

ON STAGE CONTINUED

Air Development Squadron Six, with two B5Ds, one P2V2, and four B4Ds began the 11,000-mile flight September 10. The flight plan called for stops in California, Hawaii, Canton Island, Nandi Fiji, and New Zealand. Extra cabin tanks had been installed in the B4Ds to prevent a recurrence of Deep Freeze I's disappointment when B4Ds and Triphibians had to turn back midway between New Zealand and McMurdo Sound, never to complete their trip.

All planes reached New Zealand safely by September 20.

Meantime Globemasters of the 18th Air Force commenced the air shuttle of 100 tons of priority air cargo from Greenville to Christchurch. The entire squadron reached New Zealand by October 10 without incident.

While picket ships raced to their stations and while aircraft completed their flights to New Zealand, the train was loaded.

From Atlantic Fleet's amphibious force came veteran assault cargo ships ARNER and WYANDOT to Davisville for cargo. Military Sea Transportation Service (Atlantic) sent the higher-capacity cargo ships TOWLE, MERRILL, and GREENVILLE VICTORY.

Service Force Atlantic provided further help by sending the tanker NISPELEN.

From Service Force Pacific came the icebreakers ATKA and STATEN ISLAND. The Coast Guard loaned the icebreaker NORTHWIND and Commander Air Forces Pacific assigned CURTISS to round out the sea arm of Task Force 43.

Task organization called for picket ships BROUEN and GLACIER to come under Ross Sea command along with ATKA, GREENVILLE VICTORY, MERRILL, TOWLE, NISPELEN, and CURTISS.

STATEN ISLAND would rendezvous in Panama with WYANDOT and sail down the Pacific coast of South America to assault the Weddell Sea. NORTHWIND steamed from Seattle to join ARNER for the Knox Coast assignment after a joint United States-New Zealand base was established at Cape Hallett. The remaining ships would assemble at Port Lyttelton, N.Z. for the Ross Sea encounter.

Whether by Atlantic or Pacific, they came. Routine aboard each ship included training, boat drills, survival lectures, equator-crossing ceremonies, tropic liberty, and further preparations for the ice.

Navy and Air Force planes stood poised for flight south from New Zealand. They would permit a vital headstart of operations at the pole and Byrd Land while surface ships waited to get through the icepack.

SPECIAL SEA AND ANCHOR DETAIL OF THE CURTISS INSPECTS BEAUTIFUL SYDNEY HARBOR ON THE WAY SOUTH.

