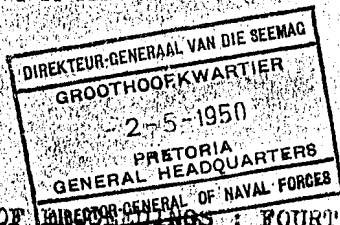


CONFIDENTIAL



N.2/3/2

H.M.S.A.S. "Natal",
DURBAN.

28th April, 1950.

REPORT OF PROCEEDINGS : FOURTH MARION ISLAND RELIEF
12TH APRIL TO 28TH APRIL, 1950.

Sir,

I have the honour to submit the following Report of Proceedings for the period 12th April, to 28th April, 1950, during which time H.M.S.A.S. "Natal", under my command, carried out the Fourth Marion Island Relief as instructed in your N.F.3/11/6 dated 29th March, 1950.

2. The first truck load of stores was embarked on the 3rd April, while the remaining two trucks containing timber, food, medical supplies etc, arrived alongside at 1400 on the 5th and loading was completed by midday on the 6th April. According to the tally taken there were numerous surpluses and last minute additions but the only deficiency was one case of Pork sausages marked food number 1 weight 120 pounds which was subsequently traced and landed at Marion Island.

3. I consider that some of the cargo was unnecessarily bulky and heavy and consequently could not be stowed below and was extremely difficult to handle. Certain specially pre-packed cases ex America containing Radar Sonde gear were, of necessity, large and heavy but the following are three examples of cases and crates which could easily have been broken down into smaller sizes :-

- (a) 1 case number 22 containing Cooked Ham, Asparagus, Canned Tongue and Canned Plums weight 318 lbs size 27"x25"x 30".
- (b) 1 Case numbered 23 containing Oxo, Blue, Salt, Beans, Spice, Vinegar, pea nuts, Grape nuts, mixed pastes, Steak and Onion, Steak and Kidney, Christmas Pudding etc. weight 424 lbs size 39"x 28"x 19".
- (c) 1 crate numbered 357 containing Ceiling weight 716 lbs size 10'3"x 4'3"x 11".

Not including the timber, there were approximately 45 packages which weighed over 150 lbs of which 30 weighed over 200 lbs. Crate number 357 was broken down into three crates by the P.W.D. at Durban. In addition the fuels, which were previously in 5 gallon drums, were on this occasion were delivered in 44 gallon drums weighing approximately 440 lbs each.

4. The following personnel were embarked on the 11th April :-

Lieutenant Van Hoepen
Mr D.O. Triggardt
Mr H.L. Malherbe
Dr Mc Gie
Cpl. C.J.J. Holliday
Mr B.E. Schaaf
Mr H.L. Ind.

5. On the afternoon of the 11th April, 23 drums of paraffin weighing just over 5 tons were delivered ex Vacuum Oil Co. and at 1200 on the 12th, at the time when "Natal" was due to sail, 8 drums of petrol were delivered ex Atlantic Oil Co. The 12 sheep and their fodder were also embarked the same morning.
6. H.M.S.A.S. "Natal" sailed from Durban at 1520 B on the 12th April, and after an uneventful passage arrived at East London at 1030 B the following day where Lieutenant B.M. Partigan and 31 Reserve ratings were embarked.
7. In view of the fact that the Port Elizabeth Base had confirmed that Lieutenant F.M. Mc Call would be embarking for training, I allowed one of my officers to proceed on leave without relief and the subsequent exemption from training of this officer, the Officer Commanding, Eastern Province and Border Command, at the last moment, was rather unfortunate. As a result of two P.W.D. representatives and one Reserve rating also failing to join, the ship was over victualled by four persons for the period of the cruise.
8. H.M.S.A.S. "Natal" sailed from East London at 1605 on the 13th April, and after an uneventful passage in almost perfect weather anchored off Transvaal Cove at 0930 B on the 17th April. On passage two Variation Swings were carried out, the results of which will be forwarded to S.O.(N).
9. The passengers and sheep were soon landed and by sunset at 1645, 40% of the cargo had been discharged. The remainder was discharged the following day despite a 2 1/2 hour spell at midday when the swell off Gunner's Point made conditions too difficult to work any cargo. On the 19th April, 43 cases, 20 44 gallon drums and 267 5 gallon drums were embarked for return to the Union, the swell once more stopping operations at midday.
10. On Thursday the 20th April, another Variation Swing was carried out approximately 14 miles to the East of Marion Island after which Mr Triegaardt and three of his staff were taken off the Island and the ship proceeded to Prince Edward Island where another landing was made by myself and a representative party. The old Union Flag, which had been flying for over a year, was lowered and a new Union Flag hoisted with due ceremony. The old flag is in a remarkable state of preservation, after flying for one year in this notoriously wind swept area and, as it has a possible historical value, your instructions regarding its disposal are awaited. Soundings were taken by the motor-boat while the landing party was ashore which appeared to indicate a fairly safe anchorage in 5 fathoms in the centre of the bay off the landing beach.
11. The ship then returned to Marion Island to land Mr Triegaardt and his assistants before sailing for East London at 1622 B course 331 speed 12 knots.
12. The following persons disembarked and embarked respectively at Marion Island :-

A.M. 17th April P.11553 Cpl. Holliday C.J.J.
Mr Triegaardt D.O.
Mr Malherbe H.L.
Mr Schaaf B.F.
Mr Ind H.L.

P.M. 18th April P.12212 Sargent Strydom W.M.L.
Mr Van den Boogaard H.
Mr Mostert G.
Mr Vander Walt P.
Mr Warnick D.M.

13. Unfortunately Marion Island was not contacted by W/T on passage there as the meteorological authorities at Durban advised the wrong frequencies, the Island having recently been allocated new frequencies. As the personnel on the Island had not been informed by the Department of Transport of our E.T.A. they received a pleasant surprise when "Natal" appeared unheralded out of the morning mist. Nevertheless they were very soon on their way across to welcome us in an inflatable R.A.F. dinghy with outboard-motor attachment.

14. While at Marion Island one E.R.A. and one M.M. were landed to carry out a complete top overhaul of one Diesel Generator including the fitting of new rings. The lubricating oil pump and four silencers also repaired by E.A. also sent ashore to assist in any necessary repairs but, due to good maintenance his services were not required. A great deal of work has been done in the last six months by the permanent Island Staff under Mr van den Boogaard. The cranes and landing stage had been painted and were in good condition, the beach had been cleared and the collapsing store hut there, had been dismantled and re-erected on Gunner's Point while all the other buildings appeared to have been well cared for.

15. The weather while at Marion Island was generally excellent but, as usual, the anchor was weighed at dusk and the ship drifted to the Eastward until dawn. Foggy conditions persisted generally in the area around the Island but there was almost invariably a clear patch in the anchorage extending from 1 to two miles to the Eastward. Thick kelp was once again ^{seen} to cause trouble and will make conditions far more difficult for subsequent reliefs unless it is broken up by Easterly gales as happened previously.

16. All officers and ratings worked hard and willingly to clear the cargo without any delays and there were no disturbing incidents or accidents. The Reserve ratings, though not as strong as their opposite numbers in the Permanent Force, proved most useful.

17. Annexure "A" contains an extract from the Log of the Sea Temperatures which clearly indicates the change in temperatures between the Agulhas current, Sub-Tropical waters and Sub-Antarctic waters. It is believed that the Director of Meteorology is also interested in Sea Temperature data.

18. A report on communications during the passage to and from Marion Island is attached as Annexure "B".

19. Waterkloof weather reports were read twice daily and were plotted by Messrs Triegaardt and Van den Boogaard who produced quite accurate forecasts.

20. The following Naval Stores were used or expended carrying out the operation :-

D.3	Twine Seaming G.1512	8 lbs
D.5	Lines Whiting 1560	5 hanks
D.5	Lines Mackerel	6 hanks
D.5	Lines Codfish	8 hanks
D.5	Lines White 1 lb 1552	2 hanks
D.5	Lines White 1½ lbs 1554	2 hanks
D.5	Lines White 2½ lbs 1556	1 hank
D.5	Lines White 3 lbs 1557	1 hank
D.5	Cordage Manilla 1¼"	240 fathoms (2 coils)
D.5	Cordage Manilla 1½"	120 fathoms (2 coil)
F.1A	M. type of motor receiver Mk.111 Patt.9287	1 Reser
F.1A	M. type motor receiver Mk.VI Patt.9527	1
F.4	Valves C.V.12	v 1
	" C.V.1091	3
	" C.V.26	2
	" C.V.124	1

21. Good weather was again encountered during the return passage and the ship arrived at East London at 0700B on Monday 24th April. Three further Variation Swings were carried out en route.

22. The following personnel were disembarked shortly after arrival :-

- P.12212 Sgt. Strydom W.M.L.
- Mr Mostert G.
- Mr Warnick D.M.
- Mr Vander Walt P.

23. While at East London the opportunity was taken to return some of the hospitality extended to us during the previous visit in March. All the S.A.N.R. Officers were entertained on board on the Tuesday evening and approximately 24 ladies from the Navy League and Sea Entertainment Committee came to tea on the Wednesday afternoon. In addition the Captains and Chief Officers from the "New Zealand Star" and "Clank Kenneth", the only ships in port, were invited on board at midday on Monday 24th April.

24. All Reserves were disembarked at 1500 on Wednesday 26th April, and the ship sailed for Durban at 0615B on 27th April.

25. After a further fair weather passage, H.M.S.A.S. "Natal" arrived at Durban 0708 Friday the 28th April, 1950, and berthed alongside at Salisbury Island.

26. The following passengers disembarked A.M. the same day :-

Lieutenant Van Hoepen S.A.M.C.
Mr Van den Boogaard H.
Dr. Mc Gage.

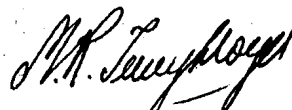
27. Fuel Oils consumed since leaving Durban on the 12th April, 1950, are as follows :-

Furnace Oil	317 Tons
Lubricating Oil - Voco Marine	271 Gallons
Lubricating Oil - D.T.E.	105 Gallons

I have the honour to be,

Sir,

Your obedient servant,



LIEUTENANT COMMANDER,
COMMANDING OFFICER,
H.M.S.A.S. "NATAL".

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

Commanding Officer,
S.A. Naval Base,
DURBAN.

Senior Officer, Escort Flotilla,
H.M.S.A.S. "Jan Van Riebeeck"
SIMONSTOWN.