

DEEP FREEZE '75 will be long remembered by many crew members as the high point of their Coast Guard career or perhaps the greatest adventure in their lives. To all it was a very eventful cruise. As the years pass the unpleasant events will be forgotten and only the good times and accomplishments will be remembered. The stories will no doubt improve with age.

Reflecting on the cruise there were five distinct phases: the trip to Antarctica, McMurdo Sound Operations, the Antarctic Treaty Inspections, the Weddell Sea Expedition and the trip to and arrival at Long Beach.

The trip to Tahiti and Wellington, New Zealand was marked by good weather but was marred by tragedies in seven families of crewmen which necessitated emergency leave. The First Class were particularly hard hit and five of them departed on emergency leave.

Tahiti and Wellington were the first foreign liberty for many crew members. The warm hospitality of our Kiwi friends was enjoyed and appreciated. Unfortunately arrival in Wellington also marked the low point in GLACIER as a Coast Guard Cutter when it was discovered that several main engines had been seriously damaged due to sabotage.

From this low point GLACIER commenced a rapid climb up to being a "cando" ship. Our stay at Palmer Station was the most productive period I have ever seen in a routine operation. The Engineers were busy catching up on overdue maintenance, the Aviation Detachment was busy marking a trail around the crevasses to the emergen-

cy landing strip at the top of the glacier, then flying the Antarctic Treaty Inspectors first to the British Station on the Argentine Islands and then to the Argentine Station, Almirante Brown; then supporting the scientists and ending each day ferrying visitors to and from the foreign stations. In the mean time the Deck Force commenced "The Great Cleanup" of Palmer Station.

The pattern of hospitality, cooperation and "cando" performance was then established and GLACIER became a Coast Guard Cutter in the finest traditions of the sea. GLACIER rose to still higher heights in Erebus and Terror Gulf while attempting to assist the GENERAL SAN MARTIN. Although not everyone retained in the winter over crew was a true volunteer, there were more volunteers than there were billets. GLACIER showed its true mettle the night she escaped from the ice but offered to return to assist the GENERAL SAN MARTIN.

The trip to Long Beach had to be the highlight of the cruise. The hail and farewell at Ushuaia by the Argentine Navy Band and Honor Guard was stirringly gratifying. The interest in GLACIER's cruise and the hospitality in Valpariso were surprising. Liberty was so good that some crew members said they would winter over in the ice if they could just get back to Valpariso.

The homecoming in Long Beach with its fire boats, helicopter, flyover, band, news coverage and hundreds of wellcomers was of the type usually reserved for aircraft carriers or squadrons of destroyers returning from a war zone. GLACIER had been recognized. Its task was now to retain its ESPRIT DE CORPS and championship form.