

Operation Deep Freeze 60

Rear Admiral David M. Tyree took over responsibility for United States Naval Support Force Antarctica from Rear Admiral George Dufek on 14 April 1959. Deep Freeze identification numbers (I, II, III, IV) were adjusted to fiscal periods (DF 60, DF 61, etc.) beginning this season.



Rear Admiral David Tyree (U.S. Navy photo)

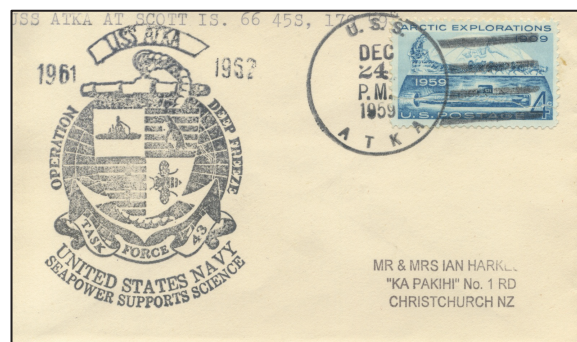
After several years of temporary housing, first at 200 Manchester Street and then in the Old Brewery Building in Christchurch, US Naval Support Force Antarctica Headquarters moved to a home of its own. Facilities at Harewood (Christchurch) Airport were upgraded, with the construction of new barrack blocks for 96 officers and 460 enlisted personnel, two messes, a 2,500sqm hangar and accompanying concrete apron, the latter completed by the end of March 1961. When Admiral Tyree and his staff arrived in September 1959, they moved into the new administration building. In January 1960, U.S. Navy Squadron offices, which had been located at Wigram, also moved to Harewood.

U.S. Fleet

USS *Arneb*, USS *Atka*, USS *Burton Island*, USS *Glacier*, USCGC *Eastwind* and USNS *Pvte John R Towle* comprised the fleet this season.



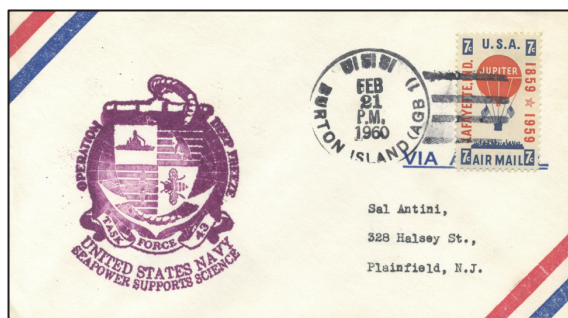
U.S.C.G. CUTTER EASTWIND 1 JAN 1960



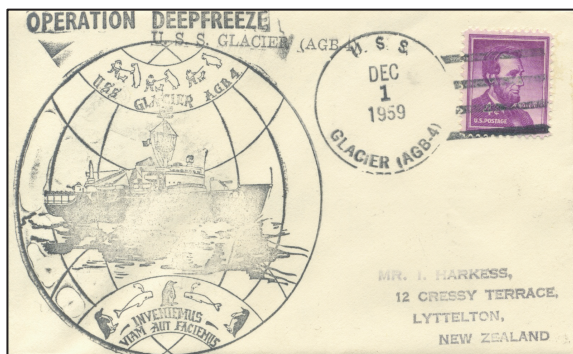
U.S.S. ATKA 24 DEC 1959



U.S.S. ARNEB 22 DEC 1959



U.S.S. BURTON ISLAND FEB 21 1960



U.S.S. GLACIER DEC 1 1959

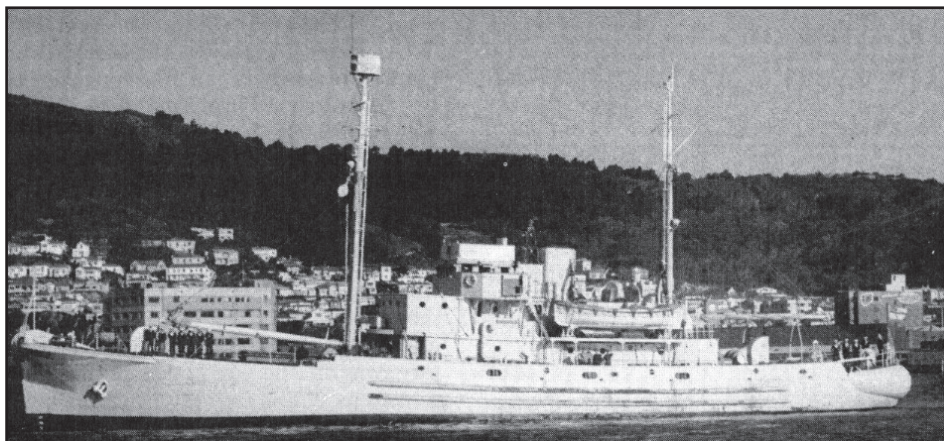


cachet USNS Towle

Picket Ship U.S.S. Peterson

See Jurisich, M. *Operation Deep Freeze Picket Ships*. Classic Stamps Ltd., Blenheim, New Zealand, 2018. @ www.classicstamps.co.nz

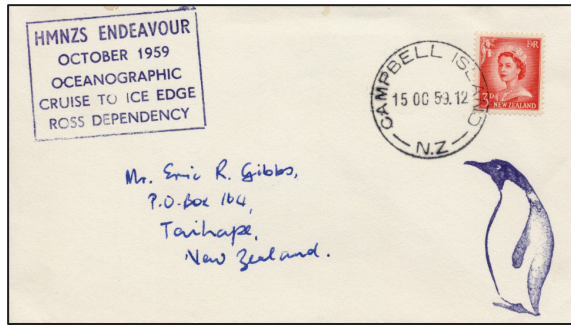
N.Z. Fleet



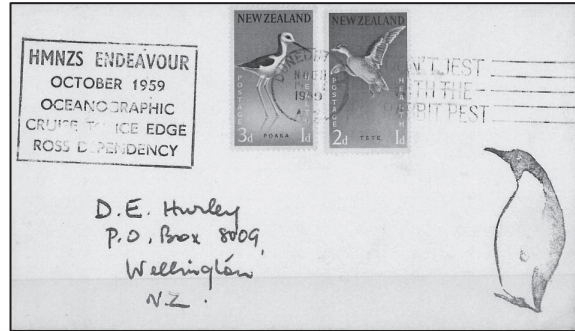
HMNZS Endeavour leaves Wellington Harbour, 4 October 1959 (Thompson 1994)

H.M.N.Z.S. Endeavour was under command of Lieutenant Commander J.E. Washbourne from 1 October to 19 October; then Lieutenant R.E. Lawry from 20 October to 9 December 1959; then Lieutenant Commander R.H.L. Humby from 9 December 1959 to 5 March 1960.

1st duty - vessel departed Wellington 4 October 1959 on its first oceanographic cruise. On board were New Zealand Oceanographic Institute members D.E. Hurley, R.P. Willis, D.G. McKnight, A. Langford and G.A. Harlen. Vessel visited Dunedin 5-6 October, anchored overnight at the Auckland Islands on 9 October then called into Campbell Island on 14 October. The ship returned to Port Chalmers late on 18 October due to bad weather off Campbell Island that made it impossible to reach the Macquarie Ridge to do any hydrological work. The following morning, she moved to Dunedin, then shifted to Lyttelton on 21 October and to Wellington on 22 October to discharge stores. Vessel left Wellington on 27 October for Auckland to undertake minor repairs in preparation for her upcoming trip to Antarctica; these were completed by 3 December and she returned to Wellington.



CAMPBELL ISLAND N.Z. 15 OC 59.12
signed on reverse by 5 NZOI expedition members



DUNEDIN N.Z 19 OCT 1959

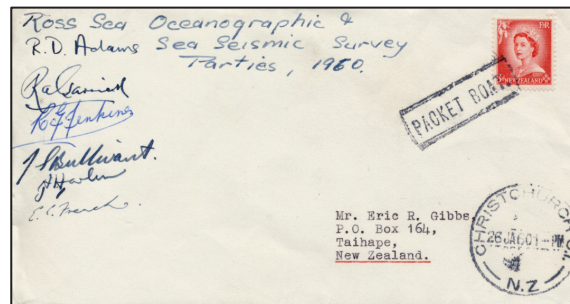
2nd duty - Vessel departed Wellington on 27 December, passed by Campbell Island on 31 December and arrived at the Ice Edge on 10 January 1960 where she met USS *Atka* who helped deliver supplies and the New Zealand Summer Party to Scott Base. From 18 January 1960, she did a seismic and magnetic survey in the Ross Sea then returned to Scott Base on 12 February 1960 to collect the Summer Party and return them to New Zealand. She left Scott Base on 16 February, was diverted to Campbell Island on 25 February to pick up Allen Dodds, a sick weather station member, and arrived at Bluff port on 27 February. Vessel left Bluff on 3 March for Wellington.



SCOTT BASE ROSS DEPENDENCY 13 JA 60.1
signed by Lt. Cdr. R.H.L. Humby



SCOTT BASE ROSS DEPENDENCY 14 JA 60.1
signed by J.S. Bullivant



PACKET BOAT MARKING; CHRISTCHURCH 26 JA 60
signed by 5 NZOI members and R.D. Adams, Scientific Advisor HMNZS Endeavour



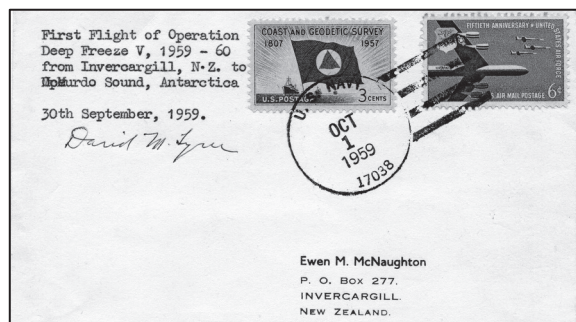
SCOTT BASE ROSS DEPENDENCY 15 FE 60.1; "SENT FROM H.M.N.Z.S. ENDEAVOUR"



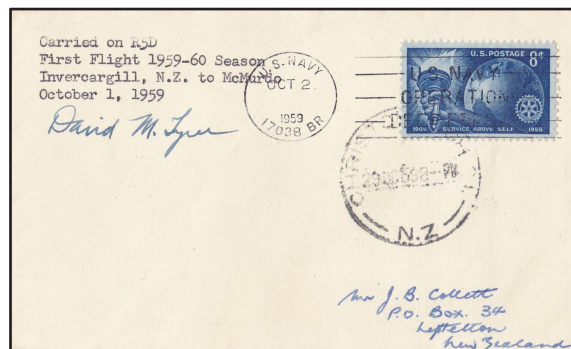
CAMPBELL ISLAND 20 FE 60.12; "dispatched H.M.N.Z.S. Endeavour 25/2/60."

U.S. Flights

On 30 September 1959, US Navy R5D Skymaster BU No.56528, piloted by Lieutenant Commander J.A. Henning, flew from Invercargill to McMurdo Station, with Rear Admiral Tyree aboard. The aircraft landed at 8:27am on 1 October and mail was cancelled at NAF McMurdo Station on 1 and 2 October. Other aircraft followed, departing from Harewood (Christchurch) Airport.



U.S. NAVY 17038 BR OCT 1 1959
signed by David M. Tyree



SCOTT BASE ROSS DEPENDENCY -2 OC 59.1
CHRISTCHURCH C.1 N.Z 29 OC 59



U.S. NAVY 17038 BR OCT 10 1959; backstamped LYTTTELTON 13.OC.59.1
R7V-1 flight Christchurch-McMurdo 9 October

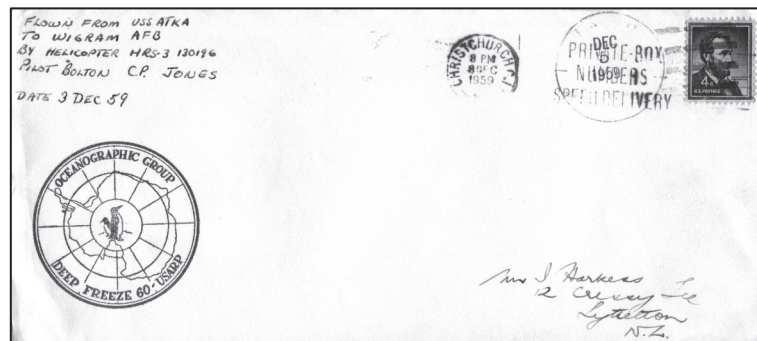


U.S. NAVY 17038 BR OCT 26 1959; backstamped LYTTTELTON 28.OC.59.1
Super Connie flight Christchurch-McMurdo 25 October



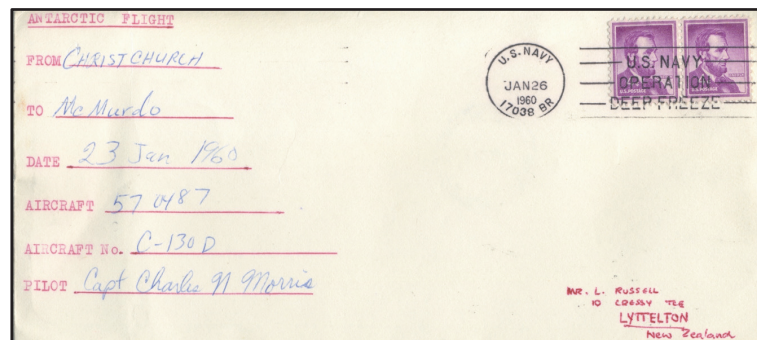
SCOTT BASE ROSS DEPENDENCY 11 NO 59.1
sent by Lieutenant D.L. Reckling (VX-6)

US Navy Air Development (VX-6) Squadron moved from Wigram to Christchurch Airport on 11 December 1959.



U.S. NAVY 17046 DEC 5 1959; CHRISTCHURCH 8 DEC 1959
flown from USS Atka to Wigram AFB 3 Dec 59; pilot Bolton C.P. Jones

During the season seven ski-equipped C-130BL aircraft were brought into service. These aircraft were able to make takeoffs and landings on unprepared ice and snow surfaces, significantly increasing the flexibility of placing scientific teams in the field. On 23 January 1960, the first U.S. Air Force C-130D Hercules aircraft landed on the Ross Ice Shelf.



U.S. NAVY 17038 BR JAN 26 1960; backstamped LYTTELTON -8 FE 60.1
C-130D flight Christchurch-McMurdo 23 January

Royal New Zealand Air Force Antarctic Flight

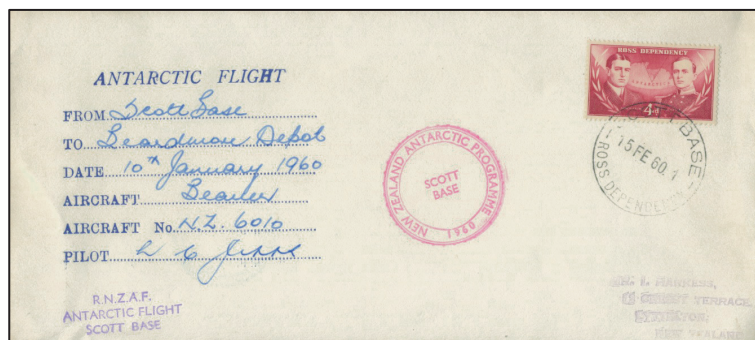
The RNZAF Antarctic Flight was reactivated at Wigram in April 1959 with three pilots and five ground crew: Sergeant R. Fergusson, Corporal A.B. Boag, Lance Air Corporal G.M. Johnston, Lance Air Corporal G.A. Hodson, Squadron Leader L.C. Jeffs, Flight Lieutenant W.J. Cranfield, Flight Lieutenant P.S. Rule and Flight Sergeant L.W. Tarr.

They arrived at McMurdo on 10 December aboard USS *Atka* with the Beaver and Auster aircraft and were airborne by 17 December. The men worked extensively with the New Zealand Geological and Survey Expedition team, flying personnel and equipment between Barne Inlet and the Beardmore Glacier.



U.S.S. ARNEB 29 DEC 1959
cachet RNZAF ANTARCTIC FLIGHT SCOTT BASE

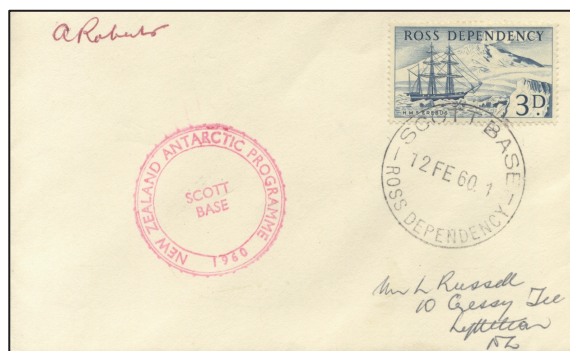
On 15 January 1960, the Beaver aircraft crash-landed on the Beardmore Glacier and both wings were torn off. As soon as the weather had cleared, the Auster aircraft landed at the site on 21 January and brought back the Beaver crew in two trips the following day.



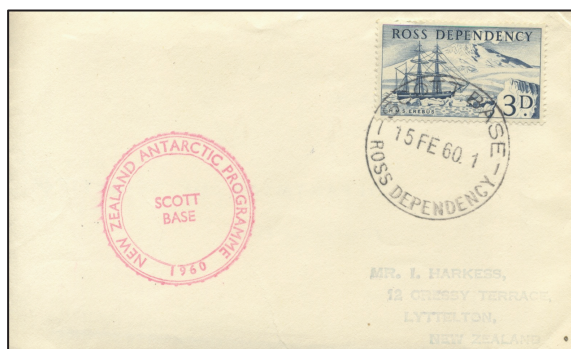
SCOTT BASE ROSS DEPENDENCY 15 FEB 1960
flight Scott Base to Beardmore Depot 10 January 1960

Scott Base Summer Party

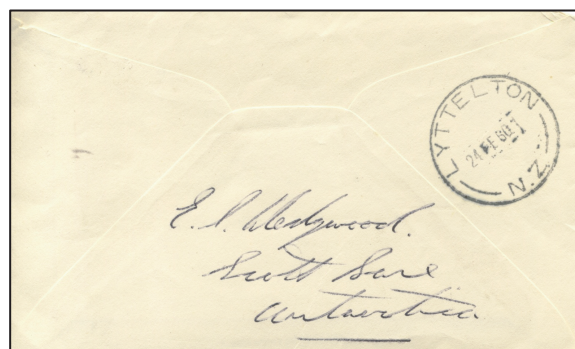
Lieutenant Commander J. Lennox-King (O.I.C.), F.A. McNeill, R.J. Buckley, C.W. Kennedy, D.W. Holmes, D.W. Webster, P.A. Yeates, C.A. Bailey, C.A. Jenness, R.G. Collins, J.G. Taylor, J.A. Warren, E.S. Wedgewood and A. Roberts was postmaster.



SCOTT BASE ROSS DEPENDENCY 12 FEB 1960; signed by A. Roberts

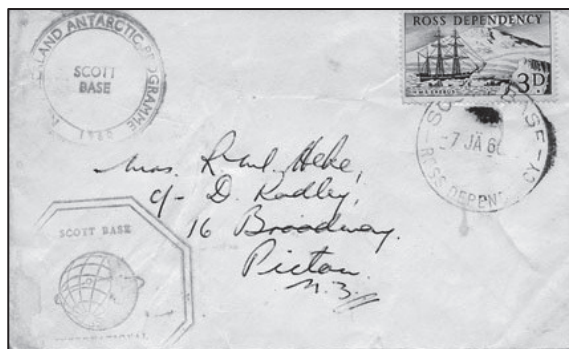


SCOTT BASE ROSS DEPENDENCY 15 FEB 1960



reverse: signed by E.S. Wedgewood

Scott Base Building Program members were R.M. Heke, F. Todd, P.J. Brown, P. Crowther, N.E. Bristow, Corporal L.A. Smith, H. Selby, T.G. King, W.G. Williams and E. Baillie.



SCOTT BASE ROSS DEPENDENCY -7 JA 60.1
sent by R.M. Heke to his wife

Hallett Station

See Jurisich, M. *A Postal History of the Joint New Zealand - United States Hallett Station Antarctica*. Classic Stamps Ltd., Blenheim, New Zealand 2018. @ www.classicstamps.co.nz

NZARP Field Program

U.S. Northern Victoria Land Traverse

The Northern Victoria Land Traverse was a joint United States, France, Netherlands and New Zealand 2,500km sno-cat journey of 118 days on a seismic traverse up the Skelton Glacier and on to the Polar Plateau, then towards the Victoria Land coast.

This traverse inaugurated a decade of tractor-train traverses over the Antarctic Ice Sheet. Led by Frans van der Hoeven (Netherlands), the United States members of the expedition were John Weihaupt, Alfred Stuart, Alfred Taylor, Louis Roberts, William Smith, Thomas Baldwin & Warren Jackman (U.S. Navy), plus Claude Lorus (France), and Arnold J. Heine (New Zealand).

Stuart, van der Hoeven and Heine wintered at Scott Base while Baldwin (U.S. Navy mechanic) and Jackman (United States Navy photographer) wintered at McMurdo Station; the balance of personnel flew south in late September from Christchurch to complete the traverse party.

The 1959-60 traverse route followed that of the 1958-59 traverse from Scott Base, across the Ross Ice Shelf to the Skelton Glacier, up the glacier to the Skelton Plateau depot, and then across the plateau to the last 1958-59 traverse station. From this point the 1959-60 traverse followed a new route - starting at Station 500, followed by 501, 502 etc. Mileage was measured by a sled-wheel attached to the rear of one of the sleds.

Prior to departure, Arnold Heine wrote to Eric Gibbs, advising him of the forthcoming expedition:



SCOTT BASE ROSS DEPENDENCY -4 OC 59.1

Scott Base
1st October 59

Dear Eric,

Thanks very much for your letter. The first mail came in today. It was great to hear from you. You say that you had no idea I was wintering over – I didn't myself until two hours before the last ship was due to leave. I was all packed to go home, when I was asked to stay behind. This was mainly due to the return of one of the Americans from Scott Base due to back injuries. I was really quite unprepared to remain behind for another 9 months and besides my mail was waiting for me back home.

Anyway, I wasn't given time to even think about the whys and wherefores and had to make a pretty quick decision. Whether it was for the best or worse, I won't know until I get back to N.Z. & see if I've still got a job there. I have been fortunate enough to get onto the U.S. Victoria Land traverse this summer.

We expect to leave in about two weeks and will travel about 16-1800 miles before being picked up by plane in late January. By that time, we should have travelled from the head of the Skelton to about 3-400 miles of D'Urville on the Adelie Land coast & then back across the Plateau towards Hallett. The vehicles will be left there, and we expect to be picked up by plane & taken back to McMurdo. It should be a good trip, although I think a hard one - about 100 days over 8-9000 feet won't be easy.

We've just got back from a eight day preliminary trial run & it wasn't so good. The weather was poor & is still pretty cold. I must say it is no joke surveying in 70 degrees of frost, especially as my nose has been frostbitten about 30 times already (you may remember that it is on the generous side). Living in "sno-cats" is quite different from tents, especially our good English polar tents, and, I think, much colder. I shall be going along on the trip as assistant glaciologist – have been helping the U.S. glaciologist here during the winter, as well as the mechanic.

The time has passed exceptionally quickly, and I only accomplished half of the jobs I would have liked to do. And this was even when I came down quite unprepared for the winter. The darkness seemed so natural that I didn't miss it really, & it did not stop us from working out in our snow mine, about 3 miles away. Of course, one must be careful of blizzards – we got caught a couple of times while driving the Snocat, but managed to find our way back O.K.

Well Eric, I hope to write some more before I leave for the trip – still have some more letters to write to catch the first plane out tomorrow. We have all spent a pretty good winter here, although I think some of the less enthusiastic (about the Antarctic) will be glad to be able to fly back to N.Z. in a month or so. There will be quite a number of new wintering over people flying in this spring.

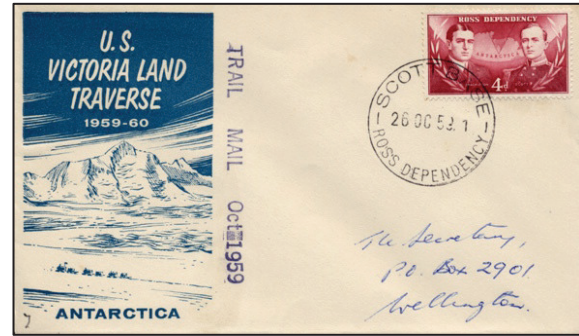
Regards to you all
Sincerely,
Arnold Heine

P.S. Not sure just what I will be doing when I get back but might get up to see you one of these days.

Air support during the traverse was provided by VX-6 Squadron of the United States Naval Support Force, Antarctica. Two of the large airdrops of fuel were made by C-124 Globemasters of the United States Air Force, using special four-drum pallets and ribbon parachutes.

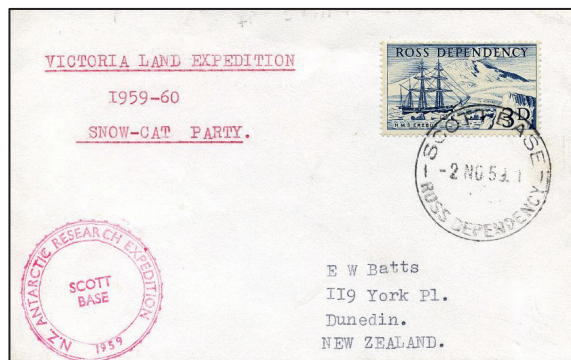


SCOTT BASE ROSS DEPENDENCY 16 OC 59.1



SCOTT BASE ROSS DEPENDENCY 26 OC 59.1

15 October 1959 saw the first flight, taking fuel and food to the Skelton Plateau depot by R4D aircraft. Stuart, van der Hoeven, Weihaupt, Heine, Smith and Baldwin then left Scott Base in three sno-cats on 16 October. On 19 October, Taylor and Lorus were flown in by R4D aircraft to join the traverse party. On 24 October, outgoing traverse mail was picked up by Otter aircraft and returned to McMurdo/Scott Base for dispatch. On 3 November, two helicopters flew into camp with spares and one brought in Louis Roberts. A second attempt at aerial reconnaissance of the Skelton Glacier was later unsuccessful. On 5 November, two helicopters flew in with incoming mail, picked up outgoing mail and made a successful reconnaissance of the Skelton Glacier.



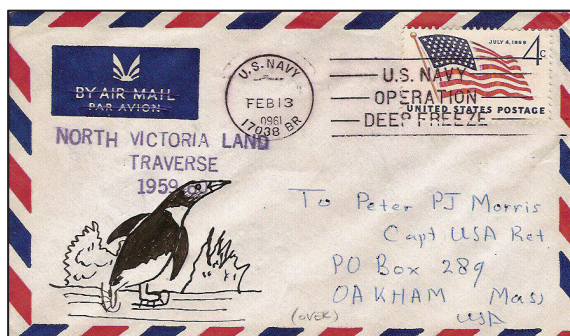
SCOTT BASE ROSS DEPENDENCY -2 NO 59.1



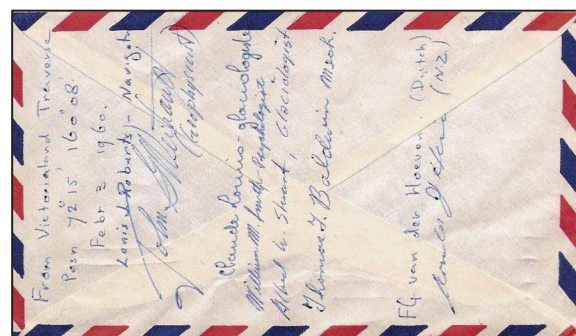
SCOTT BASE ROSS DEPENDENCY 11 NO 59.1

On 9 November, two R4D aircraft flew to Skelton Plateau depot with fuel, mail and brought in, for a brief visit, V.I.P.'s T. Jones (Director US Antarctic Research Programs, National Science Foundation), Rear Admiral James Tyree and C. Bertoglio (Commanding Officer, N.A.F. McMurdo). On 16 November, spare parts and mail were parachute-dropped by an R4D aircraft. On 25 November, Taylor became ill with a chest infection and was evacuated by helicopter; he was replaced by Baldwin. On 5 December, spare parts and mail were parachute-dropped by a P2V aircraft flown from Wilkes Station. Two days before Christmas, a further parachute drop of spare parts and mail was made by a P2V aircraft. The party spent Christmas Day near the abandoned French Charcot Station.

On 2 February 1960, a reconnaissance of the Rennick and Tucker Glaciers was successfully completed, and a parachute drop of mail was made from an R4D aircraft. The aircraft then selected a pick-up site 285km from Hallett Station and the traverse party arrived there four days later. They were picked up by R4D aircraft on 10 February 1960 and returned to Williams Field, McMurdo.

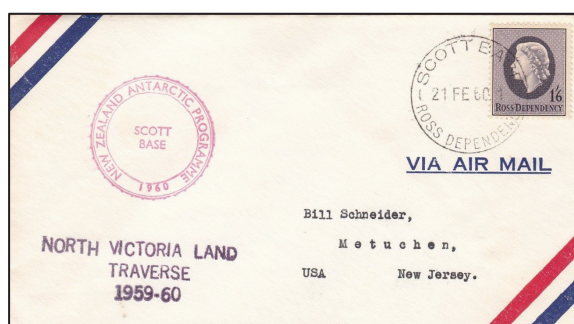


U.S. NAVY 17038 BR FEB 13 1960

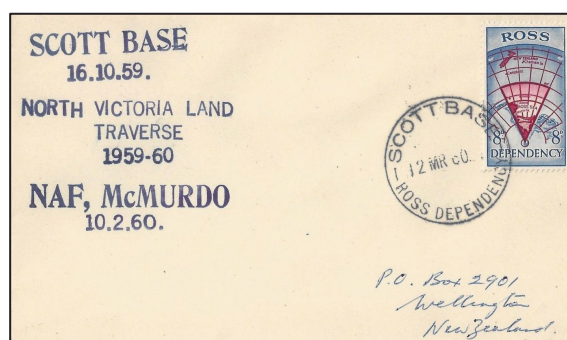


reverse: signed by 8 members of the Traverse party

All members of the 1959-60 traverse party, except Stuart and Heine, left McMurdo on 16 February per USS *Arneb* which arrived in Lyttelton on 22 February. Stuart and Heine returned to New Zealand per USS *Atka* which arrived in Lyttelton on 22 March 1960.



SCOTT BASE ROSS DEPENDENCY 21 FE 60.1



SCOTT BASE ROSS DEPENDENCY 12 MR 60.1

New Zealand Geological and Survey Antarctic Expedition

On arrival at Scott Base in early October 1959, expedition members were divided into two teams: The **Dog Team Party** of B.M. Gunn, P.J. Hunt, G.J. Matterson, K.C. Wise and R.I. Walcott and the **Sno-Cat Party** of R.M. Robb, J.H. Lowery, D. Goldschmidt and Lieutenant T. Couzens.



SCOTT BASE ROSS DEPENDENCY 2 NO 59.1
Sno-cat Party



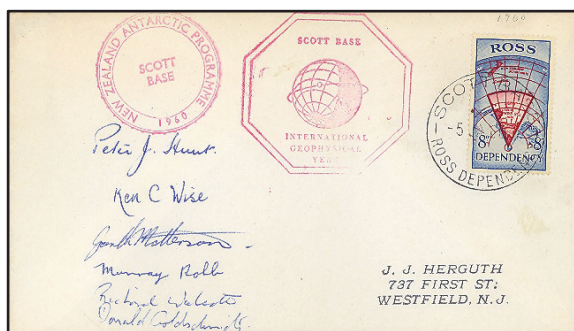
SCOTT BASE ROSS DEPENDENCY 13 NO 59.1
signed by B.M. Gunn, Dog Team Party

The Dog Team Party left Scott Base on 2 November and the Sno-Cat Party on 7 November 1959. The two teams established camp on 17 November some 12km south of Cape Selborne. On 19 November one of the sno-cats fell into a crevasse, killing Couzens and injuring Gunn and Lowery; they were evacuated by helicopter.

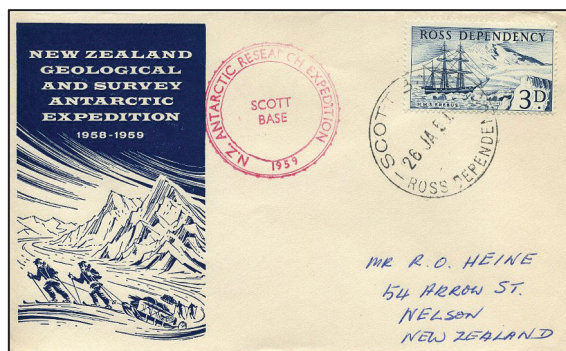


SCOTT BASE ROSS DEPENDENCY 13 NO 59.1
signed by R.V. Pemberton, P.A. Yeates, A. Roberts, T. Couzens, G.J. Matterson, J.D. McGraw, and "DB Lager"

The group was reformed into three Dog Teams with two men apiece, led by M. Robb. They withdrew from Barne Inlet to Shackleton Inlet in the Nimrod Glacier region for the rest of the season for reconnaissance and mapping of the more southern area. The party was moved by VX-6 Squadron on 25 and 26 November 1959 to Cape Lyttelton, from where they carried out mapping between there and the Beardmore Glacier.



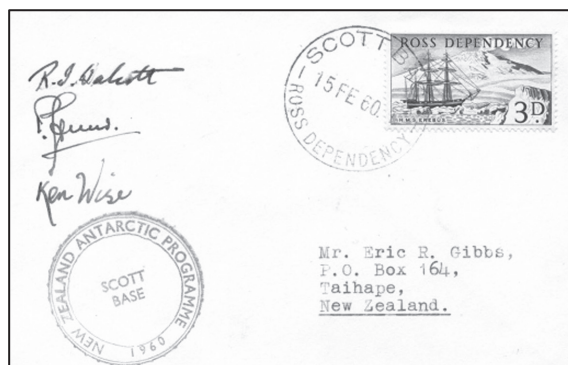
SCOTT BASE ROSS DEPENDENCY -5 JA 60.1
signed by P.J. Hunt, K.C. Wise, G. Matterson,
M. Robb, R. Walcott and D. Goldschmidt



SCOTT BASE ROSS DEPENDENCY 26 JA 60.1



SCOTT BASE ROSS DEPENDENCY 15 FE 60.1
signed by Murray Robb

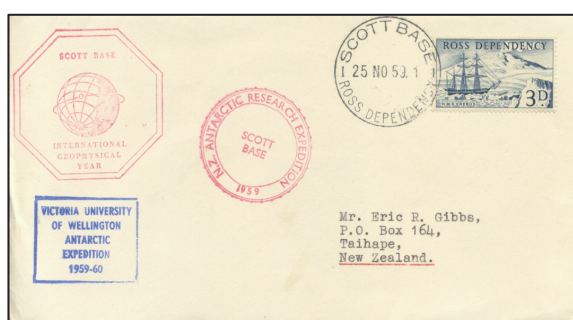


SCOTT BASE ROSS DEPENDENCY 15 FE 60.1
signed by R. I. Walcott, P.J. Hunt and K. Wise

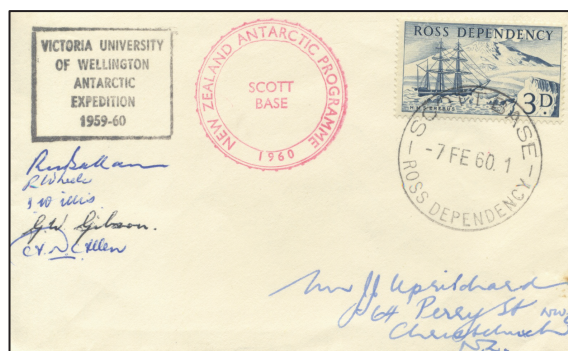
They returned to Scott Base in February 1960 and returned to New Zealand on HMNZS *Endeavour*.

Victoria University of Wellington Antarctic Expedition No.3

R.W. Balham (leader), R.H. Wheeler, T. Allan, I. Willis and G. Gibson flew from Christchurch to McMurdo by US Globemaster aircraft in two groups, one on 12 November and the other on 16 November 1959. They went by helicopter on 25 November to a base camp at Lake Vashka. Balham then spent 66 days in the field doing biological and meteorological work. The rest of the team completed the previous season's mapping and studies in the Wright Dry Valley systems north and south of Lake Vida in South Victoria Land.



SCOTT BASE ROSS DEPENDENCY 25 NO 59.1



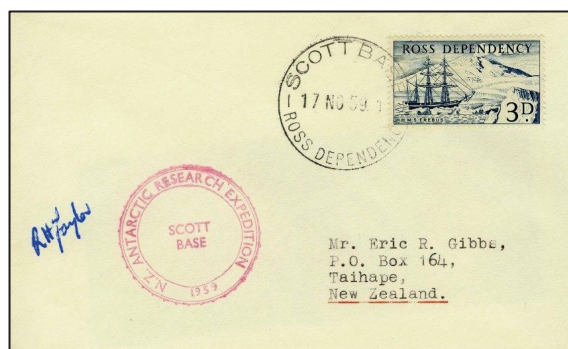
SCOTT BASE ROSS DEPENDENCY -7 FE 60.1
signed R. Balham, R. Wheeler, T. Allan, I. Willis and G. Gibson

Canterbury University Biology Department

G. Caughley, who was to have led a small biological party at Cape Royds, was unable to go and his place was taken by E.C. Young, temporary lecturer in Biology at Canterbury University. R.H. Taylor arrived on 23 October and E.C. Young on 16 November. E.S. Wedgwood from Scott Base assisted Taylor until Young arrived. Caughley and Young camped in Shackleton's hut while they studied skuas. The two left Cape Royds by helicopter on 26 February and joined USNS *Alatna* on 27 February 1960 to return to New Zealand.



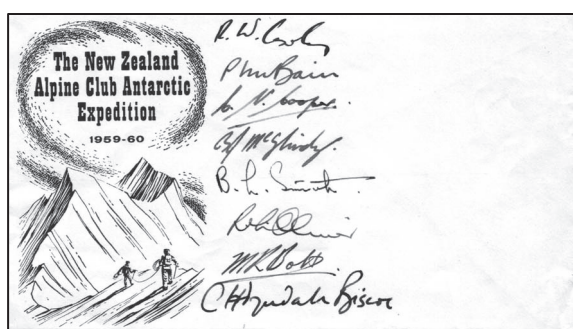
DUNEDIN 20 OCT 1959



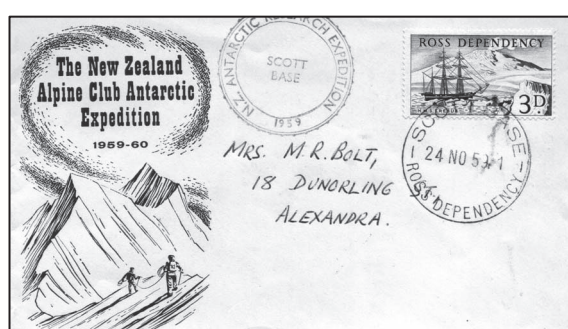
SCOTT BASE ROSS DEPENDENCY 17 NO 59.1
signed by R.H. Taylor

New Zealand Alpine Club Antarctic Expedition

R.W. Cawley, C.H. Tyndall-Biscoe, R.L. Oliver, B.J. McGlynchy, M.R. Bolt, N.C. Cooper, P.L. Bain and B.L. Smith carried out geological surveys and topographical mapping of the unexplored region to the east of the Beardmore Glacier. The men flew to McMurdo between 11 and 17 November 1959.



signed by New Zealand Alpine Club expedition members

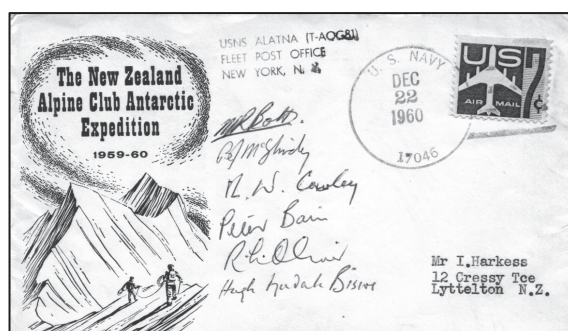


SCOTT BASE ROSS DEPENDENCY 24 NO 59.1

On 23 and 24 November, they flew to the Beardmore Glacier and surveyed a radius of 40km around Advance Depot until 26 December, then worked their way to the Beardmore Glacier Depot, where they arrived on 10 January 1960, in time for their RNZAF Antarctic Flight back to Scott Base. A very few covers exist cancelled at Scott Base on 21 June with the Midwinter Day cachet, signed by R.W. Cawley and inscribed 'Leader, NZ Alpine Club Antarctic Expedition'. They must have been left behind for later cancellation.



SCOTT BASE ROSS DEPENDENCY 21 JE 60.1



U.S. NAVY 17046 DEC 22 1960

The above cover at right, containing a New Zealand Alpine Club Christmas card, also has the signatures of M. Rodgers and P.V. Pemberton, inscribed 'wintering over at Scott' on the reverse. Perhaps they held over the covers.

D.S.I.R. Soil Survey

J.D. McCraw and G.G. Claridge set out to search for evidence of physical weathering to indicate the beginnings of soil formation. The men left Christchurch airport on 21 October 1959, but bad weather forced the aircraft to return; they completed the voyage to Williams Field, McMurdo the following day.



SCOTT BASE ROSS DEPENDENCY -2 NO 59.1, TIMARU -4 NO 59



reverse: signed by L.R. Hewitt, M. Rodgers, G. Matterson, McKerrick, J.H. Lowery, D. Goldschmidt, R.M. Robb, K. Wise, G. Claridge & J.D. McCraw

After ten days at Scott Base, the two men travelled by tractor to Cape Royds and Cape Evans 5-8 November then set out on 19 November with G.F. Ward and B.P. Sandford to Cape Chocolate, travelling in two tractors for a week's work in that area then across McMurdo Sound to the main Victoria Land coast. On 22 November, they camped at the mouth of the Taylor Valley, from there the tractors returned to Scott Base on 23 November. By 9 December McCraw and Claridge had set up camp 24km up the Taylor Valley. They returned to Scott Base on 19 December.

Visitors

New Zealand Prime Minister Walter Nash planned to visit Scott Base this season, but in a letter from Parliament House dated 24 November 1959 to I. Harkess he advised:

"You will no doubt have seen from the Press that it is not possible for me, at present, to make the visit to the Antarctic which I had been considering."

Huts Restoration Project

See Jurisich, M. *Ross Dependency Historic Huts Restoration Project*. Classic Stamps Ltd., Blenheim, New Zealand 2018. @ www.classicstamps.co.nz

Souvenir Covers



SCOTT BASE ROSS DEPENDENCY 29 NO 59.1



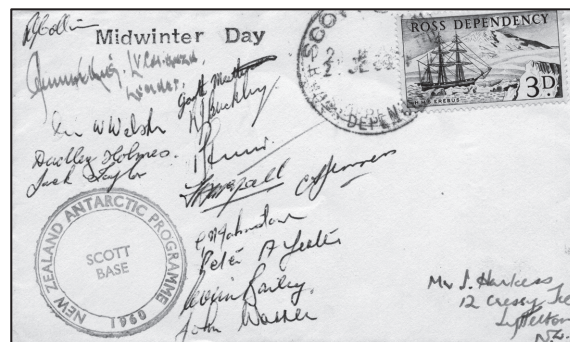
SCOTT BASE ROSS DEPENDENCY 16 DE 59.1



U.S.S. ATKA DEC 25 1959
signed by Commander B.E. Toon

Scott Base Wintering Over Party

Lieutenant Commander J. Lennox-King (O.I.C.), C.A. Bailey, R.G. Collins, J.A. Warren, F.A. McNeill, G.J. Matterson, C.A. Jenness, P. J. Hunt, D.W. Webster, J.G. Taylor, P.A. Yeates, R.J. Buckley, D.W. Holmes, Corporal G.H. Johnstone.



SCOTT BASE ROSS DEPENDENCY 21 JE 60.1
signed by the 14 wintering-over members