

	<p><b>Update #14</b>  <b>UNCLOS Continental Shelf Project</b>  <b>Ward Hunt Island Ice Camp</b>  <b>March 31<sup>st</sup> to April 1<sup>st</sup></b></p>
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**Tuesday, March 31<sup>st</sup>**

Weather: -36°C, sunny with no wind

The Buffalo continued hauling loads of aviation fuel to camp today. North Camp is now up and running, so the Twin Otter drops by to pick up fuel and provisions for Jørgen (the Iceman) and Kristen. The North Camp is approximately 500Km from the North Pole and is presently drifting in a southwesterly direction at a rate of 1.4Km per day.

Our hot water situation took a turn for the worse today. With no water to show for what we thought was two full days of our snow-melter's exposure to heat<sup>1</sup>, we chose to encourage the process with a tiger torch. Although this approach apparently worked last year, it certainly didn't this time. The torch melted a large piece out of the pipe, rendering our precious snow-melter completely useless. Photo right is of the damaged snow-melter on its' side.



photo courtesy John Mercante

Our camp is situated roughly 350m out on the due north of the northerly limits of Ward Hunt Island. On the island and very close to shore are a few Parks Canada Emergency Shelters (Quttinirpaaq National Park). These shelters are often used for staging expeditions to the North Pole, as Ward Hunt Island is the closest point of land in Canada to the pole.

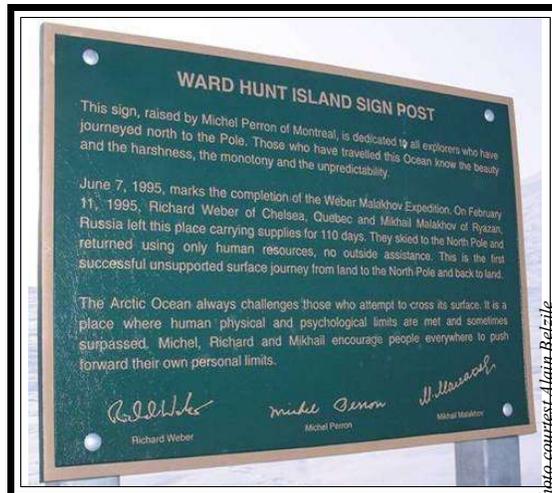


photo courtesy Alain Belzile

*Signpost on Ward Hunt Island is dedicated to explorers who have journeyed to the pole.*

<sup>1</sup> Pipes near the base of snow-melter are connected to the exhaust of the generator, thus the heat from the exhaust is used to melt snow.

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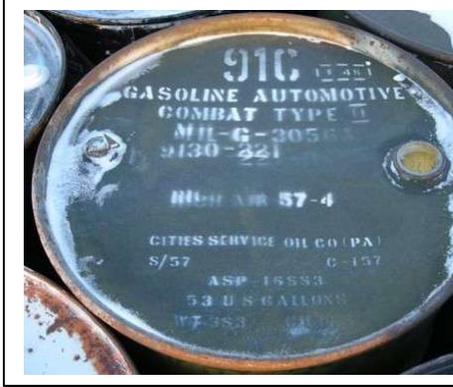


photo courtesy John Mercuri

Over the years, like with many remote outposts in the arctic, a large collection of fuel barrels have accumulated at these sites. At this site, there are approximately 80 full and 60 empty barrels. The fuel in the full barrels can be as much as 60 years old, and is no longer suitable for use. It is likely that environmental controls were not as stringent back then as they are now. With our camp close by and the opportunity to transport large loads of cargo via the Buffalo, our project is ideally suited to remove the barrels, time permitting.

John Mercuri, Alain Belzile, Mike Black<sup>2</sup> and myself made many trips today, digging out and hauling empty barrels back down to camp with the ski-doo. We managed to retrieve 53 in total.

**Wednesday, April 1<sup>st</sup> (April Fools Day)**

Weather: -38°C, sunny with no wind

It is the little things that keep us amused in camp. With a day such as April Fools Day, some of us take advantage of the opportunity to legitimize our foolishness. In the wee hours of the morning, John Mercuri and I snuck into the bathroom tent and placed a pair of boots in each stall, such that the fronts of each pair were realistically spaced and sticking out just below the closed privacy curtain. Although we thought it was pretty funny ... those who really needed to 'go' failed to enjoy our sense of humour as they waited. Oh well.

Some of us spent part of the morning disassembling the ramp used for loading / offloading the Bobcat with the DC3. This ramp will not be required anymore, since the Bobcat will simply be driven into the Buffalo. Just before lunch, Jon Biggar was contacted by the Quttinirpaaq National Park Manager, informing him that the Coast Guard had agreed to pick up the full fuel barrels from Eureka when they do their re-supply run in the summer. By the end of the day, we managed to haul 45 full barrels down to our airstrip.

After being grounded in Resolute Bay for a week, the visibility finally cleared and the five helicopters were able to make it up to Eureka today. The Twin Otter with its' crew will be staying with us for a few days, such that it can cache fuel to various sites in our work area.

*George Schlagintweit*  
Ward Hunt Ice Camp

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<sup>2</sup> CHS Central and Arctic Region