding            |
| 60 lbs  | Sugar white            | 4 Btts     | Misc Sauces            |
| 20 lbs  | Egg Powder             | 10 Tins    | Ass Soups              |
| 15 lbs  | Whole Milk Powder      | 10 Pkts    | Ass Soups              |
| 5 lbs   | Bournvita              | 5 Tns      | " Jams                 |

## MISCELLANEOUS ITEMS

1 PRIMUS STOVE AND FUEL

4 AIRMATTRESSES

4 Pkts Ezbat's

1 STRAW BROOM

2 (Persons) CUTLERY, COOKING  
UTENSILS ETC

6 " Matches

3 Pkt KLEENEX

2 lbs SOFT SOAP

2 Rlls PAPER TOWEL

AMPLE READING MATERIAL

1500 CIGARETTES Assorted

SIGNED J FREEMAN

|                                 |   |   |   |                        |     |      |
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- REPORT ON S 2 TRIP 17/8/64 to 12/9/64.

WILKES STATION

PURPOSE OF TRIP

- A. Place Ice-drill at S 2 and commence drilling operations.
- B. Carry out a program of Glaciological Studies and obtain Met. data for the period.
- C. Make alterations to living accommodation at S 2 to ensure safety and profitability of time spent there.

PERSONNEL

LEADER . . . FREEMAN  
GLACIOLOGIST. MORGAN  
MET OBSERVER : BONNICI  
DRIVER MECHANIC. JONES  
ASST. RADIO TECH. SIMMONS

VEHICLES

- 1 D4 tractor
- 2 Snowtracs

SLEDGE TRAIN COMPOSITION. (in towing order)

Ice-drill (Kelly lowered)  
Norwegian Sledge (narrow) Food and Met gear.  
Norwegian Sledge (narrow) Fuel, Lumber, Herman Nelson Heater.  
American Sledge (light) 2 drums cable, 62 drill flights.  
American Sledge (light) 4 drums cable, 58 drill flights.

Also behind the Snowtrac which was to accompany it

Norwegian Sledge (narrow) Full survival gear for 3 people for 1 month  
The Snowtrac that it was intended to use as a scout vehicle was fitted out with full survival gear for two men for 3 weeks. Both Snowtracs had radio gear.

AUGUST 16 th

In very poor conditions, the Ice-drill was towed above the Moraine and the rest of train assembled and parked adjacent the Rubbish disposal area.

AUGUST 17 th

Party left 1000 WT but Snowtrac 5 had to return after less than 1 mile as it seemed to lack power etc. D4 took remainder of sledges to moraine where Ice-drill was added. Simmons and Bonnici in Snowtrac 6 left for S15 refuge caravan immediately to leave a clear set of tracks for remainder to follow in case of deteriorating visibility etc. Snowtrac 5 was used by Glaciologist for stake measuring etc along route to S 15. Arrival times at S 15 were Snowtrac 6 0100Pm, Snowtrac 5 @ 0345 Pm and D4 0405 Pm.



AUGUST 17 th (contd)

At 0415 snowtrac 5 with Morgan and Bonnici left to lay out a track beyond S 15 in case the 4 could go beyond this point that evening. At 0430 radio asked Morgan inform us he could go no further as the oil pressure failure light was blinking and now was permanently on, and could we come and get him as he was about 2 miles from the caravan. After discussion with Jones it was decided to take the 4 and complete train as far as Snowtrac 5 also snowtrac 6 to tow emergency sledge back to S 15. Snowtrac 5 was dually retrieved and by 0600 PM all personnel and all vehicles were back at Refuge Caravan. Apart from not being permanently provided with a means of heating, this caravan well fulfills its function as a refuge caravan.

AUGUST 18 th

Repairs to Snowtrac 5 for faulty oil pressure and Snowtrac 6 for poorly operating steering mechanism were carried out and seemed successful. During the day 4 and sledge train were moved on another 2 miles. Radio asked was on phone to give Mechanic a chance to discuss vehicle troubles with S D M and O I C also gave alternative plans for implementation in event of further vehicle troubles.

AUGUST 19 th

At 0800 Am Snowtrac 6 with Jones, Bonnici, and Simmonds left for sledge train with intention of Bonnici and Simmonds to push on immediately to S 2 i.e 35 miles. At 0820 they had returned on foot with news of serious noises in steering gear of Snowtrac 6. We left again at in Snowtrac and after removing certain necessary items from Snowtrac 6 went on to Sledge train. Here it was decided to add emergency norwegian sledge to tractor train and re equipping the remaining Snowtrac with survival gear, sent it on its way to S 2 as trail blazer at 0925 am. After re arranging sledges and partly transferring loads tractor train finally got away at 0940 with 33 miles to travel. Mostly second gear work with an estimated 12 to 13 tons deadweight gave us many hours of driving by tractor headlamps. Arrival time at S 2 was 1145 PM., after refueling at 20 and 25 mile depots. During the day attempts to rig and gain contact with V N J from radio equipment erected in the Ice drill was unsuccessful. Camp stretchers for all in the S 2 Jemeway after a pleasant warm meal with lights out at 0120 AM. Weather permitting, Jones and Simmonds to leave with Tractor and Snowtrac in the morning.

AUGUST 20 th

Early check of weather situation showed conditions quite unsuitable for proposed return trip, so party set to, unloading and stowing the feed and general supplies. Ice drill was positioned and flights and heater sledge grepped nearby. Net screen was erected and guyed so that at end of first day this was instrumented and ready for three hourly obs to commence at 6000s the following morning. V N J sked successful.

AUGUST 21 st

D4 left for S 15 and possibly Wilkes at 0910 am. Two lightly loaded sledges were in tow. Two empty fuel drums for positioning at some sparsely drummed section went along. At 1020 with D4 still in sight Snowtrac 5 left also, though arrangements were made to hold radio sked with this vehicle at 1300 and 1500 wt. This was not to be however as no contact was made at either sked time. The sloping floor of the Jamesway almost caused a serious accident when one party member slipped and in trying to save himself from falling completely overturned the operating Preway Heater and its attached full fuel tank. Several hours of work were needed to clean up, construct a new and sturdier foundation, repair fractured fuel lines and replace float valve unit. We immediately started to cover the vinyl tile sections of the floor with wirenetting. This stopped completely the tendency to slip on the now keroseene soaked floor. As no 6" was available it was decided to immediately install a 6" flue for ventilation at the opposite end to the heater. By 600 pm electric power was connected from the ice drill and battery charging for the radio supply was commenced.

AUGUST 22 nd

The passageways were electrically lighted, blizzard lines erected, and settling in generally were the order of the day. V N J sked gave news of the safe return to Wilkes of the tractor and Snowtrac party. Late afternoon saw a start at using the Ice drill and by 0500 pm when a blizzard threatened, we had just sunk our first flight. So at 6' we suspended work for the night, stopped the engine and sealed cab against drift ingress.

AUGUST 23 rd

As bliz ard continued, all work was diverted inside today. With electric lighting available in the 35 metre pit, Glaciologist and self started measuring grids and stakes etc. During the late afternoon in his efforts to blow away accumulating drift from couplings and motors, Morgan managed to drive the Kelly through the limits and lockup the feed apparatus solidly. So the Ice drill i

AUGUST 24th

After minor repairs to entryway door hinges, and difficult but successful freeing of the drill feed mechanism, we commenced a serious drilling effort immediately after day break. Approx. 2 hours later found us at 132' with a reasonable drilling technique developing. Up to this stage it was only a two man effort, but results seemed satisfactory. It was noted the feed motor was drawing excessive amperage and attempts to find a plausible reason for this were not successful. Having decided to delay further downward progress until tomorrow, we left the flight string turning slowly and repaired below for a small regular. Checks of drill and equipment were commenced. After some hours a curious and then alarming chattering noise from the slowly revolving string led us to the decision that the whole string must be lifted. So by the light of a petrol lantern, we brought up and stacked the 22 flights. Feed meter amperage slightly increased and after an hours solid use a slight smell of overheated insulation was perceptible if one climbed the rig and came near to motor cooling vent outlet.

AUGUST 25th

Physio program participation by Morgan and self necessitating 2 hourly temperatures, combined with 3 hourly met obs gave a rather disturbed night. An attempt to locate and extraneous noises etc in the rig itself was made today but apart from some apparent need of guide lubrication nothing else was necessary. Continued on with installation of fuel drum in cradle above Preway for a bulk fuel tank.

AUGUST 26th

In spite of raging blizz, the first electrically activated anemometer was mounted this morning and leads brought down through the new vent into Jamesway. Heater flue icing in the late afternoon, making the living quarters quite uninhabitable for some minutes, gave warning the regular inspection of this flue for signs of icing was to be a must from then on.

AUGUST 27th

Icing up of the heater flue to a lesser degree today led us to the shifting of the new fuel tank so as to be certain its slipstream was not adversely affecting the efficiency of the flue. Many hours were spent in the Deep pit today as assistant to the Glaciologist.

AUGUST 28th

Continuation of blizzard meant another day of inside working. Repairs and stocktaking were the main activities. Anemometer adjustments and Pit measuring



AUGUST 29 th

Six special type marker discs were assembled and erected west of S 2 today. These were guyed with three ropes for each. Steel guyes were also added to the new fuel tank for Proway. When fanbelt broke on the Diesel of the Ice-drill whilst it was operating, we found the emergency cutoff worked perfectly. Attempts to replace this with a spliced rope substitute commenced.

AUGUST 30 th

Installation of two (60 degree apart) dipole aeriels was completed today, also stands for the other electric anemometers were made. The surprise visit of the O I C at 1100 am and his departure with Bomard at 1300 for Wilkes was definitely the highlight of our day. Our met obs were readjusted to a new 6 hourly basis now that we were only a two man team. Using the old fan belt we lowered the Kelly head and the chance to put a few precious spare hours into our radio batteries was taken. Depot Party radioed their QTH as 14 miles away and expected ETA S2 noon tomorrow.

AUGUST 31 st

Blizzard forced us to remain below again excepting Met obs.

SEPTEMBER 1st

Replacement of all nuts on the belts securing the side panels on one side of the Ice-drill was our main task today. Suspected faulty valve in our powerpack was replaced and equipment seems ok again. No V N J contact today.

SEPTEMBER 2 nd

Successful V N J sked cleared all traffic. Obs and improvements continued.

SEPTEMBER 3 rd

Added coils to vent, lowered the suspected faulty feedmotor and extracted our emergency equipment sledge from its encompassing drift. Depot Party arrived in the afternoon with news of their intention to take over our Norman Malmgren Heater. The vessel Morgan and I were to use on our return trip to Wilkes was appraised and the lack of spares of any description a little disquieting. An inspection of the condition of the tracks made my decision to curtail its use about S 2 and prohibit use of HIGH ratio imperative.

SEPTEMBER 4 th

Heavy drift and generally blizzard conditions limited work today.

SEPTEMBER 5 th

Similar conditions prevailed today.

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SEPTEMBER 6 th

Assistance was given to Depot Party this morning in digging out and preparing to start their vehicles. I took the opportunity to release vehicle ties and remove the Weasel from its wide norwegian sledge. It started after some little trouble and having freed its sledge, used it to extract this from the deep drift, then moving the D4 I noticed an unusual engine noise which I immediately brought to the notice of the Diesel Mechanic Hall. Upon investigation he decided it was serious and shut the tractor off until he could investigate, fully. Further troubles were experienced with the other D4 as the engine appeared to be seized up. With these serious troubles in mind, I found no alternative but to immobilise the Weasel when I could not get an assurance he would not use HIGH ratio from Mergan. His plan to return along the Wilkes trail for approx 7 to 8 miles and half collect over a ton of wire with himself in the Weasel and Whitworth in the Snowtrac was not considered in the best interests of the party, by myself, as the hour was already after 0300PM and only 2 hours at most of daylight remained. Local custom had established the routine of Depot Party personnel joining us in S 2 for the evening meal, a very companionable and acceptable arrangement.

SEPTEMBER 7 th

While I rendered assistance to the Mechanic Hall in efforts to locate the troubles in either tractor, Mergan assisted by Whitworth, laid out the cables which we had brought with us on the drill flight sledge. Using the weasel to tow the sledge it had arrived upon, they managed to set up the remote electric and cumulative anemometers at station " B " approx 1 mile from S 2. They also report of some new and possibly serious noises from the Weasels transmission after their days use of this vehicle.

SEPTEMBER 8 th

Hall Whitworth and Self went a fair distance in the weasel first thing this morning in a effort to get this reported noise to reappear and be located but with no success. So another day was spent on tractor and feed sledge repairs with Depot party whilst Mergan and Whitworth continued to use Weasel about S 2 laying out stakes etc. Whilst I was keen to return to Wilkes on the morrow my request to Mergan that he make ready to leave early was refuted with the reason being given he had two more days of work at S 2. This refusal came after over an hours deliberation by him, needless to say I was very disappointed. That evening we managed to start in operation his first remote anemometer.



SEPTEMBER 9 th

First task was to stake the wires running out to station "B" to prevent undue stress from wind displacement. The weasel was used for this hour long task to try and establish in my own mind an idea of its mechanical condition. My conclusions were conveyed to the Mechanic Hall, that two separate noises could be detected. Firstly a deep clanking noise similar to big end or gudgeon pin was there, also an apparent momentary tightness in the transmission. Having conveyed this information to O I C at 0400Z asked I was not surprised when instructed to join Depot Party for their almost immediate return to Wilkes. Leader of this party BUDNICK was informed of our readiness to put all our efforts and equipment at his disposal. For all intents and purposes Morgan and I became integrated within this larger party so for further details of our activities, please consult his Report for the period 9/9/64 to 12/9/64.

Signed *M J Freeman*  
 ( M . J . FREEMAN )  
 TRIP LEADER.



WILKES DEPOTING PARTY AUGUST-SEPTEMBER 1964.

PERSONNEL

KEITH BUDNICK ( SURVEYOR )  
ROY WHITWORTH ( GEOPHYSICIST )  
JOHN O'SHEA ( RADIO OPERATOR )  
ROSS HALL ( DIESEL MECHANIC )

RAY O'LEARY LEFT WITH TRAVERSE TO PICK UP MICHAEL BONNICI AT S2 AND RETURN TO BASE.

OBJECTIVES.

THE PURPOSE OF THE TRIP WAS TO ESTABLISH FUEL DEPOTS IN POSITIONS WHICH WOULD FACILITATE SPRING TRAVERSE WORK I.E. AT S2 AND 20 MILES EASTERLY AND 10 MILES WESTERLY THEREFROM. IT WAS ALSO DECIDED THAT AN AZIMUTH BE LAID DOWN AT S2 IN AN EAST-WEST DIRECTION WHICH COULD BE USED AS A BASE LINE FOR SPRING WORK.

TRANSPORT.

2 D4 TRACTORS, 2 SNO-TRACS ( 1 TO RETURN WITH O'LEARY AND BONNICI ), 1 WEASEL ON NORWEGIAN SLEDGE, 2 OTACOS, 1 ENGINEERING AND 1 FOOD SLEDGE, 1 ARTICULATED CARAVAN. THE TOTAL WEIGHT BEING PULLED BY EACH D4 WAS AT LEAST 14 TONS.

NOTES  
GENERAL.

BEFORE TRAVERSE COULD DEPART AN 8-TON GLACIOLOGICAL ICE DRILL HAD TO BE TAKEN TO S2 BY D4 TRACTOR ACCOMPANIED BY 1 SNO-TRAC. PERSONNEL WERE PETER MORGAN (GLACIOLOGIST), JOHN FREEMAN (ELECTRICIAN), MICHAEL BONNICI (METEOROLOGIST), MIKE JONES (DRIVER MECHANIC) NEIL SIMMONS (RADIO TECH.) THE LATTER TWO RETURNED TO BASE WITH VEHICLES.

THE ABOVEMENTIONED, TOGETHER WITH ADVERSE WEATHER CONDITIONS, DELAYED DEPARTURE OF DEPOTING PARTY UNTIL AUGUST 28TH.

ONE OTACO SLEDGE LOADED WITH 43 DRUMS OF FUEL HAD BEEN TAKEN OUT TO PLATEAU THE PREVIOUS WEEK. AN ATTEMPT HAD BEEN MADE TO LEAVE ON 25TH. BUT AFTER ENCOUNTERING MUCH TROUBLE WITH SOFT SNOW, VERY POOR VISIBILITY CAUSED PARTY TO RETURN TO BASE.

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DAILY LOG.

AUGUST 21ST. TOWED OTACO ONTO PLATEAU 4 MILES FROM BASE.

AUGUST 25TH. DEPARTED CAMP 1300 HRS. WITH CARAVAN AND REMAINING SLEDGES. MUCH TROUBLE ENCOUNTERED ASCENDING HILL AND ONE TRAIN HAD TO BE SEPARATED. MILD BLIZZARD FORCED RETURN TO BASE IN SNO-TRACS AT 1930HRS.

AUGUST 26/27TH. AROSE AT 0500 HRS. BUT IMPOSSIBLE TO TRAVEL DUE BLIZZARD.

AUGUST 28TH. AROSE 0600 BUT WEATHER STILL ADVERSE. CLEARED BY 0800 AND PARTY REACHED TRACTORS BY 0930. VERY THICK SOFT SNOW CAUSED D4'S TO BOG EACH X TIME A MOVE WAS ATTEMPTED. FINALLY THE TWO OTACOS WERE TOWED TO A POINT 8 MILES FROM BASE AND HALL RETURNED FOR REMAINING SLEDGES. 3 GROWER PLATES WERE FOUND TO BE LOOSE ON 1 D4 AND THESE TOOK 2 HOURS TO BE REPAIRED. 2 DRUMS WERE PLACED ON BLADE OF EACH D4 AND AFTERWARDS VEHICLES APPEARED TO HAVE MUCH BETTER TRACTION. DRUMS HAD TO BE TURNED EACH DAY TO PREVENT LEAKAGES OCCURRING. TRAVELLED TO 15 MILE MARK AND STOPPED FOR NIGHT AT 2000. ONE SNO-TRAC WENT AHEAD BEFORE DARK AND LAID A TRACK FOR OTHER VEHICLES. D4'S MAINLY IN 2ND. GEAR BUT HAD TO REVERT TO LOWER ON OCCASIONS.

AUGUST 29TH. AROSE 0500, VEHICLES READY TO DEPART 0700. HOWEVER VISIBILITY DOWN TO 100YDS. OWING TO DRIFT AND NO MOVE POSSIBLE. MINOR REPAIRS MADE TO BOTH D4'S.

AUGUST 30TH. AROSE 0500 AND MOVED 0730. PERFECT DAY BUT TEMPERATURE -20 FAHR. ALL DAY. O'LEARY WENT AHEAD TO S2 IN SNO-TRAC AND RETURNED TO BASE WITH BONNICI. MAIN PARTY STOPPED FOR NIGHT AT 2000 AT 36 MILE MARK. D4'S ALTERNATING BETWEEN 1ST. AND 2ND. GEARS ALL DAY. O'SHEA HAD RADIO CONTACT WITH WILKES AND S2 - BOTH CIRCUITS GOOD.

AUGUST 31ST. AROSE 0500. BLIZZARD CONDITIONS. NO MOVE POSSIBLE. POOR RADIO CONDITIONS - NO CONTACTS MADE.

SEPTEMBER 1ST. AROSE 0500. BLIZZARD STILL BLOWING BUT CLEARED BY 0800. DUG OUT AND STARTED VEHICLES. MINOR TROUBLES PREVENTED US LEAVING UNTIL 1200. VISIBILITY ALTERNATED BETWEEN VERY GOOD AND POOR. BOTH D4'S BOGGING, HAD TO SEPARATE TRAINS IN ORDER TO MOVE. USING LONG SLINGS BEHIND D4'S TO FACILITATE MOVING SLEDGES WHEN D4'S BOGGED. STOPPED FOR RADIO CONTACTS AT 1445 - BOTH WILKES AND S2 FAIR - UNABLE TO MOVE AFTER RADIO CONTACT DUE VERY BAD VISIBILITY. STOPPED FOR NIGHT 41 MILES FROM BASE.

SEPTEMBER 2ND. AROSE 0500 BUT HAD TROUBLE WITH HERMAN NELSON. BY 0800 BLIZZARD HAD COME UP AGAIN AND NO MOVE POSSIBLE. RADIO CONTACT WITH WILKES FAIR BUT MISSED S2 OWING TO GENERATOR TROUBLE IN CARAVAN.

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SEPTEMBER 3RD.

AROSE 0500 BUT WEATHER STILL BAD. CLEARING BY 0730 AND WE MOVED OFF AT 0930. RAN ACROSS WORST AREA OF SOFT SNOW AND HILLY COUNTRY SO FAR, ABOUT 43 MILES FROM WILKES. BOTH TRAINS HAD TO BE SEPARATED NUMEROUS TIMES BEFORE IT WAS FINALLY DECIDED TO LEAVE ONE OTAGO THERE. WHITWORTH AND O'SHEA WENT AHEAD TO S2 TO KEEP RADIO CONTACT WITH WILKES AT 1500. D4'S ARRIVED 1700 IN COMPLETE "WHITEOUT". CONTINUAL ROLLING HAD CAUSED BOXES ON FOOD SLEDGE TO BREAK LOOSE AND THESE HAD TO BE TEMPORARILY ROPED ONTO SLEDGE.

SEPTEMBER 4TH.

AROSE 0600. BLIZZARD BLOWING AND NO WORK POSSIBLE.

SEPTEMBER 5TH.

AROSE 0600. WEATHER GOOD AT FIRST BUT BY 0800 WIND HAD COME UP AGAIN WITH THICK DRIFT. NOTHING DONE ALL DAY.

SEPTEMBER 6TH.

AROSE 0600. BLOWING LIGHTLY EARLY BUT CLEARED TO PERFECT DAY ALTHOUGH FAIRLY COLD - ABOUT -30 FAHR. ALL DAY. CHANGED HERMAN NELSON FOR ONE AT S2 AND TRIED TO START VEHICLES. ONE D4 STARTED BUT HAD NO OIL PRESSURE AND A NASTY KNOCK HEARD IN ENGINE WHICH WAS FOUND TO BE A BIG END BEARING. THE OTHER D4 REFUSED TO START AND IT WAS FOUND THAT THE ENGINE HAD SEIZED. HALL WITH ASSISTANCE FROM OTHER MEMBERS OF PARTY, WORKED WHOLE DAY TRYING TO FIND REASON FOR SEIZURE BUT WITHOUT SUCCESS. BUDNICK TOOK SUN AZIMUTH SHOT AND CALCULATED IT WHILST MORGAN AND WHITWORTH COMMENCED MARKING EAST-WEST BASE LINE. NO RADIO CONTACT WITH WILKES.

SEPTEMBER 7TH.

AROSE 0600. HALL DECIDED TO REPLACE FAULTY SLIPPER BEARINGS ON NO.4. CYLINDER OF D4. THIS WAS COMPLETED BY 1500 BUT CRANKSHAFT WAS BADLY SCORED AND ENGINE CONTINUED TO KNOCK. MORGAN AND WHITWORTH SPENT DAY LAYING IN ANEMOMETERS IN VICINITY OF S2, WHILST REMAINDER OF PARTY ASSISTED HALL AND ALSO DUG OUT SLEDGES. RADIO CONTACT WITH WILKES BY PHONE VERY GOOD.

SEPTEMBER 8TH.

AROSE 0530. HALL WANTED TO WORK UNDER SEIZED D4, SO IT HAD TO BE DUG OUT AND TOWED BY OTHER TRACTOR. TRIED PULLING IT ON 3 CYLINDERS BUT IT WOULDN'T BUDGE, SO HAD TO USE FAULTY 4TH. CYLINDER. HALL AND FREEMAN SPENT DAY ON D4 AND FINALLY FREED ENGINE BUT COULDN'T FIND REASON FOR SEIZURE. O'SHEA AND BUDNICK REPAIRED FOOD SLEDGE, WHILST WHITWORTH AND MORGAN PLACED MORE ANEMOMETERS.

SEPTEMBER 9TH.

AROSE 0600. PERFECT DAY BUT VERY COLD - VARIED BETWEEN -30F AND -50F. HALL STILL COULDN'T FIND REASON FOR SEIZURE, SO DECIDED TO START IT BUT WITHOUT SUCCESS. HALL TRIED FOR REMAINDER OF DAY TO FIND TROUBLE WITH PILOT MOTOR BUT AGAIN WITHOUT SUCCESS. ALSO HAVING TROUBLE WITH BOTH HERMAN NELSONS NOW. MORGAN AND WHITWORTH PLACED STAKES 10 MILES WESTERLY FROM S2. RADIO CONTACT GOOD WITH WILKES.

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SEPTEMBER 10TH

AROSE 0600. ANOTHER COLD DAY WITH TEMPERATURES SIMILAR TO YESTERDAY. FOUND HERMAN NELSON MOTORS FREEZE UP IF NOT TAKEN INSIDE IN THESE TEMPERATURES. DECIDED TO TOW START D4 AND THIS WAS ACCOMPLISHED WITHOUT FURTHER TROUBLE. DECIDED TO LEAVE FOOD SLEDGE AT S2, SO STOCKED CARAVAN AND NOTED REMAINING FOOD. UNLOADED OTACO AND BUILT RAMP SO THAT D4 WITH FAULTY CRANKSHAFT COULD BE LOADED. IN THE PROCESS OF THIS, THE HURDLES AT ONE END OF OTACO WERE DAMAGED. INSTRUCTIONS RECEIVED FROM WILKES TO RETURN THERE DIRECTLY AND ABANDON ATTEMPTS TO ESTABLISH FURTHER DEPOTS. NO MOVE POSSIBLE TODAY DUE VERY POOR VISIBILITY. D4 LEFT RUNNING ALL NIGHT WITH FREQUENT CHECKS. RADIO CONTACT GOOD.

SEPTEMBER 11TH

AROSE 0430. MOVED OFF 0730. FOUND THAT PETROL AT S2 OF DOUBTFUL QUALITY AND IT IS CONSIDERED THAT THIS MAY BE THE TROUBLE WITH HERMAN NELSONS AND PILOT MOTOR. MORGAN AND WHITWORTH WENT AHEAD IN SNO-TRAC TOWING SURVIVAL SLEDGE. THE REMAINDER OF PARTY TOOK TURNS ABOUT DRIVING WEASEL AND D4. WEASEL PULLED ENGINEERING SLEDGE. RAN INTO MILD BLIZZARD AT 1200 BUT CONTINUED TILL 1630, WHEN SNO-TRAC WAS OVERTAKEN. MORGAN AND WHITWORTH HAD ERECTED TENT. NO FURTHER MOVE MADE. D4 LEFT RUNNING ALL NIGHT AGAIN.

SEPTEMBER 12TH

AROSE 0500. ADVERSE WEATHER CONDITIONS DELAYED DEPARTURE UNTIL 0900. MORGAN AND WHITWORTH AGAIN WENT AHEAD IN SNO-TRAC SO THAT THEIR TRACKS COULD BE FOLLOWED AT NIGHT. D4 WAS DRIVEN IN 3RD GEAR AND AVERAGED 3 MPH PULLING SLEDGED D4, CARAVAN AND AN EMPTY NORWEGIAN SLEDGE. PARTY MET BY O'LEARY AND HULCOMBE IN NODWELL AT 1800 ABOUT 6 MILES FROM WILKES. THE PURPOSE OF THIS WAS TO TRY AND GET ALL SLEDGES BACK TO BASE AT ONE GO. AT THIS STAGE THE WEASEL BROKE A TRACK WHICH TOOK AN HOUR TO REPAIR. THE D4 TOWED THE SLEDGED D4, WHILST NODWELL TOOK CARAVAN, EMPTY SLEDGE AND ENGINEERING SLEDGE. IT WAS INTENDED TO HOOK WEASEL ON BACK AT THE MORaine TO STOP SLEDGES "RUNNING UP", BUT THIS IDEA WAS CANCELLED AS TRACK BROKE AGAIN. EMPTY SLEDGE AND ENGINEERING SLEDGE LEFT AT MORaine AND PARTY FINALLY ARRIVED AT WILKES AT 2200 ( NEW WILKES TIME WHICH IS Z + 8 ).

ALTHOUGH THE OBJECTIVES OF THE TRIP WERE NOT FULFILLED, IT MUST BE BORNE IN MIND THAT BOTH D4'S WERE PULLING MAXIMUM LOADS OVER AREAS OF VERY SOFT SNOW WHICH COULD HAVE CONTRIBUTED TO A LARGE DEGREE THE MECHANICAL TROUBLES. HOWEVER PARTY WAS SUCCESSFUL IN PLACING APPROXIMATELY 80 DRUMS OF FUEL IN VICINITY OF S2 AND IN LAYING BASE LINE 10 MILES WESTERLY FROM S2.

IN CONCLUSION IT IS FELT THAT SOME MENTION SHOULD BE MADE OF THE FRIENDLY RELATIONS MAINTAINED THROUGHOUT TRIP BETWEEN MEMBER OF PARTY. ALSO EACH PERSON SHOWED WILLINGNESS TO WORK LONG HOURS IN TEMPERATURES LOWER THAN EVER RECORDED AT S2.

SGD.....

K. 'BUDNICK.

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WILKES GLACIOLOGICAL SPRING TRAVERSE 1964

PERSONNEL

PETER MORGAN (GLACIOLOGIST)  
JOHN O'SHEA (RADIO OPERATOR)  
ROSS MALL (DIESEL MECHANIC)  
KEITH BUDNICK (SURVEYOR)

OBJECTIVES

- (1) IT WAS INTENDED TO LAY GLACIOLOGY STAKES IN A STRAIGHT LINE AT ONE MILE INTERVALS FROM THE DOME SUMMIT APPROXIMATELY 20 MILES S.E. OF S2 TO AS CLOSE AS POSSIBLE TO CAPE POINSETT, THENCE FROM CAPE POINSETT TO CAPE POLGER. AN AZIMUTH HAD PREVIOUSLY BEEN LAID IN AT DOME AND A BEARING OF 10 DEGREES TRUE LAID OUT IN DIRECTION OF CAPE POINSETT.
- (2) IT WAS DECIDED THAT EN ROUTE TO S2 THE QTAO SLEDGE LOADED WITH 40 DRUMS OF FUEL AND AT A POINT 43 MILES FROM WILKES SHOULD BE COLLECTED AND A FUEL DUMP ESTABLISHED 10 MILES DUE WEST OF S2 I.E. ABOUT 3 MILES S.W. OF OT GO'S POSITION.
- (3) BAROMETRIC LEVELLING WAS TO BE COMPLETED FROM S1 TO S2 AT 2 MILE INTERVALS AND FROM S2 TO DOME SUMMIT AT 1 MILE INTERVALS USING CLASSICAL LEAP-FROG METHOD. SIMILAR TYPE LEVELLING WAS TO BE CARRIED OUT FOR REMAINDER OF TRAVEL USING MODIFIED LEAP-FROG METHOD AT 1 MILE INTERVALS WITH LEADING VEHICLE TAKING READINGS EVERY POINT 200 YARDS.
- (4) ASTRO-FIXES WERE TO BE OBTAINED AT S2 AND ADJACENT TO CAPE POINSETT.
- (5) WEATHER OBSERVATIONS TO BE TAKEN AT 6 HOURLY INTERVALS.
- (6) GRAVITY READINGS AT 1 MILE INTERVALS.

TRANSPORT

1 DA TRACTOR, 2 SNOW-TRACT, 1 CRAWLER, 1 REINFORCED SLEDGE  
1 FOOD SLEDGE, AND 1 MOTORISED SLEDGE LOADED WITH FUEL AND ICE  
DRILL PARTS. THE LATTER WAS TO BE LEFT AT S2.

METHODS

ALL OBJECTIVES WERE COMPLETED AS PLANNED. IN OBJECTIVE (1) THE METHOD USED FOR STAKING WAS TO STAPLE "LINE IN" OF PREVIOUS 2 STAKES USING BT OCULARS. THE DISTANCE "WAY" OF THE PARTNER OF THESE 2 STAKES VARIED BETWEEN 500 YARDS AND 1 MILE DEPENDING ON UNDULATING TERRAIN AND GLACIAL VELOCITY. IT WAS FOUND REASONABLE UNDER FAVORABLE CONDITIONS TO ELONGATE STAKE POINT 4 OR A MILE EAST AND MARK THEN TURN WEST AT THE FOLLOWING MILE MARK.

OBJECTIVE (3) BECAME INCOMPLETE AFTER TECHNICAL PROBLEMS FORCED

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NO. 5 SNOW-TRAC WAS LOADED ON OTACO. AFTER THIS NO. 6 SNOW-TRAC WAS PLACED STAKE 3. DID TOOK 1 HOUR 10 MINUTES AT 1000 TO THE INTERVAL AND THE D4 HAD TO BE STAKED 200 YDS. AND THE COW-TRAC HAD TO BE STAKED 100 YDS. THE REASON BEHIND THE INSTRUMENTS IN CLOWN TOOK UP ALL STAKES EXCEPT THE MARKERS. RADIO CONTACT WAS USED AT ALL TIMES TO ENSURE SIMULTANEOUS READING OF BAROMETERS AND THAT STAKES WERE NOT REMOVED BEFORE THE NEXT STAKE HAD BEEN CORRECTLY PLACED. THE REASON FOR ONLY 100 YDS. WAS THAT SO, TO SAVE HAVING OUT LONG WIRE TAGS. THE SPARE LONG WIRE WAS WOUND AROUND TOP OF OTACO WHEELS AND PROVED EXTREMELY EFFICIENT BOTH FOR CONTACT BETWEEN VEHICLES IN FIELD AND WITH WILKE S. THIS APPEARS AN EXCELLENT SOLUTION FOR FUTURE FIELD PARTIES WITH SIMILAR PROBLEMS.

# DAILY LOG

SEPT. 23 RD.

DEPARTED WILKES 1600 WITH WEASEL AND TRACTOR TRAIN, LEFT TRAIN AT MORRINE AND RETURNED TO WILKES 2000 IN WEASEL. EXPERIENCED MUCH TROUBLE OVER HILLY AREA AT END OF COVE NEAR WILKES. SOFT SNOW CAUSED D4 TO BOG SEVERAL TIMES.

SEPT. 24 TH.

AROSE 0500 BUT BLIZZARD CONDITIONS PREVENTED DEPARTURE.

SEPT. 25 TH.

AROSE 0500 BUT BLIZZARD CONTINUING. NO MOVE MADE.

SEPT. 26 TH.

AROSE 0400. WEATHER IMPROVED AND PARTY DEPARTED WILKES IN 2 SNOW-TRACS 0700. REPLACEMENT OF FUEL TRANSFER PUT IN D4 AND DIGGING OUT TRAIN PREVENTED ANY MOVE TILL 1130. WHITE-OUT FORCED STOP AT 1700 17 MILES FROM WILKES.

SEPT. 27TH.

AROSE 0500. WENT OFF 0730 AND DID NOT STOP TILL 1500 FOR RADIO CONTACT. FINALLY STOPPED FOR NIGHT 1830 AT OTACO SLEDGE 43 MILES FROM WILKES. GLOW PLUG IN NO. 5 SNOW-TRAC HEATER BURNT OUT.

SEPT. 28 THL

AROSE 0500. O'SHEA AND BUDNICK LEFT IN NO. 6 SNOW-TRAC TO LOCATE FLAGS PREVIOUSLY PLACED AT WESTLY DEPOT. ON THEIR RETURN HALL AND BUDNICK WITH TRACTOR TRAIN FOLLOWED THEIR TRACKS AND HAD UNLOADED 19 DRUMS OF ATK AND 13 DRUMS OF PETROL AT DEPOT BY 1300. O'SHEA AND MORGAN CONTINUED LEVELLING TO S2 AND ARRIVED THERE 1500. HALL AND BUDNICK TRAVELLED DUE EAST ALONG LINE STAKED DURING DEPOTING TRIP AND ARRIVED S2 1900. VISIBILITY MOST OF AFTERNOON VERY POOR BUT LUCKILY VEHICLE TRACKS WERE STILL FAINTLY VISIBLE.

SEPT. 29 TH.

AROSE 0500. BLIZZARD PREVENTED WORK.

SEPT. 30 TH.

AROSE 0600. BUDNICK ATTEMPTED ASTRO EARLY BUT TOO COLD (-30F) FOR THEODOLITE TO FUNCTION PROPERLY UNTIL 1000 WHEN IT BECAME



CONSIDERABLY WARMER AND ASTRO WAS COMPLETED. SLEDGES WERE DUG OUT AND ICE DRILL FLIGHTS UNLOADED. WINCHED ENGINEERING SLEDGE ONTO OTACO AND LOADED SOME FUEL. LEFT 23 DRUMS OF A.T.K. AND 14 PETROL. NO MOVE MADE.

OCTOBER 1ST. AROSE 0500 AND READY TO MOVE 0730. NUMEROUS TYRES ON BOTH SNOW-TRACS WERE DOWN AND NO 5 HAD FLAT BATTERIES AND HAD TO BE CRANKED. TRACTOR DROVE OVER ANEMOMETER LINE AND THIS HAD TO BE REPAIRED. GROUND DRIFT WHICH HAD BEEN EVIDENT SINCE START BECAME WORSE AND TRAVEL WAS IMPOSSIBLE AFTER COVERING 2 MILES TOWARDS DOME.

OCTOBER 2ND AROSE 0500 NO MOVE MADE. BLIZZARD

OCTOBER 3RD AROSE 0500 NO MOVE MADE. BLIZZARD

OCTOBER 4TH AROSE 0500 NO MOVE MADE. BLIZZARD

OCTOBER 5TH AROSE 0500. DUG OUT VEHICLES AND D4 AND NO 6 SNOW-TRAC STARTED EASILY. HOWEVER GASKET HAD TO BE CUT FOR FAULTY FUEL PUMP ON NO 5. ALSO CYCLOMETER BROKE AND HAD TO BE WELDED. MOVED OFF 1145 AND HAD REACHED POINT 16 MILES FROM S2 BY 1830 WHEN ALUMINIUM STEERING SUPPORT ON SNOW-TRAC NO 5 BROKE.

OCTOBER 6TH AROSE 0600. HALL FOUND SNOW-TRAC STEERING TO BE IRREPAIRABLE IN FIELD SO HAD TO BE LOADED ONTO OTACO. THIS ENTAILED THE BUILDING OF A RAMP AND UNLOADING THE ENGINEERING SLEDGE. THE HYDRAULIC SYSTEM OPERATING D4 BLADE HAD PREVIOUSLY BECOME U/S SO RAMP HAD TO BE DUG BY HAND. ALSO TYRE ON NO 6 RUINED AND HAD TO BE CHANGED. FAN ON CARAVAN GENERATOR FELL OFF AND HAD TO BE WELDED BACK ON. HAD TROUBLE WITH CARAVAN "FYRSIDE" HEATER AND "SOUTH WIND" IN D4 REFUSED TO WORK. NO MOVE MADE.

OCTOBER 7TH AROSE 0500. BUT WHITE-OUT. CLEAR BY 0700. MOVED OFF 0900 AND CONTINUED CLASSICAL LEAP FROG TO POINT APPROXIMATELY THREE MILES NNE OF DOME. MORGAN AND BUDNICK LOCATED DRUMS AT DOME IN SNOW-TRAC BUT VISIBILITY WAS VERY POOR AND NO STAKING POSSIBLE. FINISHED REFUELLING 1900.

OCTOBER 8TH AROSE 0500. INTENDED LEVELLING INTO DOME IN SNOW-TRAC USING CARAVAN AS BASE BUT FOUND SNOW-TRAC HAD BROKEN A TRACK WHICH TOOK 3 HOURS TO REPAIR. DIDNT START LEVELLING UNTIL 1100 AND HAD PROCEEDED 5 MILES ALONG POINSETT LINE BEFORE MILD BLIZZARD CAUSED RETURN TO CARAVAN AT 1800.

OCTOBER 9TH AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 10TH AROSE 0500. AFTER DIGGING OUT VEHICLES MOVED OFF 0830. ONLY MOVED 2 MILES I.E. UP TO POINT PREVIOUSLY LEVELLED BEFORE VISIBILITY FORCED STOP.

OCTOBER 11TH AROSE 0500. MOVED OFF 0730. AFTER TRAVELLING 16 MILES D4 BOGGED DOWN IN VERY SOFT SNOW AND WOULDNT PULL ITSELF OUT. AFTER 2 HOURS WORK IT WAS FINALLY RETRIEVED BUT VISIBILITY PREVENTED FURTHER TRAVEL AS IT WAS 1900 ONE SNOW-TRAC TYRE RUINED AND HAD TO BE CHANGED.

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OCTOBER 12TH AROSE 0500. WHITE-OUT CONDITIONS PREVENTED ANY MOVE UNTIL NOON. HOWEVER CONDITIONS ~~WEREN'T~~ WEREN'T PERFECT AND HAD ONLY TRAVELLED FOUR MILES BEFORE DRIFT FORCED STOP AT 1400.

OCTOBER 13TH AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 14TH AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 15TH AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 16TH AROSE 0500. WHITE-OUT CONDITIONS AND NO MOVE POSSIBLE BUT DUG OUT VEHICLES. TRAIN HAD TO BE WINCHED OUT IN 3 SEPARATE PARTS AS SNOW VERY SOFT. CONTINUED SNOWING ALL DAY.

OCTOBER 17TH AROSE 0500 AND WEATHER FAIR BUT OVERCAST. AFTER SOME TROUBLE MOVING TRAIN WE MOVED OFF 0800. STOPPED 1430 BECAUSE OF GENERATOR TROUBLE ON D4. AFTER PHONE SKED WITH WILKES IT WAS DECIDED TO DISCONNECT GENERATOR AND RELY ON CARAVAN BATTERIES FOR STARTING. FINALLY COVERED 18 MILES FOR DAY AND FINISHED REFUELLING AT 2000. SOME VERY STEEP SLOPES IN AREA COVERED TODAY.

OCTOBER 18TH AROSE 0500. MOVED OFF 0700. AGAIN ENCOUNTERED SOME STEEP SLOPES WHICH NECESSITATED CLOSER STAKING. REACHED TOP OF VERY STEEP SLOPE AT 1330 AND AS VISIBILITY WAS POOR IT WAS DECIDED TO STOP. VISIBILITY IMPROVED SLIGHTLY LATER SO PARTY MADE A RECONNAISSANCE 4 1/2 MILES TOWARDS COAST IN SNOW-TRAC AND DECIDED IT WOULD BE UNWISE TO TAKE TRAIN ANY FURTHER. IT WAS CONSIDERED THAT COAST WAS NO FURTHER THAN 8 MILES FROM TRAIN. COVERED 13 MILES.

OCTOBER 19TH AROSE 0600. WHITE-OUT PREVENTED ANY MOVE UNTIL 1030 WHEN O'SHEA AND MORGAN LEVELLED 4.3 MILES TOWARDS COAST USING CARAVAN AS BASE. BUDNICK ATTEMPTED ASTRO BUT ONLY SUCCESSFUL WITH 2 SHOTS BECAUSE OF CLOUDS.

OCTOBER 20TH AROSE 0600 BUT AGAIN WHITE-OUT. CLEARED 1100 AND BUDNICK OBTAINED SIX MORE SUN SHOTS AND COMPLETED ROUGH CALCULATIONS AND ALSO LAID OUT BEARING 256° TRUE TOWARDS CAPE FOLGER. UNLOADED TWO DRUMS OF SURPLUS PETROL FOR LATER TRAVERSE.

OCTOBER 21ST AROSE 0500. MOVED OFF 0730. COVERED 24 MILES FOR TODAY AND STOPPED 1930.

OCTOBER 22ND AROSE 0500 BUT WHITE-OUT. CLEARED 0930 AND MOVED OFF 1100 BUT VISIBILITY FORCED STOP 1300 AFTER COVERING 4 MILES.

OCTOBER 23RD AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 24TH AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 25TH AROSE 0500. NO MOVE MADE. BLIZZARD.

OCTOBER 26TH AROSE 0500. WEATHER IMPROVED SO DUG OUT SLEDGES AND WINCHED THEM OUT. HOWEVER IT BECAME WINDY AGAIN AND NO MOVE POSSIBLE

OCTOBER 27TH

A ROSE 0500 BUT STILL BLOWING CLEARING BY 0700 AND MOVED OFF 0900. COVERED 23 MILES FOR DAY STOPPING AT 2000.

OCTOBER 28TH

A ROSE 0500 BUT WHITE-OUT PREVENTED ANY MOVE UNTIL 0830. HAD ONLY COVERED 2 MILES WHEN CYCLOMETER BROKE AND POINT 2 MILE READINGS HAD TO BE ABANDONED. AT THIS STAGE TERRAIN SLOPED FAIRLY RAPIDLY TOWARDS COAST. AFTER COVERING 13 MILES THE FIRST CREVASSE WAS SIGHTED AND AFTER INSPECTION MORE WERE FOUND TOWARDS COAST. IT WAS DECIDED TO ABANDON FURTHER LEVELLING IN THAT DIRECTION. BUDNICK TOOK 2 SUN SHOTS. PARTY THEN PROCEEDED DUE SOUTH FOR 3 MILES OVER AREA OF SMALL CREVASSES THEN S.W. TO A POINT ON MORaine ABOUT 2 MILES FROM OPENING. STOPPED 1930 AFTER COVERING 25 MILES.

OCTOBER 29TH

A ROSE 0600. MOVED 0800 AND MET BY O'LEARY IN NODWELL AT MORaine OPENING 0900. THE NODWELL WAS HOOKED TO REAR OF TRAIN AND PARTY ARRIVED WILKES 1200.

OBSERVATIONS. 1. IT IS CONSIDERED APPROXIMATELY 1 HOUR LOST EACH DAY BECAUSE OF MINOR MECHANICAL TROUBLES

2. AVERAGE SPEED WHEN STAKING WAS ABOUT 2 MPH.

3. IF PARTY MOVED OFF 0700 NO STOP WAS MADE UNLESS FORCED UNTIL 1500 WHEN RADIO CONTACT WAS SCHEDULED. THIS IS CONSIDERED A CONVENIENT TIME FOR RADIO CONTACT AS VEHICLES COULD BE REFUELLED AND STAKES REPLENISHED ON LEADING SNOW-TRAC.

4. SNOW-TRAC TYRES CAUSED MUCH TROUBLE AND NUMEROUS REQUIRED PUMPING ALMOST EVERY MORNING. GREAT CARE SHOULD BE TAKEN IN CHECKING VALVES AFTER THIS PROCESS. IF HERMAN NELSON OPERATING IT WAS FOUND ADVANTAGEOUS TO WARM TYRES BEFORE PUMPING. ALSO GLOW PLUGS IN SNOW-TRAC HEATERS PROVED USELESS.

5. ANY ATTEMPT TO PULL CARAVAN TRAIN FROM CAPE POINSETT TO DOME WOULD ENCOUNTER MUCH TROUBLE BECAUSE OF STEEPNESS OF TERRAIN.

6. THE COAST LINE AT CAPE POINSETT APPEARS TO BE PLOTTED APPROXIMATELY 8 MILES NORTH OF ITS ACTUAL POSITION ON S.Q.48-49(B) AND REQUIRES REVISION. ALSO THE POSITIONS OF NELLY ISLAND AND CHAPPEL ISLAND APPEAR TO BE INCORRECTLY PLOTTED ON S.Q.48-49(D).



7. O'SHEA CONSIDERS THAT 4040 KCS PROVED SUPERIOR TO 2720 KCS  
AT ALL TIMES FOR COMMUNICATION BETWEEN VEHICLES

8. NO MOVE WAS POSSIBLE ON 13 DAYS AND ON 4 DAYS ONLY ABOUT  
3 MILES COULD BE COVERED BECAUSE OF BAD WEATHER I.E. ABOUT  
1 IN 2 DAYS UNSUITABLE FOR TRAVELLING.

9. THE ACCURACY OF THE STAKING METHOD HAS NOT BEEN PROVED.  
A THEODOLITE CHECK WOULD HAVE TO BE PERFORMED TO VERIFY IT.

(SGD)

*K Budnick*  
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(K BUDNICK)

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Wilkes Base,  
Antarctica.  
3<sup>rd</sup> November 1964.

REPORT: TRAVERSE FROM WILKES BASE TO HAUPT NUNATAK.  
19<sup>th</sup> - 24<sup>th</sup> October, 1964.

PERSONNEL: Denis Brophy (Met. Observer), Graeme Small (Geophysicist),  
Gordon Smith (Cosmic Ray Technician).

PURPOSE OF TRAVERSE: To obtain photographic records of ice movement in  
the Vanderford Glacier.

METHOD OF TRANSPORT: Dog-sled (ten dogs).

LOG: 19.10.64. A nearly start was prevented by bad weather, but at about 0930 it cleared sufficiently, so we harnessed the dogs to an empty sled and set out (the fully laden sled had been taken up to S1 by vehicle two days previously). We made good time to S1, changed the dogs over to the loaded sled and moved on to the airfield, leaving the empty sled at S1. We had no trouble following the drum line to S15, arriving there at about 1715.

20.10.64. Once again light snow and whiteout conditions held us up in the morning, but at about 1030 we made a start and headed due south. We navigated by dead reckoning, hoping to find Ritchie's Corner, but after 5 miles it became apparent that we had been travelling on a course west of the one we intended to follow, for, although we did not find Ritchie's Corner, we could see the Browning Peninsular, Ardery Island and several other landmarks. Keeping these on our right, we headed SSW and had no trouble in finding Haupt Nunatak which is situated 8 miles inland from the Browning Peninsular. We arrived at the caravan at about 1815.

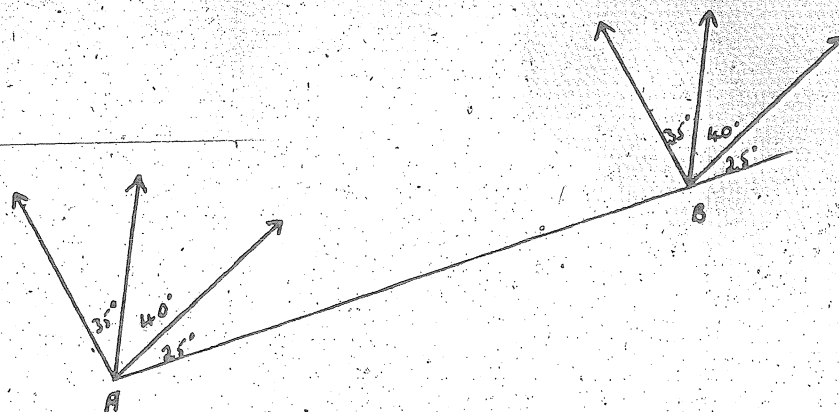
21.10.64. In the morning we made an attempt to repair the door of the caravan. The handle was faulty and from the inside the door could be opened only with difficulty. The attempt was not successful, and to open the door it was necessary to use a pair of pliers. We did manage to correct a tilt in the emplacement of the caravan, however, which had caused the caravan to rock considerably whenever anybody stepped from one side to the other. The floor still has an inconvenient slope.

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In the afternoon we took the theodolite photographs of the glacier and the Mitchell Peninsular. This was done by setting the theodolite camera up over the first of two marker stakes and taking a bearing on the second; photographs were then taken on bearings of 25, 65 and 100 degrees to the west of this bearing. The theodolite camera was then set up over the second stake and a back bearing taken so that similar photographs could be taken on identical bearings. Three photographs were taken on each bearing, making a total of 18 plates. See diagram below :-

VANDERFORA  
GLACIER

MITCHELL  
PENINSULAR



CARAVAN

PLATEAU

22.10.64. In the morning we packed the gear, tidied up the caravan and set out for Browning Peninsular. We had to travel over terrain which, in the whiteout conditions then apparent, appeared flat but which was, in fact, undulating to such an extent that, at one stage, the Browning Peninsular was completely hidden from view.

In searching for a place to camp for the night we travelled through the peninsular in a WNW direction down a steep ice-filled valley and onto thick sea ice. We finally chose a spot on the northern edge of Peterson Island and made camp.

23.10.64. We struck camp in the morning and travelled on the sea ice around the western tip of Peterson Island and along the southern shore.

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The Vanderford Glacier was in view less than a mile away, but visibility was soon limited by whiteout and intermittent snowfalls. After a few miles, further progress was prevented by the presence of rough pressure ice and small bergs so we decided to make for home. We retraced our earlier movements around Peterson Island and headed NE towards Ford Island. We hoped to pass between that and Cloyd Island, thus avoiding the ice west of Ardery Island where large areas of thin ice and open water had been observed a fortnight earlier.

Unfortunately, when we were within sight of Ford Island at about 1230 a strong blizzard blew up and we were forced to seek shelter on the island. By the time we got to the island and pegged down the dog trace the wind was blowing at gale force and visibility was down to about three feet (at the time the soft snow on the plateau was about 4 inches deep). We made an attempt to erect the Beche tent but were unable to secure the poles properly because the tent had become partially buried. We spent too much time on this and did not notice that, meanwhile, the tent had been filled up with drift snow. This prevented us from crawling into the tent, erected or not. We dug a shallow ditch in the lee of the half buried tent and lay in it until the blizzard stopped. This was not until 0130 the next morning.

24.10.64. When the wind abated we dug the tent out, emptied it of snow and erected it. We untangled the dog trace, prepared some soup and, after a light meal, had a few hours sleep. At about midday we set out for home. The wind was blowing at about twenty knots and snow was falling. We had a little trouble finding the Robertson Channel which runs between Warrington Island and the Mitchell Peninsular, but after we had found it the rest was only a matter of time. We skirted the Mitchell Peninsular east of Beall Island and Bailey Peninsular east of Shirley Island. After crossing Newcomb Bay near the proposed Station site, we arrived back at camp at about 1700.

RADIO COMMUNICATIONS: We arranged with the base radio section for a radio "sked" at 1300 each day. We were able to keep to this arrangement every day except 23.10.64. when bad weather prevented us from setting up the radio and hand-driven generator. However, although we heard the base calling us at the normal times and at other times when they made QRX "skeds", base was unable to hear our call sign at any time either in voice or carrier wave.

THE DOG-TEAM: We started with the five pairs of dogs in the following order:- FINSTER @ TWIGG, BUTCH @ HORACE, TIGER @ DONGA, FITTER @ TURNER, REB & SPOI. This order worked well up through the moraine in the soft snow and as far as the airfield. At this juncture, however, the leaders, Finster & Twigg, seemed to lose interest in their job and started to slow down, dodge around each other and look behind. We replaced them with Butch & Horace who, after one or two false starts, led the team up to S15. Of the

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two dogs, Butch shows far more initiative and will to work. He easily dominates the other dogs, especially Horace, his partner, whose food he sometimes steals without any trouble. He is also keen on fighting.

On the second day we tried Finster and Twigg again but soon found out we had erred; same behaviour as the day before. We put Butch and Horace up front again but by late afternoon they were all very tired and needed a lot of encouragement and, in the end, someone to walk ahead while they were resting.

Butch and Horace led fairly well most of the time for the rest of the trip, although on the sea ice they had to be kept away from penguin. When we had reached the Robertson Channel at the final stage of the journey, they had lost interest and we replaced them with Reb and Spot. Spot wanted to skylark but Reb who is a fairly clever dog and who works when he wants to, seemed to be familiar with the area and took us strai up through the channels to Wilkes without any misbehaviour whatsoever.

On the whole the dogs worked well but it is recommended to future parties who may contemplate using the dogs for trips of any distance on the plateau, that the fully laden sled be taken up at least as far as S1. by vehicle. This will save hours of travel later, especially if the snow is soft.

LOST: One ice-axe, one axe, one sleeping-bag, one canvas sack for Beche tent, several tent pegs, Graeme Small's contact lenses, Denis Brophy's prescription sunglasses. All lost in blizzard.

DAMAGED: One pair skis broken when the sled overturned.

MILEAGE DETAILS:

| End of Travel on | Place       | Mileometer Reading | Distance covered that day | Progress Total |
|------------------|-------------|--------------------|---------------------------|----------------|
|                  | WILKES      | 48.8               |                           |                |
| 19.10.64.        | S.15        | 63.1               | 14.3                      | 14.3           |
| 20.10.64.        | HAUPT NTK.  | 82.2               | 19.1                      | 33.4           |
| 22.10.64.        | PETERSON Is | 93.7               | 11.5                      | 44.9           |
| 23.10.64.        | FORD Is.    | 103.5              | 9.8                       | 54.7           |
| 24.10.64.        | WILKES      | 112.3              | 8.8                       | 63.5           |

*St. Brophy*

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