

and three oceanographers. We also took on 50,000 gallons of fuel to be delivered to Hallet Station.

Icebreaking operations weren't over, however. The ice runway at Williams' Field had to be broken out so that it could refreeze for next year's use. Prevailing southerly winds enabled us to accomplish the task with ease.

Leaving McMurdo behind and heading north we commenced the annual ice prediction program. The three civilian oceanographers and EDISTO's oceanographic crew were busy taking Nansen casts and bathythermograph readings. The data obtained would be used in predicting next year's ice conditions.

EDISTO visited Hallett again, in order to refuel its tanks. Weather and ice conditions made the operations hazardous and the job of refueling was aborted. Our course was then headed north enroute to Campbell Island, a small island between New Zealand and Antarctica. Our job was to pick a group of New Zealand weathersmen and return to Wellington.

While in Wellington we received a request from the Japanese government to assist the icebreaker FUJI. She was stuck in heavy ice in Lutzow-Holm Bay--over 6,000 miles away. Thoughts of returning home soon vanished from our minds as we commenced preparations for OPERATION FUJI.

We headed southwest from New Zealand, steering courses that would enable us to take advantage of prevailing winds and currents. On the seventh day after departure we received word that FUJI had broken free of the ice and no longer required our assistance. BEAUTIFUL!!! We made a U-turn and would be heading home after a brief stop in Wellington.

There were twenty-two days between New Zealand and Panama. Pacific sunsets followed us across the nine thousand miles of ocean. It felt good to have the sun set over our shoulders and to see Orion on his feet again.

Through the Canal and north through the Atlantic we were heading home. The trip was behind us now, and there was nothing left but memories of a world that was so very different from anything we had ever known.