

RECORD

Property of Captain Rufus B. Thompson, Jr. USMC
Marine Observer of Navy 1948 Arctic Expedition
Task Force 80

9 July - 16 September 1948

Personal Observations

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July 2023

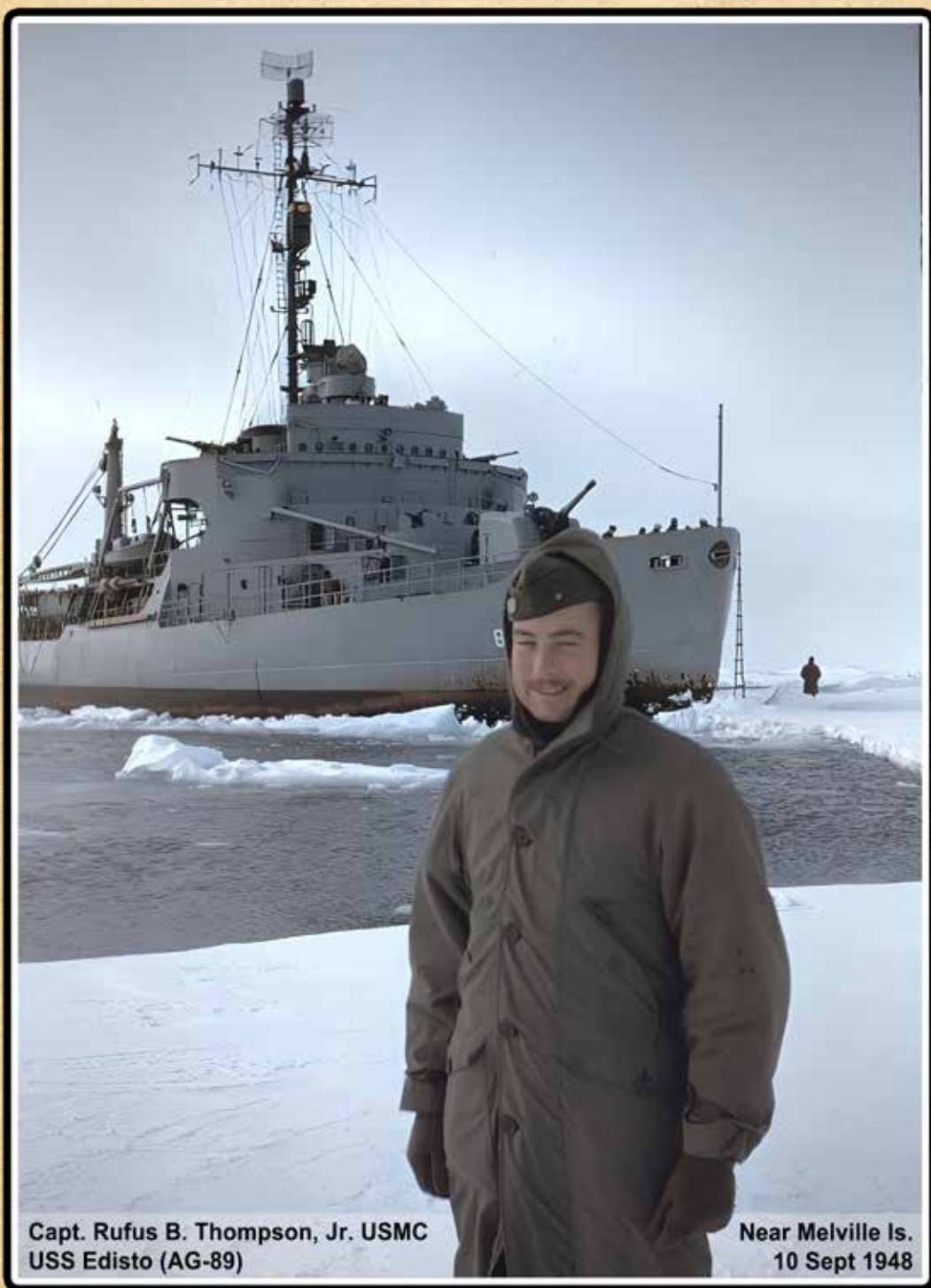
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*R B Thompson Jr
Captain, USMC*

Property of —

Captain Rufus B Thompson Jr
U.S. Marine Corps.

Marine Observer of Navy 1948 Arctic Expedition



Capt. Rufus B. Thompson, Jr. USMC
USS Edisto (AG-89)

Near Melville Is.
10 Sept 1948

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- NAVY SUMMER ARCTIC OPERATION - TASK FORCE #80 - 1948

Task Force Commodore	Captain George J. Dufek , USN
Chief of Staff	Captain Basil M. Rittenhouse, USN
Operations Officer	Comdr. James H. Mini , USN
Supply Officer	LComdr. Charles F. Healy Jr SC, USN
Aerological Officer	LComdr. Donald R. Williams , USN
Personnel Officer	LComdr. Arthur Moore, Jr, USN
Intelligence & Pub Info Officer	LT Philip L. Rush USN
Loading & Discharge Officer	LT Robert F. Harris , (SC) USN
Aviation Officer	LT(jg) James R. Bagshaw III USN
Photographic Officer	LT(jg) Cecil A. Moe USN
Communications Officer	LT(jg) Grody Duvall USN
Hydrographic Officer	Ens James F. Ayres USN
Medical Officer	LT(jg) Louis D. Savage (MC) USNR
Dental Officer	LT George B. Crocimine (DC) USN

OBSERVERS ON USS EDISTO

Captain Albani Chouinard	RCN(R)	Canadian
LT(N) John H. MacLean	RCN (Liaison Officer)	Canadian
S/L B.M. Ewan	RCAF	Canadian
Dr. Roman T. Gajda		Canadian
LT Harold B. Hovey	USA	USA Meteorological Service
Mr. Charles J. Hubbard		U.S. Weather Bureau
Mr. Charles O. Handley		Smithsonian Institute
Mr. Joseph R. Choyd		Army Transportation Corps
Mr. William J. Metcalf		Hydrographic Office
LT Col J.P. Mollard		US Marine Corps
Captain R.B. Thompson Jr		US Marine Corps

1st VIP PARTY.

Brig Gen	L.R. Jones	USMC	NSMC FB
Captain	J.C. McKillip	USN	Navy War College
Captain	A.L. Dunning	USN	Bu Ships
Captain	J.E. Cohn	USN	Bu Ord
Captain	J.S. Biever	(SC) USN	Bu Supply Acc
Comdr	R.L. Stahl		Office of CNO

2nd VIP PARTY

R Adm	T.C. Longquest	USN	Bu Aer
Captain	James A. Blanchard	USN	CNO
Captain	Arthur S. Hill	USN	Bu Aer
Captain	George E. King	USN	Bu Ord
Colonel	John S. Holmberg	USMC	Bu Aer
Lt. Col.	William M. Delaney	USA	Pentagon (GSC)

U.S.S. Edisto

Captain	Commander	Maker	USN
Free	Lt Comdr	Lawrence	USN

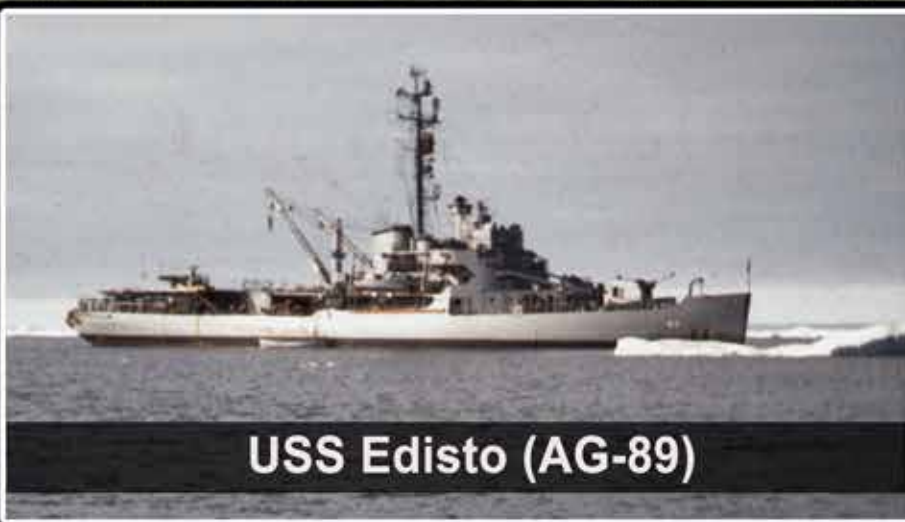
Task Force 80



**Route Annotated by Capt. Rufus B. Thompson, Jr., USMC
from Boston, MA to Resolute Bay, CA (15 July - 13 September 1948)**

Task Force 80

July - September 1948



USS Edisto (AG-89)



USCGC Eastwind (WAG-279)



USS Wyandot (AKA-92)
(Eastwind alongside)

Personal observations -

9 July 48 - Departed Peter Point Field, Camp
Lejeune, N.C. via C 46 (R5c) at 0930. Arrived NAS Norfolk at 1040 and went directly to FMFLant. Picked up orders and had brief summary of mission to be performed. This was given by Colonel (H 3). Colonel suggested that we keep recommendations as to changes in tactics etc to a minimum as the Army and Canadians supply the Marine Corps with information relative to their operations which are being carried on continuously during severe winter conditions. Except for the information given in the Commandant's letter Colonel stated there was no further information. The consolidated report will be turned over to FMFLant prior to forwarding to the CMC. Departed NAS Norfolk at 1330 after some delay due to moving the plane from the parking area. No attachments were available to

low the plane.

Arrived at NAS Squantum, Boston, Mass at 1535. The trip was uneventful.

Reported aboard the USS Edisto (AG 89) at 1800. Lt Col Mallard and I were assigned as observers aboard the USS Edisto and Majors Cook and Howatt were assigned aboard the USCGC Eastwind (WAG 279).

10 July Assigned bunk in bunkroom. Due to the large number of observers aboard living conditions are far from ideal. Stowed gear then went ashore to see the Braves and Phils night game.

11 July Sunday - no duties. Went ashore and saw the Braves and Phils play. Not as good a game as Saturday night.

12 July Monday - Stores being loaded aboard. Ten Canadian military and civilian scientific observers reported aboard. The two auto gyros took off for check-up flight.
Read the Operation Plan.
Sailing date set as Thursday 15 July 48.

One enlisted marine (Aviation) photographer is aboard and one is aboard the USS Wyndot (AK)

A movie of the 1947 Arctic trip was shown to the ship's crew last week. This is indicative of the information we are not getting. The film was returned to Washington prior to the reporting aboard of any observers.

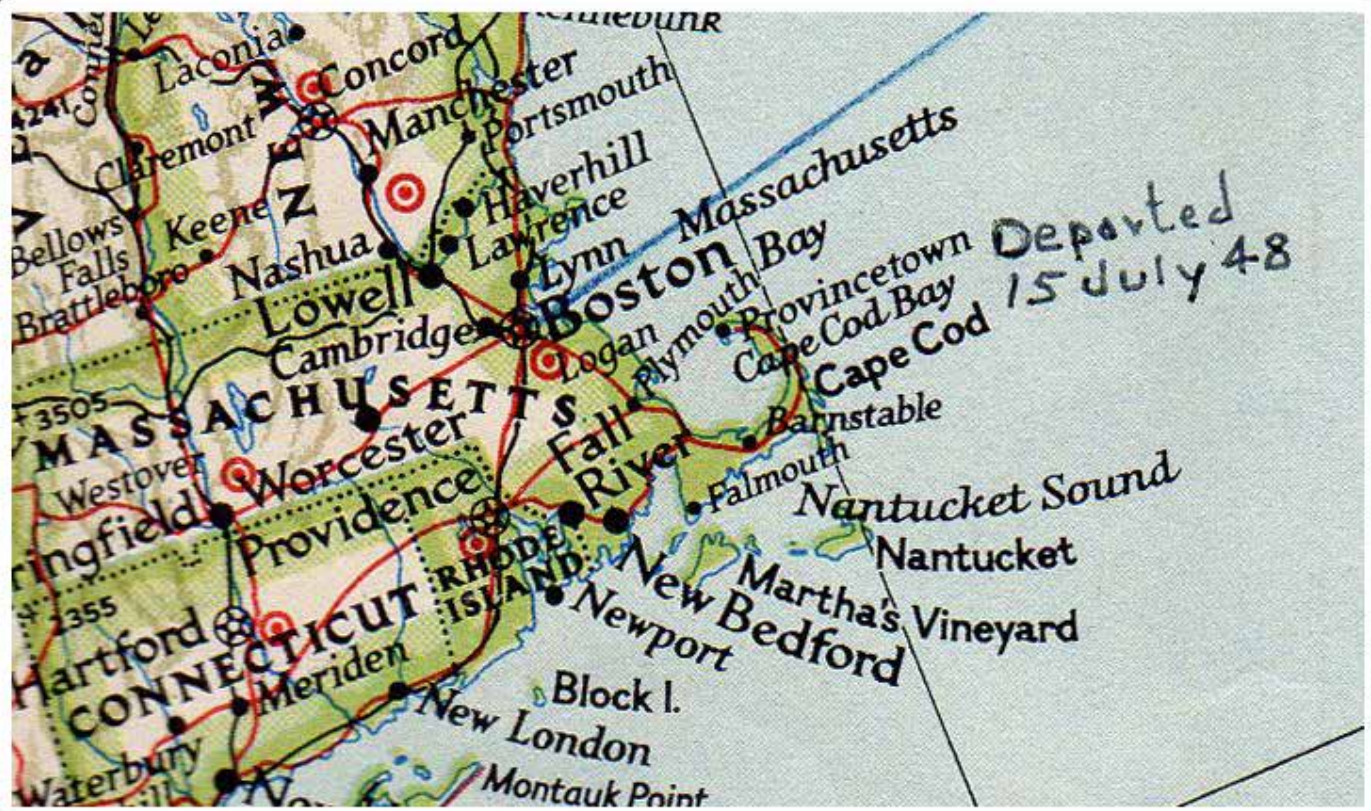
Intelligence reports and reading matter concerning the Arctic Area to which we are going is very limited. This information may be forthcoming. - J. Hage.

Had a chest X-ray taken at the Navy Yard Dispensary.

Met Lt Comdr Lou Leonard who was aboard the Nashville with me during 1943 - 1944. Invited out to his place for dinner tomorrow night.

13 July Tuesday - Stores still being loaded aboard. The ship held personnel inspection and inspection of quarters. Met Lou Leonard at 1630 and went out to his home and had dinner with her and Sue. Had a very pleasant visit with both of them. Returned to the ship at 2330.

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Departed
15 July 1948

14 July Wednesday - Lt Col Mallard and I went ashore at 1000. Did a little window shopping and saw two movies. Had a couple of cocktails at the Statler Hotel before we went to dinner at the Union Oyster House. After a very delicious and prime rib of roast beef we walked back to the ship. Received a letter from Betty upon returning aboard. The bunkroom is well deserted as this is the last night ashore. Loading of stores is still in progress as they are stacked on the decks and on the dock.

15 July Thursday - A nice clear day after the slight drizzle yesterday. Went to the Cargo Bldg and picked up my greens. Stores are all aboard and stowed. A "weasel" was brought aboard to be taken to Hotham, Greenland. Put all of my khaki uniform in my trunk and lashed my trunk and seabag preparing for heavy seas. East wind left at 1400. The last personnel from the Weather Bureau reported aboard at 1600. Underway at 1800. Should be good sailing tonight as the ocean is smooth and the sky is very clear.

A bright 1st Quarter moon is shining. Many of the observers who were on the last Antarctic Expedition are on this same ship. Mr. Cloyd, naval designer for Army Transport Service said there were only six of them who occupied this "bunkroom" on the Antarctic trip while there are nineteen of us in it at the present time with five vacant bunks which will be filled when the VIPs report aboard at Shale.

Admiral Byrd sent a message to the Task Force wishing all personnel "Bon Voyage."

Fire call at 2115. A cloth hanging on the aerial near the smokestack caught a fire. It didn't amount to anything except that the movie was interrupted.

16 July Friday - weather clear and warm. Average temperature 58°F. Iceberg scoter was in sight all day at about 14 miles on port side. Passed Halifax at 2000. Slight swells all day had ship rolling constantly at about 10° to 15°. Will most likely be walking on the bulkheads if we hit any heavy seas as this ship rolls at the slightest excuse. Paid Miss Bill and

mess shore which amounted to a total of 43.36. Played bridge for about two hours after dinner.

17 July Saturday - Up at 7 a.m. and took a walk around Topside before breakfast. Cloudy sky with very calm sea. Off the Cape Breton Is. Passed Cape Breton at 0930. See many coal boats in this area. Temperature is still holding about 58°F. Sighted some small whale (black fish). Sighted Newfoundland on Starboard bow at 1000. The Eastwind is about 2 1/2 hours ahead of us. The sea remained calm all day and the sky was very overcast. Visibility was deceptive. It appeared at a first glance that visibility was very poor, however, it was easy to see land (Newfoundland) at forty miles (radar range). The crew was issued some marine heavy trousers and jackets as well as field shoes and wool socks. At dusk Newfoundland was about eight miles range on the starboard beam and Labrador was barely visible dead ahead. There is much discussion as to whether or not icebergs will be sighted tomorrow. Very little activity on board except for the ship's

crew standing watches.

18 July Sunday - Most of today was spent sailing through Belle Isle Straits. The weather until 1400 was clear and sunshiny with temperature averaging about 56°F . At 1400 we ran into a very heavy fog bank which later lifted to about 1000 ft. With this fog the temperature decreased rapidly to around 46°F . Sighted our first icebergs at 1130 in the narrow of Belle Isle Straits. Sighted a total of five small icebergs and growlers today. Passed Belle Isle at 1600 and proceeding on course 025° to Huthers Greenland. The water has been very calm and the ship is riding very smooth. This is surprising to all. Had an interesting experience of helping to stream the bathythermograph. At the time (1700) the water at 20 ft was 43°F and at 400 ft it was 29°F . It is no wonder that these icebergs do not melt away in these waters. Col Mallard and I changed to our "greens" today. They really feel good, too.

19 July Monday - Temperature about 40°F . Sailing as before. Weather foggy now still fairly

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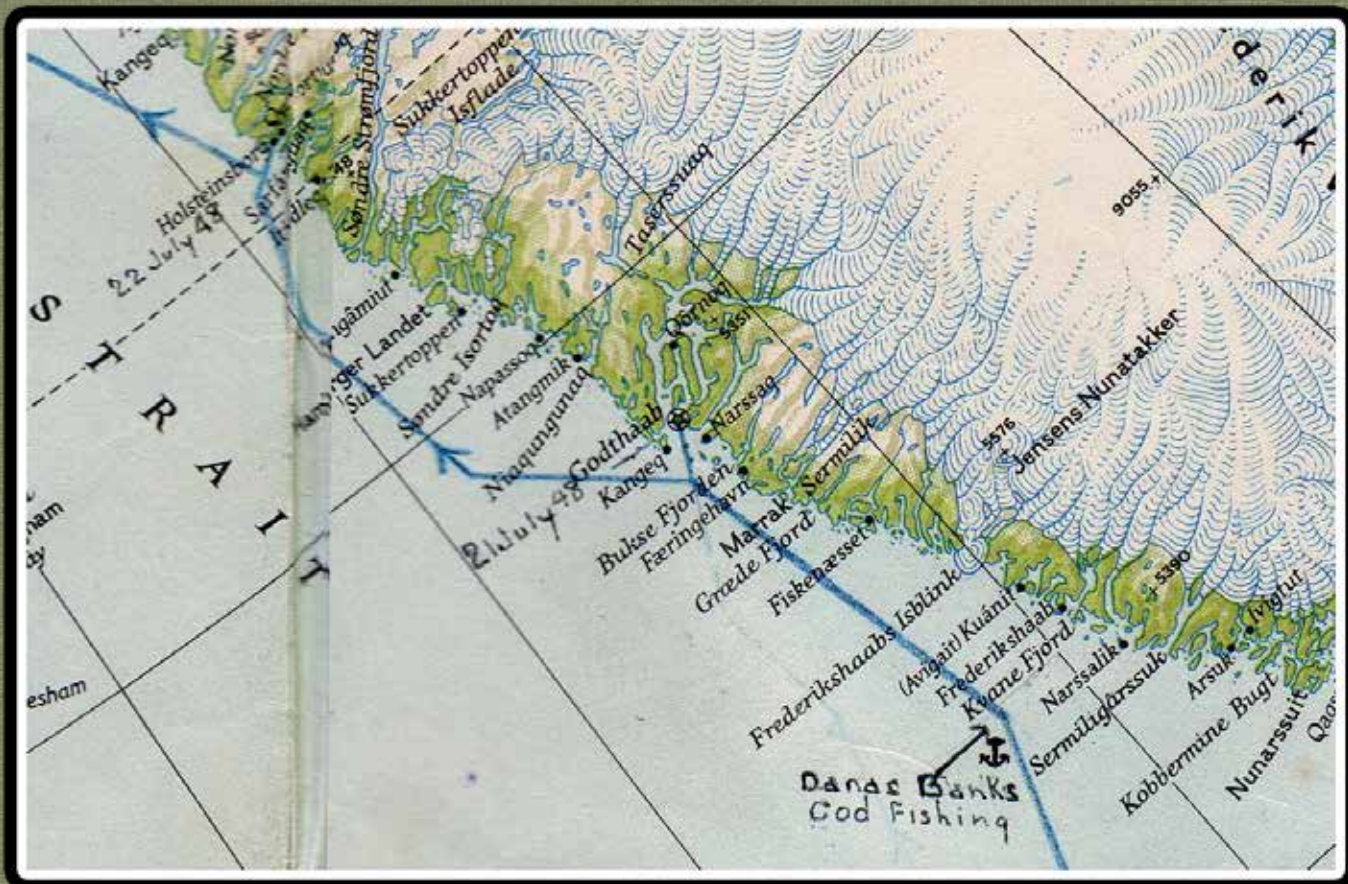
18-20 July 1948



First Iceberg Sighted
Belle Isle Straits, Canada



Cod Fishing
Danas Banks, Greenland



Danas Banks & Godthaab, Greenland
20 July - 22 July 1948

calorie. Studied on my course (P.V.) all morning. No icebergs or growlers sighted today.

20 July Tuesday - Still proceeding across Davis Straits. The weather is very foggy and cool. Temperature was between 36°F and 40°F all day. Sunset is about 2200 - now and sunrise about 0300.

Anchored near ^{$62^{\circ}50'N - 51^{\circ}W$} Danas Banks at 1400 and all hands tried their hand at cod fishing. Both Col Mallard and I were lucky and pulled one in each. The cod that were caught were small running between 10 and 15 pounds. Two sea walrus were caught. They are a very ugly fish with an enormous head and jaws. They have about four teeth in front that dent a stick when it was placed in the fish's mouth. They continuously snapped those jaws at anything placed near them. Underway at 2200 for Godthaab.

21 July Wednesday - Up at 0600 to see the kind of lead up to Godthaab. Was disappointed as the fog was thick and the ship used radio all the way in.

at 0900
Anchored off Godthaab about 1,000 yds. the fog lifted and cleared the area so that we were able to get a view of the locale. Godthaab is the capital of Greenland and has a population of about 1,000. Only about 100 are Danes, the rest are Greenlanders and Eskimos. The town is in no regular pattern as the houses are placed according to clearings in the boulders. There is very little top soil over the solid rock the entire shore line is solid rock with no beaches at all. There are three mountains within five miles of Godthaab that tower over 5000 feet with numerous ones averaging between 2 and 3 thousand feet elevation. This appears to be solid rock. No trees were visible in the area. There is a little grass in spots and I noticed many flowers in bloom. This is surprising as the temperature averages about 42°F during the season of the year. Winter aren't too severe with the temperature very seldom dropping below -1°F . This seems peculiar and hard to believe because the permanent ice cap which covers most of Greenland is only a matter of about 20 miles distance from Godthaab.

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Personnel were not allowed ashore and the Greenland governor said "no" to our helicopters taking off on a short hop. Took a few pictures of the town and immediate area from the ship. They have two 1 ton booms on the pier.

Commodore Dufek entertained the governor, American Consul Elliott and many Danish naval officers and ladies aboard at a buffet luncheon and movie. The ship did send some machinists over to the American consulate home in an attempt to repair the generator to his home electrical plant.

About a dozen boats of Eskimos and Greenlanders came to the ship to barter goods but this was stopped as the Danes are very much against this practice.

Departed Hothoab at 1700 and ran into the usual fog bank. Have a Danish Navy Captain aboard who we are taking to Helsingør, ^{Greenland}. Also picked up a weagle that we are taking to the same place for the Danes. Should arrive at 0800.

The temperature today averaged about 38°F . It didn't feel that cold when

21 July 1948



Godthaaf, Greenland



**Pier and houses – taken through 960
binoculars. Captain's gig at pier.**

we got out of the fog and into the sunshine. Saw many "growlers" and "berg-bits" in the fiord near Godthaab.

It was interesting to notice how neat all the houses and buildings appeared. Very few needed painting. With the binoculars I could see many foundations being laid of new homes. One of the Danish officers remarked that the low stone building near the water's edge dates back to 1720!

22 July, Thursday - Arrived off Holstenborg, Greenland at 0700. The small harbor is pretty hazardous to get to as the channel is narrow and the tide and wind are usually heavy. Many small islands (solid rock) are irregularly interspersed to make the channel a zig zag affair. The fathometer was varying its reading from 10 to 60 fathoms all the way in. A "weazel" was unloaded and turned over to the Danish Survey party (Naval) at Holstenborg. No persons were allowed ashore.

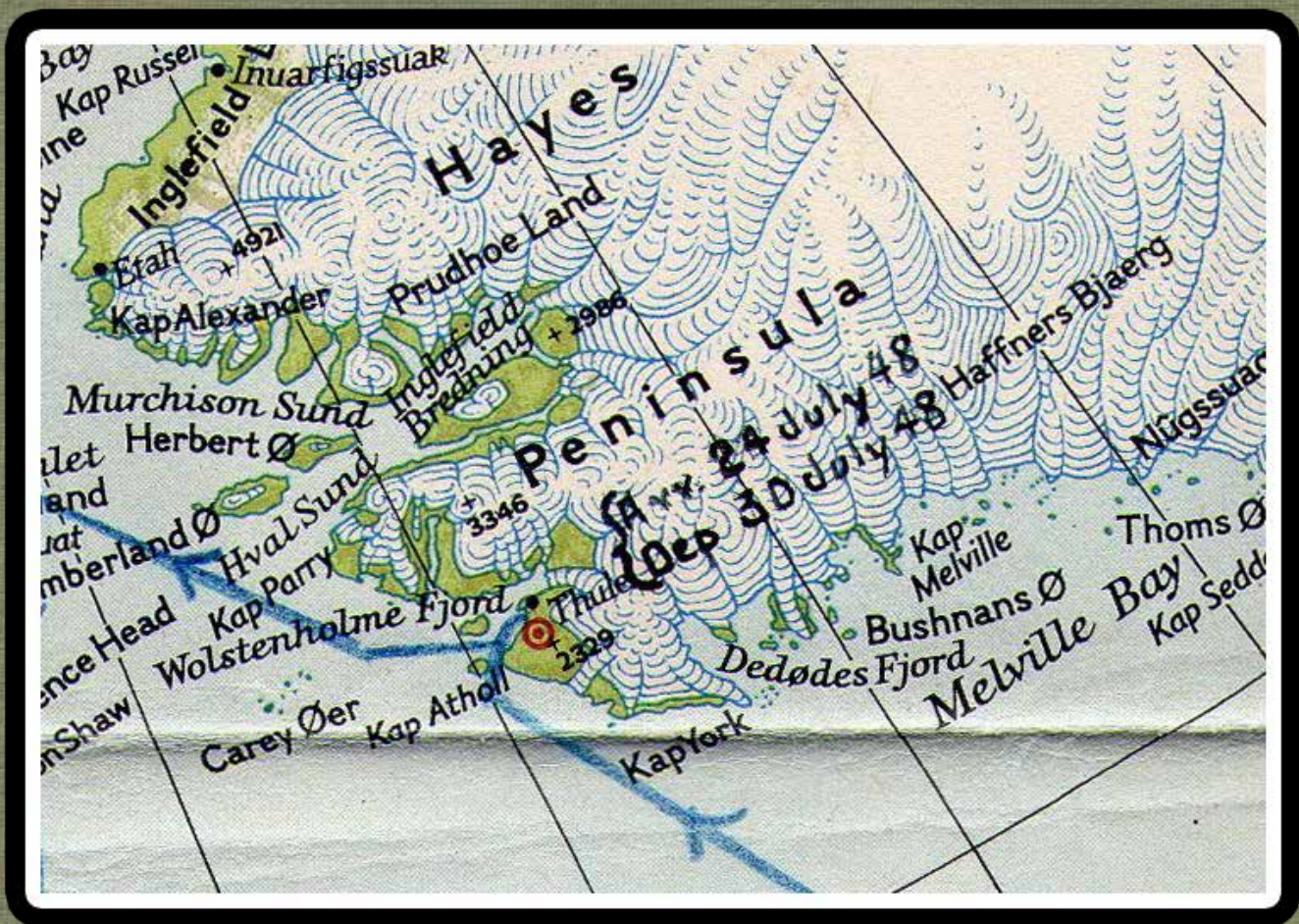
The shoreline in this area is solid rock with a very high beach gradient. The temperature of the water averages about 36°F during this season and freezes

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during the winter. The area in near of the coast line is one series of jagged rocky peaks after another. There is very little top soil even in the valleys. Snow covered most of the higher peaks (about 3,000 ft elevation) in the immediate area and snow is still standing in many places right down to the shoreline.

The town of Holstenborg has a population of about 600 of which 350 are Greenlanders and Eskimos. The remainder being Danes. Like Godthab, the houses are situated amongst the rocks in an irregular pattern. There is one wide path leading from the pier up the center of the town to the church.

Underway at 1300 to the Great Hellafiske Banks for about two hours fishing. Saw three three masted fishing schooners at the Banks. This, like the Dana Banks, is one of the best cod fishing areas near Greenland. Shrimps are also abundant in this area. The cannery at Holstenborg exports fish to both Europe and Canada. Departed Hellafiske Banks at 2000 and are now underway for Thule, Greenland.



Thule, Greenland
Arrived: 24 July 1948
Departed: 30 July 1948

about 2300 we ran into a field of icebergs numbering about fifteen in sight at one time. It was still plenty light to pick out the ones on the horizon. Are out of sight of the Greenland coast now.

The temperature reached 45°F during the middle of the day in the protection of Holstenborg harbor. At sea a wind of about 30 knots from the north cooled things down to about 36°F .

23 July Friday - Entered Baffin Bay late last night and are proceeding on course 331° to Thule. It has been a very miserable day. Very cloudy with frequent rain squalls. See icebergs regularly now and they are getting larger all the time. The temperature is still holding around 36° to 40°F . Finished another lesson in my PX course today.

24 July - Saturday - Greenland back in view again. This time we can see the ice cap which in many of the fiords comes down to the water. Icebergs are no longer a novelty as they are much too numerous to

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keep track of in numbers. It has been a very clear and crisp day with a wind that made it seem much colder than it actually was. Entered Wolstenholme Sound at 1545 and anchored off Thule town at 1625. About all that Thule is noted for is that it is further south than any other town in the world. The Thule weather station and airstrip are apart from the town and the buildings at the weather station outnumber those in the town. The weather station and airstrip play a very important part in that they act as the base of operations for all the weather stations established in the northern Canadian Arctic Regions. Our Task Force will use this as its base during our stay in this area.

The entry to Wolstenholme Sound is guarded by very sharp cliffs and two islands at the entrance. As one proceeds up the fjord these sharp cliffs gradually come down to gentle slopes and in the immediate area adjacent to the airfield there appears to be a likely landing area suitable for a diversion. This inspection is ~~aboard~~ from the ship. After a trip ashore tomorrow a better observation

24 July 1948



Air Strip
Thule, Greenland

Official Navy Photo



Unloading supplies
Thule, Greenland

Official Navy Photo

can be made. It is interesting to note right here that the permanent ice cap is in full view from the ship so after a maximum distance of fifteen or sixteen miles of land (rock and shale) one is on top of the ice cap.

The Wyandut and Eastwind arrived at 1800. It is understood that we will remain here until about 29 July then we will attempt to reach the northern tip of Ellesmere Island on an icebreaking mission. Many heavy VIPs and one Marine General will come aboard about 28 July for a period of about two weeks.

Mail call at 2030 and I received three letters from Betty. The most recent letter was postmarked 18 July. Hope this kind of mail service continues.

25 July Sunday - left the ship at 0800 and hiked around the beach area between the air field and weather station and inland about five miles. The beach is suitable for LCM, LCVP, LST's and the like. No large boulders in water and the gradient allows an LCM to drop its ramp almost on the beach. The beach is a combination of sand and dirt peculiar to this area.

It is about thirty yards wide, then the usual sharp rise of about eight to ten feet. This would not cause a dangerous obstacle as there are many areas which have a gentle rise from the beach. For a distance of about 2000 yards in rear of the beach the ground has a gradual slope and is covered with gravel. From this point on up the valley as far as we progressed the ground changes from gravel to muskeg, small lakes and a stream whose size depends on the melting effect of the ice cap. Hiking is pretty tiring even in the valley because the ground is very soggy under foot, even on the gravel. Travel could be performed by wheeled vehicles ^{with great difficulty} if they kept clear of the muskeg. It must be noted that this would make the "mease" and other tracked vehicles an essential on this terrain.

Upon returning to the beach this evening aviation gasoline was being unloaded from the Wyelet (AK). Twenty ^(50 gallon) low barrels were loaded on a sled and ^{two of these sleds were} pulled to the airfield by a D7 Tractor with no apparent difficulty.

26 July Monday - Col Mallard and I went ashore and checked the airfield beach area. It has two likely landing beaches suitable for a battalion on one and two battalions abreast on the other. Summer operations in this area are feasible, however, nothing outstanding would be derived from such an exercise in the way of experimentation or familiarization that couldn't be done in the states. The temperature has remained above freezing but it does drop below that periodically during this season. Camp sites would not be too difficult to construct. One problem is water. The streams from the glaciers according to some persons ashore have polluted water.

The Tach force is still unloading gasoline and supplies for the air and weather station. Captain Dufek (Tach force commander) and some staff officers made an ice reconnaissance flight north to Grant Land then down past Illikoor Bay. The ice is reported solid in the northern part of Robeson Strait.

27 July Tuesday - This morning Col Mallard made a flight around the area sizing up the beaches, etc. We went ashore this afternoon

and checked the beach area around Thule town. Due to the boulders along the beach it is not a good landing beach. It could be used with some difficulty, however.

Visited the Eskimo village near the base of Mt Dundas. We had to keep a close lookout for where we were stepping as dogs were tied everywhere. The Eskimo homes are sod houses with an entrance similar to the igloo. Most of the huts had two windows in the one room and some had glass panes. Most of the Eskimo men were away hunting and the women were stretching hides to dry and sewing. Most of them looked fairly neat to what I had expected. Each family apparently has its own rack to dry meat upon and on one end to put the kayaks out of the dogs' reach. Most of the drying racks had chunks of meat including entrails drying for future use. Both the odor and sight was anything but appealing to one's appetite. The Danes allow no bartering with the Eskimos so very few souvenirs have come aboard.

27 July 1948



Eskimo (Inuit) Village
Thule, Greenland

27 July 1948

**Eskimo (Inuit)
Hut and Dogs**



**Sitting on
Dog Sled**

**Eskimo (Inuit) Village
Thule, Greenland**

28 July Wednesday — Cal Mallard and I
 got an LCTP and took soundings off
 the airfield beach. The 'right' beach
 proved unsatisfactory due to shoals
 and rocks. The 'left' beach could be
 used by LST's if pontoon floats
 were used. I think that waterproofed
 vehicles would be able to make it
 alright from LST's without the use
 of "pontoons". Even during this summer
 season personnel should not be
 exposed to wading or being in the
 water as its temperature is about
 35°F.

At 1800 Brig General Jones, five Army
 Captains and one Commander arrived
 by plane from the states. They will
 be aboard for a period of about 20 days
 to observe operations then they will
 return to the states and another group
 will replace them. It is so crowded
 on here now that one can hardly
 move around. It is next to
 impossible to find a table or desk to
 use. Received two letters from Betty today.

Boys came in at 1845 and remained
 the rest of the day.

29 July - Thursday -

Fog is still very thick. Worked on map of this area as it was out of the question to go ashore.

This afternoon I received word that I had been assigned Defense Counsel for a sailor on board who got into some trouble in Boston. Leave it to the Navy with all their ship's officers. They can't use them, they have to get a marine.

No definite word yet on when we will get underway.

30 July - Friday - Spent all morning making an investigation of the case I am defending. Planned on going ashore this afternoon for a short hike but the fog came back in too soon. Received word that we are getting underway at 1000.

Ship underway at 1600. Eastwind is accompanying us in an attempt to reach Cape Columbia (northern Ellesmere Island). The air reconnaissance flights reported open leads through the ice in Smith Sound and that Kane Basin is clear of ice. If our attempt to

reach Cape Columbia is successful our ships (Edisto and Eastwind) will have been ^{be} the first ships to reach such a northern penetrate that far north.

- 31 July - Saturday - Up at 0630. After breakfast I went up to the open bridge. Sighted Ellesmere Island to the portside. It appeared as though the land was only about twenty-five to thirty miles away but after checking the chart I found the distance to actually be about seventy-five to eighty miles. The refraction caused the land to appear so close.

Entered Smith Sound (leaving Baffin Bay) at 0900 and entered light medium pack ice. Helicopter launched to check ice leads. Most of the ice averages about four to five feet thick. Saw our first seal shortly after entering ice.

01500 - Still passing through medium pack ice. It seems to be thicker than at first, some of it appearing to be about eight feet thick. If it weren't broken ice passage would be next to impossible. As it is when the ship hits some of the large masses of ice we veer off like the 6000 tons (plus)

of this ship was nothing. The ship climbs on top of the real thick ice and the weight of the ship cracks the ice then we plunge down to the normal water line. It is a great sensation to see this done when in the "eyes of the ship" because the entire bow of the ship comes right up on top of the ice.

The Colonel and I had dinner in the Commodore's cabin this evening with General Jones, Captain Dufek, Captain Rittenhouse, ~~and~~ Commander Maher (Captain of ship) and a Mr. Hubbard (in charge of the Weather Bureau section). Had a very enjoyable dinner and swapped fish stories all around.

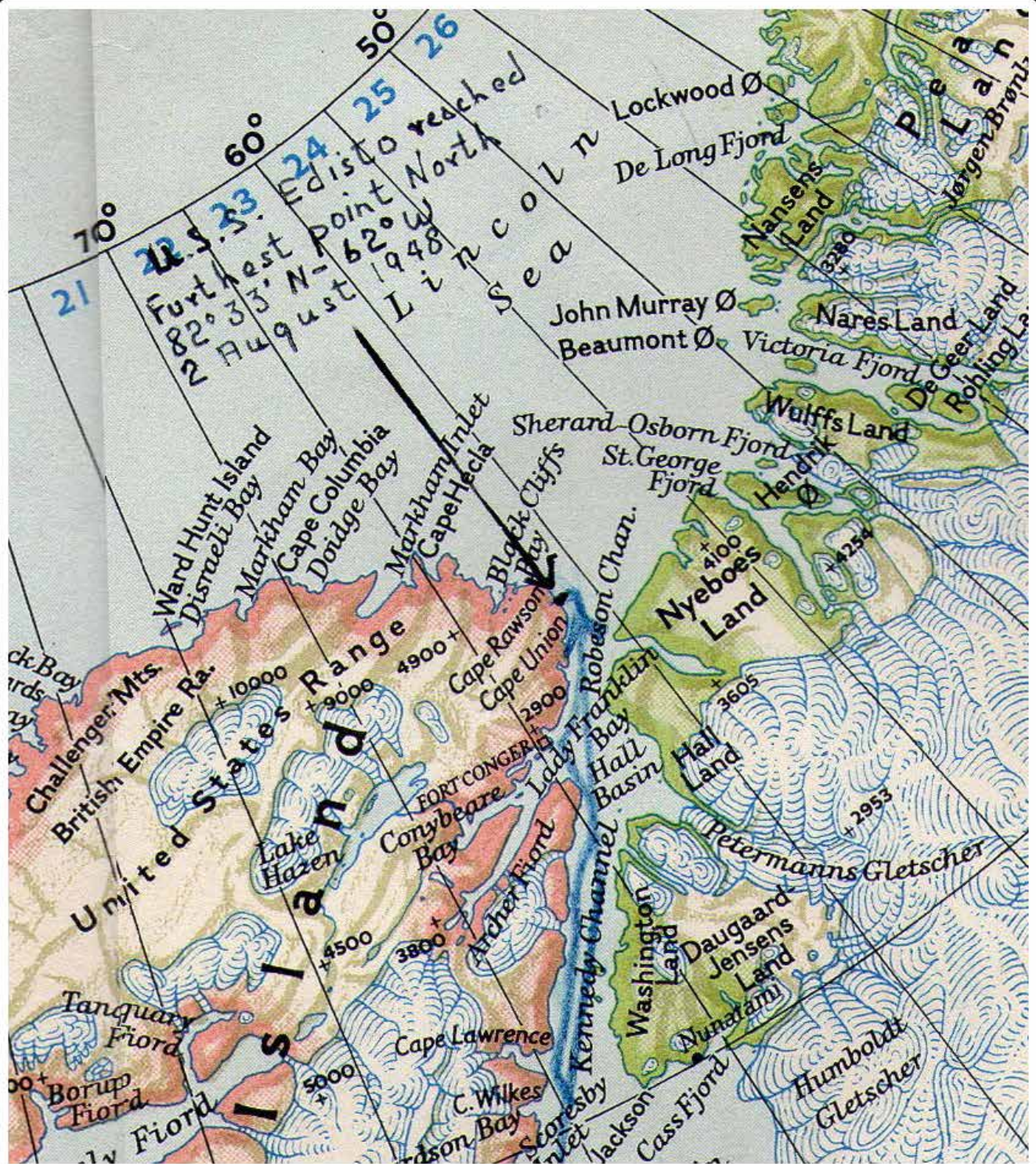
Entered Kane Basin about 1700. It is estimated that the ice is 99% coverage. This is a wonderful experience to see how one of these ice breakers plows directly into a mass of ice without suffering any structural damage.

The Eastwind is about eight miles to the south of us. It has a bow propeller that suffers some setback. This idea of a bow propeller is to clear the ice out from under the ship in front when the Eastwind is pushing. To bed at 2345.

1 August Sunday - A beautiful clear and crisp morning. Followed a lead through heavy broken ice to the western side of Kane Basin. The ice opened up pretty well close to Ellesmere Island (Grinnell Land). Through the use of the helicopters in choosing our route we made good progress through Kane Basin, Kennedy Channel, Hall Basin and Ruben Channel. Once in awhile it was necessary to break through strips of ice about 100 yds or more wide. Most of this ice was at least ten feet thick and made the ship shake all over when we hit it. Saw many seals and walrus during the day. Most of them were running on the ice but would dive in the water upon our approach.

At 2300 we passed Murchison Point where only Perry's ship had penetrated further north. The northwind reached Murchison Point two years ago.

The weather remained clear and crisp all day. Temperature at 39°F to 40°F during the day. Had a 40 knot wind from the south during the evening. After entering Hall Basin this wind died down. Water temperature at the surface



Furthest Point North
 82° 33' N - 6° W
 2 August 1948

was 28°F . It was peculiar to see a thin ice film on the water. This I understand was caused by the water of the melting icebergs (fresh water) not mixing with the salt water and of course the fresh water froze.

2 August Monday - Passed Cape Union at 0140. Anchored near Dumb Bell Bay at $82^{\circ}30'\text{N}$ $62^{\circ}00'\text{W}$. at 0400. Got up at 0500 and went on deck. Could see three cairns ^{on the beach} that were evidently put up by some expedition ^(Perry 1901?). Only six miles further north and we will have passed Perry's furthest point north. The ice isn't too heavily packed so all of us are hoping that we can continue on to Cape Columbia and establish a new record. Only two ships have been further north than Perry's record but they (Hansen's FRAM in 1895 and the CABRA in 1899) were allowed to be frozen in and drifted north with the ice pack.

All of the land we saw yesterday was very mountainous and no visible signs of foliage, grass or trees at all. Ice is solid all along the coast line.

2 August 1948



Perry Cairn
Cape Sheridan, Ellesmere Island, Canada

Got underway at 1000 and proceeded into
 Dumb Bell Bay ^(Cape Tharion) and anchored. Went ashore
 at 1245 with General Jones and Lt Col Mallard.
 We selected a beach to land a TD 14 to be
 placed in a cache for future use as a
 prospective weather station location.

The beach was surprisingly firm composed
 mostly of shale rock. The General stayed
 in the beach area and the Col and I
 hiked back to a lake about two mile
 distance. We ran into the muskeg
 and saw many hoof prints. Evidently
 musk-ox or caribou. We had a bird
 (long tailed
 jaeger) fly up to us and hover over
 our heads almost in reach but the
 instant we would grab at it, it
 would get out of range. Took a colored
 picture of it one time when it dove
 down at me. It had three young ones
 in the area so that accounted for
 its persistency.

Returned to the ship at 1500. The court
 convened at 1530 and adjourned at 1630 to
 have the CA correct errors in the
 specifications that I had located.

The Eastwind joined us at 1900. at
 2000 both ships underway as the ice cap
 was moving in fast toward the beach.

2 August 1948



**Capt. Rufus B. Thompson, Jr. with Lt Col Mallard
Dumbbell Bay, Cape Sheridan, Canada**



Our Bird Visitor

By the time we were underway the ice was right at the bow and we were only about 400 yds off the beach. Two LCVP crews ^{and a working party} were at the beach and were cut off from the ship by the ice. They ran the LCVPs as far on the beach as possible and the helicopters shuttled the ten men back to the ship. Heavy fog came in around the area where these men were and sixteen had to stay on the beach to be picked up later.

During the last passage of ice to reach Humboldt Bay this morning we had to go through some very thick ice. Evidently a large piece followed under the ship's hull because we felt a jar and found out the port screw was fouled. After much checking it was decided that the screw shaft was sheared off. This will most likely change all of our plans on proceeding to Cape Columbia because it is difficult to negotiate the ice with only one screw. Everyone is disappointed because we are so near to the destination. At our furthest point north, $82^{\circ}33'$ north, we are supposed to have broken Perry's record which was $82^{\circ}30'$. I don't

think that three minutes north of Peary's record is much to brag about after forty years of improvement in ships and the use of aviation and radio and radar.

We manage to get out of the Dumb Bell Bay Area before the ice closed in but at times we were dangerously close to the beach and in uncharted waters. To complicate things the heavy fog cloud in and stayed with us all the way to Lincoln Bay where we were fairly well protected from the ice pack.

3 August Tuesday - what a day this has been. At times, raining, but for most of the day it was snowing. The heavy fog was still with us, also. The Eastwind made an attempt to go back to pick the men up on the beach at Dumb Bell Bay but it was unsuccessful as the ice was much too heavy.

Couldn't hold count today because the senior member is one of the group stranded on the beach.

It has certainly been a lazy day. Too miserable to even go out on deck. I read most of the day to pass the time.

4 August Wednesday - The weather broke and the sun made its appearance frequently. The Eastwind was successful in reaching Dumb Bell Bay and picked up the stranded group. None of them suffered except for the loss of sleep as clothing and bedding to be placed in the caches was sufficient to keep them warm. The temperature dropped to about 30°F yesterday but none of the men suffered from it.

Dr. Savage (ship doctor) and I walked around the flight deck for about two hours this morning. I had to get some exercise as this sitting around gets me down. I haven't got the habit of sleeping during the day like most of the people aboard here and I think I feel better.

We remained in Lincoln Bay all day. Are supposed to get underway for Fort Conger in the morning.

5 August Thursday - Still adrift in the ice in Robeson Channel just north of St. Patrick Bay (Ellismer Island). Ice is still packed in channel and we are unable to get to Discovery Bay which is

only about ten miles south of our present position. The weather cleared today and was much more comfortable than yesterday. One of the B-17 Reconnaissance planes circled us today.

The wind kept me busy all day. Saw "The Hush" this evening. After the movie I read until about 11:30 p.m.

6 August Friday - Managed to get into St. Patrick Bay but the weather closed in and we had the snow-rain again all day. Due to the coast-mountain we were unable to get ashore. The choppers were only ashore for about one hour when they were recalled because of the foul weather closing in. All of the Bay area is very steep with most of the sides of the hills being loose shale. It would be impossible to use any of this area of Ellesmere Island unless it was a small reconnaissance party. A large scaled landing would be undesirable.

The Eastwind returned at 1900 from an attempt to reach Drum Bell Bay. She was unsuccessful as the ice is still packed. Rumors are flying fast about our future movements. The Commodore

should return from the Eastwind this evening and clarify some of these rumors. The temperature has been around 30°F to 34°F most of the day. Had a heavy snow fall about 200. With no exaggeration the snow flakes were as big as a half a dollar.

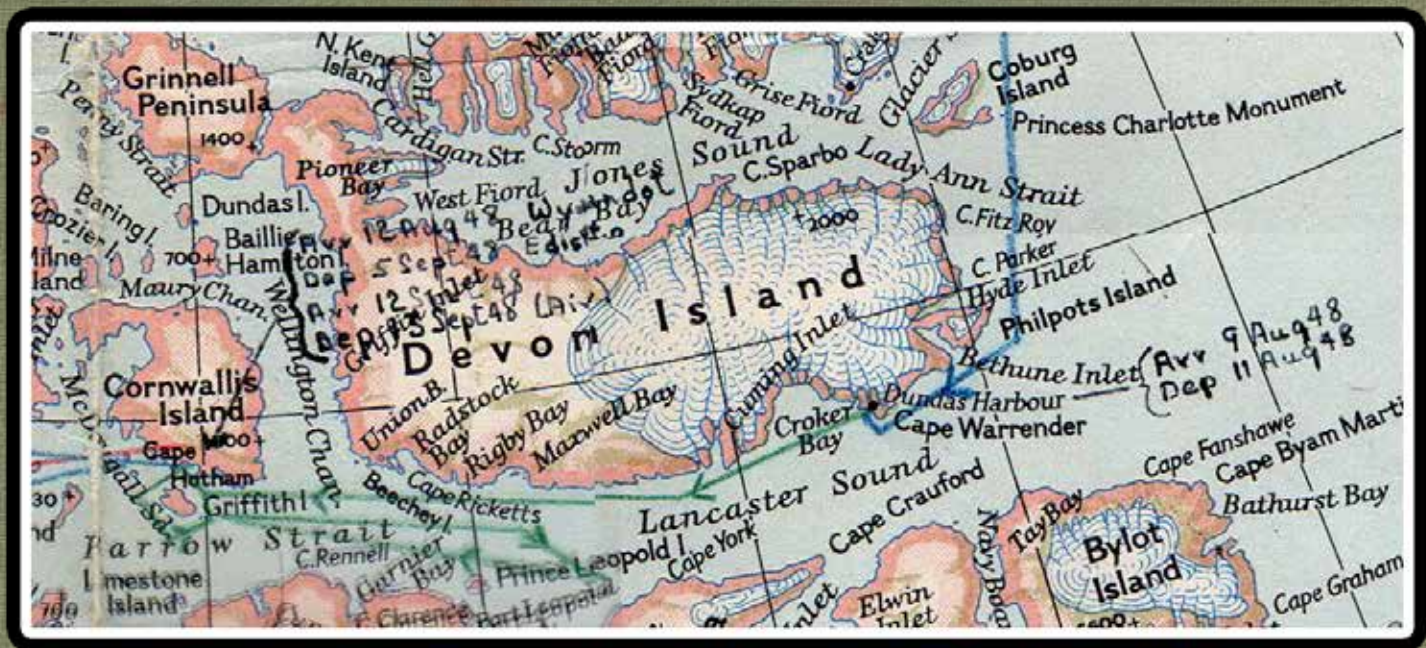
7 August - Saturday Up at 0700 and took a walk on the flight deck before breakfast. The snow was about two inches deep. It cleared about noon and we made an attempt to enter Discovery Bay. The only lead was very close to the shore and when we attempted to follow it we were almost beached before we could get out of the ice and into a clear spot. By the time we had turned around and started following the lead back out the ice had pushed us within 200 yds of the beach. The Eastwind had been breaking for us and before she could turn around and follow the lead back out the ice was packed solid. It took her about two hours to get out to the clear place we had managed to run to. It is very eerie to have something with such a tremendous force

closing in without notice. Some of the ice has been clocked at 2 to 3 knots. If a ship submitted to an ice pack moving at this rate it wouldn't be long before the ship would be ^{beaten} high and dry.

The ice opened up through Hall Basin at 1700 so we headed south and now 2330 are proceeding through Kennedy Channel. The water is fairly clear of ice in the Kennedy Channel but we are expecting some heavy ice in Kane Basin.

Having a terrible time with this SCM as it is being dug out due to people being on watch and then the recorder did everything possible to stop me from entering a long Bogen's Test as documentary evidence. The court finally made up its mind and accepted it. We are up to the arguments so should finish Monday morning. I had a lot of fun cross-examining the recorder's witnesses, the ship's captain, executive officer and navigator. It has been an interesting case.

8 August Sunday — Passed through Kane Basin with very little ice. It is very peculiar how, one day, a certain area will be impossible to penetrate due to the heavy ice and yet, a couple days later the



Dundas Harbor, Canada
9-11 August 1948

Resolute Bay, Canada
12 August - 5 September 1948
12-13 September 1948

area will be almost completely clear with only a few bergs in sight.

About 1800 we passed the largest iceberg yet seen. The helicopter checked the height of it to be 260' and the length to be over 700'. They make a beautiful sight with the sun casting different shades on them. It is hard to believe that almost nine tenths of these icebergs are under the surface of the water.

The weather was clear and cool. Worked on my argument for the SCM which will be tomorrow. To bed at 1:30 am.

9 August Monday — finished the SCM this morning and my culprit was acquitted on all three specifications.

Arrived in Dundas Harbor, Devon Island at 1800. Word was passed that the Edisto would leave tomorrow for Boston to have a new screw put on.

All the staff and observers are being transferred to the Eastwind and the Wyandot. I am going to the Wyandot.

Wrote a letter to Betty and put it in the mail on the Edisto. Packed all my gear and left the Edisto at 2100. Dr. Savage and I rode over

8 August 1948



Largest Iceberg Seen - 260' x 700'
Helicopter taking measurements
Kane Basin, Canada

to the Wyandot with its Captain, Capt Slicky. We are in a room which accommodates four. Have small bunks instead of those canvas affairs on the Edisto. Put most of my things away in the closet and drawers. Then took a good shower and climbed into bed. I was pretty tired after only five hours sleep last night.

Before I left the Edisto I saw General Jones and he said to drop him a line if I needed any more information on how equipment, fuel, etc, function in cold climates. He has complete reports on various experiments in cold weather operations. All the VIP's left for the states on the Edisto.

10 August Tuesday - The Edisto left for Boston early this morning. The Eastwind came alongside and supplies and equipment for Slide Bay were loaded aboard her today. We are supposed to leave tomorrow for Resolute Bay and the Eastwind for Slide Bay in Eureka Sound.

Both Majors Howatt and Cook are aboard here. Saw them at breakfast

this morning. They didn't get aboard until 0300 this morning. The others from the Edisto didn't get a board until 0100. I am glad Doc Savage and I were ready and on the quarterdeck when Captain Dicky left the Edisto last night.

Went ashore this afternoon. There are exactly four buildings and all of them belong to the Royal Canadian Mounted Police. This is their northern most post. Saw about three Eskimo families. They live near the RCMP buildings and the men work for the "Mounties". Took some colored pictures of the Eskimos and the "Mounties". Was only able to stay ashore for an hour so didn't get inland at all.

There is a small beach area right along where the RCMP buildings are located. About four hundred yards inland is a very steep ridge, loose shale sides, running from a fiord on the left to an active ice glacier to the right. There is little or no space in this area to accommodate a Battalion let alone a B.T.

10 August 1948



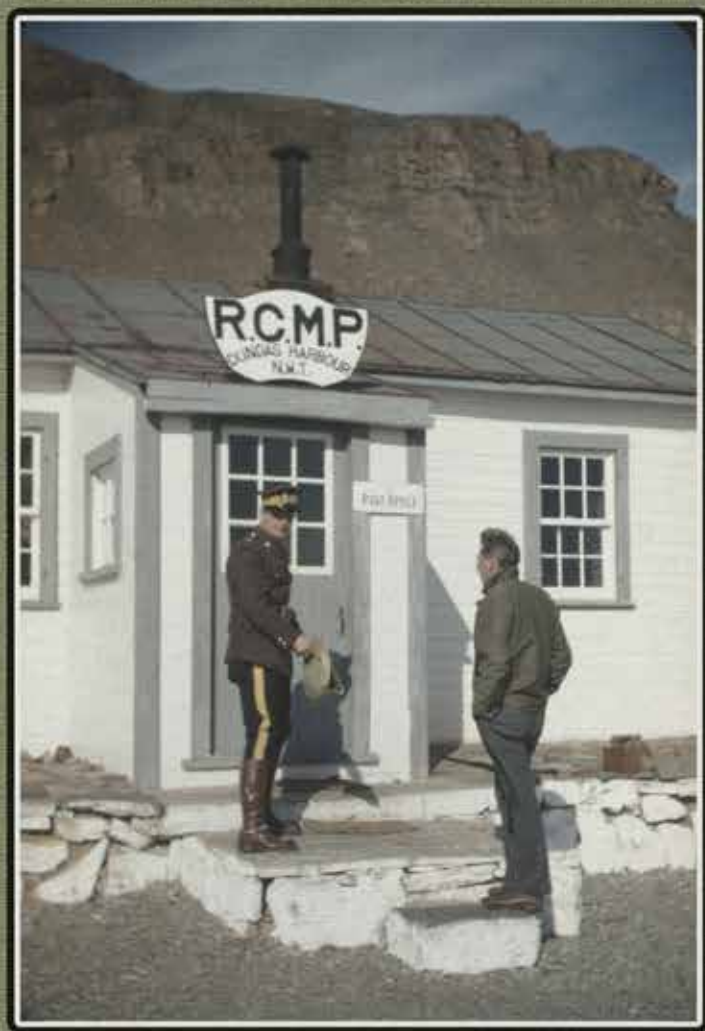
Johnson Bay
Dundas Harbor, Devon Island, Canada

10 August 1948



RCMP Post
Dundas Harbor, Devon Island, Canada

10 August 1948



RCMP Post
Dundas Harbor, Devon Island, Canada

10 August 1948



**Eskimo (Inuit) Families - RCMP Post
Dundas Harbor, Devon Island, Canada**

10 August 1948



**Three Navy Landing Craft (LCM)
pushing an iceberg near RCMP Post
Dundas Harbor, Devon Island, Canada**

As every other place in Greenland and the Canadian Arctic, roads are non-existent. Travel in summer is by boat and in the winter by dog sled. The "mounties" have at least forty dogs at Dundas Harbor for this purpose.

Shrub of any description are not heard of here except for the Arctic willow tree which at maturity reaches about four or five feet in length. This tree grows prostrate and I haven't seen any that are as large around as my little finger.

Saw a polar bear hide and four white fox skins.

11 August 1948 Wednesday - Underway for Resolute Bay, Cornwallis Island at 0900. Very quiet day with nothing unusual taking place. Saw very little ice on the water. The Esmeralda went to Pond Inlet this morning and is scheduled to join us in Resolute prior to her trip to Slikre Sound. Have the same movies aboard that we had on the Edisto so the evenings are not broken up by a cinema. These bunkies certainly feel comfortable after those things we slept on, on the Edisto. There are four of us in this stateroom: Doc Savage (Lt Jg), Lt (jg) Druell, Staff Comm Off, Lt. Joe Clough, civilian, marine architect, Army

transport service, and myself. We have a private shower and head.

12 August Thursday - Benesh's birthday. Arrived at Resolute Bay at 0800. Majors Rowatt and Cook, Doc Savage and I went ashore at 1300. We visited the weather station, Army Engineer camp, and the airstrip. The Engineers are up here during the summer months improving, elevating and enlarging the airstrip. During the winter they say the field was drifted about fifteen feet deep and the planes had to use a frozen lake as a field. They are elevating the field in an attempt to let the wind keep the snow off. Saw a C54 that was wrecked last year in an attempted take off from the lake. The nose wheel hit a crack in the ice and caused the plane to lose its nose wheel. The plane is still sitting on its nose.

Hiked out to the airstrip and back. It was only about three miles one way but the walking was very hard due to the ground being solid gravel. This is the most barren land we have yet seen. It has low rolling hills and very little snow is standing. A small percentage of the area is muskeg. The rest is gravel with fairly good footing. The beach gradient is not too good although vehicles would have not

12 August 1948



Air Strip Modifications



C54 with a missing nose wheel

Resolute Bay, Cornwallis Island, Canada

Trouble getting ashore even though the LCM's, LST's etc did ground out fine the beach as the bottom is solid ground. As at Thule, I believe pontoon floats would be very satisfactory here for LST's. The Bay itself is not too large with a usable beach of about 200 yds.

Expected a mail plane today but bad weather caused it to land at Thule. Have been doing a lot of reading lately.

13 August Friday - This might be an unlucky day but it proved otherwise for me. I received letters from Betty, Mother, Edna, Hal Thorne and M.C. It certainly seemed good to hear how everything is at home.

The ice pack came in this morning and stayed for most of the day. It was very heavy and moving at about two knots. Toward evening the tide shifted and it wasn't long before the ice had almost disappeared entirely. Saw the first polar bear today. He was riding the ice pack when the Ektwind came in, it scared the bear and he took off across the pack.

The weather was very foggy and miserable most the day.

14 August Saturday - Betty and Ruby are supposed to fly to Cincinnati this evening. Received a couple more

letter from Betty that wasn't sent out yesterday.
One of the B17 left for Fairbanks Alaska yesterday to get its 100 hour check so I put a couple of letters on it.

The weather was cloudy all morning.

Majors Cook and Harvatt and I decided to go ashore for a couple of days. We got a "weazel" and left the ship at 1830 even though the weather wasn't too good. Flight Lieutenant Jewett RCAF came with us. We went about eight miles from the beach and made our camp about 2100 as the weather was closing in. Found some scrap lumber at the airfield as we came by so loaded the weazel with it. Used the weazel top as a lean to and built a fire place with large flat rocks as sides and back for it.

It started snowing about 2230 and Majors Harvatt and Jewett decided they would spend the night in the weazel airplane instead of in our lean to. After they left Maj Cook and I boiled an egg apiece and made some coffee on my gas stove. It worked fine. Stripped down to my underwear and crawled into my sleeping bag at midnight. Maj Cook had one, too. Bely woke up once before 0700. Slept like a bear even though it snowed and got cold enough so that my canteen had ice in it.

14 August 1948



"Antlers we found"



Camping
Resolute Bay, Cornwallis Island, Canada

14 August 1948



Used the "Weasel" to set up camp



"Making water"

Camping
Resolute Bay, Cornwallis Island, Canada

15 August Sunday - Up at 0700. Had a swell night's sleep. Due to all the rocky ground I put two pieces of wood under my sleeping bag and it made a very comfortable bunk. Built a fire and we got breakfast. Had bacon and eggs, bread & butter and coffee. It sure hit the spot and did it ever smell good cooking. About 0900 Maj Bennett and Jewitt came over the hill in the megal. They got their breakfast while Maj Cook and I melted some of the snow for water.

Made about a ten mile trip before lunch in the megal. The day has been very cloudy and foggy with occasional flurries of snow. The sun did come out about 1400 and most of the snow disappeared.

Jewitt decided he had enough so the two Majors took him down to the landing. They are going to get some more gas as we want to go on up to the northern part of the island.

Snapped a few pictures today but am doubtful about them turning out very well because I had poor light.

We had baked potatoes, canned pork meat, bread, quiche and coffee for dinner this noon. Our gas stove are working very satisfactorily. I have been very comfortable all day wearing my shoe pads, 1943 jacket, sweater and long underwear. Dressed with my shirt and trousers. Major Cook

and I played three games of gin rummy before we went to bed.

It has turned colder and a wind is coming up.

16 August Sunday - Up at 0600. Very cloudy and misty. Cooked our breakfast over the open fire. Just after breakfast it started to rain. We put the top on the weasel and broke camp. Arrived at the beach at 1000. I caught the first LCVP out to the ship. The sea was very rough and I got soaking wet from the spray. Received permission from the Exec to leave the weasel on the beach. I sent word back to the beach and the two majors returned to the ship.

I cleaned my carbine as it was wet from the salt spray. Didn't see any wild life on the island at all so had no occasion to fire the weapon. Took a good hot shower then laid down for about an hour.

It is lucky we came back to the ship when we did because all boats were hoisted in at 1500 due to the ice pack moving in. It turned colder toward evening and the continual rain turned

into snow with a wind of about 30 knots. Even with the ship at anchor it is very noticeable when ice flows hit the ship. The tide runs about two to three knots in this area. Paid mess bill this evening.

- 17 August Sunday — Finished cleaning my gear this morning that I had used on the beach. I am sold on the shoe pass in this area. My feet were very comfortable all the time and they stayed dry. It is necessary to wear a heavy sweater and wool shirt under the M1943 Jacket to stay comfortable moving around. When sitting or standing still for a while I started to notice the cold.

The invagel performed well over all of the terrain we encountered. It was necessary to drive with great care over the gravel but on the muddy good speed could be attained.

The Eastwind departed for Slikre Bay at 0100. Am very disappointed that I am unable to make this trip. I feel that they didn't select the observer for that trip very fairly. There are only two observers on the Wyandot other than us three natives. It seems that the heavy,

as usual, doesn't give a damn about how we are taken care of. There are about ten Canadian observers on the Eastwind and only one is here on the Wyandot. Same way with the blag staff, only two officers are here on the Wyandot to sit here until the Edisto returns. I am a little surprised they even allowed Cal. Mallard make the trip on the Eastwind. We do have much better living facilities here than on the Eastwind but I'd rather be there instead of sitting here for the next two weeks.

The weather has been miserable all day with a strong wind and snow flurries all day. The ice pack came in again at 7:00. It is really heavy. Ship had to get underway and float with the ice and attempt to get to open water.

18 August, Wednesday - Lying to about thirty miles southeast of Resolute Bay. Heavy ice pack from the west made it impossible for us to stay near Resolute. Message was sent to Eastwind, who was on her way to Slide Bay, that we were ice bound. Eastwind arrived at 1:00

18 August 1948



**Eastwind alongside Wyandot, transferring
weather station buildings for Resolute Bay**

and went into Resolute to check the ice condition. Ice still too thick for the Wyndet so Eastwind came alongside and weatherstation prefabricated buildings were loaded aboard the Eastwind for delivery to Resolute. This transfer of gear was an all night operation. The delivery of supplies and building materials has priority over any other operations on this expedition. A crew of Engineers is aboard to construct these buildings and they must be completed by the end of summer.

The weather continued foggy with occasional showers and snow flurries.

Message was received from the Edisto that she arrived in Boston at 1240. The yard expects to have her out in three days. If they succeed she should be up here by 1 September.

19 August, Thursday —

The Eastwind departed for Resolute at 0900. The ice cap is still very thick to the west of us. We are lying to just east of it. Some of this ice is about eight feet

thick. It would be bad if we were caught in it because it wouldn't take much to damage the hull of this ship.

There is absolutely nothing to do except read. I started my correspondence course in aerial photo interpretation today. I am still keeping away from taking naps during the day as most of them do.

Toward evening the weather started to clear but by 2300 it was cloudy again and we had a very heavy snow fall. About two inches standing on deck.

20 August Friday —

The ice cleared at 0800 so we went back into Resolute Bay. All hands were unloading cargo which has to be put off here.

Major Howatt and Cook went ashore for another outing. Col Mallard went with them, also. Major Cook borrowed my sleeping bag.

Went over to the Eastwind this evening to have Doc Crossman check a wisdom tooth that is giving me

20 August 1948



Official Navy Photo



Official Navy Photo



Official Navy Photo

"The delivery of supplies and building materials has priority over any other operations on the expedition."

Unloading Gas and Building Supplies Resolute Bay, Cornwallis Island, Canada

Trouble. He thinks it needs julling but wants to wait until the Edisto gets back as he doesn't have a complete dentist's equipment on the Eastwind.

When I came back to the Wyandot about 2100 the ice was again moving in from the west at approximately three knots. It is unbelievable to watch this ice moving in so rapidly.

Due to the ice pack unloading operations were stopped at 2300 and we got underway to get away from the bay as the ice would break us in a very little time. Five LCM's and coxswains were left at the beach as they were unable to get back to the ship due to the ice. Proceeded about five miles south of Resolute Bay and then drifted with the ice. The Eastwind accompanied us.

21 August Saturday -

A cold cloudy morning. We are completely surrounded by ice. It is not solid so there is no danger of damage to the hull of the ship. There was no let up in the weather.

day. The temperature remained around 32°F and 34°F . A stiff wind (about 18 knots) from the west continued throughout the day.

Doc Savage and I walk for about an hour every day topside.

Did a lot of reading today and worked on my course.

22 August Sunday - Up at 0630 and had breakfast at 0700. Went to church this morning.

The wind changed and we are now drifting toward Resolute Bay at 1 knot. After having drifted about six miles eastward last night. The weather is still cloudy and windy but the temperature has climbed to about 38°F .

The Eastwind circled the Wyandut many times during the afternoon in an attempt to get us to open water about eight miles to the west of our position. We were unable to make much headway because chunks of ice would keep hitting the screw. This ship has a single bronze screw and is very easy to damage. Many times

22 August 1948



**Capt. Rufus B.
Thompson, Jr., USMC**

**Lt Cmdr Donald R. Williams
Dr. Louis D. Savage**



**USCGC Eastwind
(WAG-279)**

Resolute Bay, Cornwallis Island, Canada

when the screw hit some ice the vibration could be felt throughout the ship.

Had a heavy snow during the late afternoon and evening.

The attempt to get clear of the ice was given up after about two hours.

23 August Monday - The movement of the ice cap had carried us West between Cornwallis Island and Griffith Island. The entire afternoon was spent getting out of the ice to some open water on the Southwest side of Griffith Island. The East wind came close aboard breaking up the ice but we were only able to make very little headway. At one time we were turning over 40 r.p.m. and we were dead in the water. The ice was well broken all around the ship. This is one of the "freaks" about this ice. I believe it was the adhesive effect of the ice all along the ship's hull especially at the point to the rear of the bow where the hull widens so rapidly.

This attempt was finally given up

and the Eastwind took us in tow. It was an easy job for the Eastwind as the ice was only about four feet thick. When we were almost in open water the Wyandot went off to one side and caused the tow line to break. We had enough headway to enable us to make open water with the aid of the screws.

A peculiar vibration was noticed and after checking the screws it was found that three of the four blades were badly bent. This certainly shows no mercy to the means of propulsion which we are so dependant upon.

The temperature was up around 40°F for most of the day. Although it was cloudy we weren't bothered with either snow or rain.

After reaching open water we proceeded to the south side of Griffith Island. The wind velocity had reached 35 knots and the water was fairly rough. Hit a large chunk of ice and it really worked the screw over. All the blades are about 30°

If in pitch now. Maximum speed is about 6 knots. Above this speed a terrific vibration is set up.

Ever since the Edisto lost her screw this operation has really been SNAFU.

24 August Tuesday - This ice will never cease to be mysterious in its movements. This morning there is absolutely no sign of the ice flow that had us all farked up for two days.

Proceeded to Resolute Bay. Ice is piled about 10 feet high on the beach from the pressure of the ice flow so all of the people who were stranded on the beach (including Col Mallard, Major Bennett and Cook) were shuttled from the beach to the Eastern by helicopter. Then the ones for the Wargabat came over from the Eastern by LCH. The crew of one of the B 12's was sent to the beach by the same method.

It is still impossible for unloading of supplies due to the ice around the landing beach area.

Remained underway (how to) the remainder of the day as we didn't have a suitable anchorage.

25 August Wednesday - Remained off Resolute Bay all day. Weather cleared finally and no signs of the ice pack although the Bay is still packed.

Underway at 1900 for Devon Island where we will remain while the East wind makes its attempt at reaching Ilibuk Fiord, Eureka Sound.

The B17 that went to Fairbanks Alaska returned today. The other B17 is going to Nome Bay tomorrow for its check up. Our mail is going out on it and mail will be brought back next week.

The Commodore transferred to the Wofford today and will remain aboard until the Edisto arrives next week.

26 August Thursday - Remained underway in the vicinity of Cornwallis and Devon Islands. The weather is cooler with rain again.

27 August Friday - Resolute reported ice is clear of Bay. We are waiting for a north wind before we go into bay as the ice pack is still just south of Cornwallis Island. The temperature

was about 30°F all day with occasional flurries of snow. Due to a strong wind the sea has been rough. It was dark enough at 2300 to see the moon and one star. This is the first time I've seen them since last month.

28 August Saturday - Wind still from south west so ice pack moved in toward Resolute Bay. We are just making headway in area south of Cornwallis' eastern tangent. Weather is still cold (32°F) with occasional flurries of snow.

Completed another lesson today.

About 2100 word was passed that a polar bear was near the ship. Went out on deck and he was only about fifty yards from the ship and swimming for all he was worth to get away. There was very little ice in the area so it was surprising to see him. It was much too dark to attempt taking a picture.

29 August Sunday - Decided to break my routine this morning so slept in until about 1000. The ship remained underway.

as before. The weather continued cloudy with occasional snow flurries. We have been circling in the area south of Owen Island in Lancaster Sound. I will certainly be glad when the Edisto arrives on Thursday as I am supposed to go aboard her and maybe we will do something else to break the monotony. The past three weeks, with the exception of the few days we were able to get ashore at Resolute Bay, have certainly been wasted ones.

30 August Monday - Received word the Edwind has unloaded all cargo at Etched Kirk and is on his way back to Resolute Bay with an ETA of Wednesday. The Edisto is due to arrive early Thursday morning. Nothing unusual today. Major Horvath Cook and I have been working on our consolidated report. Most of the rough details have been smoothed out.

31 August Tuesday - Ventured out on deck only twice today as we were having a very heavy snow storm all day.

It was being driven by a 45 knot wind and it only took a few minutes for a person to get chilled while wearing only a jacket.

The Wyandot remained underway in Lancaster Sound dodging drifting ice.

This was really the first snow storm we have had as the others were flurries of snow then rain.

The Eastwind rendezvoused with us about midnight having completed her trip to Melice Fjord. The Edisto is due to arrive here tomorrow.

- 1 September Wednesday — First clear day for about two weeks. The wind is very sharp and the air is crisp. Eastwind loaded with general cargo during the night. Our position was about 30 miles southeast of Resolute Bay.
- 2 September Thursday — Eastwind completed loading at 0700 and departed for Resolute. Beach reported ice clear of bay and Eastwind reported sea open for passage of Wyandot to bay area. Edisto rendezvoused with us at 1000 and led way into Resolute Bay. The Commodore requested

The services of Major Bowatt and Cook, and myself as Beachmaster. He told me that he was not satisfied at the way the job was handled before.

I had the first detail from 1300 until 1800. Unloading at beach progressed satisfactorily until low tide at 1630 when it was very difficult to get any LCMs or LCVPs in close enough to beach to pull the cargo sleds from the LCMs without getting the entire bottom layers wet. A dozer had pushed gravel out to form a ramp. This extended about seventy five feet out from the beach. Get many of the boats ran aground making their approaches to this ramp.

After the tide came back in the unloading went along fairly well. Major Cook had the 1800 until 0600 tomorrow morning. He didn't get to the beach until about 2000, however, due to boat difficulty.

Admiral Longquist, Colonel Kolm ^{name} and other VIP's were on beach for about an hour, during my watch, observing the unloading.

Cargo sleds and tractors (DT) are used exclusively for hauling cargo. A "Chain picker" was used on the ramp to load cargo sleds into the LCMs. I still think a better method of bringing cargo to the Arctic areas would be by LSTs.

After I returned to the ship at 3100, I had dinner and also there much looked for letters from Betty. This is the first mail we have received since 12 August. The Edisto brought the mail from Boston. The B-17 at Goose Bay hasn't left there yet due to poor weather. When she arrives we should receive our last mail delivery before we return to Boston.

It felt good to have a job that really kept me busy. The past three weeks of absolutely nothing to do became very boring.

3 September Friday - Unloading still progressing. All general cargo was finished by 1500. Major Burwatt had the 0600-1100 Beachmaster duty. I went to the beach at 1730. Due to low tide our boat loaded with drums went

aground about 100 yards off the beach. After thirty minutes the tide had returned sufficiently to allow us to reach the beach.

Had a working party of fifty men on the beach. This included a crane ("Cheng Pih") operator, three "cat" operators, a compressor, and a radio operator. It was a cold night with occasional flurries of snow. Chow was brought to the beach at midnight.

The work went very smooth as most of the boat men loaded with two sleds before they left the ship. The drums of fuel were loaded on these sleds and it amounted to only having the "cats" pull these sleds out of the LCMs and on to the dump area. The other method of loading the drums into the LCMs without sleds was a very slow and tedious process at the beach of unloading because each drum had to be rolled from the boat to the sleds. The beach gradient is fairly steep so it meant that the rolling of the drums was no easy task.

4 September Saturday - Major Cook relieved me as Beachmaster at 0600. I returned to the Wyeat and had breakfast, then

went to bed. Slept until 1000. The Edisto came alongside at 1200 and all of us moved back aboard her. I managed to get my same bunk much to my surprise.

The Longboat was unloaded by 2300 and made ready for sea.

I have been detailed to Beach Working Party from 1400 to 2200 on 5 and 6 September. Lt Harris USN is in charge of the other working party from 0600 to 1400 on those same days. We have to move the general cargo from the beach area up to the weather station a distance of about 1000 yards.

It seems good to be back aboard the Edisto even though we have much more crowded conditions.

5 September Sunday - Slept in this morning until 0930. I was really tired after having had only two hours sleep in the past forty.

Played four handed cribbage with Col Holmberg and Captain King and Blanked USN. The Col and I were partners and beat them three out of four games.

Had an opportunity to make an ice cream flight by B-12 today but the working party detail ruined that for me. Went

ashore at 1345. Completed moving all the general cargo from the beach area up to the camp at 2100. The work was very easy compared to bringing the stuff ashore.

Returned to the ship at 2130. Underway for Winter Harbor at 2200.

The B17, which had gone to Goose Bay for its 100 hr check, returned today and had about twenty sacks of mail for the Task Force. Cold and clear today. Temperature 32° to 33° F. Fresh ice forming in Resolute Bay.

6 September, Monday - "Labor Day"

Up at 0700 and finished with breakfast by 0800. Finally got a haircut after two weeks. Sent dirty clothes to laundry for last time, I think. Col Holmberg is trying to get permission for us to return with the VIPs by C-54 on 13 September. There will be no more reconnaissance missions performed by the Task Force after that date. Admiral Longquist gave permission for us to accompany his party back by plane so it is up to the Commodore to just release us and we will be able to fly out.

Passed six miles south of Bygon Martin Island at 1300. Ice coverage has been very light in most areas.

During the night we had to break ice (about four feet thick) for our two hours but today we have been clear of it with the exception of passing through small fields.

Passed three miles south of Skene Bay Melville Island at 1800.

There is a lot of fresh ice forming on the surface of the water. This ice is still very thin, not exceeding an inch in thickness.

The Eastwind escorted the Wyandot to open water at the entrance of Baffin Bay and is now proceeding to investigate ice conditions in Prince Regent Inlet. If this inlet is open the Elsie and Eastwind will proceed through Hudson Strait in returning to the States.

The Wyandot is proceeding to Sicks Island, Greenland to exchange LCMs and will then proceed to Boston.

Anchored off Dealy Island, located just off the southeast coast of Melville Island, at 2100. A survey of harbor, landing beaches, and adjacent land areas will be made.

7 September Tuesday — A party of surveyors were put ashore at 0800 to take "fixes" of area. The

ship proceeded into the harbor area, ^{Bridgport} between
Dealy Island and Incheville Island at 1700.
Observers were going ashore at that time
but due to weather conditions - snow and fog -
this was delayed.

The entrance was very narrow and
shallow. An LCVP rigged with sounding
equipment guided the ship into the
harbor.

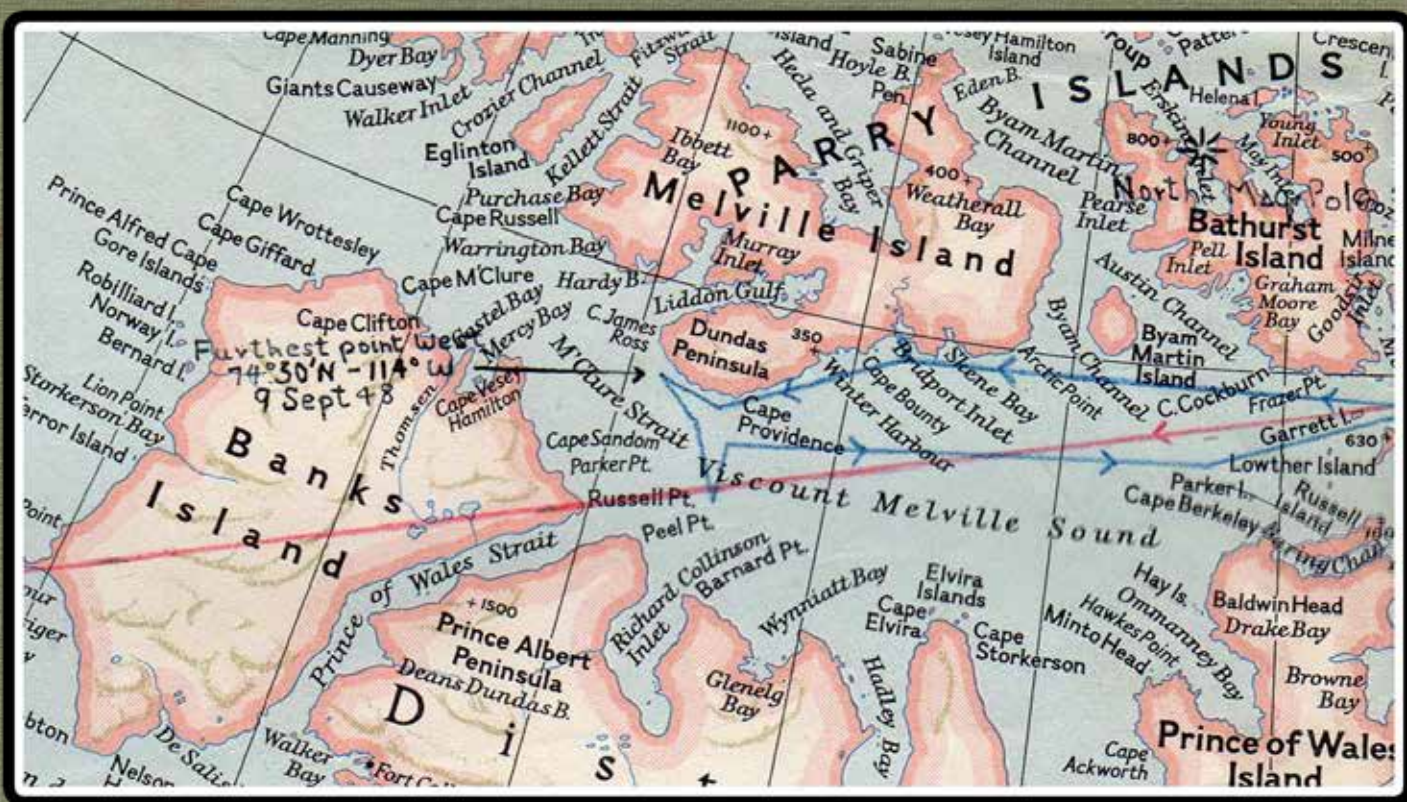
Captain Chenard (Canadian) was flown ashore
earlier in the afternoon to check a cache
which had been established in 1848.

Went to the movie and played a couple
of games of chess with Captain King, 125M.

It has been about 30°F all day with
snow and fog most of the time. The
sun is moving south fast because it
is very dark at night now.

8 September Wednesday - The drums of fuel (180)
and a small amount of food were taken ashore
at 0300 and placed in a cache for a
new weather station. Wind was not
passed so none of the observers got
ashore. There would have been very little
to see though as it was still fairly dark
due to the foggy weather.

Picked up the survey party at 0600



Furthest Point West

74° 30' N - 114° W

9 September 1948

(includes Magnetic North Pole)

and we cleared the channel between the two islands by 0900.

Are now underway for Prince Patrick Island. Have a tractor¹ aboard to be delivered at Inuit Bay which is to be another weather station and airstrip. There is much talk about whether or not we will be able to make it because of the ice. This is the last mission of the Task Force so an all out effort will most likely be made.

9 September Thursday -

Heavy ice all day with about 95% coverage. Was only able to proceed slowly. At 1130 we reached 74.5°N 114°W ? which was our furthest western position. Turned around and are now returning to Resolute Bay. Fresh ice can be seen now where there are leads in the ice pack. The temperature has been about 30°F for the past two days.

Dundas Peninsula, Melville Island was in sight, to our north, all day long. It is very bleak looking and had a good coverage of snow compared to what we have seen on the other islands.

The Eastwind passed through Foully² Hester Straits and was ordered to return to Boston instead of

9 September 1948



**Furthest point west: 74°30' N 114° W
near Dundas Peninsula, Melville Island**

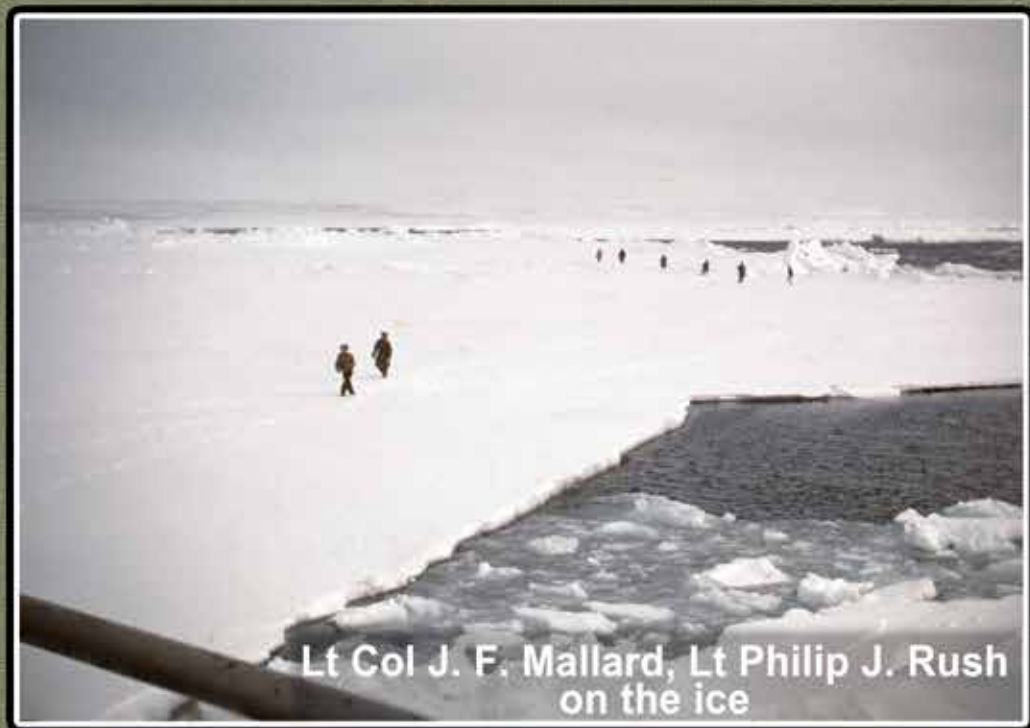
waiting for the Edisto. With the say VIPs on the Eastwind Col. Mallard and I should have no trouble in ^{getting a mile} ~~making~~ back to the states on the Admiral's plane as Colonel Holmberg is trying to arrange. If this side materializes we will leave Resolute about the 12th of September.

10 September Friday - Ice very heavy all morning. Followed lead to the southeast. Unable to reach Winter Harbor so we are continuing to Resolute. At times we only make about one mile in two hours. Thick ice is noticeable and it makes the going all the harder because the ice doesn't have the give to it that it had formerly. ~~had~~

The temperature read 26°F this morning. Hope it doesn't get any colder for a day or so because we still have about sixty miles of ice path to the east of us.

The ship struck into some thick ice this morning and observers were allowed to crawl down the Jacob's ladder rigged on the bow. We spent about an hour on the ice. It was marked with various colors and a charge of 110 lbs TNT was set off. The charge was placed in a hole dug in the ice and well tamped

10 September 1948



South of Dundas Peninsula, Melville Island

with snow and chunks of ice. It only blew a hole six feet deep by about ten feet in diameter. The ice we were on was about ten to twelve feet thick and had about one foot of snow on top. In places the snow had drifted to about three feet deep. It was very difficult walking.

Had a very good display of "ice blink" ^{and "water sky"}. Over clear water the sky is very dark compared to the sky over the ice. Thus by these dark streaks in the sky it is possible to follow leads through the ice. It was a cloudy day so the "ice blink" ^{and "water sky"} was very noticeable.

11 September Saturday - All during the forenoon heavy ice was encountered and progress was very slow. Our course was mostly north following what leads that could be found. It was foggy with visibility about 1000 yards so no helicopter flights were made during the morning.

At 1300 the fog lifted and the helicopter directed us into a very good lead running in an easterly direction. From 1300 to 1700 we made ^{quite} some distance on our course to Resolute then we had the past two days. At 1400.

11 September 1948



Helicopter guides ship to a good lead

our position was about fifty miles south of Sealy Island. The ice varies from two to fifteen feet in depth. Many pressure areas have a depth of about thirty feet of ice. This ice just doesn't give when the ship hits it. All we do is to back off and try to go around it.

Saw many large polar bear tracks in the snow but no bears. Everyone feels a little better now that we are making fair progress. For awhile it appeared as though it might be a battle to get out of it before freezing solid.

The Jack Town Command approved our leaving on the V.P. plane. The plane is due in Resolute tomorrow and we should arrive by the morning after.

Temperature was down to 39°F this morning. New ice is about four inches thick in most places now. There is still clear water, however.

12 September Sunday — Still proceeding eastward in about $7/10$ ice. At 0800 we were almost due south of Byam Martin Island. At 0700 the temperature was

22.5°F but by 0900 it had risen to 25°F. The ships superstructure, signal lanterns, radio wires, etc. were heavily covered with hoar frost. Had hoped to get a colored picture of it but it was too hazy and dark for color film.

C54 reported that it had landed at Resolute at 1300.

We made good time all day in about 6/10 ice. Many places water was open for about seven miles then it would require about a mile of ice breaking to another good open space.

Received my pay accounts, health record and paid my mess bill this afternoon. Am all packed and ready to leave in the morning.

Col. Maltland and I checked official films to be included in our report and left half of those requested with the Photographic officer.

Didn't get to bed until 2 a.m. Sent telegram to Betty wishing her a happy birthday.

13 September Monday -

Up at 0500. Had breakfast at 0600 and left the Edisto at 0700. Before we left we had a group picture taken of our party that is flying out.

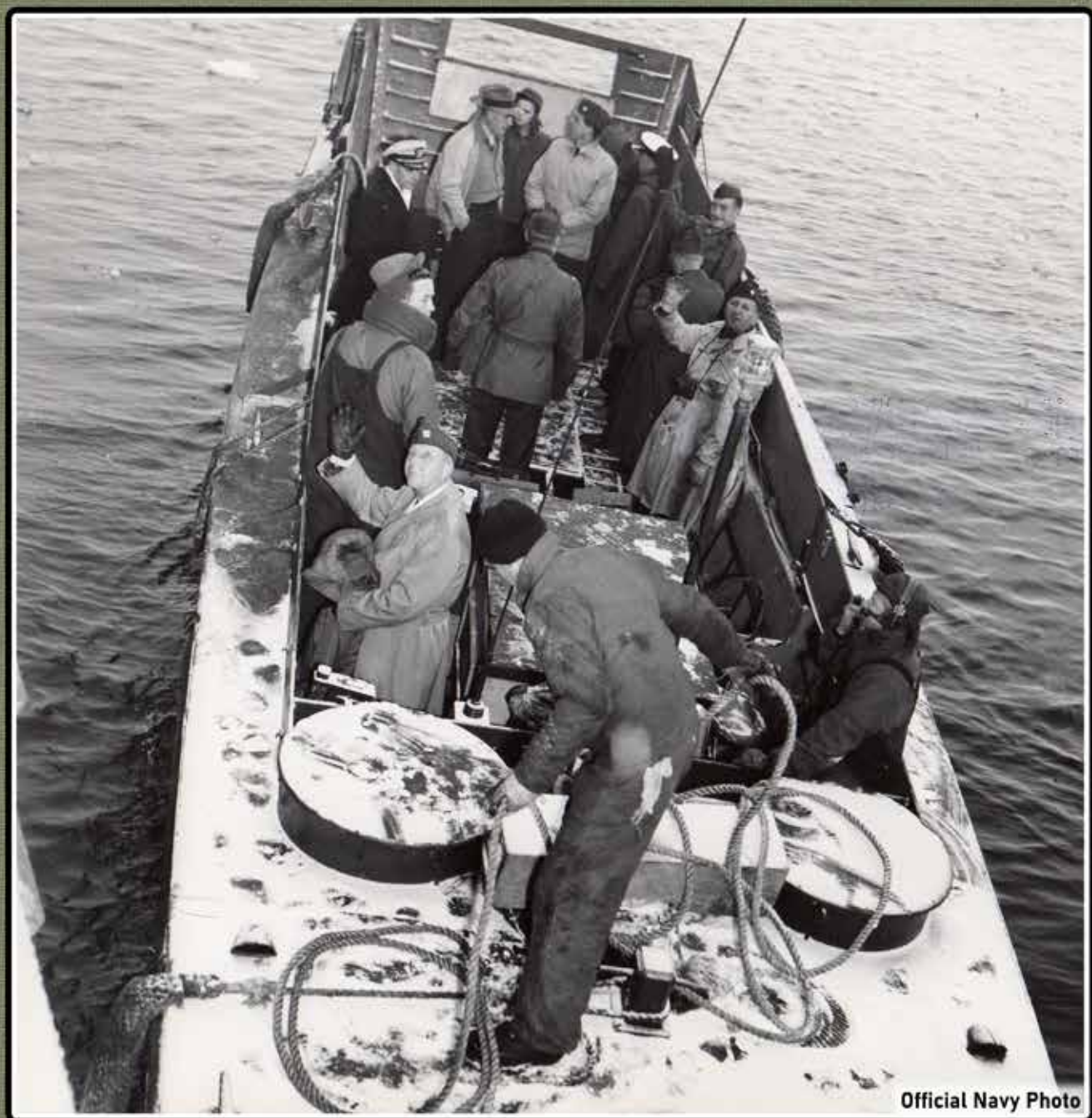
The LCVP had a little trouble in getting

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Rear Admiral T.C. Lonquest USN and Captain G.J. Dufek USN (Commodore, Task Force 80) and observers just before leaving Resolute Bay, Canada. Capt. Rufus B. Thompson, Jr., USMC is at the far right.

13 September 1948



Official Navy Photo

Rear Admiral T. C. Lonquest waving farewell to members of the USS EDISTO AG-89 as LCVP leaves ship to head for beach at Resolute Bay.

to the beach because of ice but it was broken sufficiently to get the boat through.

All of us piled into a dump truck for a ride to the airstrip. It was a cold ride with the temperature about 25°F . The perma-frost has worked its way back to within a few inches of the surface within the past week and snow covers the island although it is a very light amount.

A radar operator was transferred from the ship to the plane because the plane's radar operator took ill at Goose Bay and was unable to continue the trip.

It took longer than usual to take off as we waited for some thermos jugs of coffee to be sent up from the camp.

Took off from Resolute at 0855^{EST} and was in the fog and clouds at 300 ft elevation. The radar burned out on the take off so the transfer of the radar operator was needless after all.

Climb to 9500-10,000 ft on bore course 267. Broke through the clouds at 8000 but entered an upper cloud formation at 2000 ft. sighted Banks Island at 1100 EST. The clouds would

13 September 1948



Departing - Douglas C-54 Skymaster (DC-4)

open one in awhile to allow us a look at the ice fields and an occasional glimpse of Banks Island. It appeared to have many small lakes. Passed Banks Island at 1217 CST.

Thin cloud banks below afforded us an occasional look at the ice. It doesn't appear so heavy as it did around Melville Sound.

Over land at 1400^{CST}. Came in near Alaskan - Canadian line on the Arctic Ocean. Still very cloudy below but managed to see land once in awhile. Crossed the Yukon River at 1530 (CST). Tried to get a picture of it but the clouds managed to obscure it very nicely.

Out of the clouds about twenty minutes before Gold Hill. Landed at Gold Hill at 1600 (CST) (1200 the time). Spent two hours in sightseeing. The Army Air Force had three balloons at our disposal so we took a trip into Fairbanks (4 miles) to see the town. Had two beers at 60¢ each. Col. Holmberg said highball went for \$1.-.

Bought a couple of things for Betty and Ruby at the PX.

The temperature was 46°F and we all felt exceedingly warm. Some of our party still had these long handled drawers on so they

13 September 1948



Capt. Rufus B. Thompson, Jr. arrives at Ladd Field, Alaska

get rid of them shortly.

Took off at 1825 (EST) for Seattle, Wash. The ETA is 0120 (EST). Climbed to 10000 ft lower but no Kinley in the distance. It was too far for a picture and the sun was almost behind it, too.

It is very noticeable that autumn has come to this area as the trees have already turned color.

From Cold Field we passed over Big Delta, Whitehorse, Shagway, and Haines; then down Clarence Strait, Hecate Strait to Vancouver Island; then into Seattle landing at 0200.

The portion of the trip near Shagway and Haines was by far the most spectacular. The weather was perfect with just enough clouds to offer additional beauty. We passed directly over the mountains in this area whereas the mountains before had been in the distance.

The weather cleared in again just after sunset. Are having a little trouble now in connection with the inboard port engine, ~~and~~ one generator is out of order and the other generator is attached to the motor that is acting up. It would be bad for this engine to go out because the plane wouldn't be able to operate its radio or light for very long. This plane was a specially outfitted R5D3 (C54) for Arctic flying. It was heavily

insulated and had heated footstools. With only the nine of us, we were very comfortable as we each had a blanket besides our seats.

Slept from 2200 until 0120

14 September - Tuesday - After I awoke at 0100 I went to the control room and watched the pilot fly from Vancouver Island (northern tip) to Sand Point (NAS) Seattle, Washington, where we arrived at 0240 (CST)

Reservations had been made for us at the Sand Point B&O so we went directly there. After I checked in I called Ruthy and nothing would do but that they drive up to see me. They wanted me to see their place so we drove down to Tacoma and had a very delicious steak and egg breakfast.

On the way back to Sand Point we dropped Russell off at work. Ruthy, Clemmy and Jacky stayed and watched our plane take off at 0415.

While I was at Ruthy's I called mother. As ever I surprised her again.

Slept most of the way to Moffett Field (San Francisco) as it was very cloudy. Looked the route over Medford, Oregon so I was only a few thousand feet from mother's. Had to fasten safety belts while going over the Siskiyou Mountains (Oregon-California border) as the plane did a bit of bouncing around.

The Arctic equipped plane remained at Seattle and we transferred to a regular Navy NATS C-64. When we were bouncing around a few of the enlisted passengers took sick and one of them

passed out and needed oxygen. we had climbed to about 13000 ft. flying speed was reduced to 150 due to heavy headwinds.

Arrived Moffett field at 1900. All of our party was met at the plane and we were taken to the BOQ in sedans. The Admiral and Mr. Hubbard went into San Francisco but the rest of us decided to stay around Moffett.

Col Mallard and Col DeBarry and I took time out to get haircuts and shoe shines.

I called Marsha Russell and she said they had sold their place and were moving to a new home in Mill Valley.

Tried to call Connie and Henry but no answer.

We had two highball apices, about all we could stand after three months on the wagon, before dinner. Dte at the BOQ.

Called Betty at 1840. ^(PDT) She called went right through with no delay except for a short busy signal. It took at least five minutes for Betty to understand that I was back in the states and in San Francisco. It worked out nicely because I was able to call her on her birthday.

Called to a Captain Nelson USMC at the BOQ. He

had just flown Under Secretary of the Navy
Kenny in from Washington, D.C. Kelso asked
us if we had a ride to D.C. so he would try
to get us on his plane if we didn't.

Went to the Officer's Club for a B.B. and to see
what the club was like. We passed the time
playing Liar's dice and only one drink.

at 2130^(PDT) the sedan picked us up at the
BOB and we were taken to the plane. That was
specially scheduled for the Admiral. Have 24
service passengers besides our party. The plane
is exactly the same as the commercial C-54's
the way it is finished inside. Even have two
Waves as stewards.

Departed Moffett Field 2215. It was a very
clear night and smooth flying. Had a section
of seats to myself so I stretched out with two
pillows and a blanket and slept until 0600 (PDT).

15 September Wednesday — Had a good six hours sleep
and woke up at 0800 (CDT). Clear weather until
0845 (CDT) when we ran into heavy clouds just
east of Lake Michigan (southern tip).

The stewards served breakfast and seemed to
enjoy their task of caring for thirty three men.

Lighted Lake Erie to our north at 0930. Clouds have
thinned somewhat and are broken at times. We
are flying at about 5000 ft elevation.

over Akron, Ohio at 1000 (COT)

Arrived National Airport Washington, D.C. at 1400. Caught MATS plane to Norfolk at 1600 arriving in Norfolk at 1705.

Col Inalled and I got a room at the Air Station BOD.

Reported into FMF Lant by phone.

16 September Thursday - Reported into FMF Lant at 0800. Had interviews with General Roden and Col Rowan which took about an hour. Also had conference with the G-3 section.

Temporary duty completed and directed to return to Lejeune.

Caught Beachcraft GRB to Lejeune at 1330 and arrived Lejeune at 1500.

Temp duty completed at 1600.

