



(March 29)

**Sunday, March 29<sup>th</sup>**

In yesterday's update I meant to add a photo of the Danish participants after the one of the overall team at the Ward Hunt camp



Henriette Skourup, Christian Marcussen, Morten Sølvsten  
Uni Ball, Henrik Anger



And of our cook Joanne doing spins and figures on her personal skating rink behind the kitchen



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Sunday is a slow day for the weather station in Eureka with brunch at 11 and then supper at the usual time. However, there is ample food available for air crews and transient who are up earlier and need to start their day at a normal time. The refrigerator is stocked with cold meats and cheeses as well as left over protein (steak, hamburgers, bacon, sausages and even fried bologna).and breads and 4 large cookie jars and a case of dessert – no one will starve. Donna White, the cook’s helper, who hails from Digby, NS., `said she did sleep in – until 7 – and had fresh fruit salad and coffee ready at 0730 and was busily washing up the dishes left from snacks the night before. As we ate we watched two Arctic foxes come out of and return into a hole in the snow bank against one of the out buildings. One was pristine white, the other looked like it had been rolling in soot.

It was fairly warm in Eureka this morning – only -32 with light ice crystals and visibility of about a mile. We were scheduled to be picked up at 0810 for our flight to Resolute and arrived at the airstrip at the same time as the Buffalo crew and Doug and Sean, who are contractors working the airport ramp for Polar Continental Shelf Program (PCSP) – assisting Don Boe who is coordinating the PCSP .”airforce” of 2 or 3 Twin Otters and one DC-3 operated by Kenn Borek Air and now a DHC-5 Buffalo operated by Arctic SunWest. The fleet of 5 Bell 206L helicopters, operated by Universal Helicopters. are still in Resolute due to weather. The weather at the Ward Hunt camp 200 nautical miles north of Eureka is clear and sunny.

Last night, Don, Doug and Sean and the Buffalo crew came up with a Plan B for loading the 600 fuel drums for transport to the Ward Hunt camp. This was necessary because the Volvo loader in Resolute that was to come up on the Buffalo to do the job was just a few inches too high to drive into the Buffalo. With the weather going down last night they decided to get out of Resolute and not wait for the cab to be removed. The loaders in Eureka are too high to drive in under the plane’s tail and place cargo in the rear door.





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The solution means more labour as the pallets of 4 drums need to be opened and drums rolled into the plane. The ingenious part of the solution was to use the ramp built to load the camp BobCat into the DC-3 and a metal sheet to bridge the gap to the door of the plane. The BobCat ramp is even a little higher than the floor of the plane so the drums will roll down hill into the plane. Unloading is apt to be more hectic as 40 drums are rolled out of the plane and continue rolling until they run out of momentum or hit another drum.



Our twin Otter flight to Resolute is about 2.5 hours. It started with everyone in parka and by the time you are half way there the plane has warmed so much that our down filled clothing have been shed and it is sauna-like. While the flight yesterday across Ellesmere Island treated us to spectacular scenery, today we spend 3 hours in the clouds, landing in Resolute in light snow. ...

Julian Goodyear, Janice Lang, Christian Marcussen and I are bound for Iqaluit today, will overnight and go on to the south tomorrow, and if all things align, Christian will catch a flight to Copenhagen and Julian and I to Halifax.

March 30 is my retirement date and I will be passing the DFO lead in the Canadian UNCLOS continental shelf project on to the capable hands of Julian Goodyear. It is only a few months short of 40 years since I arrived at the Canadian Hydrographic Service as a student in June 1969 and it has been a varied and interesting career- and ending with the UNCLOS project is indeed leaving on a high note.

Dick MacDougall