

and the holes will have to be blocked

Thursday 31st December

Ellis started painting the mess yesterday and finished today. He has done a good job and gave the floor a thorough cleaning after he had finished. The room looked extremely neat for the New Years Eve party which was a very successful function. All hands sang Auld Lang Syne at midnight but the festivities continued until much later.

Friday 1st January 1965

A day looked forward to by all I am sure. Murray and Fox went sealing and shot 3 seals. They had to leave a few of the implements behind on the return journey with the very full load of meat. Murray again collected specimens and now has only one more to collect. Hagen & Froman departed for SZ via Haupt Nunataks.

Saturday 2nd January

The sea ice is now very rotten in Stephenson's Cove and probably will not last too much longer. The vehicle situation at base is critical as now the large Palaris has become p/s. It needs fuel pump and clutch repairs for which there are no parts.

Saturday night was the usual 'grog' issue night and most of the camp sat around and talked. The film shows are much less popular now as we have seen most films many times.

Sunday 3rd January

A quiet day. Bowdler and Smith launched another balloon which is their second last for the year so their programme is almost complete.

Monday 4th January

Today balloon still flying as of this evening. Heard from Friedman & Morgan for the first time since leaving. They were very weak on CW but are at 52 days. Have drawn up Route system to assist Budnick at new site but it will be a hard way of completing the task.

Tuesday 5th January

The weather has been disturbed for the past few days and shows no signs of changing. Ophry and Ellis went out with the dog and shot one Weddell and one leopard seal. Budnick again contacted that with Route system at present being used to assist him at new site, the contour map will not be finished although the field work may be. I decided to seek approval from Melbourne to record

Bonucci from Met Section and Smith from
Cooking Section to work with Budnick for
on a full time basis to get most of field work
completed. Murray painting Messing's dashboard
Wednesday 6th January

File received from Antarctic group approval
of Bonucci & Smith to assist Budnick provided
no interference occurred to Scientific Programme
Had talks with Bartholpe and Fox and
mapped out programme suitable to all concerned
The weather is still bad. Decided that
Budnick, Bonucci, Smith should stay at
new site from Friday 8th Jan to Monday
11th Jan. The situation regarding vehicles
is serious - only the small polaris and the
Combarau are capable of moving to new site so
we will have to juggle vehicles over next few
days. The vehicle although 2 of them
are in going condition have tracks in
such poor condition that Hall does not
want them used if it can be avoided.

Thursday 7th January

Weather bad with wind up to
50 knots or so during the latter part
of the day. Outside work would be
impossible. Self assisted by Budnick
painted Dono's dashboard. Murray finished
painting section containing Buoy Tray Jet
Heater etc.

Friday 9th January

Weather still overcast with wind blowing but Budnich & Co left for new campsite hoping that conditions improve later. Budnich returned Bomber due to station tonight and will take small Polar bear tomorrow.

9th January Saturday

Wood inspected the emergency clothing cases for RHA on the emergency RHA stack & reported they had been snow covered & the snow slightly affected by the subsequent melt. The waterproof lining however appeared in good condition.

Since the drain beside the Pump room was cleared it has remained open even though we have had much wind, some snow and a great number of overcast days since then. Snow has again built up around the Water Jetway but has melted right down to bedrock beside the Pump room. The indications at present are that there will be much more snow at Changeman this year than last year.

Sunday 10th January

The weather yesterday was overcast but with no wind and a thin frost. Above freezing the party were at the

new site put in a show day and accomplished much. Today was windy except for a 3 or 4 hour spell around midday.

Monday 11th January

Cudnick Smith and Bonnici returned from new site. Conditions were not suitable for theodolite work for much of the day. However they managed to get a fair bit done. Giving Cudnick enough office work to last him a few days by the sound of things.

Cross started painting kitchen shelves most of which are in good condition but marked by this which are stored inside during the year.

Tuesday 12th January

With almost continuous bad weather so far this year the melt rate has slowed down noticeably. As an experiment Brquette dust has been spread over a section from a door in the Service corridor down between the Service block & Rec. room. Only a strip was covered leaving the outside sections as a control. Water from the garage and Spare parts Jameway has been pumped here to test its effect. The section with the Brquette dust spread on it has

melted at a much faster rate than the control section and has cut a channel of depth about 2 feet in a few weeks. With more sunshine this method would be extremely successful.

The water treatment has not been a success as it tends to cut narrow channels rather than melt over a large area.

Wednesday 13th January

Fox and Bonucci cleared out snow and ice from old balloon shed prior to weather proofing building so it can be used as a Met. store.

Thursday 14th January

Murray saw Shua chicks at Rockery A and also saw a snow petrel sitting on eggs. Fox drove Bombardier down to old balloon shed via the ice below the fuel store around the new balloon shed and then across a snow bridge to the shed. At this time of year access to this section of camp is difficult and heavy stores such as drums and cylinders should be transported while conditions are satisfactory for dragging sledges.

Friday 15th January

Brophy and Small went sealing down at Stephenson's Cove. They reported sighting a Crab eater seal near the edge of the sea-ice, which had probably come from the pack which was close today.

16th January Saturday

Clear skies, temperature $+37^{\circ}$. The snow surface was extremely soft today. Small and Bowdler bogged bombardier and water tank just past the dog house on the way to the lake to start a water run. A large melt stream presumably overflow from the water lake was flowing into the cove on the South side of the Station. Eventually the water run was continued using a weasel to tow the sledge. The weasel is a much better vehicle than the bombardier in soft snow. There should be no problem in getting water during the early part of this year.

Murray started to repair Shua trap which had been damaged by strong winds earlier in the month.

Sunday 17th January

Cross & Ellis dry cleaned the curtains from the Mess and lounge using

white spirit. This however did not prove entirely successful and Goss will wash the curtains and cover tomorrow to remove the remaining dirt.

Otha repaired Met. Vestibule using hardboard found on the Carpenter's ship roof deck. Small self visited Kooking & inspected Wammigan which is in reasonable condition still.

Bonnie Sunday cook made effort to produce Spaghetti lunch and roast dinner. - Probably the best Sunday cook for some time.

Mason apparently needs D4 spare parts urgently which were not recorded and the Thala Dan may call in to pick up spare parts from here. - morale high!

Monday 18th January

Bushman & Ellis travelled to new camp site. Completed four days work & returned to Wilby at 1100. Travers party arrived at 1530. Cars Whitworth & Morgan will follow in Redhead in a few days time. Further discussion via radio with Styles of Hella. Thala Dan has commenced to try & break thru' ice. ETA 0500 hrs tomorrow. Morale is really high with prospects of mail etc. Hulombe & Jones commenced ramp immediately by they arrived back from Travers. Everyone spent evening tidying up.

Tuesday 19th January 1965

Kala Dair reported at 0300 they were having difficulty in breaking thru pack & finally at 1600 said they were proceeding to Davis. Morale is very low. In fact have not seen such glum faces all year. Pace of clearing up etc. immediately slowed down to virtually nil production. Both 105 & 6 Sutracs broke tracks on arriving at Wilkes, mainly due to slushy snow & also the tracks are worn out. Tracks repaired in a fashion, but vehicles are now grounded until new tracks arrive on Kala Dair.

Wednesday 20th Jan

Normal routine day with great speculation as to whether the Kala will be able to get thru pack on return journey. Assured all that yesterday's attempt was only minor as time available was limited, but many not convinced.

Ramp now being extended to enable DOCKS to get ashore under own power. Previously had only been cut for quick landing assisted by D. wind.

Thursday 21st Jan.

RTA putting well ahead of schedule although there is still a lot to be packed. Budnick, Woods & Smith left for new site in ward & after travelling 2 miles, broke a track & walked rest of distance.

Freemair & Small putting finishing touches to seismic equipment foundations. Very good, professional job of concreting.

Friday 22nd Jan

O.I.C. & Herkumbe took Bombardier to new campsite after repairing Weasel track en route. Weasel taken for Bushick's return. Reced area for possibility of placing additional caravans in a convenient position for relief construction party. Fairly safe route found but could have trouble parking caravans near present caravan. Weather very windy (gusts 80 knots) but luckily no drift. Whitworth & Morgan unable to return from 52 due to blizzard.

Saturday 23rd Jan

Still high winds making outside work nearly impossible, although all station personnel turned out for full afternoon's work clearing up outside buildings & removing food from food jamaway to the rocks opposite. The number of boxes of food now outside is almost as large as the food dump at last changeover suggesting that there was an excessive amount sent for '64 party. Bushick, Woods & Smith remained at new ~~camp~~ campsite despite the weather. Thala Dan arrived Davis during pm - leaving ans. tomorrow.

Sunday 24th Jan

Routine Sunday except that several are already packing their bags. Weather poor & Whitworth & Morgan still at 52.

Monday 25th Jan

Hulombe, Fogarty & O.I.C took large caravan of the glass caravan, 4 Otavo sledge loaded with 20 cylinders welding gases to new site. After some difficulty in crossing melt streams, managed to place caravans beside the one already in situ.

Weather still very windy.

Tuesday 26th Jan

Some difficulty in getting down to bedrock in ramp, especially near entrance, due to ice formed when ramp was opened last changeover. Also a much higher snow level - about 8' higher than last year is making the dozing difficult.

Working bee in evening to clean up inside station.

Some snow fell during evening making the out-side of station look very neat & clean, but causing chaos inside as roofs started to leak over newly polished floors etc.

Wednesday 27th Jan

Poor weather causing postponement of general station clean-up. Progress of "Hala Dan" eagerly followed all day as there is some concern amongst personnel that ship will not be capable of penetrating pack ice. Brophy & Simmons out sealing with no success. With additional dogs at Wilkes when ship arrives, this means meat will be extremely short.

Thursday 28th Jan.

"Thala Dam" arrived at 1253 (local). Ford DUKW ashore at 1400 with Don Stiles, new O/I/C & several others plus mail. Informal welcome in lounge & discharging of cargo commenced almost immediately. Attempted to take 10 men of new party to new station in Weasel & Sutracs 6. Unsuccessful due to very slushy melt streams so returned to Wilkes.

Friday 29th Jan.

Changeover in full swing with poor weather conditions hampering operations. When first loaded DUKW used ramp yesterday, it appeared that grade might be too steep as there was some difficulty with logging. Previous ramps had been cut with a crossroad at top of ramp thus reducing the grade. As the crossroad caused some holdup due vehicles not being able to negotiate ^{the} turns in one sweep we felt DUKW movement could be speeded up if crossroad was eliminated. This proved correct after the surface was consolidated & little hold-up has been observed. '64 personnel working same hours as ship from today.

Saturday 30th Jan.

About 25% of station personnel working on change-over functions.

Morgan & Whitworth still at S2 - held up by weather.

Sunday 31st January

Changover proceeding satisfactorily with high snow level making it possible for Divers to park beside food jamway etc.

Weather still poor.

Seven new party sleeping in rec. room, restricting the nightly movies to 2200 finish.

Monday 1st Feb.

Thala pumped 36,000 gallons fuel ashore in 10 hours. Four pers. took turns in inspecting tanks hoses etc. for leaks.

Unloading stores almost completed.

Tuesday 2nd Feb.

Loading of RTA gear commenced during afternoon. ATK & distillate drums not loaded following discussion with Don Styles & Jack Langdon on requirements for construction or reconditioning of 52 drum line.

Monday 8th Feb

All personnel cleaned out rooms & offices from 0630 to 1000 with changover ceremony at 1200. 64 party went aboard aboard "Thala" at 1230 & 65 party commenced operation of station.

Changover party in evening.