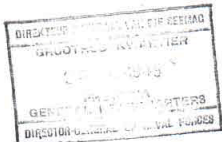


NF 3/3/5
Original on NF 3/11/5

C O N F I D E N T I A L .

Ref. No.G.H.21/4.



H.M.S.A.S. "Good Hope",
Salisbury Island,
DURBAN.

25th October, 1949.

REPORT OF PROCEEDINGS : THIRD MARION ISLAND
RELIEF 11TH OCTOBER, 1949, TO 22ND OCTOBER,
1949.

Sir,

I have the honour to submit the following report of proceedings of H.M.S.A.S. "Good Hope", under my command, which carried out the Third Marion Island Relief in accordance with your NF 3/11/5 dated 4th October, 1949.

2. The ship sailed from Durban at 1230H, Tuesday, 11th October, 1949, for Marion Island to convey relief stores, and effect an exchange of personnel. A South Westerly wind (Force 6) was blowing at the time; but during the afternoon of the same day the wind freshened to Gale Force, and by 1600 I was forced to 'heave-to', remaining so until 0615 the following morning when the course was resumed.

3. On arrival off Transvaal Cove, Marion Island, at 1810, Saturday, 15th October, 1949, the Island Relief Party was landed. I did not anchor the ship as it was nearly dark and, in any case, I had intended standing-off for the night.

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4. At 0530 the next day, Sunday, 16th October, 1949, the cargo commenced to go ashore. This operation was completed by noon, and the afternoon was spent in embarking returnable empties, and clothing etc., from the Island. The accomplishment of this feat in so short a time was due to the hard work of my ship's company, and to the improved landing facilities, by crane and landing stage, on the Island.

5. The two days following, were spent in drifting between the islands whilst awaiting the P.W.D. surveyors to complete their work.

6. At 1000B, on the 18th October 1949, the Meteorological Staff and the Engineers were embarked, and H.M.S.A.S. "Good Hope" sailed for Durban where she arrived at 0800, Saturday, the 22nd October, 1949.

7. WEATHER:

Severe weather was experienced on passage to and from Marion Island, and also during the ship's stay there. The temperature of the sea and air was down to 39° and 29°, respectively. These temperatures are the lowest I have known at the Islands. Snow fell almost continuously when the South-West wind blew, and the North and North-West winds brought rain. I learned, however, from the Islanders that landing is usually possible about one in three or four days, during the month of October.

8. SURVEY:

It was not possible to 'swing' the ship for variation at 35° and 45° South, as requested by the Officer Commanding Hydrographic Survey, owing to the heavy swell. Furthermore,

the bad visibility caused by snow storms and rain, prevented Lt. C.R.C. Merry from achieving much of his intended work ashore.

9. STORES:

A list of the Fuel and Stores consumed as attributable to the Third Marion Island Relief is attached, and marked Annexure "A".

A. H. W. J. J. J.
COMMANDER.
COMMANDING OFFICER.
H.M.S.A.S. "GOOD HOPE"

/JMB.

The Director General Naval Forces, (2)
General Headquarters,
PRETORIA.

The Commanding Officer,
South African Naval Base,
DURBAN.

A N N E X U R E "A".

LIST OF STORES CONSUMED DURING

OPERATION MARION THIRD RELIEF.

- 4 6" I.I.B. Blocks Double Sheave (used as tackle for securing boat rope on the Island).
- 8 Various Shackles, Sizes 1" - 4" (used for landing the Tristan Boat).
- 60 Fathoms 2 $\frac{1}{2}$ " Sisal (used for boat rope on the Island).
- 240 Fathoms 1 $\frac{1}{4}$ " Hemp (used for strops, slings and lashings).
- 6 Yards, Canvas R.M. White 30" (used for repairing the Tristan Boat).
- 1 Lower Boom (Lost overboard in S.W. Gale on 11/10/49).

NAVIGATION, W.T., RADAR AND BOAT STORES.

- 4 W/T Valves CV2677 Type 866.
- 1 Radar Valve C.V.12 (Life 50 hrs. Hours of Radar operation 72 hrs).
- 1 Oar.
- 1 Stave.
- 2 Breaking Out Spars.
- 2 Small Shackles.

FUEL.

- 272 Tons Fuel Oil.
- 3 Tons Dieseline.
- 170 Gals. Voco Marine Oil.
- 58 Gals. D.T.E. Heavy Medium Oil.
- 8 Gals Rotella Lubricating Oil.

/JMB.