DEPARTMENT OF PUBLIC WORKS

MARION ISLAND

METEOROLOGICAL STATION

MAY 1997 EXPEDITION

MARION ISLAND

1997 EXPEDITION

TABLE OF CONTENTS

1. LEADERS REPORT

The S.A. Agulhas was initially due to depart from Cape Town Harbour on Thursday 24th April 1997, however some confusion had arisen with arrangement for a ships doctor to accompany the voyage. This caused a delay of one day, as the ship was not allowed to sail without a General Practitioner on board.

The S.A. Agulhas set sail for Marion Island on Friday 25 April 1997 after being delayed for one day, this delay was further compounded with the discovery of a stowaway from Zaire on board about five hours from Cape Town. This meant that the ship had to return back to Cape Town to discharge this stowaway.

The journey to Marion Island took 5 days.

Wednesday 30th April 1997.

The S.A. Agulhas arrived safely at Marion Island on Wednesday morning the 30th of April, however due adverse whether conditions we were unable to fly off. So instead the Captain decided a set sail on a scientific voyage to deploy a whether buoy approximately 100 sea miles from Marion Island.

Thursday 1st May 1997.

The ship returned the next day with favourable weather conditions prevailing. We flew off in the early hours of Thursday morning. An inspection of the base was conducted by the coordinating officer of the Department of Environmental Affairs & Tourism, Mr. Henry Valentine, the conservation officer and scientific program leader, Professor Steven Chown, and the new team group leader Jan Joubert and myself. The base was found to be well maintained during the past year by the outgoing team.

We immediately started with the transfer of all personnel and cargo. All cargo was safely received on the Island and cargo slinging operations were completed by Friday the 1st of May at 14H00.

The captain wanted to discharge fuel immediately but I advised him that this would not be possible as the diesel tanks on the Island, had to be cleaned internally first. The ship then sail again on a another leg of one of its scientific cruises, mapping the ocean floor around Marion Island.

Thursday 8th May 1997

With the ship in close proximity of the Meteorological station, morning weather conditions being pleasant and the fact the internal cleaning of the diesel tanks was completed. It was decided to take full advantage of the situation and attempted to pump diesel from ship to shore. We opened all the valves of the 18 tanks, and ship was pumping fuel to the 13 tanks in front of the base, simultaneously we ran our two pumps that supply the 5 tanks above by the ADE power shack. This operation seemed to be working very well as it was assisting the main ship pump. The 5 tanks by the ADE power shack were filled to capacity, and in three hours we managed to discharge 98 000 litres before the captain abandon the pumping operation due to strong gusts of winds that hit us all of a sudden. The ship then set sail again.

Monday 19th May 1997

The S.A. Agulhas returned back to Marion Island after completing its oceanographic survey and fortunately for us the weather conditions were pleasant for pumping fuel. We started pumping the remaining fuel at 09H00 and by 13H00 fuel pumping operations were completed with a total of 99 000 litres being discharged this time. It took a bit longer this second time around as we were not able to run the in line pump this time, due to the fact that the pump is fixed to diesel supply line that supplies the ADE generator tanks which filled already during the previous fuel pumping operations.

On both ship to shore fuel discharge operations was great care taken at all costs, to prevent a fuel leak on the Island and at sea. I am proud to advise nil was recorded. A total of 198 000 litres of fuel was transferred.

During our stay on the Island, weather conditions varied from cool windless days to strong winds gusting at 119 km/h at times, with rain recorded every second day. The bad conditions however did not prevent the team completing the work schedules and other additional tasks. All of the additional work was requested by the DEA, however the major part of the work was removing the excess material and rubble from the Island. A new complete detailed stock list of all materials and tools left on the Island was also compiled and placed on computer by Herman Cronje, the old year team diesel mechanic. It is recommended that this list be kept as a data base for future purposes.

I wish to emphasise that the DEA co-ordinator, Mr Henry Valentine and Professor Steven Chown were very impressed with the quality of work and the co-operation that the PWD technical team provided them with and commended the PWD team for their effort, consideration and support.

Saturday 24th May 1997.

Loading of all rubble, material and personnel to be returned to Cape Town was completed and the S.A. Agulhas bid the new MARION Islander's farewell at 19H00.

The ship docked in Cape Town on the 28th May 1997.

2. TECHNICAL REPORT

2.1 MARION House - Sandton Section

2.1.1 Sleeping Quarters

This section of the base was found to be in a very good condition.

All defective switch gear was replaced and the distribution boards serviced.

All defective lamps and light fittings were replaced with new.

All redundant cables and wiring from under the building was removed.

All water leaks were sealed where possible and two window frames which were badly corroded were temporarily repaired as their were no replacement frames. It is recommended that these frames be replaced during the next take-over.

The structure of the base although stable enough, but however in strong gusts tends to cause movement to this building. This is due inadequate bracing, subsequently the problem is not serious but would requiring addressing in the distant future. Matter was referred to Departmental structural engineer Mr Hans Bosch who accompanied the voyage for further investigation. Please refer to his findings.

Only minor repairs were carried out to ensure good maintenance.

2.1 MARION House - Sea View Section

2.1.2 Sleeping Quarters

This section of the base although old was found to be in a very good condition.

All pirow wiring was removed in this section and rewired with surfix, however due to a shortage (2X4) pvc wonder boxes, and single lever switches we were unable to complete all the switch drops for the room lights. This will have to be completed during the next take-over.

It is also recommended that new bed lamp fittings be installed for each room, furthermore all defective switch gear was replaced and distribution boards were serviced.

All defective lamps and light fittings were replaced with new, however the bed lamps are still outstanding.

All redundant cables and wiring from under the building was removed.

All water leaks were sealed where possible.

The structure of the base although old is still very stable and all rusted clamps on the base structure was replaced with the spare clamps that were available on the Island.

2.1.3 **Dark Room**

The room is in a good condition. Additional black double sided tape was inserted between the roof and walls panels, as well as around the door frame to keep out any bright light.

All the old light fittings were replaced with new and all pirow wiring was removed and rewired with surfix wiring.

During the next take-over it is recommended that a new red warning lamp light fitting be installed on the outside of this room.

2.1 **MARION House - Squatters Section**

2.1.4 **Sleeping Quarters**

This section of the base although old was found to be in a reasonable condition.

All pirow wiring was removed in this section and rewired with surfix.

It is also recommended that new bed lamp fittings be installed for each room, furthermore all defective switch gear was replaced and distribution boards were serviced.

All defective lamps and light fittings were replaced with new, however the bed lamps are still outstanding.

All redundant cables and wiring from under the building was removed.

All water leaks were sealed where possible.

The structure of the base although old is still very stable and all rusted clamps on the base structure was replaced with the spare clamps that were available on the Island.

It is recommended that assbess wall heaters be installed in each room during the next take-over. Furthermore it would be advisable that all the novilon be removed as most of it is damaged. It is recommended that the whole squatters area be re-carpeted with carpet floor tiles.

2.1.5 **Black window Blinds and passage foot lights.**

The feasibility of black window blinds to prevent night bird attacks were investigated, however never once during the take-over did we experience or record such attacks. The matter was addressed with Messrs. Valentine and Chown and subsequently professor Chown advised me that this problem is only experienced during the winter season. It is therefore advisable taking the bird life into consideration, to have these blinds and optional passage foot light installed during the next take-over. However the degree of this problem is not so high, as on Gough Island and it is recommended that same be installed for Marion Island Meteorological station. Subsequently this decision will have to be taken by this office.

2.1.6 **Street Lights**

Although repairs were carried out to all defective street lights, never once were they used because of the fear of night bird attacks and all personnel walking around at night all use battery torches. It is therefore make no sense to install additional lighting or to spend fruitless moneys on these items. This matter was also taken up with Messrs. Valentine and Chown and they advised me that they would like to do away with street lights on the Island. It is recommended that the Department take the matter up with DEA&T so as to adopt a policy for future references with regards to street lighting.

2.1.7 **Radio Room**

The room is in a good condition, however during heavy rain falls slight water leaks were recorded. This problem was investigated and rectified with the aid silicon sealer.

Defective electrical socket outlets were replaced with new, due to rust on the boxes and socket outlets caused by the above.

2.1.8 **Radio workshop**

The wall panels were sealed with silicon sealer where it was found, that when it rained with the aid of heavy winds, the rain water penetrated through the joints in the panels. This situation is now rectified.

Defective electrical socket outlets were replaced with new due to rust on the boxes and socket outlets caused by the above.

2.1.9 **Meteorological Office**

This office was found to be in an excellent condition.

2.1.10 **Camping Equipment Store**

The store was found to be in a good condition

2.1.11 **Kitchen and Pantry**

The building although old was found to be in a good condition.

The convection oven and stove was checked and serviced and left in perfect working order.

The extractor fans above the stoves were serviced as well as the distribution board. All other electrical equipment were checked and serviced.

The domestic fridge and freezer were serviced and found to be in good condition.

2.1.12 **Lounge and Dining Room**

This area was found to be in a good condition. All possible holes were also sealed be means of silicon sealer and polystyrene foam.

2.1.13 **Refrigeration Area**

The structure was found to be in a good condition.

The cold and freezer room units were found to be in reasonable working order. Various small leaks were detected on the cold and freezer room units which was repaired. The condenser fan motor on the freezer room unit was found faulty and replaced. The spare unit was also serviced and tested and found to be in good working order. All the servicing of the units were carried out in the presence of the new diesel mechanic. I instructed the new diesel mechanic to service the cold and freezer room units under the supervision of the Departmental refrigeration technician so that he familiarise himself with the correct maintenance procedures and operation of these units.

Taking into consideration that these units are rather old and the fact that freon 12 gas is no longer available on the market, it is recommended they be replaced during the following take-over. At present their is still sufficient freon 12 gas on the Island to cope with, should a crisis arise during this year.

The hydraulic compactor for tin cans was faulty, although this was not PWD equipment we nevertheless repaired it as gesture of friendship and to promote good relation.

2.1.14 **Ablution Block**

Defective tap washers and the existing shower roses were replaced with new.

All the broken vinyl tiles were replaced in the ablution block and passages, and additional floor strips were install as found necessary so to prevent the tiles from lifting where the floor boards were joined.

The drip tray for the floor area that is occupied by the 2 washing machines was found to be leaking very badly. The drip tray was cleaned by removing the old silicon and repainted roof sealant, so as to prevent any further damage to the floor area.

The two broken shower doors were replaced with new.

2.1.15 **Sandton Dry Room**

The room were found to be in a very good condition.

A new extract fan was installed and a defective heater, thermostat and contactor was replaced.

Taking into consideration the excessive high wind speeds on Marion Island, it was discovered the extractor fan motor at times was unable to rotate in the correct direction due to high wind resistance against the fan motor, causing the motor to burn out. This problem can be solved by installing specially made stainless steel cowl over the hole, opening outside the building, so as to prevent the wind blowing directly on the extractor fan motor.

2.1.16 **Sea View Dry Room**

The room were found to be in a very good condition.

A new extract fan was installed and a thermostat and contactor was replaced.

The pilot light on the control board was faulty, this could not be replaced as there were no stock available. However the control board is electrically safe and functioning correctly. New pilot lights will have to be installed during the next expedition.

A new weather cowl will also have to be installed to protect the fan motor against the wind speeds as described in the above section of the Sandton dry room.

2.1.17 **Squatters Dry Room**

The room were found to be in a very good condition.

A new thermostat and contactor was replaced.

The pilot light on the control board was faulty, this could not be replaced as there were no stock available. However the control board is electrically safe and functioning correctly. New pilot lights will have to be installed during the next expedition.

A new weather cowl will also have to be installed to protect the fan motor against the wind speeds as described in the above section of the Sandton dry room.

2.2 Scientific Laboratories

2.2.1 Bird Laboratory

The laboratory was found to be in a good condition.

All redundant cables and wiring from under the building was removed.

There were various water leaks on the roof of this building, this problem was rectified with the aid of silicon and Duram roof sealers. All other water leaks were sealed where possible.

The structure of the base although old is still very stable and all rusted clamps on the base structure was replaced with the spare clamps that were available on the Island.

The domestic freezer was serviced and left in a perfect working condition.

The electrical installation of this building was check and found to be in good, safe working order. All defective lights and switches were repaired / replaced where possible, however this building has pirow wiring. Due to a hectic work schedule and shortage of time and material we unable to rewire the building. This service will have to be attended to during the next take-over.

The Facia boards are in a bad condition and it is recommend that it be seen to during the following expedition.

2.2.2 Micro Laboratory

The laboratory was found to be in a good condition.

All redundant cables and wiring from under the building was removed.

All defective switch gear was replaced and the distribution boards serviced.

All defective lamps and light fittings were replaced with new.

There were various water leaks on the roof of this building, this problem was rectified with the aid of silicon and Duram roof sealers. All other water leaks were sealed where possible.

The structure of the base although old is still very stable and due to a shortage of clamps we were only able to replace the critically rusted clamps on the base structure. The remaining clamps will require replacing during the next take-over.

All the domestic freezers were serviced and left in a perfect working condition. One of the chest freezers is in a bad condition although still operational, it is recommended that it be replaced.

The Hot water cylinder element, thermostat and vacuum breaker was replaced and all electrical connections were checked and made safe.

2.2.3 **Mammal Laboratory**

The laboratory was found to be in a good condition.

All redundant cables and wiring from under the building was removed.

All defective switch gear was replaced and the distribution boards serviced.

All defective lamps and light fittings were replaced with new.

There were no water leaks on the roof of this building and all other water leaks, such as on the window frames were sealed.

The structure of the base although old is of the best on the Island as it has a concrete foundation and is extremely stable with no movement of what nature, even during the fiercest storms.

New earthing strap was installed on the sink basin and the main earth spike was replaced, subsequently this solved the problem of leakage current that was causing slight shocks when a person touched the sink basin.

2.2.4 **Wet Laboratory**

The laboratory was found to be in a good condition.

All redundant cables and wiring from under the building was removed.

All defective switch gear was replaced and the distribution boards serviced.

All defective lamps and light fittings were replaced with new.

There were various water leaks on the roof of this building, this problem was rectified with the aid of silicon and Duram roof sealers. All other water leaks were sealed where possible.

The structure of the base is still very stable and due to a shortage of clamps we were only able to replace the critically rusted clamps on the base structure. The remaining clamps will require replacing during the next take-over.

All the domestic freezers were serviced and left in a perfect working condition. One of the chest freezers is in a bad condition although still operational, it is suggested that it be replaced during the following expedition

The Hotwater cylinder element and thermostat was replaced and all electrical connections were checked and made safe.

2.3 **Bolug Building**

The sliding doors were inspected and found to be operating without any problems.

The building was lifted and straightened where it had sag due to the weight of the Hydro generator tank, and the new purpose made brackets and bracing were installed to the base structure. This appeared to solve the problem as even during strong winds, the movement recorded was minimal to the building, in comparison to what it was previously. *(See photograph.)*

Additional supports were also fitted under the floor of the hydrogen generator, so as prevent further movement. All wall and floor panels were resealed with silicon sealer where it parted due to above problem. The sections of the wall panels that were treated with the Leo stainless steel paint. *(See photograph.)*

There were only two water leaks on the roof of this building, this problem was rectified with the aid of silicon and Duram roof sealers. All other water leaks were sealed where possible.

The problem with the doors not closing properly was also solved once the building was straightened, however the two cold room type door locks on the entrance doors were defective. Temporarily repairs were carried out on the door locks by stripping them and re-assembling them as there were no spare locks available. At present the doors are functioning, but these locks would require replacement during the next take-over.

The concrete platform outside the main sliding door area is in a bad state and really has no further use anymore. The issue was taken up on the Island with the various concerned parties and it was decided to have it removed. It is suggested that the rubble be used as filling for the landing area at the crane site, which will be discussed at a later stage in this report. Although not urgent it is advisable to attend to this service during the next expedition. Matter referred to Departmental structural engineer Mr Hans Bosch who accompanied the voyage for further investigation. Please refer to his findings.

2.4 **PWD Workshop Area and Store**

The building is in a good condition. All the excess, old material's and rubble were removed and returned back to the Republic. Only what was essentially required, remained on the Island. A new detailed stockist of items and materials was compiled and I recommended that this be looked at before ordering materials for the next expedition. The store was left in a spotless condition and everything was arranged neatly.

All faulty electrical switch gear, lights and plugs were replaced in this store.

2.5 A.D.E. Main Power House

This building was found to be in a excellent condition with no noticeable defects to the structure at all.

The ADE motor generator No.1 which was overhauled back in Cape Town was reinstalled, various faults on the controls were repaired and the governor set to specification.

ADE motor generator No.2 was tested and found to be in perfect order, however the generator was faulty and was replaced with the spare one on the Island. The defective generator was returned back to Cape Town. This machine is running perfectly and it was not necessary to bring it back to Cape Town for overhaul purposes. Compression test was carried out and readings obtained were normal. Furthermore various faults on the controls were repaired and the governor set to specification.

The exhaust pipe systems were also re-lagged with lasso tape.

All faulty electrical switch gear, lights and plugs were replaced. The entire electrical reticulation was checked, serviced and the electrical phases evenly balanced.

Taking into consideration the excessive high wind speeds on Marion Island. It was found that the high wind speeds place a large volume of strain on the fan belts of the diesel motor. This situation is due to the high wind resistance against the fan, causing the V belts to stretch and the motor to labour unnecessary. This problem can also be solved by installing specially made stainless steel cowl over the hole, opening outside the building, so as to prevent the wind blowing directly on the radiator of the motor.

2.6 Emergency Power House

This building was found to be in a very clean condition and the diesel generators well maintained. Both Deutz generator sets had no major problems during the year.

Number two generator produced irregular voltage output when under load, but the problem was solved by replacing the AVR card. The distribution boards and control panels were serviced. All safety circuits were tested and both engines have been set to their most cost effective operating positions.

All faulty electrical switch gear, lights and plugs were replaced. The entire electrical reticulation was checked, serviced and the electrical phases evenly balanced.

2.7 BULK DIESEL STORAGE TANKS

The five Diesel tanks, numbers from 14 to 18 at the ADE power shack were needle gunned and painted to specification. These tanks still require to be **internally cleaned**, it is recommended that this service be carried out during the next expedition. All valves, fuel lines were checked for leaks, and the defective valves were replaced with new.

Storage tank numbers from 1 to 9 which is situated in the front of the Kitchen area were internally cleaned. The paint on these tanks is still in a reasonable condition, however it is recommended that they be **repainted** during the next expedition.

All valves, fuel lines were checked for leaks, and the defective valves were replaced with new.

Storage tank numbers from 10 to 13 were inspected, subsequently all valves, fuel lines were checked for leaks, and the defective valves were replaced with new. It is recommended that these tanks be **internally cleaned** and **repainted** during the next expedition, as we had run out of chemical degreaser to complete this operation.

It would be advisable to repaint Bulk diesel storage tanks with Zinga chrome paint which was patch tested on the one tank on Gough Island last year. This paint is holding very well and no visual signs of penetrating rust is visible, according to the diesel mechanic who is presently on Gough Island

Subsequently this paint can only be applied to bare metal surfaces. Therefor all the tanks have to be cleaned to bare metal before this operation can be carried out. The option of sand blasting was discussed with the co-ordinating officer of the Department of Environmental Affairs, Mr Henry Valentine, the scientific programme leader, Professor Steven Chown. The parties agreed that this could be done on condition that the area be contained and that the sand be sterilised, however I recommend that DEA obtain the necessary permission and advised this Department in writing before any action be taken.

Building section should also investigate whether the enamel paint on the tanks can be removed by means high pressure hot water as various painting companies make use of this principle to remove PVA paint. If both of the suggestion are not possible, then only other alternative is needle gun each tank which is a very long and tedious process in comparison to the above.

The fuel pumps and fuel pipe lines from the connection point to the tanks and valves were inspected for leaks and corrosion before and during the ship to shore refuelling and found to be in good condition.

The ship to shore pumping was carried out with great success and a total of 198 000 litres of fuel was transferred to the Island, leaving in storage for the year a total amount of 238 000 litres diesel. New Fulcrum male and female couplings were installed on the flexible hose, which is retained on the Island.

No spillage of any type was recorded on the Island during ship to shore operations.

2.8 Food Store

The building is in a stable condition. A new rail was installed and correctly adjusted for the sliding door. Two faulty light switches were also replaced and furthermore all electrical equipment was found to be in good working order.

The bracing clamps under the building is badly corroded and would certainly require replacing during the 98 take-over.

2.9 Satellite Building

This building was found to be in a very stable condition. There were various water leaks on the roof of this building, this problem was rectified with the aid of silicon and

Duram roof sealers. All other water leaks were sealed where possible, as water could do serious damage to the electronic equipment. It can be reported that all leaks were repaired.

2.10 Oil Store

This building was to be in good condition.

All old and rusted oil cans and gas bottles were removed from the store. A container was placed in the drainage hole to collect any spillage of oil or fuel on the floor. It is recommended that a large drip pan be manufactured and installed so as collect any spillage of oil. Plastic containers should be used for storage of old engine oil. I recommend that 25 X 25 litre empty plastic drums be purchased for this purpose.

Flame proof light fittings were check and defective lights were replaced. I wish to mention that the installation complies with building regulations.

The fire hose reel outside this building was replaced, however the pressure in the water line is fairly low. Its is recommended that the possibility of a booster pump be installed for the fire hose water line. Building section should investigate if the existing water line will be able to cope with this increase in pressure, as at present the water line pressure is 180 Kpa.

2.11 Fresh Water Storage Tanks

The water tank structure is still reasonably stable. All the tanks were drained and internally cleaned. I would recommend that the tanks be repainted during the next expedition.

2.12 Fresh Water Sand Filter system

The filter was serviced and old sand was replaced with new. All rubber gaskets were also replaced with new, and all defective pipes and clamps were replaced on the various water lines.

The in line water filter was also stripped and serviced as it had blocked up, the diesel mechanic was advise to service this filter periodically so as to prevent further blockages.

2.13 Crane

On arrival on the Island, it was established that the crane had recently been chipped and painted by the diesel mechanic, so no further painting of the crane took place.

One of the hoist rope pulleys and bearings was replaced. The existing pulleys bearing disintegrated. The old hoist cable was also replaced with new.

A new hand rail on the crane was manufactured and installed. The slew motor was removed as the old mounting bracket was badly rusted and had broken. A new bracket was manufactured from angle iron and the slew motor was re-instated.

All the various limit switches where tested and reset, a load test was also performed, which was found to operate correctly, as per the crane manual. The control board, motors, cables and hand held control were all serviced. The new team diesel mechanic was advised to test run the crane at least once a week.

Although the crane is operational and functioning correctly at this stage, it should be mentioned that spares for this crane are very difficult to come by as the agents for this crane, Lieber Africa have closed down. This crane is now 17 years old and is very problematic. One should start looking at the possibility of replacing it in the distant future with a more efficient and reliable crane.

2.14 Landing Stage

All the loose rubble was removed and placed in orange containers and returned to Cape Town. The area was left in a reasonable clean state, however it remains a big eye sore, and a danger to environment and sea life, as during heavy storms the waves tend to wash out the rubble that was used for filling on the foundation. The main reason being the failure to complete the concrete work of the past.

I was telephonically informed, by Mr. Hendrikse that the Department of Environmental Affairs objected to the use of building sand. At formal meeting held on the Island with the various concerned parties, they expressed serious concern about this problem. The matter was taken up with Mr Henry Valentine, the scientific programme leader, Professor Steven Chown.

I wish to mention that professor Chown is also the chairman of the Marion Island management plan committee, and subsequently he informed me that they have no objections with the use of building sand, provided that it was sterilised.

This issue was referred to the Departmental structural engineer, to assist with the investigation, please refer to his findings.

I wish to emphasise on the fact that this service is now long overdue, and mention is made in the previous PWD leaders reports of May 1995 and May 1996 and to date nothing has come from it. I feel that our Departmental co-ordinator must urgently schedule as priority service for the following expedition and ensure that this landing stage be finally completed, before any further harm is caused to the environment and sea life.
(See photographs.)

2.15 Doris Beacon Hut

The building is excellent condition

The electrical distribution board was checked and serviced.

The hut was inspected for water leaks, it can be reported that none were discovered.

The hut stay wires were checked, and two rusted clamps replaced.

2.16 Satellite Television Dish

The platform and structure of the dish was found to be very stable, however the dish remains un-operational. This is due to the fact that the decoder, signal now being used is digital as opposed to the old analogue signal. A new digital decoder must be purchased and installed in order to make the use of satellite TV available again on Marion Island.

2.17 Helicopter Hanger

This building is overall in excellent condition, however the hanger door is not closing properly. Due to a shortage of time and a hectic work schedule we were unable to attend to this problem. This matter will have to be addressed and completed during following year expedition.

At present this building remains a white elephant and it is a shame that this building is not been used for the function that it was originally build for. It is mainly used for sport and recreational activities by the year team.

This matter was taken up with the various concerned parties. The airforce group leader, major Kobus Swart informed me that they would like to made re-use of the Hanger again in future expeditions. At present the entire airforce party remains ship bound and flying conditions are always depended on sea and weather conditions.

I feel that airforce can play a more valuable role to the expedition provided that at least one of helicopters remain on the island. Major Swart informed that he would require a minimum of six personnel to perform this function. It is strongly recommended DEA&T look into this matter and try to accommodate at least a small airforce skeleton crew on the Island to service and manage the one helicopter.

On the electrical side, the complete electrical installation was checked, serviced and three roof lamps, including the faulty flashing beacon lamp on the roof was replaced.

2.18 Fire Detection

The entire fire alarm system was tested and found to be in an excellent working condition. Only a few smoke detectors and bases had to be replaced due to corrosion in the Food Store. The entire fire alarm system was serviced and tested with the involvement of the old and new radio technicians.

2.19 Fire Extinguishers and Hose Reels

All fire extinguishers, hose reels were replaced. The old stock was returned for servicing.

The hose reel housings are in a very bad state and a total of 6 require replacement during the next take-over. Three additional hose reels are also required so as to replace the old stock on the Island, we were only given 3 for this take-over.

2.20 Field Huts

Due to a very tight work schedule and limited flying time we were unable to visit and carry out repairs to all the huts.

During this take-over we only managed to carry out minor repairs to the Mixed Pickle and Greyheaded huts. However with exception of Kildalky and Camp Davis all the other Island huts are in a very poor condition.

These huts are not fit for human inhabitation and we are wasting time and money by carrying out repairs and one should rather look at replacing them.

Our Department should take this matter up with DEA&T and Marion Island management plan committee so that a consensus may be reached with regards to this issue.

2.21 Summary of Recommendations for 1998

2.21.1	Complete concrete work for landing stage.	(Very urgent)
2.21.2	Sandblast and paint diesel tanks from 1 to 13	(Very urgent)
2.21.3	Clean diesel tanks internally from 10 to 13	(Very urgent)
2.21.4	Replace field Huts as specified in this report.	(Very urgent)
2.21.5	Replace Cold & Freezer room units.	(Urgent)
2.21.6	Repair helicopter hanger door.	(Urgent)
2.21.7	Repaint Water storage tanks.	
2.21.8	Replace bracing clamps on the various buildings.	(Urgent)
2.21.9	Remove pirow wire in bird lab.	(Urgent)
2.21.10	Replace all wooden cat walks	
2.21.11	Install black window blinds	

3. CONCLUSION

The take over was a great success and Mr. Henry Valentine, the Co- Ordinator and Mr. Kobus Booyse for DEA&T, must be complemented on this.

Thanks also to Major Kobus and his South-African Air Force team, Professor Steven Chown and his scientific team, Department of Environmental Affairs Marion 54 team leader, Jan Joubert and his team members, Capt. B. Pieters of the S. A. Agulhas and crew and all the Island based personal who offered their assistance willingly when required.

The MARION 53 team must also be complemented on the way that the base was maintained during the year, but a special word thanks should be given to the diesel mechanic Herman Cronje for arranging and compiling a data base for all tools, equipment and furthermore for rendering outstanding work during this period.

A special thank you to the PWD team, (***Messrs. R. Cruywagen, P. Jooste, M. Holm, J. Delport, N. Viljoen, B. Du Plooy, S. Cloete, A. Damster, H. Bosch and the two diesel mechanics J. Jourbert and H. Cronje***) for the professional manner and effort displayed in completing the work schedules and additional tasks delegated to them in the short space of time available and, even during adverse weather conditions.

Refer to each individuals, personal Island report submitted with this document for further future information.

As can been seen from the above that the take-over was a great success and the co-operation from all the parties was excellent, however there are certain issues that urgently need addressing.

a. The Huts, as this appears to be grey area between, DEA&T, PWD and the Marion Island Management plan committee. It must established for once and for all, which institution is responsible for what, so that confusion that had arisen on this trip be avoided in future.

b. It would be highly appreciated that the PWD team not be housed in the Squatters section of the base, due to the fact that is in the same wing as the bar. Reason for this, is the noise generated from the bar area at night is quite high and some of the team members found unbearable to sleep at times. One must take into consideration that they are working long hours and their rest is important to them.

c. Clarity must be reached on the issue of which Department is responsible for the purchase of certain material, for example PWD purchase the light fittings and DEA&T purchase the lights. It is really irrelevant which Department carries out the purchase. What is important at the end of the day, is that the specified material or equipment reaches the Island. Then one would not sit with a situation of one Department blaming the other, and an incomplete service, due to a shortage of material.

Compiled By : F.J. Rocha (PWD Team Leader)

WEATHER REPORT FOR TAKE OVER PERIOD

TEMPERATURE

Highest Max :	11.5 °C
Lowest Max :	- 1 °C
Average Temp:	6.5 °C

RAINFALL

Total Rainfall :	167.6mm

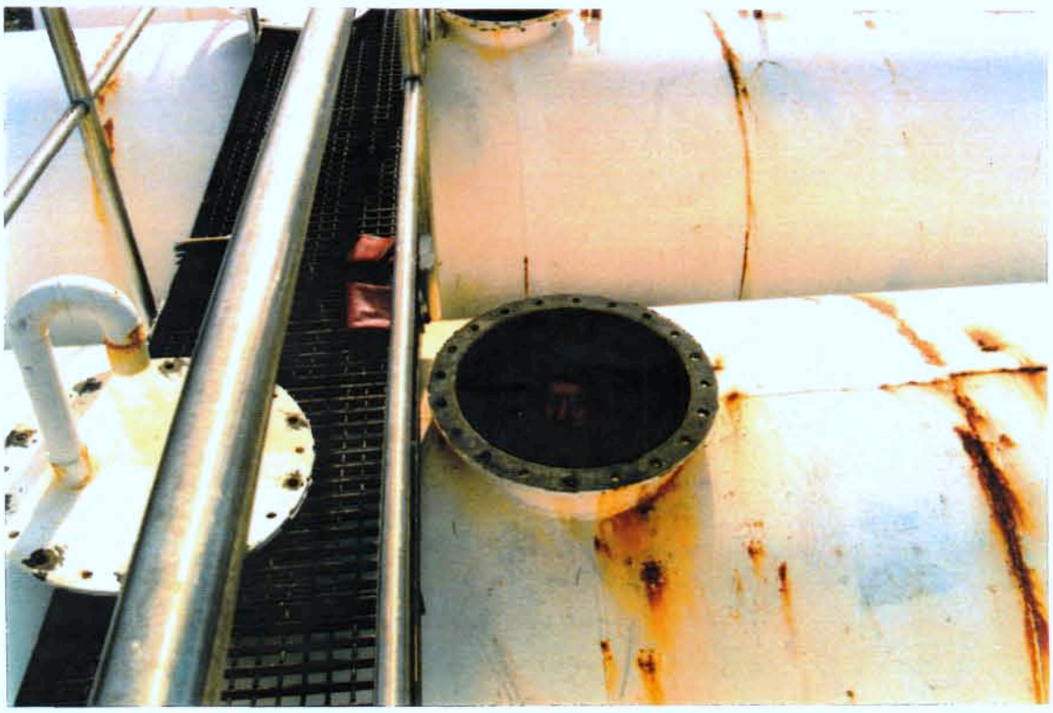
WIND

Highest wind gust :	33.3 m/s
	119 Km/H

Bulk storage diesel tanks:
Original condition of tanks before refurbishing.

Bulk storage diesel tanks:
Removing of old paint and rust by means of needle gun.

Bulk storage diesel tanks:
Condition of tanks after refurbishing.



Bulk storage diesel tanks:
Internal cleaning of tanks

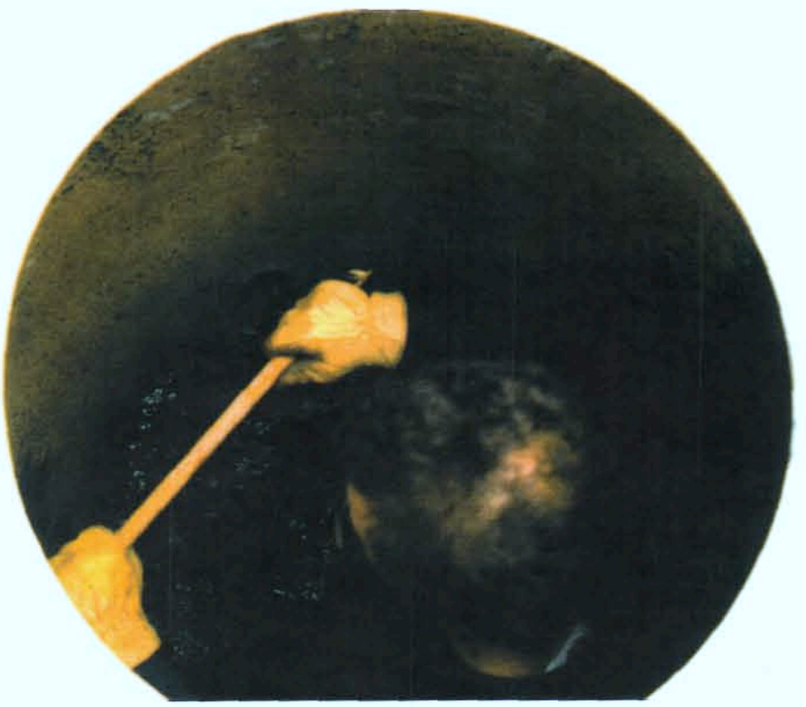
Bulk storage diesel tanks:
Dirty diesel sludge been poured into 200 L plastic drums for return to Cape Town.

Bulk storage diesel tanks:
Condition of diesel sludge.

Upper Air Building:
Aluminium bracing in position after installation.

Upper Air Building:
Building been raised and straightened with the aid 20 ton bottle jacks.

Fresh water storage tanks:
PWD team busy with the internal cleaning of the water tanks.



Fresh water storage tanks:
Algae build up been removed in water tanks.

Fresh water storage tanks:
Condition of dirty water.

Sand filter:
Repairs been carried out on filter.

ADE Power House:
Installation of ADE generator no. 1.

Crane:
Repairs been carried out on crane.

Mixed Pickle Hut:
PWD artisans busy replacing roof sheet.

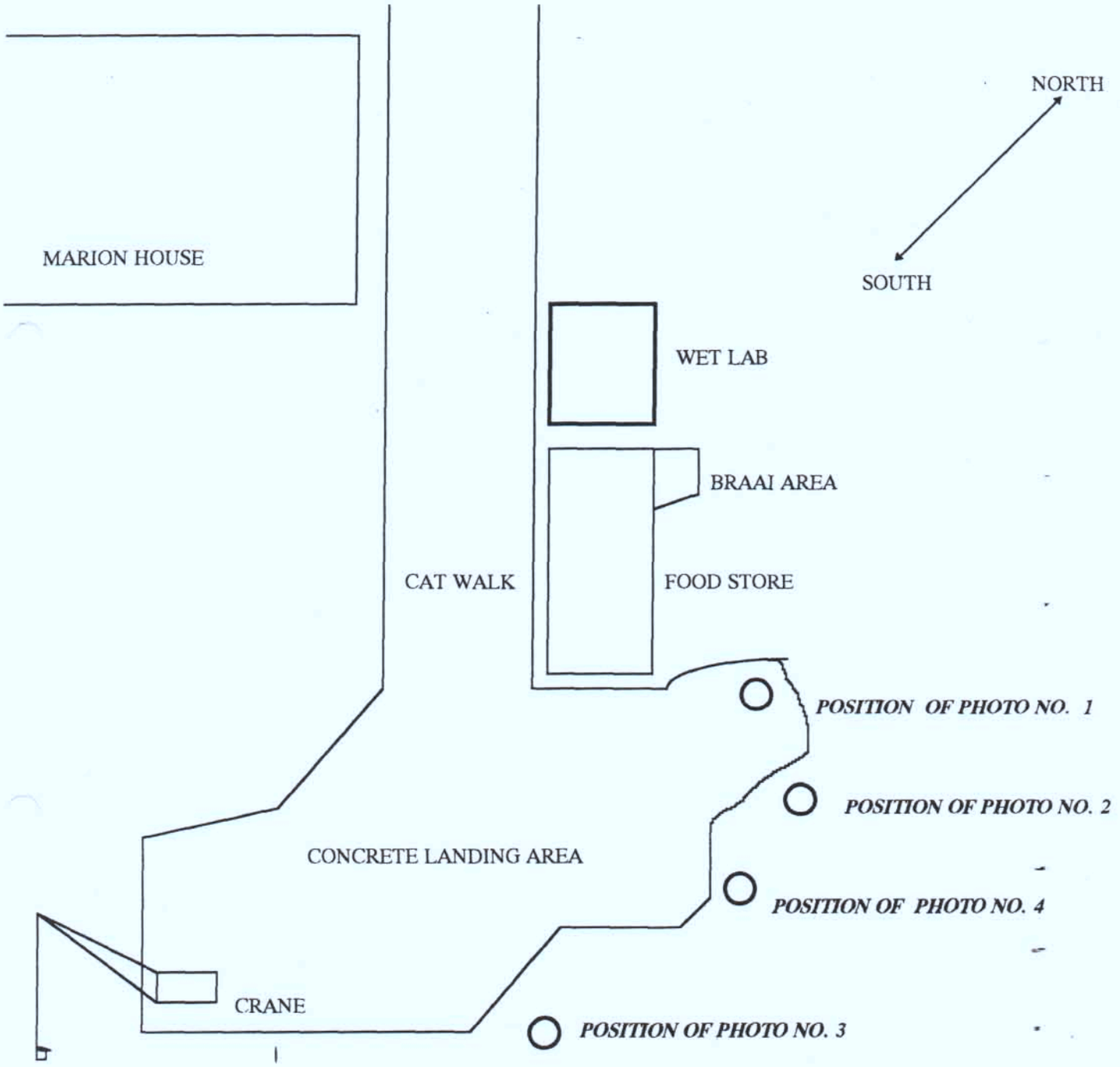
Mixed Pickle Hut:
Front view section.

Grey Headed Hut:
PWD artisans busy with repairs.

Grey Headed Hut:
Position where panel had crack.

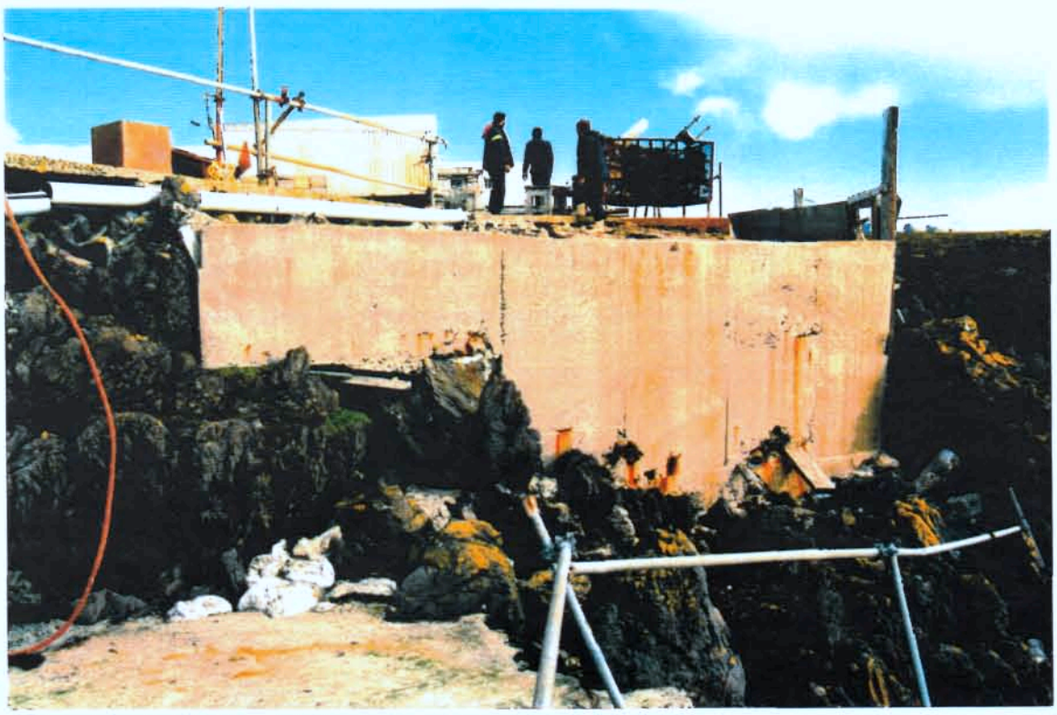
MARION ISLAND

ROUGH SCHEMATIC LAYOUT OF LANDING AREA



Landing stage:
Photograph taken from position no. 1

Landing stage:
Photograph taken from position no. 2



Landing stage:
Photograph taken from position no. 3

Landing stage:
Photograph taken from position no. 4

DEPARTMENT OF PUBLIC WORKS 1997 TAKE OVER TEAM

BACK ROW LEFT TO RIGHT:----------(A. DAMSTER)----------(H. CRONJE)
REFRIGERATION TECH — DIESEL MECH

MIDDLE ROW LEFT TO RIGHT:----------(B. DU pLOOY)----------(M. HOLM)----------(S.CLOETE)----------(P. JOOSTE)----------(H. BOSCH)
CARPENTER — BOILER MAKER — ELECTRICIAN — ELECTRICIAN — STRUCT. ENG.

FRONT ROW LEFT TO RIGHT:----------(J. DELPORT)----------(N. VILJOEN)----------(F. ROCHA)----------(J.JOUBERT)
FITTER — PLUMBER — LEADER — DIESEL MECH

RIGHT IN FRONT: (R. CRUYWAGEN)
FITTER

Vir aandag : Jorge Rocha 23/05/97
Hendri Valentine
Kobus Booyse

Van: Herman Cronjè
Dieselmac 1996/97

MARION EILAND 1996/97

Dieseltegnikus verslag

Voorwoord

Die jaar 1996 het goed begin toe ons sonder probleme uit Kaapstad hawe uit is . Die skip het op die 28/04/96 by Marion aangekom.Die personeel is die 29/04/96 afgevlieg eiland toe . Die hele oorname het goed afgeloop en weens probleme is die skip 'n week vroëer terug Suid Afrika toe . Ek het begin inligting soek van hoeveel ure die masjienne moet loop , en wat se voorraad op die eiland is . Ek kon geen inligting daaromtrent kry nie . Die eerste maand was 'n totale gemors . Ek het gevra vir die hoeveelheid diesel wat gelewer is , maar het dit nooit ontvang nie . Ek het toe maar op die lesings gewerk wat ek geneem het na dat oorname verby is .

I.V.M. die kragopwekkers , het ek die "Manuals" gevat en daarvolgens die masjienne se ure uit gewerk . Ek het met Riaan Visser gepraat i.v.m. 'n voorraad lys en hy het vir my die een wat hy daar gehaad het , gestuur . Ek het van sy voorraad lys af gewerk en gesien dat dit effens verskil van wat op die rakke is .Die engine kamers was in 'n gemors . Al die parte was op die grond gegooi en daar was net nie plek daarvoor gewees nie . Die Deutz engine kamer was die lokale werkswinkel en alle elektriese en ander gereedskap was daar in gedruk . Die PWD stoor was na oorname netjies , maar daar was ook geen plek om te loop om die rakke nie . Die engine parte , soos olie filters en lug filters , het rakke vol gelê in die stoor . Van die staal materiaal het buite gelê ,onder die stoor en oproes . Ek het die hoeveelheid en tipe voorraad wat op die lys was vergelyk met wat in die stoor was , en daarvolgens die vergelyking van die twee my orders opgestel .

Ek het gesien dat daar 'n behoefte was vir die organisasie van die store en toe begin om dit op rekenaar te sit . Die masjienne en store , als wat onder die diesel mac se beheer is , en nie soos wat ek wil hê die masjienne moet hardloop nie , maar soos ek in my ambag geleer is , volgens die vervaaardiger se voorskrifte .Wat ek van rekenaars af weet is gevaarlik . Chris de beer het my basies die grondslag van rekenaars geleer en soos hy sê ," Toe ek op die eiland aangeland het , het ek nie eers geweet waar "Enter" op die rekenaar gesit het nie ". Ek het geen kennis van rekenaars gehaad nie . Ek het een uur geneem om twee reëltjies te tik op die rekenaar . Daarna het Deryck en Chris my 'n basiese program geleer . Dit het goed gegaan en baie nagte tot laat gewerk om

alles reg te kry . Deryck het my toe Microsoft Excel geleer en ek het al my lëers oorgedra daarna toe . Met baie geduld en baie furstrasies wat Deryck moes deurgaan om al die inligting van die program aan my te verduidelik . Daar is ook baie laat nagte voor die rekenaar gespandeer . Christine het my Microsoft word geleer , toe sy sien dat ek sukkel met my orders vir die jaar . Sy het my baie gehelp met die optrek van voorrraad lyste en van orders . Ek will die b.g. baie bedank vir al hulle geduld en al hulle uithou met al my furstrasies . Baie dankie.
Die skip het weer op die horison versyn op die 01/05/97 nadat die slegte weer en ander probleme die skip vertraag het . Die inspeksie span is afgevlieg en daarna die personeel. PWD het dadelik aan die werk gespring om die basis te herstel . Die oorname partytjie was die 17/05/97

Werk wat gedoen is

Daar is baie werk gedoen gedurende die jaar op die eiland . Ek gaan net so hier en daar daaraan vat en probeer verduidelik.
Alle store en engine kamers is skoon gemaak , en is daar goed verwyder daaruit wat nie daar hoort nie .Dit is op die regte plekke gepak en so ook meer spasie gemaak in die plekke waar daar nie spasie is nie . Dan is daar voorraad opname van die spesifieke plekke geneem om 'n voorraad lys op die eiland te los met al die jaar se inligting , van wat gebeur het en wat bestel is . Alle stoorkamers en engine kamers is uitgeverf en rakke gebou vir die spaardele waar dit nodig was en waar daar voor tyd was . Tyd was 'n baie belangrike faktor hier om alles so reg te kry voor oorname . Dan het die rekenaar lesse en so ook die furstrasies wat daarmee gepaard gaan , baie van my tyd op gevat . Die normale onderhoud op die engines en op die basis en pyplyn het ook sy deel van die tyd opgeeis , wat partykeer meer is as wat verwag word. Boulders strand is ook skoon gemaak . Al die rommel wat daar afgewaai het geduurende die jare , is opgetel en op 'n hoop gegooi . Goed soos ou winches , en block en tackels is verwyder. Daar is ook ou kettings en kabels en sement blokke ,ensv. verwyder. Gough freezer se freezer unit is ook vervang deur die jaar. Die compressor het gaan staan . Ek het dit afgesit en later weer aangesit. Die compressor het 'n verskriklike geraas gemaak en gaan staan . Ek het gesit tussen die keuse om die compressor te vervang of om die unit uit te haal . A.G.V. beperkte spasie het ek besluit om die hele unit te vervang. Met die hulp van die hele span het ek die een uitgehaal en die ander een ingesit . Die nuwe unit het perfeck gewerk.

Die Handy Man System en Health act

Die Handy Man System is alles wat onder die Diesel mac se beheer op Marion val, en is op rekenaar gesit. Dit bevat voorraad lyste wat elke enkele partjie en hoeveelheid daarvan beskrywe.
Al wat nou nog kort is die dieselmac se eie rekenaar sodat die handy man systeem op datum gehou kan word vir verdere jare se inligting en weet hoeveel van wat waar is . Die hele Handy man systeem wat geimplimeenteer is, is deur my ontwerp en saamgestel en geimplimenteer om die werk makliker vir DEAT en PWD en toekomstige Diesel mac's te maak .

HEALTH ACT is nie net daar vir die mooi van strepe verf en blokke nie , maar dit is daar vir die voorkoming van beserings en die besmetting van die omgewing . Health Act is ook die bewus making en die uitwys van gevaar punte .
HEALTH ACT kan ook probeer word om hier geimplimenteer te word op sekere gebiede soos die werksarea en waar daar gevaarlike masjiennerie is ,om die werk op die eiland so veilig en so gemaklik as moontlik te maak .
Dan is daar ook nog die doop van die vier babatjies hier op die eiland , wat 64 persone moet warm hou , en later 13 persone . Hulle is vernoem soos volg :
Jeanne is Deutz engine nr 1 , Christine is Deutz engine nr 2 , Stompie wat ADE engine nr 2 is (en sal verander na Leshia toe), en dan heel laaste Michelle wat dan ADE engine nr 1 is . Ek wil die Departemente vra om ASB . die name wat aan die engines toegeken is so te hou en nie verwyder word of verander word nie (soos sommige vam die voorige span lede se bydraes).

Persone om te bedank

Eerstens wil ek vir DEAT en PWD bedank vir die geleentheid wat ek gehaad het om op so 'n pragtige eiland te wees vir 'n jaar ,. Dit is werklik 'n fantastiese eiland en ek dink dit is 'n groot eer om hier na toe te kom , en om so na aan die natuur te lewe , en die rustigheid te ervaar .
Tweedens wil ek die hele Marion 53 span bedank vir als wat hulle hier saam met my deurgemaak het . Hulle is werklik 'n fantastiese span . As 'n persoon hulp nodig het , kan daar maar net op hulle knoppies gedruk word en hulle verleen hulp, waar ook al nodig . By uitsondering vir Christine wat saam met my die store reg gepak het en gehelp het met die voorraad opnames en rekenaar werk . Ek wil voorstel dat daar weer van haar hulp gebruik gemaak word . Werk gewys staan haar hande vir niks verkeerd nie .
Laastens , die PWD span van die oorname 1997 , en Jan Joubert , die nuwe span se diessel mac . Baie dankie vir julle puik werk en vir al die hulp en kennis wat julle aan my gegee het , en geleer het . Dit is jammer om so baie van die persone wat die eiland so goed ken te verloor . Hulle weet wat hulle hier voor is en hulle ken hulle werk en het regtig baie bygedra tot die opbou en instandhouding van die basis en die eiland .
Jorge Rocha , is 'n puik leier en 'n man wat sy werk ken en sy organisasie struktuur is uitstekend . Hy het almal bymekaar gehou en almal tuis laat voel , en deel van die span laat voel .Jorge was nog altyd bereid om 'n persoon te help as hy gehelp wil word ,en te leer wat 'n persoon wil weet , en te luister as daar 'n probleem is . Dit is jammer dat so 'n goeie leier en so 'n puik ambags man verloor word .

Masjien data vir u gerief

Hier volg data soos wat ek dit saam gestel het in 1996/97

Totale diesel verbruik: 129,316.00 L vir jaar
Gemiddelde verbruik per maand : 9947.38 L (13 maande)
Deutz engine ; Totale ure gedoen:
Jeanne: +- 3000 H
Christine: 3158 , 97 H

Probleme met die engines :

1. Jeanne se warm lug uitlaat klap , se spring het gebreek , en dit het die uitlaat buite toe afgesluit en al die warm lug in die kamer in geblaas en toe warm geword .Dit is reggemaak deur 'n skuif slot op die klap vas te sit en dan van buite af toe te maak .
   Die masjien het geen skade op getel daar deur nie.
2. Christine se voorste olie seël en agterste olie seël is vervang .
3. Christine se sump het ook olie gelek . Dit is herstel die eerste keer na dat ek ontdek het dat daar geen gaskets is nie . Silicon was die enigste uitweg. Na die groot regpak sessie , het ek ontdek dat ek 'n hele koskassie met gaskets het. Ek het dit uit gepak en tussen die gebreekte en vrot gaskets een stel complete sump gasket gekry. Die sump het toe weer begin lek na die vervanging van die agterste main olie seël. Die sump is weer afgehaal , die engine opgelig en die gedeeltes mooi skoon gemaak . Die gasket is opgesit en geseël met silicon , omdat daar geen ander seëlaar beskikbaar was nie. Die engine gebruik nou nie eers olie nie .
4. Christine se temperatuur sender het ook die gees gegee . Geduurende take - over is dit vervang . Als is reg met die masjien.
5. Jeanne se twee relays het so warm geword in die brein box (Control box) , dat die relays heeltemal skeef getrek het . Die relays is basies onherstelbaar. Die relays het gebreek geduurende take over , en daar was slegs vir die een 'n vervanging .
6. Christine se belt break sender was foutief . Dit is geduurende take over herstel . Geen probleme nie.
7. Water was 'n groot probleem die jaar . Daar is +- 210 L water en diesel sluge uit die Deutze engine kamer uitgetap , en die boiler se tanks . Na die skoonmaak van die diesel tanks glo ek is die probleem is opgelos . Daar was selfs stukkies rubber of silicon wat die tank se uitlaat verstop het .
8. Die brandstof filters het skielik 'n klein gaatjie ontwikkel . Dit wil voorkom of dit net op die Gud filters voorkom .

ADE Engine ; Totale ure gedoen :

Stompie:1588 H
Michelle: 0 H

Probleme met die engines :

Stompie het ons baie probleme gegee deur die jaar . Sy het +-9 ure geloop en dan net uitgesny. Deryck en ek het gedink dat ons die probleem gekry het . Dit was twee drade wat omgedraai was.
Sy het daarna nogsteeds uitgesny . Ek het haar fout probeer opspoor, maar was onsuksesvol. Die laaste keer wat ek haar probeer start het , het sy "sparks " voor by die alternator uit gegooi . Ek het haar maar net laat loop om haar in goeie kondisie te hou.Vir die laaste twee maande het sy glad nie geloop nie. Geduurende take over het PWD die nodige toetse gedoen ,en agter gekom dat daar fout is op die generator gedeelte. Dit is vervang , en 'n paar relay's , en sy loop uitstekend. Daar is ook 'n

kompressie toets op haar gedoen , en die verskil is nog tussen speks. Die engine is nog in 'n baie goeie toestand, en kan nog baie goeie diens lewer.

Totale hoeveelheid olie gebruik: Totaal vir die jaar : 998 Litre.
Die rede vir my hoe verbruik van olie is toegeskryf aan die fout wat ek gemaak het om die engines verkeerd te klassifiseer. Ek het die ADE engines as nood generators geklasifiseer , en die Deutz engins as die normale loop genies. Dit was veronderstel om anders om te wees. Die deutz loop fantasties , sonder probleme op 125 H , en die ADE engines op 300 H. Die inligting sal so verander word op die uur lyste.

Kriun inligting
Totale ure gewerk : +-20 h
Probleme met die kruin :

1. Kruin sukkel om in die ronte te draai .
2. Die brieke steek vas na 'n rukkie se werk , en trip dan die motor omdat hulle uitsit . As die brieke los gestel word en dit word koud , stop dit glad nie die drom nie .
3. 'n Gedeelte van die kabel is afgesny nabat dit nie uit die see wou uitkom nie . Die gedeelte is toe in 'n storm verwoes.
4. Ek wil voorstel dat daar na Jorge Rocha se verslag oor die kruin gekyk word .

Voorstelle vir die eiland

1. Deur die jaar het ek agter gekom dat daar waarskynlik 'n groot kommunikasie gaping tussen die twee departemente is ,wat laastens die dieselmac en sy span op die eiland benadeel , soos byvoorbeeld toe die helfte van die bestelde voorraaad nie hier op gedaag het nie .
Ek het nagte deur gebring in die PWD stoor om als uit te sorteer en op computer te sit. Toe ek gevra het vir 'n voorraad lys kon daar nie vir my 'n huidige een gegee word nie, maar as ek te veel order , dan word daar vir my gesê dat daar nie 'n "Warehouse " op Marion moet wees nie . Daar word vir die dieselmac gesê om net te order wat hy gebruik het geduurende die jaar. Maar as daar 'n te kort is, word die dieselmac beskuldig. Dit wil vir my voorkom of dit nog altyd die probleem was, (want hy het dit nie georder nie).
Ek het my bas af gewerk om als op die eiland georganiseerd te kry en op 'n lys te kry, dan word nie eers die noodsaaklikke bestel nie ,want dit word op die vaste land besluit of ek dit nodig het of nie . Maar op die vasteland weet hulle blykbaar nie wat in hulle eie stoor op die eiland is nie . Ek weet ons is almal mense en ons kan almal foute maak , maar om 'n PWD span af te stuur sonder die nodige voorraad is heeltemal ongehoort. Nou moet hulle die werk inpas en hulle hele skedule omverwerp omdat daar van die voorraad net bloot eenvoudig af geskryf is en nooit aan gekoop is nie , Of dat daar nie geweet is wie se verantwoordelikhede dit is nie .

2. Die eiland so gehou sal kan word soos wat dit nou is en dat dit net verbeter word en skooner gelos word vir die volgende spanne. Die skoonmaak van die eiland 'n projek op sy eie sal wees en die opruiming van die punt en die hydro shack.

3. Dat daar weer flow meters op die eiland geinstalleer word soos vir motifeering van Piet Small, en dat dit geonderhou moet word deur die jaar en dat dit vervang moet word as dit onherstel baar is .

4. Die hele systeem so op die eiland gehou moet word, om voorraad opnames en bestellings te vergemaklik vir die departement wie se verantwoordelikheid dit is .
En dat dit die dieselmac se verantywoordelikheid is om die voorraad lyste op datum te hou en op te gradeer. Die gereedskap kan dan ook van rekord gehou word om te bepaal wat hier is en wat benodig word. Dit moet ook in die klousille van die dieselmac se verantwoordelikhede geimplimenteer word sodat dit deel van sy pligte kan uitmaak .

5. Dat HEALTH ACT op die eiland sal voortgaan en voltooi word .

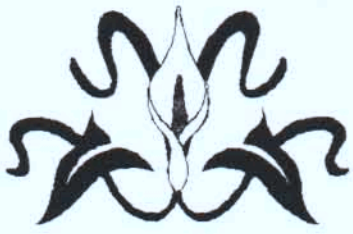
6. Dat daar in die nuwe basis 'n kantoor vir die dieselmac sal wees met die volgende :
a) Groot genoeg vir werk stafel en kabinette vir die vorige jare se inligting.
b).Toegerus met 'n rekenaar en bybehore, printer, en werks tafel

7. Die oprig van 'n pyplyn vir die electriese kabels om aan te hang , soos van die microbiologiese lab af na die basis toe . Die gebruik van die pype wat by die hydro - shack is , sal verhoed dat daar voorraad aangekoop word en dit maak die eiland se opruiming minder.

8 Al die hutte vervang moet word soos gemotifeer deur Jorge Rocha.

Weereens baie dankie aan DEAT en PWD vir die wonderlike jaar.
Baie dankie ook weereens aan PWD span 97 vir die harde werk wat verrig is. Dit is bewys dat met goeie motiveering , 'n goeie span , 'n uitstaande leiers , en eerste klas koördineerder en organisasie, baie gedoen kan word. Die kwaliteid van die werk die jaar was van uitstekende gehalte.

Weereens baie dankie
Herman Cronjè
Marion 53
Dieselmac 1996/97



Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		Co_2	Dry Powder	Fire hoses	Other		
	HELLI						
	HANGER						
A1	6.8 kg 11/4/95	1				o S	
A2	9 kg Toets 10/95		1			o S	
A3	9 kg Toets 10/95		1			o S	
A4	4.54 kg Tarra 9 kg WC 7.0 L Toets 10/95	1				o S	
A5	13 kg Empty 23 lbs Full 38 lbs Verval 11/96	1				o S	5 Exting
				1		Rusted	1 Hose
	UPPER AIR						
A6	4.54 kg Tarra 6.8 kg Installed 7/5/96	1				o S	
				1		Good	
A7	Tarra 15.2 kg Installed 7/5/96	1				o S	
A8	Tarra 15.3 kg Installed 7/5/96	1				o S	

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		Co_2	Dry Powder	Fire hoses	Other		
A9	Tarra 10.5 kg Installed 7/5/96	1				o S	
A10	Tarra 10.5 kg Installed 7/5/96	1				□ †	
A11	V - 15.5 lbs W - 23 lbs 10/95	1				o S	7 Extng 1 Hose
A12	Tw 15.4 kg Installed 7/5/96	1				o S	
	ADE SHACK						
A13	No kg 10/95	1				□ †	
				1		Good	2 Exting 1 Hose
A14	Tw 10.1 kg 10/95	1				□ †	
	E - BASE						
A15	13.6 kg Install 7 5 96	1				o S	
A16	16.5 kg Install 7 5 96		1			o *	3 Exting 1 Hose
				1		Good	

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		Co_2	Dry Powder	Fire hoses	Other		
	MAMMEL LAB						
A17	8.9 kg Install 7/5/96	1				o S	
A18	15.80 kg 10/95		1			o S	2 Exting 1 Hose
				1		Leaking	
	GOGGA LAB **(MICRO LAB)**						
A19	7.76 kg 91/05	1				o S	
A20	10.66 kg Install 7/5/96	1				o S	3 Exting 1 Hose
A21	42 lbs Install 7 5 96	1				o S	
				1		Good	
	BIRD LAB						
A22	Charge 9 kg Install 7 5 96		1			o S	
A23	Charge 9 kg Full 15.80 kg Empty 6.80 kg Install 7 5 96		1			o S	

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		Co_2	Dry Powder	Fire hoses	Other		
A24	Tarra 9 kg Install 7/5/97	1				o S	
A25	Tarra 8.8 kg Install 7/5/96	1			Dak alarm .Geen naam of beskr ywing nie		4 Exting 1 Dak alarm
	BASE						
A26	(BOILER) -- 15 kg Tested 8/5/96	1				o S	
	(SANDTON) Outside						
A27	Charge 10 kg Install 8/5/96		1			o S	
				1		Good	
	BATHROOMS In passage						
A29	Charge 9 kg Full 15.8 kg Install 8/5/96	1				o S	
	Outside			1		Good	

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		CO_2	Dry Powder	Fire hoses	Other		
	MET OFFICE Outside met office						A34
A30	Charge 2.37 kg Install 8/5/96	1				o S	BASE
	COMMS ROOM Outside comms room						(BOILER -- 15 kg Tested 8/5
A31	Tarra 10.5 kg Install 8/5/96	1				o S	(SANDTO Outside
A32	Tm 7.86 kg 91 02	1				S †	Charge 1 Install 8 5
	Inside Halon 1301						
	21 3 89						BATHROC In passage
	Bar: 0						Charge 9 Full 15
	LOUNGE						Install 8
A33	Full wt: 26.5 lbs Install	1				* †	Outside
			1			Good	MET OFFI Outside m office
							Charge 2., Install 8/5
	SQUATTERS In passage		1			Good	COMMS R Outside c room
							Tarra 10,5
A34							Install 8/5

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		Co_2	Dry Powder	Fire hoses	Other		
A34	Outside Tarra 8.9 kg Install 8/5/96	1				o $	
	FREEZERS Outside			1		Good	
	Passage down to dinning room			1		Good	
A35	KITCHEN 35.5 lbs No date	1				□†	
A36	PANTRY 10.5 kg Full 16.1 kg No date					Rusted Δ †	
A37	SEAVIEW (Passage) Charge 9 kg 10/95		1			$ o	10 Exting 6 Hoses
A38	GYM Tarra 6.05 kg Gross 10.55 kg 10/95	1				$ o	1 Exting

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		CO_2	Dry Powder	Fire hoses	Other		
A37	CHANGE OVER ROOM Full 15.8 kg 10/95	1				S o	2 Exting
A38	Full 16.5 kg 10/95		1			S o	
A39	DEUTZ ENGINE ROOM +- 8 kg 8/5/96	1				S o	3 Exting
A40	+- 15 kg 08/5/96		1			S o	
A41	+- 15 kg 08 5 96	1				S o	
A42	P.W.D. STORE Mass 15.5 kg 10 95		1			S o	4 Exting 1 Hose
A43	+- 15 .5 kg 10 95	1				S o	
A44	Tarra 9 kg 08 05 96	1				S o	
A45	Tarra 10.8 kg 08 05 96	1				S o	
				1		Good , leaking at end	

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		Co2	Dry Powder	Fire hoses	Other		
A46	WET LAB (Outside) 15.80 kg 9 kg Charge 08/05/96		1			S o	1 Exting 1 Hose
				1		Sticky , Good	
A47	FOOD STORE 9 kg Charge 08 05 96		1			S o	
A48	10 kg charge 08 05 96		1			÷ *	
				1		Good	
A49	BURNABLE STORE Charge 9 kg Full 15.80 kg Empty 6.80 kg 7 05 96		1			S o	
A50	Charge 9 kg 07 05 96		1			S o	
	5 lbs BFC extinguiser (Bromochlorodi fluoromethane)		2		1 No date (PW D 139 9-71		

Fire Extinguisher register for Marion Island

Ref No.	Location	Extinguisher types				Status	Total
		CO_2	Dry Powder	Fire hoses	Other		
	KEYS						
	S		Sealed				
	O		Full				
	*		Empty				
	†		Not sealed				
			Half				
	□		Used				
	△						

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
1	HACKSAW	1	Broken (returned to PWD '97)
2	SQUARE	1	1 year
3	SPANNERS :		
a)	Flat spanners :		
I	27 - 24	2	*
ii	22 - 19	2	*
iii	18 - 19	1	*
	17 - 13	3	*
	9/16 - 11/16	2	*
	14 - 12	3	*
	10 - 8	1	*
b)	Ring-flats		
	½ inch	1	*
	14mm	1	*
	19mm	1	*
3	COPPING SAW	1	*
4	SOLDER IRON (Big)	1	*
5	RIVETT GUNS :		
a)	FH 44	1	*
b)	FH 10	1	*
6	CRIMPING TOOLS		
I	For strapping	1	x Rusted
ii	13mm " " Sealer	1	*
iii	½ inch	1	*
iv	Type 2A4	1	*
7	STRAPPING TOOL	1	*
8	CRIMPING TOOL S:		
a)	For Electrical lugs	1	*
b)	Lobster AK 100	1	*

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
9	CHISEL:		
I	Broad point	1	*
ii	Diamond point	1	*
iii	Round point	1	*
10	PUNCH'S :		
a)	Drive punch	1	X Bent
b)	Letter punch (set)	1	*
c)	Number punch (set)	1	(complete) * (complete)
11 I	COMBINATION PLIERS	1	*
ii	" "	1	x Insulation coming off
12	CLAW HAMMER	2	*
13	FLAT SIDE HAMMER	1	*
14	TIN SNIPS	1	x blunt
15	UP HAMMER	2	*
16	VICE GRIP	1	• totally broken
17	SCREW DRIVERS		
I	*Heller man* Star & Flat (set)	1	*
ii	PH no. 3	2	*
iii	PH no 4	1	*
18	CROW BAR	1	*
	" " (small)	1	x (rusted)
19	DRILL BITS		
	14 mm	4	○ (new)
	5 mm	6	○ (new)
	4.8 mm	5	○ (new)
	18. mm	2	○ (new)
	Masonry drill bit (20 mm)	4	○ (new)
	" " (6.5 mm)	1	○ (new)
20	PLANE ("skaaf")	1	*
	"	2	•
21	HILTI GUN (complete set)	1	*

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
22	TAPS : (sets)		
I	British tap & dice cop.(strong hold)	1	x
ii	Worrier	1	(incomplete)
	"	1	x
iii	Hi cut	1	(incomplete)
	Loose taps:		x (2 parts
	16 x 20	1	missing)
	14 x 20	1	*
	12	1	
	6 x 7.5	1	*
	6 x 1.0	2	*
	8.5 x 1.0	1	*
	0.5 x 0.8	1	x (one part
	M8 x 1.25	3	short)
	M8 x 1.05	1	*
			*
			*
			*
			*
23	EASY OUT		
	1 - 5 (Set)	1	* (complete)
	1 - 8 (Set)	1	* (complete)
	1/8 - 1/4	1	*
	1/4 - 5/16	1	*
	5/16 - 7/16	1	*
	7/16 - 9/16	1	*
	9/19 - 3/4	1	*
	3/4 - 1	1	*
	1 - 13/8	1	*
	13/8 - 2	1	*
	1 - 6 (set)	1	* (complete)
	1/8 - 1/4	1	*
	1/4 - 5/16	1	*
	5/16 - 7/16	1	*
	7/16 - 9/16	1	*
	9/16 - 3/4	1	*

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
	3/4 - 1	1	*
24	ELLEN KEY'S :		
	LOOSE 19 mm	3	*
	16 mm	1	*
	14 mm	2	*
	10 mm	3	*
	8 mm	5	*
	6 mm	1	*
	5 mm	2	*
	4 mm	1	*
	2.5 mm	2	*
	Socket set (Complete set)	1	*
	" 14 mm	1	*
25	FILES		
	Flat	2	*
	"	3	No wood handles
	Half round	3	No wood handles
	Round	1	No wood handles
	"	1	Totally rusted
	Square (4 corner)	2	No wood handles
26	ELECTRICAL SOLDERING IRONS :		
	Weller Standard	1	*
	TLS	1	*
27	TAPE MEASURES		
	3m standard	1	*
	3m (black)	1	* (missing?)
	30m	1	•
28	SAWS ::		

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
a)	Jig -saw		
	Thakita model 43018v	1	*
	AEG	1	* (missing?)
b)	POWER saw AEG	1	*
c)	Hand saws:		
	Wooden handle hand saw	1	• / x
		1	(broken
	Black plastic handle saw	1	handle
	Old fashioned "hack-saw"		Rusted)
			*
			x (Rusted)
29	GRINDERS:		
I	Thakita 230 mm	1	*
ii	" 9503 AA ∅115mm	1	*
iii	Bench grinder (in w/shop)	1	*
30	ELECTRICAL DRILLS		
	AEG 550 w	1	*
	Thakita NHP 10 30	1	• Chuck
	Bench drill (in w/shop)	1	broken
			• (motor
			blown)
31	SOLDERING WIRE (role)	1	*
32	CRIMPING TOOL		
	Small lobster AK - 15	1	*
	Big Lobster AK - 100	1	*
33	CHISELS		
a)	Wood chisel - flat	6	*
	- "	1	* (missing)
b)	Others:		
	Long - 4 sides	1	x Bent
	Round Nose	1	x Bent
	" "	1	*
	Cement chisel	1	*

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
	"Plat kou" chisel	2	*
	Center punch	1	* / x rusted
34	WEED-EATER	1	*
	" " ACCESSORIES:		
	Plug spanner	1	*
	Harness	1	*
	String	1 1/4	O
	Blade	1	O
35	GRINDER DISC TOOL	1	x bent
36	HAND DRILL	2	•
37	PIPE BENDERS (small)	1	*
	(big)	1	*
38	RAWL PLUG TOOL No. 14	1	*
39	SPIRIT LEVEL	1	x (Horizontal broken)
40	RING SPANNERS		
	16 -17	1	*
41	PLIERS Old fashioned	1	x ?
42	BOLT CUTTERS	1	x (blunt)
43	G-CLAMPS No.4	1	*
	No.8	3	*
44	"GROW- YSTER" Big	5	*
	Small	3	*
	"	1	•
45	PULLERS 2 - Leg	2	*
	3 - Leg	1	*
46	DOLLY 8mm	1	* (missing)
47	COMPRESSOR - Portable	1	*
	(in work shop) - Big	1	*
	ACCESSORIES:		
	- HP PIPE (Plastic)	1	*
	" " (Rubber)	2	x (old)
48	STENCILS (Flat metal -No's & letters)	36	*
49	VERNIER Mitutoya	1	*

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
50	ELECTRICAL MEASURING METERS		
	YEW Ohms meter (type 3201-100KA)	1	• (Broken)
	KEW " " (" 6601)	1	• (Broken)
	VOM Multi-tester	1	• (Broken)
	....? Looks like dummy level	1	*
51	GUNS:		
	SPAY-GUN	3	•
	H-P CLEANING GUN	1	*
	GREASE GUN'S	1	ϕ
	" "	2	*
52	GARDEN TOOLS:		
	SPADE	1	ϕ
	FORK	1	ϕ
	SHEERS	1	x (blunt)
	RAKE	2	*
	PICK	1	x (bent)
	BROOMS : HARD	1	ϕ
	SOFT	2	*
53	ACETYLENE OXYGEN CUTTING SET		
	PIPES (set)	1	ϕ
	Saffri cutting set	1	ϕ
	GAGES (SET)	1	(complete) ϕ
54	WELLER Arc welding machine	1	ϕ
	ACCESSORIES :		
	WELDING HELMETS	1	*
	" "	1	x (returned
	CHIPPING HAMMERS	1	to PWD)
	" "	1	x Bent *
55	LATH	1	*
	ACCESSORIES :		
	V-BELTS	?	ϕ
	ELLEN KEYS	2	*

Marion Island tool list for 1996/97

Marion 53 (PWD Store)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
	CENTRE PIN	2	*
	CHUCK (3-CLAW)	1	*
	" (4-CLAW)	1	*
	GREASE GUN	2	*
	Key to symbols		* Good, No rust , Not broken Bad , rusted , and painted, Bent • Broken , Doesn't work , ϕ New tools, 1 Year old, or Never been used

Hiermee oorhandig ek. Herman Cronje die toollyste oor aan Jan Joubert , wat verantwoordelik gehou sal word vir enige verliese van b.g. gereedskap tot die nuwe dieselmac oorteken.

Date ..... *Herman Cronje* ..... *Jan Joubert* .....

Place ..... *Getuie 1* ..... *Getuie 2* .....

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	Type of tools and location	Quantity of tools	Condition of the tools
	Deutz engine room		
1	*Torque wrench*		
	Torque Wrench EVT 3000 N	1	*
	70 - 330 nm. Indestro super Torque indicator NO. 8076 ½" Drive	1	*
2	*Vice grips & pliers*		
	Vice grip No.137-250	1	*
	Long flat nose pliers	1	*
	Pliers , Diagonal cut	1	*
	Water pump pliers Cresent R214	1	× Isolation on handles broken
	Circlip pliers Will 141/180	1	*
	Circlip pliers Will 143/180	1	*
	Round head Circlip pliers Will 142/180	1	*
3	*Spanners*		
	Multi size spanners		
	Lister multi size spanner	1	*
	Flat spanners		
	7/8" BSF - 1" BSF	1	× Rusted & paint
	11/16" BSF -7/8" BSF	1	× Rusted & paint
	1/2 W - 7/16 W	1	*
	9/16 W - 11/16 W	1	*
	9/16 - 5/8	1	× Rusted & paint

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	Type of tools and location	Quantity of tools	Condition of the tools
4	*Files*		
	Round file	1	*
	Flat file	1	ϕ No wooden handle
	Half round file	1	ϕ No wooden handle
5	*Phillips screwdrivers*		
	PH 3 x 150 mm	1	*
	PH 4 x 200 mm	1	*
	PH no 1 85 x 4 mm	1	*
	Stanly USA , Black and yellow , 100 x 6 mm	1	× Tip buggered
	Blue 77 x 5 mm	1	× Tip buggered
	Yellow 77 x 5 mm	2	*
6	*Flat screwdrivers*		
	MS 10 x 300	2	*
	MS 10 x 250	1	*
	Ms 10 x 200	1	*
	MS 6,5 x 125	1	*
	MS 6,5 x 150	1	× Paint on it
	Black handel screw driver 150 mm	1	× Broken tip , Bended
	Green screw driver with ajustable tip No. 1836	1	× Broken tip
	Yellow 190 x 8 mm	1	× Paint on it
	Yellow 310 x 5 mm	1	× Paint on it , Bended
	Yellow No. 742-100-451 100 mm	1	× Els made of it
	MS 3,5 x 7,5 mm	1	× Broken tip ,
	150 x 8 mm	1	*
	Swart handvatsel 102 x 6 mm	1	× Broken tip , Bended
	ELS 6 x 200	1	

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
7	*Hack saw*		
	Eclips 207	1	× Bending lem loose
8	*Ellen key's*		
	Loose		
	5 mm	5	*
	5,5 mm	1	*
	6 mm	2	*
	8 mm	4	*
	10 mm	3	*
	2 mm	1	*
	2,5 mm	1	*
	12 mm	1	*
	14 mm	1	× Rusted
	17 mm	1	*
	19 mm	1	*
	24 mm	1	*
	3 mm	1	*
	7/32	1	*
	1/4	1	*
	3/8	1	*
	1/2	1	*
	9/16	1	× Top grind down
	SETS		
	12mm	1	*
	6 mm	1	× Top grind down
	5 mm	3	*
	10 mm	1	*
	3/16	1	*
	SETS		
	10 mm	1	*
	5/16	1	*
	6 mm	1	*
	3/8	1	*
	7/32	1	*

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	***Type of tools and location***	***Quantity of tools***	***Condition of the tools***
9	***Pin punch sets***		
	1 Ste set		
	Complete	Complete	*
	2 nd set		
	12 piece		
	1 missing	1 Missing	*
	1 bend	1 Bend	
10	***Tools sets***		
	1 missing		
	11/32	1	*
	7/32	1	*
	9/32	1	*
	3/8	1	*
	13/32	1	*
	7/16	1	*
	5/16	1	*
11	*DOLLY'S*		
	8	1	× Uneaven edges
	9	1	*
	10	1	*
	12	1	*
	14	1	*
	16	1	*
	18	1	*
	20	1	*
	22	1	*
	25	1	
12	*WIRE BRUSH*		
	Steel wire brush	1	× Buggered

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	Type of tools and location	Quantity of tools	Condition of the tools
13	SOCKETS (SPECIAL)		
	19 mm CR - MO	1	*
	1/2 CR - MO	2	*
14	Honers		
	3 Been honer	1	*
15	Micro meters		*
	Starrett inside mic.	1	
	Moore & Wright		
	0-25 mm	1	*
	25-50 mm	1	X Mssing one piece. Senter piece.
	Starrett		
	50-75 mm	1 Set	
	75-100 mm	1 Set	*
	100-125 mm	1 Set	*
			*
16	REV COUNTER		
	Probator	1	*
17	lapping STICKS		
	Sticks	3	X All three are old and burst
18	TOOL TO REMOVE FILTERS		
	Tool	1 Set	*
19	COMPRESSION TESTER		
	Moto meter	1 Set comp	*
20	RING FLAT SPANNERS		
	26	1	*
	25	1	*
	24	1	*
	23	1	*

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	Type of tools and location	Quantity of tools	Condition of the tools
	22	1	*
	21	1	*
	20	1	*
	19	1	*
	18	1	*
	16	1	*
	14	1	*
	13	1	*
	12	1	*
	11	1	*
	10	1	*
	9	1	*
	8	1	*
	7	1	*
	6	1	*
	11/8	1	*
	15/16	1	*
	13/16	1	*
	7/8	1	*
	11/16	1	*
21	*FUELLER GAUGES*		
	Small	1	X Fueller's are broken
	Big	1	*
22	*EXTENTION SCREWDRIVER*		
	Stainly yankee. No. 131 B	1	*
23	*SHIFTING SPANNERS*		
	600 mm	1	*
	300 mm	1	*
	100mm	1	*
	18 "	1	*

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	***Type of tools and location***	***Quantity of tools***	***Condition of the tools***
24	*BOBEJAAN SPANNERS*		
	Gedore No 227/60	1	*
	No226/350	1	*
25	*RING SPANNERS*		
	6-7	1	*
	8-9	1	X 9 Broken
	16-17	1	*
	18-19	1	*
	15/16 - 1	1	*
	26-24	1	X 9 Broken
	28-25	1	*
	27-32	1	*
	19-17	1	*
26	*FLAT SPANNERS*		
	14-12	1	*
	10-8	1	*
	19-17	1	*
	17	1	*
	14	1	*
	7-8	1	*
	6-7	1	*
	41-36	1	*
	36-32	1	*
	30-32	1	*
	24-22	1	*
	19-22	1	*
	7/8 - 7/16	1	*
	12-13	1	*
	9/16 - 6/16	1	*
27	*HAMMERS*		
	Kopper head hammer	1	*
	Claw hamer	1	*
	Ball hamer (Small)	1	*

Marion island tool list for 1996/97

Marion 53 (Deutz engine room)

No. of tools	*Type of tools and location*	*Quantity of tools*	*Condition of the tools*
28	***SPECIAL TOOLS***		
	123870	1	*
	123860	1	*
	131300	1	*
	120030	1	*
	121110	4	*
	122930	1	*
	124460	2	*
	130300	1	*
	121740	2	*
	121750	1	*
	121760	1	*
	121770	1	*
		1	
	Key to symbols		* Good, No rust , Not broken × Bad , rusted , and painted, Bent • Broken , Doesn't work . ϕ New tools, 1 Year old, or Never been used

Hiermee oorhandig ek, Herman Cronje die toollyste oor aan Jan Joubert , wat verantwoordelik gehou sal word vir enige verliese van b.g. gereedskap tot die nuwe dieselmac oorteken.

Date ..... ***Herman Cronje*** ..... ***Jan Joubert*** .....

Place ..... ***Getuie 1*** ..... ***Getuie 2*** .....

Marion island tool list for 1996/97

Marion 53 (ADE engine room)

No. of tools	Type of tools and location	Quantity of tools	Condition of the tools	
1.	SPANNERS			
a)	*Ring-flat spanners*			
	26	1		*
	25	1		*
	24	1		*
	23	1	Painted red	*
	22	1	" "	*
	21	1	" "	*
	20	1		*
	19	1		*
	18	1		*
	17	1		*
	16	1		*
	15	1		*
	12	1		*
	11	1		*
	10	1		*
b)	*Flat spanners*			
	36\41	1	Red	
	32\36	1	Rusted	x
	30\32	1	Ns4	
	24\27	1		*
	22\24	1		*
	20\22	1		*
	19\22	1	Red	
	17\13	1	Rust red	
	13\10	1	" "	
	11\10	1		*
	10\08	1	Ns4	
	9\16 11\16	1	"	
	5\8 9\16	1	"	

Marion island tool list for 1996/97

Marion 53 (ADE engine room)

No. of tools	***Type of tools and location***	***Quantity of tools***	***Condition of the tools***
c)	*Ring spanners*		
	6\7	1	*
	8\9	1	*
2	FEULER GAUGE	1	*
3	VICE GRIP	1	*
4	HAMMER	1	*
5	CROW BAR	1	*
6	GEDORE SOCKET SET		
a)	Ratchet	1	*
b)	Power bar	1	*
c)	T bar	1	*
d)	Sockets :		
	50	1	*
	46	1	*
	41	1	*
	38	1	*
	36	1	*
	32	1	*
	30	1	*
	27	1	*
	24	1	*
	22	1	*
7	EXTENTIONS		
a)	Long	1	*
b)	Medium	1	*
8	TOOL om filters mee los te maak.	1	*
9	GEDORE 36\1		

Marion island tool list for 1996/97

Marion 53 (ADE engine room)

No. of tools	***Type of tools and location***	***Quantity of tools***	***Condition of the tools***
9	***Special Tools***		
a)	Injector puller Grundy 40201076 ADE	1	*
b)	Open ring KDEP 2997 Merc. Nr. 000589500300 OG 1.93	1	*
c)	Stahlwille open ring 24 19 \ 17	1	*
d)	Tool to turn engine 04\92 Merc.nr. 40758900630 voss	1	*
e)	Tool to losen nut at injector Grundy 4020-1050 ADE	1	*
f)	Connection for compression tester Grundy 4020-0792 ADE	1	*
g)	KDEP 2998	1	*
	Other tools:		
10	ISOMAG 720 Charger	1	*
11	STARTING CABLES	1	*
12	BLOCK & TACKEL	1	*
13	EAR MUFFES	1	*
14	DOOR HANDELS	1	*

Marion island tool list for 1996/97

Marion 53 (ADE engine room)

No. of tools	***Type of tools and location***	***Quantity of tools***	***Condition of the tools***
15	EXTENTION LEAD	1	*
16	SISIORS	1	*
	Key to symbols		* Good, No rust , Not broken × Bad , rusted , and p~~ainted~~, Ç Bent • Broken , Doesn't work . ϕ New tools, 1 Year old, or Never been used

Hiermee oorhandig ek, Herman Cronje die toollyste oor aan Jan Joubert , wat verantwoordelik gehou sal word vir enige verliese van b.g. gereedskap tot die nuwe dieselmac oorteken.

Date ..... ***Herman Cronje*** ..... ***Jan Joubert*** .....

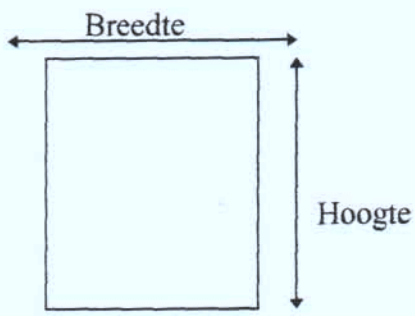
Place ..... ***Getuie 1*** ..... ***Getuie 2*** .....

George Rocha

Vir aandag : George Rocha
Hendri Valentine 21/05/97
Kobus Booyse
Van : Herman Cronjè

Insake : Blindings vir Marion basis (Black out Blinds)

Hier volg die afmetings vir die blindings. Die afmetings is groter as die vensters , en sal op al die vensters pas . Indien daar 'n opstruksie is in die pad van die blinding , moet daar net 'n bietjie geskuif word , en dan sal dit pas . Waar daar rakke is wat 'n opstruksie veroorsaak moet daar 'n plan gemaak word om die blindings daar in te kry Alle afmetings begin met die breedte en dan die hoogte soos in skets 1.



Skets 1

Vensters langs die bar area in die gang .

980 x 900 cm	1 stel	Probleem venster
1,120 x 900 cm	1 stel	

Venster deur na squaters toe in kamertjie

1,080 x 900 cm	1 Stel	

Sit kamer

1,120 x 900 cm	1 Stel	Probleem venster.
900 x 800 cm	1 Stel	Onder boekrak

Met kantoor

1,120 x 1 ,000 cm	2 Stelle	

Koms kantoor (Radio kamer)

1,120 x 900 cm	2 Stelle	Tafel blad in die pad .

Gang na badkamers en Sandton

1,090 x 1,150 cm	12 Stelle	

Badkamers

1,100 x 1,100 cm	2 Stelle	Toilet onder blinding
1,090 x 1,150 cm	6 Stelle	

Droog kamers

1,090 x 1,150 cm	1 in elke droogkamer

Gang vanaf sitkamer na kombuis

1,150 x 1,000 cm	4 Stelle

Bird lab (onderste lab)

1,150 x 1,000 cm	1 Stel
1,200 x 1,000 cm	10 Stelle

Gogga lab (micro lab)

1,130 x 1,000 cm	12 Stelle

Mammel lab

1,200 x 1,100 cm	1 Stel
900 x 1,400 cm	3 Stelle

Bolug gebou

1,150 x 1,100 cm	6 Stelle

Nat lab (Wet lab)
Slegs die voorste vensters

1,150 x 1,000 cm	3 Stelle

In kantoor

1,100 x 1,100 cm	2 Stelle

E - base

1,150 x 1,200 cm	2 Stelle
1,150 x 1,000 cm	2 Stelle

Laasgenoemde is bokant die tafels .

Baie dankie byvoorbaat
Herman Cronjè
Marion 53
Dieselmac
1996/97

M E M O R A N D U M

TO: The Diesel Mechanic & Year Team Leader: Marion 54

ATT.: Mr Jan Joubert

FROM: J. Rocha

RE: PWD Island tools & Equipment

CC: DEA&T, Mr Henry Valentine

1. I Jan Joubert hereby accept full responsibility for all tools and equipment, being Island Plant of the Department of Public Works as per attached list
2. Additional to this list I also except responsibility for the following:
   (a) One X Top Tronic model no. T3030 Clamp Multimeter
   (b) One X Top Tronic model no. T2551 Digital Insulation Tester

Signed on Marion Island this day Saturday 24th May 1997.

Jan Jourbert
(Diesel Mech & Leader for Marion 54)

Witness No. 1

Jorge Rocha
(PWD Team Leader 1997)

Witness No. 2

Henry Valentine
(DEA&T Co-ordinator 1997)