

**Welcome to the Ward Hunt Island Ice Camp**

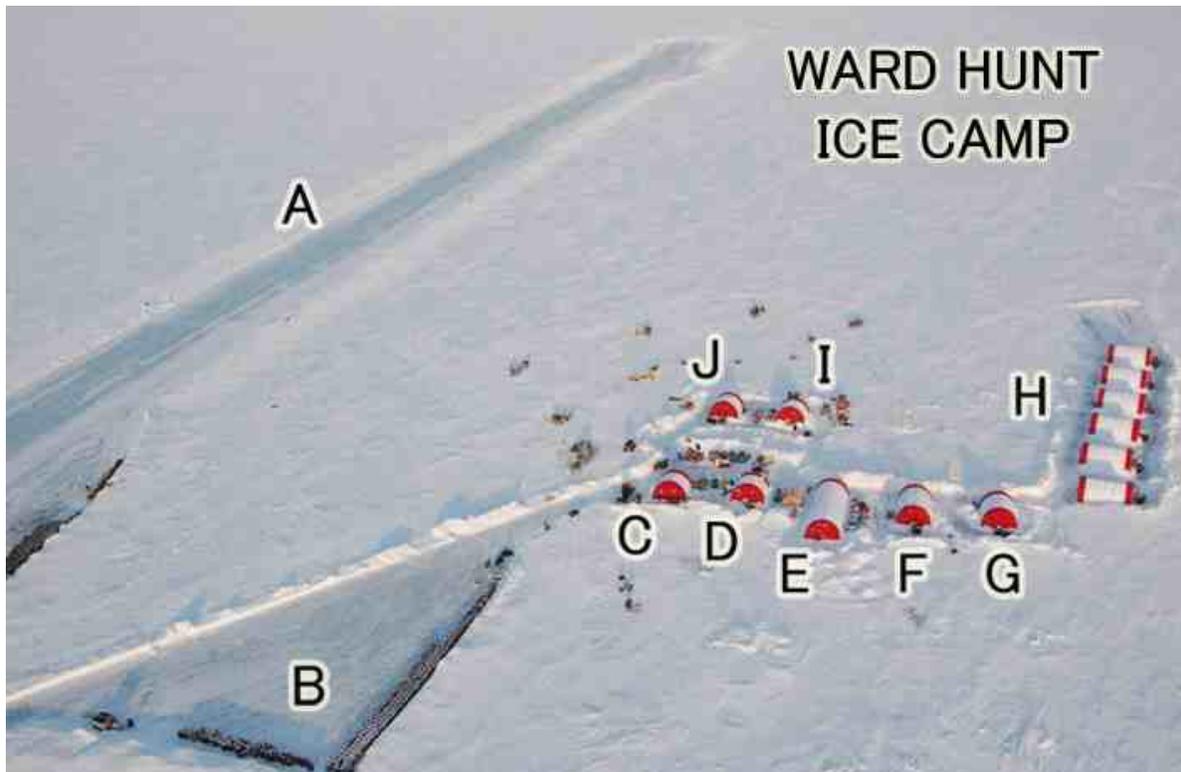


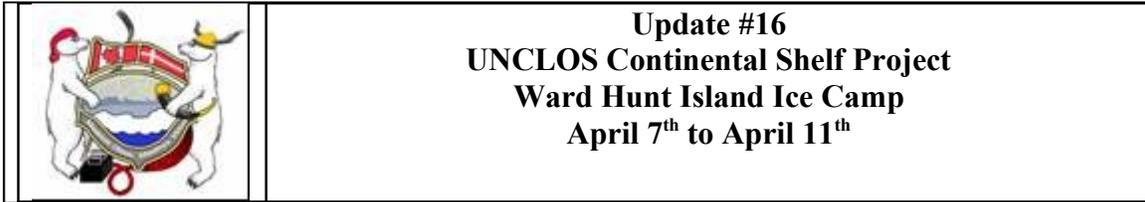
photo courtesy Uni Bull

- A:** Easterly half of the airstrip
- B:** Fuel / equipment staging area
- C:** Generators / workshop tent
- D:** Washroom: 3 toilet stalls, 1 urinal, & 1 shower
- E:** Galley
- F:** Office / Jon Biggar's accommodations
- G:** Rec. tent / spare accommodations as required
- H:** Accommodation tents (x6) – four persons per tent
- I:** Electronics support tent
- J:** Helicopter Engineer's / Danish team support tent

**Tuesday, April 7<sup>th</sup>**

Weather: -35°C, light overcast.

The day began with the helicopters departing camp at approximately 08:30. The two Danish crews went to work to the northeast, their sleeping bags in tow as they will spend the night at North Camp. Photographer Janice Lang wanted to get photos of our field work, so she tagged along with myself and pilot Jim Barry (helicopter CWR). We spent the day working between two fuel caches, myself collecting gravity measurements and depth soundings in excess of 2000m. Janice on the other hand, took in excess of 2000



photos. [Although I appreciate the significance of what we do, I fail to see the glamour in it.]

Things got a little interesting on the long flight home. When still approximately 150Km northeast of camp, a warning light alerted Jim of the potential for engine failure. Without delay, he landed the chopper and powered down. A special magnetic plug in the engine was checked for the existence of metal debris from the turbine; it was covered with metal filings. CWR would not fly until the problem is investigated by a Helicopter Engineer. After a very cold 40 minute wait, pilot John Ennis (with Hydrographer Jim Weedon) dropped in to give our crew a lift back to camp.

The Twin Otter spent the day caching fuel at various new sites. These caches will ensure that the helicopters will always be in the proximity of fuel while in the work area.

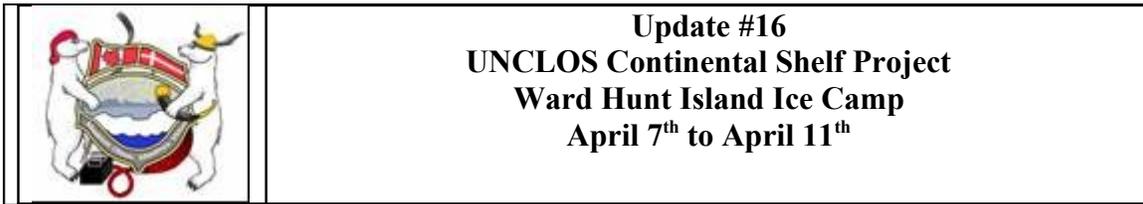
### **Wednesday, April 8<sup>th</sup>**

Weather: -35°C, intermittent white-out conditions (no contrast).

The Helicopter Engineers were flown out to CWR this morning in an attempt to troubleshoot the problem with its' engine. After heating it up with a 'Herman Nelson', they got it started and Jim attempted to fly it back to camp. He almost made it. With only 18Km to go, he was forced to put down on the ice again. The fault in the engine had deteriorated to the point whereby CWR cannot fly until its' entire engine has been replaced.

With only one helicopter in camp left for sounding, Hydrographer Mike Black headed out with his pilot. After the long trip to the work area, they called off the mission before starting due to the white-out conditions. The rest of us stayed busy around camp – there is never a shortage of tasks that need doing. *Operation Ward Hunt Island Cleanup* resumed; we managed to haul 20 full barrels of trash down from the island to the airstrip. The trash is an interesting assortment of items – everything from broken trekking poles, jerry cans, to unopened cans of army rations that are 50 – 60 years old.

The Danes returned from North Camp this afternoon, happy to be back to slightly less rustic living conditions. A Twin Otter dropped off a load of groceries as well. This event tends to get everyone involved, as boxes are passed from one person to the next in what becomes a human chain. This practice serves two purposes; 1) it ensures the groceries are offloaded before they freeze – first from the plane to the skidoo sleds, then from the sleds into the galley tent, and 2) it gives participants the *inside scoop* on what goodies have arrived in camp.



**Thursday, April 9<sup>th</sup>**

Weather: -35°C, sunny and clear

Four choppers were out sounding all day. For those of us left in camp, we can take advantage of the opportunity to do our laundry. Doing laundry up here is hard work. It involves the following 10-step process;

1. Fill large garbage can with white<sup>1</sup> snow
2. Haul full garbage can back to your tent
3. Transfer snow into large aluminum pot
4. Melt snow over stove; top up with snow as required
5. Four hours later, you might have enough water (preferably warm)
6. Fill two plastic bins with water
7. Steal dish soap from the galley tent, give one bin a few squirts
8. Wash laundry in one bin, rinse in the other, then wring out
9. When water is black in both bins, it is probably a good idea to save the remaining unwashed laundry for another day when your laundry washing enthusiasm is significantly higher than it is at this point.
10. Hang up your wet laundry wherever you can in your tent, and pray it will be dry before you need it. Endure abuse about your choice of underwear.

Sure makes you appreciate a washer and drier.

**Friday, April 10<sup>th</sup>**

Weather: -32°C, overcast with 15 knot wind

Four choppers were out sounding all day. Camp duties included the disassembly of the Bobcat loading ramp, and hauling more garbage barrels from the island down to the airstrip.

A Canadian Forces Twin Otter dropped in for a short visit. Like any tourists visiting the Ward Hunt Island Ice Camp would, the crew took plenty of pictures of camp before they departed.

**Saturday, April 11<sup>th</sup>**

Weather: -34°C, sunny and clear in AM, overcast – flat visibility and snow in PM.

Sounding operations continued with four helicopters, and progress appears slow but steady.

*George Schlagintweit*  
Ward Hunt Ice Camp

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<sup>1</sup> **White** is the best colour for snow. Any other colour is probably not such a good idea.