

DOUMER ISLAND- ALTERNATIVE AIRSTRIP

AND LANDING SITES.

by

S.Wormald

- Copies. 1 Cambridge H.Q. — (WITH ORIGINAL PHOTOS & MAP)
- 2 Master, Bransfield
  - 3 Master, John Biscoe
  - 4 A. Smith, Projects Officer
  - 5 Air Unit (Senior Pilot)
  - 6 Wormald
  - 7 Spare

DOUMER ISLAND- ALTERNATIVE AIRSTRIP

During the final voyage from Marguerite Bay of Bransfield, 1975, a call was made at Doumer Island to investigate the possibility of further airstrips on the island, and improved cargo landings. and Dr. Thomson.

Messrs. Wormald, Garter and Galloworthy/were landed in South Bay, adjacent to the Chilean refuge (see map). This was inspected and found to be in good condition.

It was apparent that no overland skidoo route to the existing strip was possible due to a large windscoop of the south-western end of Stokes Hill, which extended to the ice-cliff, and the steepness of the terrain to the South east of the Hill.

On walking up to Point X a large flat area was reached, which was immediately apparent to all as a possible airstrip. The area was paced out and inspected closely, and estimated to be in excess of 800 yards, with a useable flat width of 60 yards before any appreciable camber was reached. The boundary at the seaward side was found to be marked with 3-4" cracks parallel to the coast, none of any size to affect air operations.

Subsequent scaling of the easily identifiable rock extremities on the map showed a length of 1000 yards.

LANDINGS

Cheif Officer Beer of the Bransfield visited the landing sites by Gemini, and his opinion was that little difficulty would be experienced in landing stores at any of several sites on the South Bay coast of Py Point. Photograph A shows ~~that~~ which would probably allow a scow, and certainly a flubber, to moor in calmish deep water.

On leaving South Bay, we travelled by Gemini craft and launch around Py Point, until the cove to the south of Point Z

was reached. This proved to have an excellent beach landing with a low angle snow ramp starting from the beach. This is within five minutes walking distance of point X on the airstrip.

CONCLUSIONS.

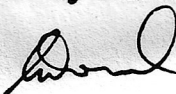
1) A perfectly acceptable airstrip exists on Py Point which should in future be considered as first choice for landing field parties to be flown to Adelaide.

2) Ice may prevent ship/launch access to the Py Point airstrip, but this should always be investigated as the preferable site before the ship decides to off load at Curie Point or Lefevre Point where access to the strip is many times greater.

3) Of the two sides of By Point, the landing at Point Z would be preferable for the unloading of stores, and for the ease of skidooring them to the airstrip.

4) The Chilean refuge is in good enough condition to house a party in transit for Adelaide, and if permission could be obtained from the Chilean Institute to have the use of this, it would be preferable to building our own at the same point.

5) To build our own hut on Lefevre Point or Curie Point would provide us with two independent methods of housing and flying out a party landed at Doumer, the decision as to which to use being made on the spot by whatever the ice conditions dictate.



S.WORMALD

Field Operations Manager

5th, June 1975



'A'

ONE OF SEVERAL LANDINGS IN SOUTH BAY



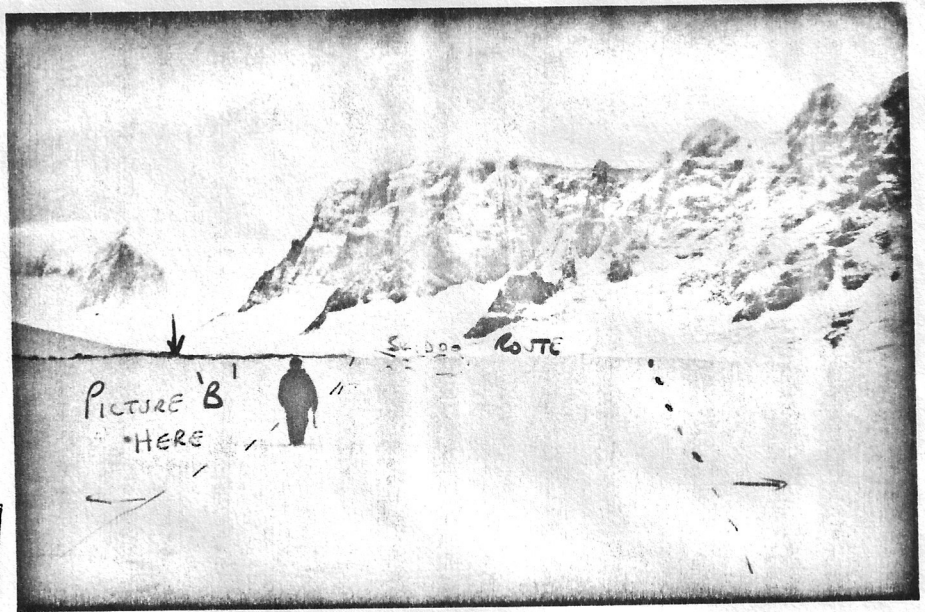
'B'

FROM ROCKS AT POINT 'X' (SEE MAP)



'C'

ROCKS AND BEACON AT POINT 'Y' (SEE MAP)



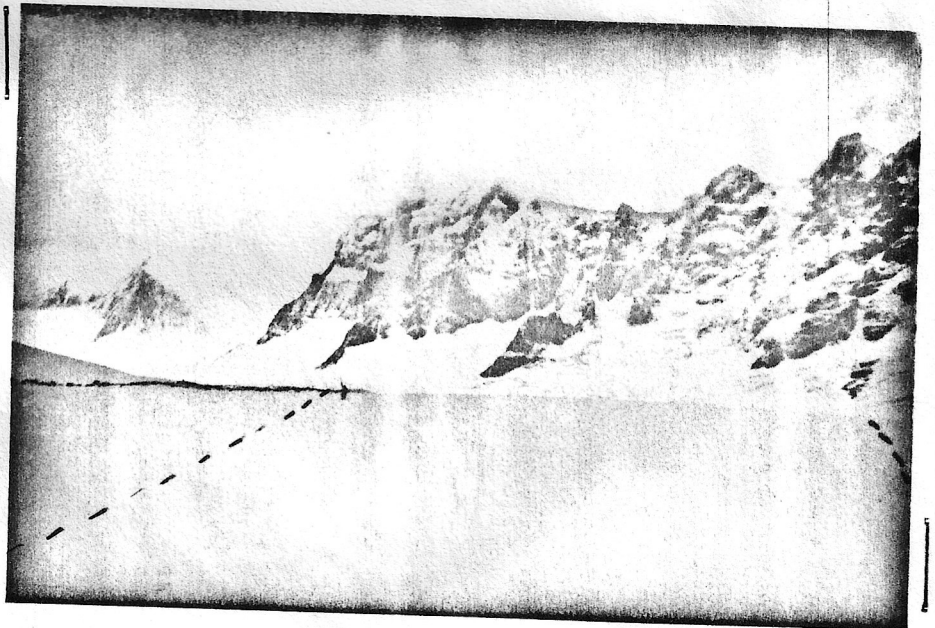
D

LOOKING EAST



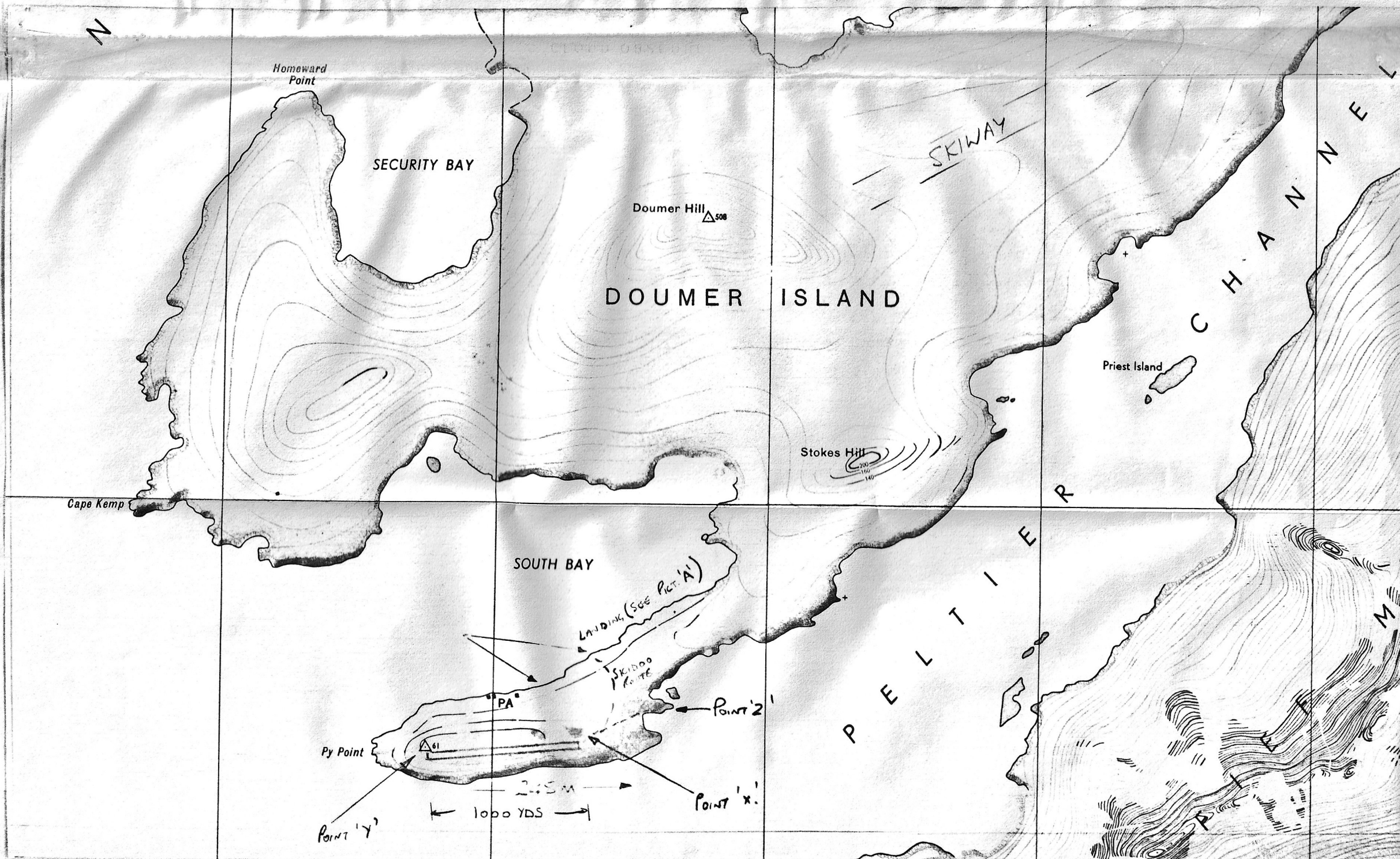
E

LOOKING EAST



F

LOOKING EAST.



N

Homeward Point

SECURITY BAY

Doumer Hill  $\Delta$  508

DOUMER ISLAND

SKIWAY

Priest Island

Stokes Hill

Cape Kemp

SOUTH BAY

LANDING (SEE PICT. 'A')

SKIDOO ROUTE

PA

Point 'z'

Py Point

Point 'y'

2:5 M

1000 YDS

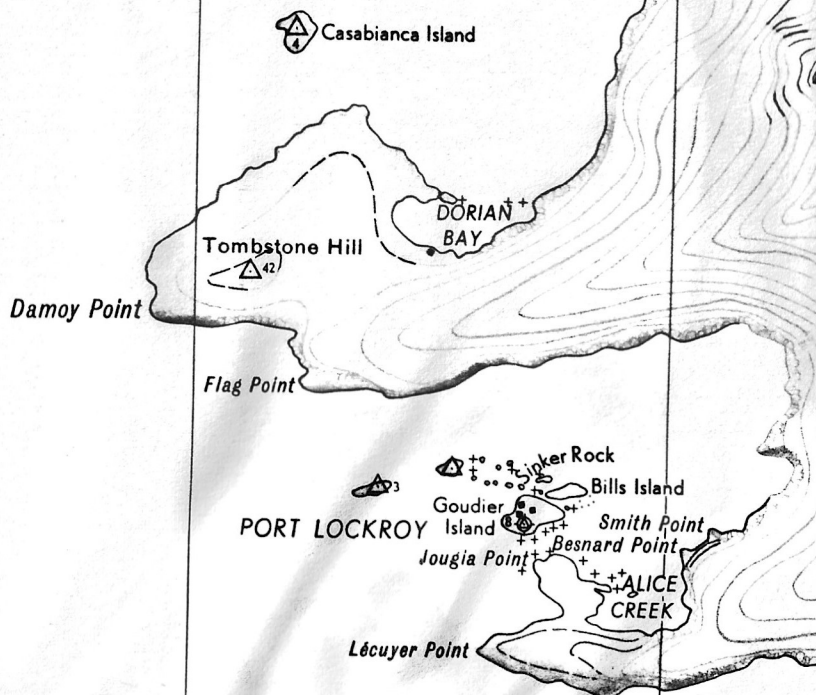
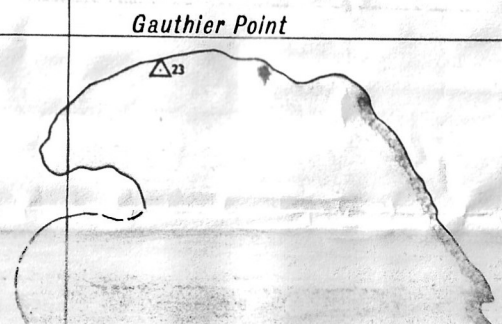
Point 'x'

PELLETIER

CHANNEL

M

U  
M  
A  
Y  
E  
R



1974 LANDING

1973 LANDING

△ Lefèvre Point