



Resupply Cape Athol

CAREY ISLAND

On the twenty-sixth of July, Southwind got underway from De Long Pier, Thule at eight o'clock. The destination was a group of islands fifty miles to the west, known as the Carey Islands.

On board was Mr. and Mrs. Graham Wilmont of Australia, and Mr. Finn Salomonsen of the University of Copenhagen.

Mr. Wilmont is a Geo-Physicist working for the north water project, a group studying a unique phenomenon of this area. The Wilmont's will be spending the next year, alone, on Nordvest Isl. of the Carey Group, while Graham investigates the meteorological and geo-physical environmental conditions which leaves this region of water virtually ice free throughout the long arctic winter.

Dr. Salomonsen is an Ornithologist who has been spending a good deal of his research energies studying the life habits of the arctic puffin.

After steaming seven hours, we arrived at our anchorage. The area had almost no

soundings, so Southwind's Greenland cruiser, without a reliable compass, and, equipped only with a recording fathometer, and FM radio were placed at the mercy of the watchful eyes of the radarmen to pierce the fog and send soundings via radio to CIC. All info was plotted and later sent to interested agencies in order to up-date the data offered on marine charts of the area.

The next day, Friday, the LCVP set out to take the Wilmont's to their new "Home," and to put Dr. Salomonsen ashore on Isbjorn Is. Southwind's shore party also did reconnaissance on the feasibility of moving 123 drums of fuel from Isbjorn to Nordvest Is.

The rugged, rocky terrain of these islands made surface transportation of the oil drums impractical. Helicopters were deemed the best method of transport, and AVDET 42 swung into action carrying one or two drums at a time. Fog stopped operations on several occasions.

Oil transfer continued on Saturday. An attempt was made to get as many of the crewmembers ashore to Isbjorn Is., but fog