DEEP FREEZE II
1956-1957
The world around us is continually revealing new mysteries which await discovery by the world's scientists. From the time the Antarctic continent first was discovered in 1840 through the present nuclear era, this "frozen wonderland" has been one mystery confronting the scientists of the world.

The United States Navy's Operation Deep Freeze is supporting our scientists in their work at the Antarctic in conjunction with the International Geophysical Year in 1957-58. The IGY program is an effort of 39 countries to uncover many scientific riddles by recording phenomena such as weather, magnetism, gravity, anti-glow, and other geophysical elements.

Discoveries by our scientists will lead to a better world and the much sought after goal — progress for the World and our Nation. The Arneb in six months from November, 1956, to the 30th of April traveled 31,472 miles around the world in support of IGY. And in these pages that part will always be preserved.
The USS ARNEB, a veteran of many polar operations including last year's first Operation Deep Freeze to the Antarctic, began preparation for Operation Deep Freeze II in early autumn. ComPhibLant's only representative, she was loaded with 5,000 tons of cargo for the expedition at Davisville, Rhode Island, and, when Task Force 43 and Mobile Construction Battalion One personnel were "aboard", the ship was almost ready.

Returning to Norfolk she departed on November 2nd for Panama City transiting the Panama Canal. During the ship's short stay in Panama from Nov. 8 to Nov. 11, the officers and men enjoyed liberty Central American style.

The Arneb next dipped her bow into the vast Pacific Ocean and headed towards Wellington, New Zealand, where she arrived 18 days later on Nov. 30. New Zealanders treated the Arneb crew with the friendliness that has always been known of them, and, while the ship stayed in scenic Wellington from the 30th of November to the 10th of December, "all hands" were exposed to this unspoiled way of life.

Then on a rainy December 10th the Arneb set its course for the Antarctic where she was to spend three months contributing to the International Geophysical Year program.

The ship entered the 420-mile wide Ross Sea ice pack on December 16th, and arrived off Cape Hallett in Northern Victoria Land on December 19th. She then was diverted to McMurdo Sound, arriving on December 24th under the shadow of the towering volcano of Mount Erebus.

An estimated one-hundred and fifty thousand penguins greeted the Arneb and the United States Coast Guard icebreaker Northwind, which accompanied her, when Task Group 43.6 arrived at Cape Hallett on December 29th. More than 9,000 penguins and their offspring were removed from a 100-yard area on December 30, 1956.

Then on New Year's Eve the Arneb met what could be considered its stiffest test since the day she was commissioned in 1943 when a severe continent storm trapped the ship between bay ice and a 200-mile ice field.

The incident marked the first time news of the ship appeared in the front pages of many newspapers in the United States, exemplified by the Detroit Times headline, "Antarctic Death Trap ... Ice Grinds Two Ships."

Eventually breaking the wrath of the crushing ice, the Arneb made her way to within 800 yards of Cape Hallett on Jan. 2 where temporary repairs were effected. The next six days were spent erecting Adare Station and transferring cargo to "Penguin Beach" in the first United States amphibious unloading operation in Antarctic history.

Leaving Cape Hallett on January 9, she steamed to McMurdo Sound before leaving with the Glacier, the Navy's newest and most powerful icebreaker, and the Greenville Victory, for Knox Coast. On Jan. 31st the Arneb, again slightly damaged from the heavy pack ice of Vincennes Bay, found herself at Clark Island, one of the Windmill group, off Knox Coast, to unload cargo for the newest International Geophysical Year station.

Again the Arneb's boats, Navy Seabees and ship's company personnel joined hands to fight the race against time in building the station. For as February and March come to the Antarctic, its summer wanes, the air becomes colder and the ice which had broken up in mid-December begins to freeze once again.

Wilkes Station was erected and the Arneb, her bow facing north, left the Antarctic on Feb. 18th, and steamed to Australia, her Operation Deep Freeze duties completed for 1957-58.

Entering Cockatoo Island Shipyard in Sydney for 13 days for repairs on Feb. 28th, the liberty-starved crew took advantage of Sydney to the extent that the Australian metropolis was dubbed the best liberty port visited by the ship.

As April waned, the familiar shores of New England's Rhode Island appeared and Deep Freeze equipment was unloaded at Davisville where we arrived April 27th. Then we steamed into Norfolk on April 30th, home at last from 176 days circumnavigating the world.
DEDICATION . . .

Rear Admiral Richard E. Byrd, one of the world's foremost polar explorers, and technical advisor to Operation Deep Freeze, died on March 11, 1957 in Boston shortly after the completion of the second phase of the present expedition, which he called the fulfillment of his life's ambition. Born Oct. 25, 1888, in Winchester, West Virginia, he emerged from rural obscurity to become the most famous American explorer. His journeys into the Arctic and the Antarctic are unparalleled in the field of exploration, and he was the first to fly over the North and South poles.

At the bottom of the world he mapped more than 2,000,000 square miles during his four expeditions in 1928, 1934, 1939, and 1947. And, in 1934, he spent months alone in a shack 123 miles south of Little America, which he called his second home, and nearly died there when his companions had great difficulty reaching him through raging blizzards. Although he suffered severe physical stress during his long journeys he regarded the frozen wastes of the Antarctic with warm affection. After his exploratory flights he was said to have "eyes alight with the wonder he had seen — vast new mountain ranges curving off over the horizon ... tortured glaciers ... and the dismal white wasteland beyond the pole."

A graduate of the Naval Academy, he was forced to retire from active duty soon after he was commissioned because of a leg injury but his thirst for adventure could not be thwarted, and he soon returned to active duty with the Naval Air Corp, becoming one of the pioneers of Naval aviation. Serving in both world wars, at 41 he became the youngest Rear Admiral in United States Naval History, and received many decorations for his trips to the extremities of the earth.

His dream was that someday the Antarctic would become the Big Deep Freezer of Mankind, a place that would banish famine from the earth. He dreamed that the nations of the world might someday use this giant refrigerator; that when countries had a bumper crop they could put the surplus there for use in famine years.

Buried in Arlington National Cemetery on March 14, 1957, a 13-gun salute burst near the gravesite. A sailor held aloft the two-star flag of a Rear Admiral. The chaplain read the committal of the dead. There were three sharp musketry volleys, followed by a bugle's "taps" in the distance. And, perhaps, if those who "wintered over" on Deep Freeze II were listening closely they could hear an echo of this burial ceremony reverberate from the towering peak of Mount Erebus at Antarctica's McMurdo Sound.

To Admiral Byrd's memory, from all the members of Deep Freeze on the Arneb who have viewed with awe some of the majesty of his "giant refrigerator", we most humbly dedicate this book.

THE EDITORS
Captain Nels C. Johnson, USN, commanding officer of the USS ARNEB, is a veteran of 22 years in the United States Navy. Born in Auburn, New Hampshire, Captain Johnson is the son of Claus Johnson and Adolfin W. Johnson.

He entered the United States Naval Academy at Annapolis in 1930, and upon graduation was commissioned to the grade of ensign on May 31, 1934. He was married to Dorothea Lindall of Bremerton, Washington, on June 16, 1936 in Seattle, Washington, and has one daughter, Veronica M. Johnson.

Captain Johnson served as watch and division officer aboard the USS LEXINGTON CV-2 from 1934 to 1938. In 1938 he became chief engineer and gunnery officer on the USS HERBERT DD-160, the ship being attached to Squadron 40T in the Mediterranean.

He was chief engineer aboard the USS RINGGOLD DD-89, and the USS REID DD-369 from 1940 to 1942, and, in the latter ship, participated in World War II operations in the Pacific at Pearl Harbor, Midway and in the Aleutians.

Captain Johnson was assigned his first command in 1943 when he became commanding officer of the USS MCCLANAHAN DD-615, which participated in Pacific operations, and the North African, North Atlantic and Mediterranean campaigns of World War II.

In 1944 he was assigned to the Surface Division, Anti-Submarine Development Detachment of the U.S. Atlantic Fleet. He served in this capacity until 1946 when he became commanding officer of the USS WITEK DD-848. In 1947 he was assigned as Fleet Anti-Submarine Warfare Officer on the staff of the Commander in Chief, U.S. Atlantic Fleet. In 1950 he became plans officer on the staff of the North Atlantic Ocean Regional Planning Group of NATO.

More recently he has been Commander of Destroyer Division 262 which was engaged in operations in Korea and the Formosa Straits. He served in this assignment until 1953 when he was transferred to the Office of the Chief of Naval Operations in Washington, where he worked in the Strategic Plans Division.

Before becoming commanding officer of the ARNEB this year, he spent a year as a student at the National War College.

In addition to the normal campaign medals of World War II and the Korean War, he has been awarded the Legion of Merit with Combat V.
Fred P. McDaniel, Commander, USN, was born in Buffalo, Missouri, on January 8, 1918, son of Clarence and Frances McDaniel. Attending Montana State University and California Polytechnic Institute, he was commissioned Ensign on November 20, 1940, and received a special aviator designation the following month after completing the Naval Aviation Cadet program at Pensacola.

Serving as an instrument instructor from 1940 to 1942 he eventually became operations officer at a Hollywood, Florida base in 1942 for one year. Further assignments included naval air stations and flight squadrons at San Diego, California, Norman, Oklahoma, Corpus Christi, Texas, and the Philippines.

He attended the General Line School at Newport, Rhode Island, from 1949 to 1950, and was attached to the Bureau of Aeronautics from 1950 to 1952. As Navigator of the USS ORISKANY (CVA) in 1952-1953 he navigated the ship around Cape Horn, the first time it had been accomplished by a ship its size.

A public information officer at Pensacola, Fla., from 1953 to 1955, he later attended various officers' short course schools, until, on May 6, 1956, when he became the executive officer of the Arneb.
Remaining Ship's Company Officers

Lt. (jg) Arthur M. O'Hara, USN
1st Lt. John T. Kulak, Jr. USMCR
Lt (jg) Larry K. Wilson, USNR
Lt (jg) Leo A. Higgins, USN

Ens. Jeremy T. Garland, USNR
Ens. John R. Seesholtz, USN
Ens. Peter M. Klein, USN
Ens. George E. Clark, USN

Ens. Richard C. McAllister, USN
WO/W3 David A. Elder, USN
WO/W2 Norman B. Grant, USN
WO/W1 Alfred (n) Olson, USN
 TASK FORCE 43, UDT 21, MCB 1
 OFFICERS AND CIVILIAN PASSENGERS

Captain Gerald Ketchum
Captain William Calder
Captain M. C. Hedbloom
Commander Fred Dustin
Lt. Cmdr. Charles Shirley
Lt. Cmdr. Glenn Gleason
Lt. Cmdr. Denzil Myers
Lt. Cmdr. Joseph Fernald
Lt. Joseph Grier
WO/W2 William Blevins
Lt. (jg) Norman Olson
Lt. (jg) John Connelly
Thomas Aggson
Lt. Raymond Loomis
Lt. Juan Tur
Lt. (jg) Richard Griffith
Ens. William Grossan
WO/W2 Offie Dremen
Deep Freeze Duty Begins

5,000 TONS OF CARGO
LOADED AT DAVISVILLE, R. I.

Awaiting Stowage... Propulsion unit for pontoon barge on pier at Davisville.

Swelling Our Load... Knox Coast and Cape Hallett cargo piled high by stevedores.

Traveling Tractor... Destined for cold climate tractor is alone in the United States for the last time.

Lowering Deep Freeze Cargo... Crated equipment being lowered into Arneb's holds.

Reporting on Board... Part of sled bed is raised from pier during loading operations.

In a curious way... It's rope yarn every day before the bed hears reveille in the Antarctic.
"Norfolk Necessities"

DAVISVILLE, Oct. 27... On a crystal clear Saturday morning, the Arneb, fully loaded, left Davisville and arrived in Norfolk Naval Shipyard Sunday where last minute repairs were made. Completed in two days, the ship moved to the Naval Operating Base.

Farewells to friends and relatives were telegraphed, telephoned, mailed and made in person. Last minute Christmas packages were bought and final liberties in the "States" were enjoyed.

Backstage the general warm up for the deep freeze sprinkled conversations with energetic enthusiasm. Then the houselights dimmed on the U.S.

Curtain Time... Nov. 2, 1956. 11 a.m. Norfolk behind us, the show got on the road and the Arneb spotlight shown bright on Operation Deep Freeze 11.

GOING... Norfolk, Nov. 2... We lined up to hear the COMPHIBLANT band shake, rattle and roll us on our way.

GOING... In tune with the times musicians struck up "Anchors Aweigh"

GOING... So long, see you in the Spring.

GONE... Beginning swing into harbor leaving the U.S. behind.
The Panama Canal

PANAMA PASSAGE... Panama... Nov. 8... Slowly we enter the mile-long Gatun locks.

MULE TRAIN THROUGH ISTHMUS... 47-ton mules guide us through.

GATUN HOI... Passing main office of lock.

GET READY... Heavy gates open allowing us to enter.

ON YOUR MARK... Locked in we're going up in the world via fresh water pressure.

GET SET... All buoyed up 85 feet above sea level.

GO... Under our own steam Gat Lake awaits to be crossed.
PANAMA BY THE SEA... Looking at the old section of the city across the bay.

THAT FORWARD LOOK... University of Panama spread out on plateau above city.

PANAMA 'PANARAMA'... Weed’s eye view of Central American skyline.

LEADER EXTRAORDINARY... Simon Bolivar keeping vigil in front of Panama school.

YE GADS EGRETS!... Keeping our distance from these rare, beautiful birds gracing the marble lobby of the Presidential Palace.

HERE'S HOW IT WORKS... Three native musketeers get lowdown on puzzling picture machine.
HOUSE OF LEARNING... Columns hold up decorative educational institution, Colegio de Saint Augustine.

CENTRAL AMERICAN WHITE HOUSE... Sea shells set in marble pillars, starlight walls mark Presidential Palace.

Panama

WORLD'S LIFELINE COMMEMORATED... Las Balbedos tells graphic story of historic building of the Panama Canal.

Culture

WESTERN HEMISPHERE SOLIDARITY... Simon Bolivar views table where President Eisenhower and other American continent presidents signed Pan American Congress in July, 1956.
IN EQUATORIAL MANNER
Pollywogs Become Shellbacks NOV.13

BOUNTIFUL BEAUTIES

MISS AMERICA BEWARE

POLLYWOG DEMOLITION CHARGE

KING (NEPTUNE) FOR A DAY

ROYAL BABE...KISSIN' SWEET

AH HA, A CAVITY
DOWN FOR DUNKING

I'M A POLLY (BLUB) SHELL (BLUB) BACK

WHAT ARE YOU?

OH MY ACHING...

SO YOUNG TO BE BALD

JUNKED JOURNALIST
Wellington, New Zealand
MELVILLE'S CORNER, HEART OF CITY

BASKING IN LAGOON SUN

HERDING TIME

HARBOR HEAVEN FROM MOUNT VICTORIA

DECEMBER BLOOM

PATHWAY OF BEAUTY... BOTANICAL GARDENS
HIGH IN MOUNTAINS NEAR WELLINGTON

SCENIC SUBURB, ISLAND BAY

NEW ZEALANDERS WISH US WELL

KIWI CAPITOL

HIS WORSHIP - THE MAYOR

LAST GLIMPSE - BEFORE THE ICE
Ross Ice Pack... Dec. 16... A white wilderness before us, the Arneb steamed across the Antarctic Circle toward Cape Hallett in the northern reaches of Victoria Land. Seabees were destined to build Adare Station, joint United States-New Zealand International Geophysical Year base.

An occasional iceberg floated by as if to greet us — invaders of the penguin premises on the frozen continent. The Arneb would unload cargo in Mowbray Bay, Cape Hallett, and then proceed to Knox Coast to establish a new United States base.

The Antarctic summertime beckoned and the ship proceeded, following the Coast Guard icebreaker Northwind's lead, into the 420-mile wide ice pack which separated the sea from the southernmost domain in the world.
December 17... Pack ice ripped a 30-inch gash in the hull of the ship early this afternoon enroute to Cape Hallett, Antarctica. Immediate action by the Arneb damage control parties stemmed flooding in her forward most cargo hold. The slash came at the waterline on the starboard side.

Captain Nels C. Johnson, USN, commanding officer, had heavy landing craft swung over the port side to create a 10-degree list thus exposing the starboard hull below the waterline. Within five hours repairs were made and the ship got underway again.

December 19... Within shouting distance of Cape Hallett, the Arneb received a radio dispatch rerouting the ship immediately to McMurdo Sound to transfer one D-8 tractor for use on the landing strip.
McMurdo Sound... Dec. 24... After tying up alongside the Greenville Victory with the Glacier moored to the starboard side of the Victory, work began on the unloading of No. 3 hold to get at the huge D-8 which was to be transferred.

Hugh D-8 tractor was lifted out of the hold after two days and transferred to the Greenville Victory eventually destined for Little America for use in building a landing strip.
Merry Christmas

CAPTAIN PRESENTS TWO FAITHFUL STEWARDS WITH CHRISTMAS GIFTS

CHURCH SERVICES ON THE ICE CHRISTMAS MORNING.
Christmas Dinner At McMurdo Sound

HOT GOBBLER

MAKE MINE WHITE MEAT

CARVED FOR CONSUMPTION

SANTA CAME TOO... RED CROSS PACKAGES

TASTE-TEMPTING CHOW
McMurdo Sound...Dec. 25...It was truly a "White Christmas" for us at McMurdo Sound. Most of the afternoon was spent on the ice investigating the nearby land and chasing a few unsuspecting penguins.

It was a day spent in relaxation and in worship of the birth of Jesus Christ thousands of miles from the United States. Many minds drifted homeward while all hands opened packages furnished by the American Red Cross.

Like our friends, relatives and neighbors on our home continent, we, at the bottom of the world, made merry on December 25th.
CAPE HALLETT, ANTARCTICA, New Years, 1957 - "Lest we forget - An unpredicted storm of near hurricane proportions howled out of the Antarctic continent New Year's eve and winds gusting up to 60 knots drifted tremendous ice floes across Mowbray Bay trapping the Arneb between pack ice and fast bay ice.

Icebergs towering 150 feet in the air and the size of two city blocks loomed out of snow squalls and marched steadily down upon the ship pushing tremendous pressure ridges before them. The ship fought with full power to free herself.

Steel side plates of the ship were under continuous hammering and large "I" beams bent and groaned. One large berg wanted to occupy the same area of the world the Arneb was occupying.

Seams ruptured and cracks appeared in the hull --- and gallons of sea water poured into the ship. Repair crews fought the Antarctic attack working in 29-degree water for hours that seemed endless.

And the Captain remained on the bridge, ever watchful, refusing to "give up the ship" although at times the situation seemed helpless.

Trapped for 48 hours, "The Big Squeeze" ushered in a "Happy New Year" for the Arneb without a "fond adieu" to the old.
Shudder To Shelter

Damage control parties and repair crews went into action immediately when water poured into the Arneb's holds endangering the cargo destined for Cape Hallett and Knox Coast. The Underwater Demolition Detachment of Team #21 went into the holds to investigate the extent of the damage from the pressure ice, and searched in 29-degree water four to twelve feet deep for areas needing repairs.

Damage control central recorded the damage as reports from the investigators came in. The bridge was informed and soon the extent of the damage to the ship was tabulated.

The ship's propeller had been damaged, 99 frames had been bent, the rudder twisted 18 degrees, several cracks were found in the hull, and the former hole in the starboard hull seam below the waterline had been reopened.

On the deck ten pumps, including three "high-lined" from the Northwind nearby pulled water out of the holds. The damage control parties were working around the clock but the ship, still in her helpless condition in the pressure ice, lay vulnerable to the treacherous icebergs passing by.

We were in serious trouble until early in the morning of January 2 when a crack appeared in the ice, and the Arneb, with the Northwind's help, broke loose from Antarctica's stranglehold and reached the shelter of Cape Hallett to bandage her wounds.
U. S. NAVAL DISPATCH
FROM: ADMINO COMPHIBLANT
ACTION: USS ARNEB
INFO: COMMANDER TASK GROUP 43.6 / COMMANDER TASK FORCE 43

\[320\]
CONGRATULATIONS ON BREAKING OUT X EVERY ONE HERE FOLLOWING YOUR SITUATION WITH KEEN INTEREST MUCH SYMPATHY AND HIGH HOPES YOU WILL BE ABLE EFFECT REPAIRS SUCCESSFULLY X KEEP UP THE GOOD WORK...BT...

VIA: H NR 234 // WRITTEN UP BY SKELLY

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U. S. NAVAL DISPATCH
FROM: COMPHIBRANT
ACTION: USS ARNEB
INFO: COMMANDER TASK FORCE 43 / COMPHIBLANT

\[321\]
CONGRATULATIONS ON SUCCESSFUL BREAKOUT X NORFOLK TELEVISION STATION WILL CARRY GOOD NEWS ON SIX OCLOCK BROADCAST FOR FAMILIES TO GET GOOD NEWS TONIGHT ... BT...

VIA: H NR 247 / WRITTEN UP BY SKELLY

---

U. S. NAVAL DISPATCH
FROM: CNO
ACTION: USS ARNEB
INFO: CTF 43/CINCLANTFLT/COMPHIBLANT/CTG 43.6

YOUR SKILL AND SEAMANSHIP EVIDENCED IN FREEING YOUR SHIP AND MINIMIZING THE EFFECTS OF THE UNEXPECTED HIGH WINDS AND RESULTING PACK ICE ARE HIGHLY COMMENDABLE X THE EFFECTIVE MEASURES TAKEN TO REPAIR THE DAMAGE AND TO READY YOUR SHIP FOR CONTINUED OPERATIONS SHOWS A QUOTE CANDO UNQUOTE SPIRIT WHICH IS EXTREMELY GRATIFYING X I PERSONALLY CONVEY A QUOTE WARM REPEAT WARM WELL DONE TO ALL HANDS UNQUOTE X ARLEIGH BURKE

---

WELL DONE...
Adare Station Jan. 2 To Jan. 9

ROAD TO THE BEACH
.... UDT and TNT blast the way.

SNOW SLEDS
... Over and Out

LOADED LCM LEAVES SHIP

HALLETT FRONTIER
... Unloading distilling unit

DELIVERING THE GOODS .... Davisville to Hallett shore
HOOK, LINE AND GRANITE CLIFF

The first United States amphibious unloading operation in the history of the Antarctic continent could never have been accomplished without the successful efforts of the Arneb's hatch crews and coxswains who, with the Seabees, were the key figures in the unloading operations.

Working in two, 12-hour shifts, around the clock, cargo was transferred in a constant flow from the Arneb's holds into the huge landing craft and hence onto the beach.

When the unloading was finally completed, the ship's first and second divisions had unloaded and moved to the base site 2,600 measured tons of cargo.
Penguins, 150,000 of them, were found on the site selected for the base. Twenty men removed 9,000 in Operation "Penguin-Lift."

Then SeaBees of Mobile Construction Battalion One went to work constructing the 11-building base. A supply dump was graded and personnel worked in two, 12-hour shifts under the continuous daylight of the Antarctic summer.

In eight days the station began to take shape, as the detachment of SeaBees erected the red, steel-sided huts on the ground where the penguins once nested.

ALL RIGHT WHO DID IT?
...Local gentry pondering recent move

LUMBERING ALONG...Housing material transported to base site

ADARE VILLAGE ... IGY
International effort

GRADING TERRAIN
...Ancient volcanic ash gives way under D-4 power

TURN TO - SEABEE STYLE
FIRST AID - A LONG WAY FROM HOME

WELDING WELL DONE

STEEL BANDAGE ... Repairman at work on ice-smashed hull

FINAL CHECK BEFORE CAPE HALLETT DEPARTURE

ICEBERG VEILS FRIGID ANTARCTIC WATERS
ADMIRAL DUFEK (Right of Captain Johnson) LUNCHES ABOARD ARNEB

The mission completed at Cape Hallett, the Arneb, under orders from Task Force 43 Commander Rear Admiral George Dufek, retraced her steps to McMurdo Sound arriving at the mooring site on Jan. 12. SeaBees and ship's company immediately began unloading the USNS Greenville Victory, and Admiral Dufek and his staff visited the Arneb to examine the damages sustained in the New Year's storm.

It soon was learned that the USS Glacier AGB-4 would accompany the Arneb and the Greenville Victory to Knox Coast. And, on Jan. 15, the Arneb, refuelled with 216,223 gallons of oil, left with the Task Force on the 2,000-mile journey to the expected heavy ice of Vincennes Bay.

GLACIER PROVIDES TOW FOR ARNEB

KNOX COAST, ANTARCTICA

... January 31, 1957 ... Its crew instilled with renewed enthusiasm from the first mail since early December, the Arneb today arrived at Clark Island, one of the Windmill group, in Vincennes Bay.

Reaching the 90-mile wide ice pack on Jan. 25, hundreds of icebergs and thick bay ice blocked the path to the base site but eventually the Glacier found the route.

Although damaged once again by thick bay ice, the Arneb crew and SeaBees began work on Wilkes Station, the last of the IGY bases to be started. Time was essential for the Antarctic summer was waning and each of the days that were to follow would be a little colder and a little darker.
ARNEB SHIP'S COMPANY SWINGS INTO ACTION AT KNOX COAST
Working again around the clock to beat the waning Antarctic summer, unloading crews first removed the remaining cargo from the Arneb, and then turned to the Greenville Victory.

Careful boat handling was a necessity as the water was quite shallow in Clark Cove that led to the Clark Island Beachhead blasted out of solid ice by the frogmen.

Cargo was loaded on the wagons in the "Mike" boats, and then at the beachhead, the wagons were hauled ashore by SeaBee construction men in tractors to the supply dump.
COMMUNICATIONS HOOK-UP

WEATHER BUILDING EMBRYO

SURVEYOR EYES LANDSCAPE

BUILDERS AT WORK

STEEL WALLS - PROTECTION AGAINST WINTER'S FURY
AGAINST WINTER'S FURY
Fuel Oil

And More

Fuel Oil...
ANTARCTIC HUSKIES

HOME IS WHERE YOU MAKE IT

UNDERWATER DEMOLITION TEAM TAKES COFFEE BREAK AFTER "COOL" INVESTIGATION OF THE ARNEB HULL PRIOR TO KNOX COAST DEPARTURE. TEAMS UNDERWATER WORK PLAYED ESSENTIAL PART IN MAKING TEMPORARY REPAIRS TO THE ARNEB'S DAMAGED HULL WHILE IN THE ANTARCTIC ICE.
Wilkes Station Commissioned, Knox Effort Ends February 16th
Arneb Leaves Antarctica
As Winter, Ice Moves In

BAY ICE MOVES IN WHERE HUMANS DIDN'T
FEAR TO TREAD

FINAL FAREWELL TO ICE

CHIEF OF NAVAL OPERATIONS SENDS CONGRATULATIONS

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271508Z

CONGRATULATIONS AND WELL DONE TO YOU AND THE OFFICERS AND MEN OF YOUR TASK FORCE FOR AN OUTSTANDING PERFORMANCE DURING OPERATION DEEP FREEZE TWO X THE OPERATION HAS BEEN A PERFECT EXAMPLE OF EFFECTIVE COORDINATION OF THE MILITARY SERVICES AND CIVILIAN SCIENTISTS X ARLEIGH BURKE

RECEIVED VIA GNR 9Z

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Finalists in the ship's beard contest receive awards from Ensign Seesholtz, one of the judges. Beards, products of 68 days at the bottom of the world, were removed shortly following our Antarctic departure.

Icebergs Make Ideal 40mm Target Practice
Sydney, Australia --- First Civilization in 3 Months

A thrill for us all ... passing under massive Sydney Harbor Bridge
Sydney's Cockatoo Island Shipyards... Feb. 28th

CAPTAIN ON SIGNAL BRIDGE...
...Keen eye on entering drydock

OPEN DOCK AWAITS ENTRY

SAILOR'S VIEW OF ENTIRE BOW

SHEARED PROPELLER

SCAFFOLDING UP...Repairs begin
Thirteen Days In Wonderful Sydney

SYDNEY'S DOWNTOWN AREA

HYDE PARK VIEW ... Archibald Memorial Fountain shadows glorious St. Mary's Cathedral

GOVERNMENT HOUSE IN BOTANIC BEAUTY

RELAXATION AT THE TATLER
The ship, equipped with a new propeller after a 13-day drydock period, left Sydney on March 13 for a two-day trip to Melbourne through heavy seas and bucking a severe headwind in the South Pacific Ocean off the southeast coast of the island continent.

On March 15 the ship celebrated the fifteenth anniversary of the United States Atlantic Amphibious Force of which the Arneb is a unit.

Steaming through Hobson's Bay, the ship tied up at South Pier, Melbourne on March 15, 1957 to load two Olympic sailing yachts.
Three Day Melbourne Visit Ends Arneb Stay On Island Continent

Quarters for entering Victorian Port

St. Patrick's Day Parade

Melbourne Church Architecture

Impressive 1956 Olympic Stadium

Underway for Africa...Shift Colors
Captain's Personnel Inspection March 30
Highlighted 20-Day Jaunt To South Africa

STERN MEN IN IMMACULATE WHITES

RETURNING "SKIPPER'S" SALUTE

SHOES SPARKLE IN SECOND DIVISION

CAPTAIN ADDRESSES CREW
Cape Town, South Africa
SOUTH AFRICAN MOUNTAIN VIEW...Granite Rock gateway is stopping point for Arneb sightseers on bus tour provided by the city of Cape Town.

SLEEPY CAPE TOWN ON SUNDAY MORNING...A South African city street, its peaceful sabbath hush interrupted by motor sounds and sidewalk footsteps.

EDUCATOR OF VISION...Cecil John Rhodes is viewed by sailors in front of the University of Cape-town high on a hill above the city.
IVY-COATED CAPE TOWN UNIVERSITY BACKDROPPED BY GRANITE CURTAIN. Picturesque university is home of studies for South African students.

ANYONE FOR A SOUVENIR? South African native displays intricately made gifts to interested Arneb tourists.

HIGH AND MIGHTY... Group of ship's camera fans treated to magnificent landscape of South Africa's sea shore.
BREATHTAKING VIEW FROM "TABLE TOP" MOUNTAIN - FOR THOSE WHO BRAVED CABLE CAR -

SLOWLY THE LONG JOURNEY TO THE TOP STARTS VIA THE CABLE CAR.

UNSURPASSED BEAUTY BEGINS TO UNVEIL AS HALFWAY MARK IS REACHED.

SCENIC SPLENDOR OF CAPE TOWN AND TABLE BAY AS SEEN FROM THE TOP.
During the Arneb's three-day stay in Cape Town the South African natives were as interested in seeing the ship as we were in seeing their countryside. Visitors each afternoon boarded the Arneb and were given guided tours while we boarded bus and taxi to view their magnificent landscape.

April 9... Our foreign liberty over, we left Cape Town's beautiful harbor and set our course northward through the Atlantic. Having had a fine time in a beautiful city for three days, we were ready to spend the next 18 preparing for our arrival in the continental United States.
Many Hours of Work "At Sea"

It took a great deal of perseverance and plenty of good old-fashioned elbow grease to keep the Arneb in top notch operation for six months. From the engine room to the signal bridge and from the fantail to the fo'c'sle each working day found a beehive of activity.

Each of the men aboard are located in a division according to the type of work each has been qualified for. On this page and on several of the following are representative pictures of these various divisions.

BUSY SHIP'S OFFICE

COPYING 'FOX' IN RADIO CENTRAL

MENDING IN TAILOR SHOP

PAINTING 40MM GUN

MACHINE SHOP REPAIRS
Ship Board Life In Review

Recording Data In Supply Office

Navigator Reads Sextant

Enchanting Melodies From Radio Three.

Quiet Moment In Laundry

Plotting Contact In Combat

Post Office... Heh, Whit, where's the mail?
LOG ROOM VIEW...Damage Control Headquarters.

Light Repair Near Barber Shop

CLEAN SILVERWARE FROM SCULLERY

BREAD IN THE MAKING...SHIP'S BAKERY

CHECKING INSTRUMENTS IN "ET SHACK"

CARPENTER SHOP ACTIVITIES
ENGINE ROOM GAUGE CHECK

ELECTRICIANS AT WORK

RESETING VALVES

RAISING FLAG HOISTS ON SIGNAL BRIDGE

SURGERY IN SICK BAY

INTRICATE ADJUSTMENT TO BAROMETER
Scientific data on the cosmic ray - a wonder of the universe - that will prove invaluable to the nation was collected during the cruise. Tracking the ray in the "IGY Shack" which was equipped with a lead pile neutron monitor, the ship followed an International Geophysical Year track to and from the Antarctic continent. The ray was stopped by the lead pile and electronic computing devices located to either side of the pile recorded the intensity of the ray.
Mobile Construction Battalion No. 1

Arthur Ortner
Frank Belling
Charles Maull
Allen McGuire
Robert Brantley
Alfred Joseph

Chief Jones
Don Blankenship
Thomas Blaunt
Stephen Barker
William E. Butler
Edward Campbell

Thomas Carter
Salvatore Catolde
Edward Cherrington
James Coombs
Harry Derr
William L. Drake

Arthur Dufour
Jerry Dutton
Johnnie Edwards
Howard Hanener
Earl Alger
Bennett Bass

Martin Joyce
Paul Kulp
Martin Lusting
Edward McCormick
Pat McEray
William Armstrong

Clinton McHell
Anthony Mecca
Donald Michelson
Clyde Miller
Cameron Angus
Cedric Maier

William Lefferts
Richard Lucas
Eugene Hardy
Lawrence Haywood
Joseph Haas
Gene Hughes

Dennis Huber
Paul Helfrick
John Kania
George Kurgl
Donald Germain
Harold Granitski
Richard Gokey
Donald Norman
George Roussell
George Rynkiexicz

Wverett Riley
Frank Schwan
Phillip Silverstein
Joseph Swengros
Jack Stewart
Wayne Seeley

John Stack
Lean Snider
Edward Spencer
Fred Smith
John Albright
Ernest Wells

David Whaley
Clarence Tommer
D. Ziminski

Staff - Task Force 43

Earl Gustafson
L. Villamor
Vernon Dooke
Francisco Rubia
Don Timmerman
Arthur Faller

Thaddeus Collins
Donald Arnholes
Billie Shaddix
J. Zimmerman
Thomas Sullivan
Harold Page

Thomas Williams
James Clark
Alfred Ewers
William Wilson
John Czerwinski
Joseph Roman
Third Division

William Torres
Walter Cremieux
Vincent Scalise
Ira Livingston
C. Breland
James Lemes
Melvin Horowitz
Frank Berthelot

George Stefanik
Joe Holder
Thomas Langton
Herbert Dinger
Ronald Moore
Samuel Gooch
Samuel Hughbanks
Edmond Zinkewicz
Samuel Miller
Alfred Bastinelli

Second Division

Richard Simmons
Aiken Caddell
Carmine Luongo
Anthony Comport
Leonard Myers
Ray Richardson
Ralph Kofroth
Earl Desrocher
William Farabella
Ronald Finn
First Division

Thomas Pardue
William Jurgensmeier
Donald Campbell
Daniel Mahn

Albert Hucks
Robert McGuirk
Irvin Williams
David McElreath

Gerald Vitocolonna
James Singleton

Samuel Lordhak
William Bohl

Fred Bareiss
Alex Budrevich
James Parris
Arnold Rigsbee
Robert Gallimore
Albert Adams

Clarence Goldsberry
Robert Shuford
Jess Childress
Curtis Whitten
Edward Driscoll
William Hamilton

James Turner
Michell Kolak
Joey Balogh
Leroy French
Austin Rodgers

Donald Magness
Paul Parker
James Gray
S Division

Wilbert Bentley
Luke Walton
Floyd Burton
Gerald Schloesser
Marie Correa

Robert Andrews
Pete Williams
Paul Belisle

Apolinar Medina
Domingo Paguio
Richard Theobold
Larry Clark
Willie Porter

Robert Dennett
Richard Van Dyke
John Fonte

Charles Daniels
Frank Panella
Joby Padgett
D. Musacchio
Gerry Collins

James Hyman
Luis Salas
James Spears

Garland Cline
Don Kersten
Feliciano Quintana
Charles Barna
Herold Hatfield

Antonio Sanares
Edward Griffin
Douglas Bogue
Paul Reynolds
Clarence Ewing
Gary Greger
Fred Valentino

Joseph Reed
George Hill
Frank Meszas
James Bennett
Leonard Silas
Johnny Zamilla

James Woolf
Edward Langille

J. S. Flinchpaugh
Don Winebrenner
David Kermeen
Charles Breedlove
Albert Wright
Andrew Ely

George Kraft

Harry Payne
Gilbert Packert
Thomas MacIntyre
James Hueber
Richard David

James McGee
Robert Salemo
Robert Ballard

Hugh Peddy
Robert Mohr
Samuel Bailey
Charles Stouffer
Robert McDonald
Glenn Reynolds

B Division

N Division

H Division

UDT No.21
When we left Norfolk in November few of us knew what the next six months would bring. None making the cruise for the first time could visualize the intricacies and tropical beauty of the Panama Canal, the "unhealthy" atmosphere provided by the "shellbacks" when we crossed the equator, nor the utter solemnity of that South Pacific island known as New Zealand. Few knew the breathtaking chill which accompanied the first sight of Antarctica's weird yet uncomparable white mountain cliffs jagged with ice and snow. Nor could we forget the stilling danger of the frozen continent's formidable force which gave a resounding birth to our "Happy New Year" of 1957.

There were the long hours of work involved in building Adare Station at Cape Hallett and Wilkes Station on Knox Coast, and the feeling of accomplishment when the work was done. There was the wonderful liberty in metropolitan Sydney, and the most welcome pause in provincial Melbourne and scenic-clouded Cape Town during the long journey home.

None will forget the many hours spent on watch, nor the nightly movies which brought mixed emotions on a moonlit night above the deep oceans.

Then, there was our beloved homeland that captured us all as April waned and the Ar neb steamed into familiar Norfolk, completing a 31,470-mile, 176-day journey around the world.

Memories are made of this --- and they will last a lifetime for most of us. On a cold winter's night in future years we'll think back on Panama, New Zealand, Antarctica, Australia, the Cape of Good Hope and the three major oceans of the world --- and with a thoughtful pause be able to say, "We were there".

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