

COMMANDER ANDERSON: Not at that time. No. We did not notify Washington until we emerged some 36 or 40 hours later in the Greenland Sea.

Q: Were you completely out of communications all that time?

COMMANDER ANDERSON: Well, you might say we were out of communication, if we had an urgent necessity to communicate, I feel quite confident we could have ---

Q: You have said several times, knowing what you know now, what's the most important thing you have learned now which has changed your views?

COMMANDER ANDERSON: A lot of things. For one thing, very few soundings have been taken up in the Arctic Basin. We had no definite assurance that this trip could be made. We had no definite assurance that there was not a range of under-water mountains, so to speak, that would come up to the point where it might almost meet the ice. We felt almost for sure that that was not so, but we had no information of a definite nature to go by.

We did not know to any real extent how our navigation equipment would perform, as far as keeping track of our position. Now we do know.

Q: How did it perform?

COMMANDER ANDERSON: To bring a little bit about our navigators, I really think that this is the most remarkable job in ship navigation that has ever been done.

Q: Could you explain to a layman what you mean by that, Commander?

COMMANDER ANDERSON: A trip across the North Pole, where there is no opportunity to observe anything outside of the ship, no opportunity to observe stars or do any type of electronic navigation, presents a very formidable problem -- or what has been up to now a very formidable problem. For example, it would be possible for a ship equipped with conventional navigation equipment to become so confused at the North Pole that they might actually work themselves around in a slow circle, thinking that they were going in a straight line, and end up coming into perhaps the ice-locked coast off Greenland or even more disappointing, right back where they came from.

We have developed a term for this - what we call on the NAUTLOS "longitude roulette." We felt that we wouldn't play "longitude roulette" up there. We found out that we didn't.

Q: Commander, can you tell us, without violating security, how you were able to avoid this confusion, in language that a layman can understand, without the stars and without the conventional methods? How did you do it?

COMMANDER ANDERSON: We were able to avoid it by having superb navigation equipment -- superb compasses -- by having this advanced inertial type navigation system, and by having such a complex of navigation equipment to check one thing against the other, and the other thing against something else -- repeated over and over again, that we knew we were in business.

Q: What is the depth of the water at the North Pole?