

On 3 February the M/V GUS W. DARNELL fell in behind POLAR SEA for a 45 minute, 3.5 mile close ice escort. The brash was heavy requiring both vessels to use full power for most of the transit and requiring DARNELL to stay within 450 feet of our stern to maintain her headway. At no time during the escort was she greater than 600 feet from us and for several exciting minutes she was closer than 100 feet (much closer). At about 400 yards from the ice wharf in Winter Quarters Bay we pulled aside letting DARNELL pass us to moor. On 7 February we passed a messenger between our fantail and the stern of GUS W. DARNELL commencing the operation of towing the tanker from her berth into the turning basin. When she was well clear of the entrance to Winter Quarters Bay she cast off our towline. We then came alongside putting our starboard quarter within 30 feet of her port bow and put over a towline to haul her bow around onto a heading that would allow her to easily leave the turning basin and head out into the channel. The ice escort from the turning basin to open water was accomplished with ease at distances of over 600 feet. Ice conditions were so improved by the time that GREENWAVE completed her cargo operations that she did not need our assistance for any part of her inbound or outbound journey.

AVDET 115 logged a 158.2 hours, flew 214 sorties, transported 267 personnel, and carried 11,800 pounds of cargo while operating in the McMurdo area. POLAR SEA helicopters supplemented the UH-1N helicopters of VXE-6 and flew all open water flights in the McMurdo area. The Navy was prohibited from flying over such areas. During 9-15 February both helicopters were used to collect water samples (S-039) and install a weather station on the Ross Ice Shelf and repair another on Inexpressible Island (S-283).

9-16 February, Science Cruise II (Ross Ice Shelf) proved to be a very successful; project in many aspects. We helped our various sponsors in: returning one weather station to full working operation and constructing another on the Ross Ice Shelf, deep water casts and hydrocasts to determine physiological changes in surface phytoplankton, and recover a meter from the sea floor.

Science Cruise III (Balleny Islands) was conducted during our transit to Sydney. Buckle Island has vertical sides, and the ridge is covered by a glacier or snow pack of undetermined thickness. The automatic weather station was installed with our incident in 3 hours.

Our voyage to Sydney was a very pleasurable cruise. We had smooth seas and the sunny skies. We Moored in Woolloomooloo on 27 February. POLAR SEA moored just a short walk from the famous Rocks, where Sydney was first settled and the opera house. Although 3 of our 5 days were rainy, we all enjoyed the Australian life for a couple of days.

11 March we crossed the date line for last and 4th time, set our chronometers back one day and anchored off of Apia Western Samoa. Our stay on the island was 3 days of rest for some and excitement for others. Coral lined the 95% of the island which made scuba diving and snorkeling enjoyable past times.

19 March made our first U.S. liberty port in 123 days. Our 4 days in Honolulu were no different from any other port, we had a blast. There was plenty to do and even the ship's picnic provided plenty of food and drink.

We departed Hawaii on the morning of the 23rd. POLAR SEA was coming home. We had a bone in our teeth with "six burnin, three turnin, and two ready to fly." With the Seattle skyline in our sights we could not of asked for a better day to return to home port. Everything went smoothly and we all were glad to be back!



PLAN OF THE DAY

SPECIAL EDITION

DAY/DATE: SUNDAY, 29 MARCH 1987

We have come to the end of a very successful DEEPFREEZE deployment. We have sailed four of the seven seas. We have conquered the toughest ice ever encountered by an icebreaker in McMurdo. We've partied on Mexican beaches, Australian beaches, Samoan beaches, Chilean clubs and on Waikiki! We sailed the southernmost point on the planet accessible by ship. We were awed by penguins, by Mt. Erebus, by the magnificent Patagonian Channels, by the Opera House, and by many sights and cultures never experienced by most. But to put DEEPFREEZE — 87 into terms more personal, we offer the following awesome stats:

DIESEL FUEL CONSUMED: 1,984,281 gals. (enough to drive a VW Rabbit Diesel around the world 3331 times... but who'd want to?)	HELO LOADS: 320 passengers, 20,000 pounds of cargo
WATER MADE: 907,437 gals. (enough water to flood the floor of the Kingdome to 2 ft. depth.)	MILES STEAMED: 24,621 miles (a mere long weekend in a Porsche?)
CASH PAYROLL: \$344,617.00 (through Mr. Phelps' fingers.)	PERSONNEL ADVANCED: 18 promotions (Bravo Zulu!)
MEALS SERVED: 62,771 (your mama never workes so hard.)	PERSONNEL REDUCED: 0 (... but it was close in Port Hueneme.)
VALUE OF FOOD SERVED: \$89,312.06 (not a reasonable grocery bill!)	PORT CHARGES/FEEES PAID: \$63,591.00 for libo ports!
VISITORS HOSTED: 2559 (all over the world.)	\$42,026 in Valpo
MAIL RECEIVED: 7754 pounds (mostly Miss Austin's food)	12,210 in Punta Arenas
MAIL SENT: 1369 pounds (a lot of cachets!)	4,400 in Honolulu
FLIGHT HOURS: 200 hours (the Zimmer Flying Circus!)	3,949 in Sydney
DEGREES OF LATITUDE CROSSED: 126 56' (48-29.2N at Bouy J to 79-27.3S at Bay of Whales)	508 in Lima
DEGREES OF LONGITUDE CROSSED: 147 09' (61-37.9W at S. Atlantic to 151-13.2E at Woolloomooloo)	389 in Apia
MESSAGES SENT: 1,642 (anybody have writers cramp?)	99 in Puerto Vallarta
MESSAGES RECEIVED: 2,535 (see, RM's do work!)	
HAMPATCHES: 783 (Hello, Mom?)	
POLAR SEA EXCHANGE SALES: \$48,180.41 (a crew of Cookie Monsters!)	

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