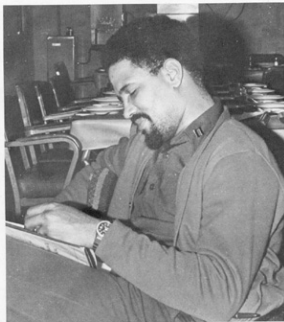


DEEP FREEZE 80's Operations Department had an extremely successful trip. The long inport period during the summer of 1979 provided ample time for overhauling of navigation equipment, sorting of charts, and correcting of navigational publications. STD-5 prepared Operations personnel with some pre-trip training in piloting, maneuvering board, and SAR. The Quartermasters and Radarmen painstakingly re-charted the Drygalski Ice Tongue and much of the surrounding coastline, using radar ranges based on satellite fixes. Due to the failure of the MK-23 gyrocompasses, the bridge gang was forced to rely heavily on the steering compass - and also got quite a bit of celestial navigation practice in. The long inport period also allowed extensive electronic repairs and preventive maintenance to be accomplished by the electronics technicians. Owing to the large amount of electronic gear on board the GLACIER, the ET's were, of course, kept busy throughout the trip. The ET's also ungrudgingly assumed the task of running videotaped shows every evening for the crew's pleasure.

The Marine Science Technicians working closely with the civilian scientists on board, had very long and fruitful DEEP FREEZE this year. Working twelve hour shifts they collected over two hundred piston cores and bottom grabs, maintained the XBT soundings, surface weather observations, and shipboard forecasts during the voyage. A bathymetric survey conducted by the scientists and MST's resulted in the discovery of an enormous uncharted submarine canyon (appropriately named "BIG RED CANYON" by Dr. John B. ANDERSON from Rice University). The ship's yeomen, as usual, had plenty to occupy their working hours. They also switched to twelve hour shifts for part of the trip just to stay abreast of the work. Their plight was compounded by an epidemic of typewriter breakdowns.



LT David C. Nelson
Dave ... DAVE ... DAVE!