

VSH 2/6/5
Old file N(Ops)691/103

Tel. Address: NAVCHIE
Telephone: 9-6401

Naval Chief of Staff,
SA Naval Headquarters,
SIMONSTOWN, S.A.

1 May, 1958.

Otto Bräber Esq.,
Brake/Unterweser
Am Weserdeich 24,
GERMANY.

Dear Sir,

With reference to the sea-elephants and penguins brought back by SAS TRABSVAAL from Marion Island during 1957, on your behalf, an amount of £1.5/- (South Africa currency) is due for Dockyard handling charges.

It would be appreciated if you would arrange for this sum to be transmitted to the Accountant, SA Naval Dockyard, Simonstown, South Africa.

Yours faithfully,

Rear-Admiral.
NAVAL CHIEF OF STAFF.

Sekretaris van Verdediging.

U brief DC 757/1 gedateer 11 Februarie 1958,
verwys.

Skout-Admiraal.
V L O O T S T A F H O O F

/ML.

Telephone: 96401
Extension: 320
Tel. Ad# : Navchief

VSH 2/6/1

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown.

18 January, 1958

Captain Superintendent

REPAYMENT CLAIM NO. 87 12/8/57 - £1. 5. 0.
GRANAGE LIVESTOCK FROM SAS TRANSVAAL

Your minute 184/36/57 dated 12th November, 1957, refers.

2. It appears that this authority was given by Staff Officer Operations in good faith, being unaware of all the "ins and outs" of the Dockyard financial system at that time. However, ignorance of the law being no excuse, Staff Officer Operations will pay unless the matter can be adjusted satisfactorily to his personal benefit.

Rear-Admiral
Naval Chief of Staff

STAMPED

2/6/1

ROTARY CLUB OF EAST LONDON

"SERVICE ABOVE SELF"



Hon. Secretary's Address: 939 P.O. BOX 202 TELEPHONE

EAST LONDON, SOUTH AFRICA

9th January, 1958



The Naval Chief of Staff,
S.A. Naval Headquarters,
SIMONSTOWN

Dear Sir,

re: Reading Material for Marion Island

Your letter dated 12th November, reference VSH 2/6 refers.

Please note that we are shipping 17 cases of reading material for the personnel at Marion Island. The cases will be cleared by William Cotts & Co., Cape Town, and railed to you at Simonstown for safe-keeping pending departure of your next vessel to Marion Island.

We would be glad to receive acknowledgment in due course when the cases arrive safely at your end.

Thanking you,

Yours sincerely,

CHAIRMAN
INTERNATIONAL SERVICE COMMITTEE

sol. 187.

HRD/BB

USH 2/6/15

Geliefte in u antwoorde
te verskryf na
In reply please quote
No. 184/36/57.



CAPTAIN SUPERINTENDENT,
S. A. N. DOCKYARD,
SIMONSTOWN.

12th November, 1957.

NAVAL CHIEF OF STAFF.

REPAYMENT CLAIM NO. 87 12/8/57 - £11.5.0.
CRANAGE LIVESTOCK FROM S. A. S. "TRANSVAAL".

Crates of livestock were landed from S. A. S. Transvaal on return from Marion Island. The matter was referred, telephonically to your office for instructions as to whom the claim was to be preferred and the reply solicited was the Department of Transport who now repudiates the claim stating:

"I return herewith your Z.59 claim dated 12th August, 1957, for £11.5.0. in respect of the above mentioned service which, I am informed, was not rendered to this Department, but to persons who, with the permission of the Department of Defence, accompanied the relief to Marion Island with the purpose of catching seals and penguins for zoological gardens overseas".

As the person responsible for the payment of the amount will not be easily traced the matter is referred to you for instruction please.

A. J. Y. ...
CAPTAIN SUPERINTENDENT.

A.R.M.

500

~~13/1~~

[Handwritten signatures]

L. B. ...

SUBMITTED.
VOORGELE.

Telephone: 96401
Extension: 320
Tel. Add : Navchief

BÈRE/FILE

VSH 2/6/5
-VBH-2/81

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown.

3 September, 1957

Secretary for Transport (your letter M.11/11 of 23rd August, 1957)

ERECTION OF A NAVIGATIONAL LIGHT : MARION ISLAND

Despite the fact that the rubber pontoon will not be available, every endeavour will be made to carry out the work required, but it is reiterated that the light equipment must be broken down into packages weighing not more than 60 lbs.

J. FAIRBAIRN

Rear-Admiral
Naval Chief of Staff

1c

Officer Commanding,
SAS Natal

For information. Rubber pontoon is apparently beyond repair by local sources.

J. FAIRBAIRN

Rear-Admiral
Naval Chief of Staff



✓ 54 2/6 / 16 /

Z. 14.

Gelieve in u Antwoord te verwys na
In Reply Please Quote

No. Tvl 10/2

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.
KANTOOR VAN DIE—OFFICE OF THE

S.A.S. "Transvaal"
P.K. SIMONSTAD.

30 Augustus 1957.

Vlootstafhoof,
Vloothoofkwartiere,
SIMONSTAD.

RUBBERPONTON - BESKADIGING VAN.

Sekretaris van Vervoer se diensbrief AE 4/7/37/37
gedateer 14 Augustus 1957, het betrekking.

Die rubberponton wat deur die Departement van
Vervoer aan hierdie skif vir gebruik te Marion en Goughelland
beskikbaar gemaak was, was by Marioneiland beskadig en was voor
die rit na Goughelland, deur die firma J.A. Hollis & Co. (Pty)
Ltd. te Kaapstad herstel.

By Marioneiland was die bodem van die ponton uit-
geskeur en twee van die lugdigte kompartemente van die romp was
ook geskeur. Egenoemde firma het die twee gate in die romp her-
stel en hulle was ook bereid om 'n nuwe bodem aan te werk, maar
daar was nie genoeg tyd om die ponton na hulle fabriek te Port-
Elizabeth gebied, te stuur, en voor die afvaart na Goughelland,
terug te kry nie.

Weens hierdie feit, was die ponton by Goughelland
sonder 'n bodem gebruik, en dit was ook hier weer beskadig. Nog
twee gate was deur die rotse op die strand in die lugdigte kom-
partemente geskeur.

Herstel werk aan die ponton wat nodig geag word
is. (a) 'n nuwe bodem moet aan die romp gevulkaniseer word.
(b) twee gate in die romp moet gevulkaniseer word.

Al was die ponton by Goughelland sonder 'n nuwe
bodem gebruik, word dit streng aanbeveel dat 'n nuwe bodem be-
skikbaar gemaak word.

Adree

Luitenant Kommandeur, S.A.V.,
Bevelvoerder.

Telephone: 96401
Extension: 366
Tel. Add : Navchief

BÈRE/FILE

VSH 2/6/1

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown

31st July, 1957

Secretary for Defence - (Your file DC 858/1)

MARION ISLAND RELIEF EXPEDITIONS

The Marion Island Relief Expeditions are carried out by the SA Navy on behalf of the Department of Transport for the following reasons:-

- (a) No suitable merchant shipping is available in South Africa for charter
- (b) The cost of chartering a vessel overseas is prohibitive because the charter includes the time on passage from the home port to South Africa and return from South Africa, which is unproductive time.
- (c) It is one of the services which a Navy is expected to carry out in that one Government department assists another in its function of being a service to the country as a whole.

2. There has never been a standing written agreement between the two Departments over reimbursement of expenditure involved in these relief expeditions, each separate relief being treated on its merits. Normally, the Department of Transport has agreed to pay the cost of fuel and other oils, and to reimburse the Department of Defence for all equipment used, lost or damaged as a direct result of the expedition. No charge has ever been raised for such concurrent costs as pay and allowances, rations, etc., these being a charge to the State whatever the ship does.

3. It is felt that the present system as outlined above is the most easily worked. In actual fact it amounts to "Robbing Peter to pay Paul" - if the Department of Defence were to meet all costs it would be necessary to increase the Naval estimates accordingly, which should, in effect, produce a corresponding reduction in the Department of Transport's estimates.

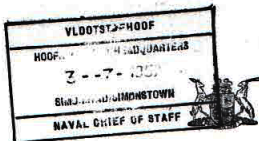
4. In any case, it would be impossible to estimate with any degree of accuracy the cost of such a relief expedition - bad weather alone can increase the fuel costs by as much as £2000.

5. Although a ship in full commission normally consumes, through fair wear and tear, a substantial amount of stores and equipment daily, this consumption is much enhanced under the difficult conditions prevailing at Marion Island, where not only does extremely adverse weather take a heavy toll, but the physical use of boats and other ship's stores - for offloading heavy equipment and stores is greatly in excess of a warship's normal daily work.

It is therefore considered that the present arrangement, albeit it is verbal and renewed on each occasion of a relief expedition, should stand, i.e. that the Department of Transport agree to reimburse the Department of Defence for all fuel, lubricating oils, stores and equipment used as a direct result of relieving the personnel on, and storing the Meteorological Station at Marion Island.

J. FAIRBAIRN

Rear-Admiral
Naval Chief of Staff



BERE/FILE

13/2/6/1.6

Z. 14.

Geloue in u Antwoord te verwyse na
In Reply Please Quote

No. TVL 3/6/1.

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

KANTOOR VAN DIE—OFFICE OF THE

S.A.S. "Transvaal",
P.O. SIMONSTOWN.

2nd July, 1957.

Naval Chief of Staff,
S.A. Naval Headquarters,
SIMONSTOWN.

REPORT ON RUBBER PONTOON USED FOR LANDING STORES
AT MARION AND GOUGH ISLANDS.

A rubber Pontoon approximately 27 feet long, and 9 feet wide, was provided by the Department of Transport for landing stores at Marion and Gough Islands.

2. The Ship's compressor was used to inflate the Pontoon, the pressure required being $1\frac{1}{2}$ to 2 lbs per square inch. As a gauge was not provided with the Pontoon, inflating it became a matter of guesswork, air being pumped into the chambers until the Pontoon felt firm enough to support a load.

3. Although the Pontoon was marked as being capable of supporting 18 tons, the Department of Transport advised that a load of 12 Tons should not be exceeded; in fact no more than 8 tons of stores were loaded onto the Pontoon at any time, as this appeared to be the maximum safe working load in waters that are not completely calm.

4. It was found that approximately one hour was required to inflate the Pontoon, which contained 12 compartments in the outer section, and 4 in the inner "sausage shaped" section, which shined inside the body of the Pontoon.

5. 200 feet of $\frac{1}{2}$ inch (I.D.) armoured hose, and a valve were drawn from Naval Stores, the hose being led from the compressor to the Quarterdeck, the only area in the Ship sufficiently large to admit the Pontoon when fully inflated.

The Pontoon was launched and hoisted from the Quarterdeck, approximately 40 hands being required when hoisting.

6. Before being loaded with stores, Cargo nets were lashed across the Pontoon to prevent the rubberised canvas bottom from taking the weight.

This proved a wise precaution, and enabled the pontoon to be operated almost as efficiently when the complete bottom had been ripped out during inclement weather.

To prevent the stores from being submerged in the water after losing the bottom of the

PPP
500

Pontoon, timber and prefabricated building sections were loaded onto the cargo nets, to support the stores, and keep them clear of the water.

A coffin-shaped box was manufactured to fit into the outer pontoon for use at Gough Island, the cargo nets supporting the box. In this manner, several very heavy items were landed without damage.

7. Compartments in the extremities of the Pontoon were punctured on two occasions, nevertheless, it functioned satisfactorily with a slightly reduced weight of stores.

At both Marion and Gough Islands, the Motor boat was used to tow the Pontoon inshore, where it was beached, and the stores disembarked. However, when a swell was experienced at Marion Island, it was considered wiser to place the pontoon alongside the suspended platform, rather than risk pounding on the rocky beach, with consequent damage to stores and Pontoon.

Difficulty was experienced manœuvring the Motor boat with the loaded pontoon alongside. A more powerful motor-boat with Kitchener type rudder would obviate this.

8. It was found that the Pontoon could be loaded, safely, with at least four times the weight of stores that could be embarked by the Motor-boat. This naturally reduced the time required for completing an Island relief considerably.

9. One disadvantage was experienced, which was aggravated after the bottom had been lost. The Pontoon crew were continually wet, and in cold water had to be relieved fairly frequently. As the Pontoon did not provide a firm foothold, the disembarkation of stores was somewhat slow, this being accentuated when the crew continually had to immerse themselves to handle and unload the stores.

10. It is submitted that the use of the Pontoon proved to be an outstanding success, and that the Department of Transport be requested to obtain a second pontoon for use during future Island reliefs.



Lieutenant Commander, S.A.N.,
Officer Commanding.

C.T. 6/1549.

18 May 1957.

DIRECTOR:

MARION ISLAND : WATER SUPPLY.

An irksome factor in each annual relief of the staff on Marion Island is lack of water in the frigate. Fresh water is rationed and the 160 men aboard are unable to have more than a face-and-hands wash a day. There is insufficient water for boilers, and the expensive means of evaporation is employed.

Now that a piped and plentiful supply of clear fresh water is available at Gunner's point, it is possible to supply water to a ship lying offshore at anchor by pipeline. This could deliver at least 5 tons of water an hour to the ship. The frigate lies at anchor for about 20 hours. She could thus take aboard up to 100 tons of water in that time.

A second pipe, similar to the one to be used for the fuel pumping scheme, should be used for this purpose. It would act as a spare only in case anything happens to the oil pipeline. Practical difficulties, mainly cleansing of pipes, obviates the use of one pipe for both purposes during one trip.

Since the island is a Transport concern, that Department may wish to take up with the S.A. Navy the possibilities in this suggestion.

Would you, if you concur, pass this on, please?

(sgd.) R. LEWIS-SMITH.
A/D.R. : CAPE.

Marion Island file

WH 2/6/1

may I have the

PPP

*This means -
file please.*

CONFIDENTIAL

S.A.S. Transvaal,
P.O. Simonstown, Cape.

Officer Commanding,
Coastal Command,
P.O. Wynberg, Cape.

Senior Officer,
10th Frigate Squadron,
S.A.S. Vrystaat,
Simonstown, Cape.

For information.

9th May, 1957
OFFICER COMMANDING,
COASTAL COMMAND.
2 - 5 - 1957
BEVELVOERDER,
KUSKOMMANDENMYT.

Sir,

REPORT OF PROCEEDINGS OF S.A.S. TRANSVAAL
FOR THE PERIOD 23rd APRIL TO 9th MAY 1957

I have the honour to submit a Report of Proceedings for the period 23rd April to 9th May, 1957, when S.A.S. Transvaal under my command proceeded from Simonstown to Cape Town to embark stores and personnel and thence to Marion Island, returning to Simonstown in accordance with your 160600z April, 1957.

2. Bravo times are used throughout this report.

3. S.A.S. Transvaal slipped and proceeded from Simonstown harbour at 0854 on the 23rd April, 1957. On clearing the harbour, the ship was stopped, and the motorboat hoisted.

At 0925 course was set for Cape Point, passing Roman Rock Light -house to port, speed 13 1/2 knots. On rounding Cape Point, a heavy southwesterly swell was encountered.

S.A.S. Transvaal entered Duncan Dock at 1353, and secured alongside "H" berth at 1402.

4. Stores and livestock for Marion Island were embarked during the three days prior to sailing, the personnel embarking on Friday 26th April. Lists of personnel and stores embarked - Annexure "A" and "E" attached.

5. Transvaal slipped and proceeded from Duncan Dock, Cape Town, at 1058 on the 27th April, the harbour being cleared at 1109. Various courses were shaped to round Cape Point, speed 13 knots.

At 1335 course was altered to 153 degrees, at 1700 to 148 degs., and at 0245 on the 28th to 127 degrees, to pass to the southward

of the Agulhas Bank.

Light easterly winds were experienced on sailing from Cape Town, increasing to force 6 during the late afternoon and evening of the 27th April.

6. On Sunday the 28th, the wind backed to the northeast, force 5 being experienced until the morning of the 29th, when it moderated to force 3-4.

Boat stations were exercised at 1030 on Sunday 28th and at 1645 On completion of Evening Quarters, speed was reduced to 4 knots whilst prayers were conducted on the quarterdeck. Wreaths were laid in memory of the late Petty Officer J.G. Bold.

At 0900 on the 30 th, speed was increased to 15 knots to take advantage of the improved weather and make an early arrival at Marion Island on Wednesday 1 st May.

The wind continued to hack until the afternoon of the 30 th , when it steadied at force 3 from the northwest. The barometer commenced falling.

During the passage from Cape Town, the ship was slightly uncomfortable, most of the Gymnasium and Reserve ratings, and civilian personnel suffering from sea-sickness.

Light fog and mist were encountered during the night of the 30 th April. Speed was reduced to 10/ 1/2 knots.

At 0145 on the 1 st May, radar echo of Prince Edward Island was obtained by 277, bearing 110 45 miles, and at 0315 an echo of Marion Island was obtained bearing 090 45 miles. As ~~there~~ was some doubt as to the reliability of the 277 radar, and the accuracy of the ranges, and bearings obtained , course was set to the southwest and speed reduced to 8 knots at 0432, when the radar indicated the range of Marion Island to be twelve miles.

At 0457 course was altered to 180 degrees speed was increased to 15 knots at 0520, when visibility improved. Cape Hooker was sighted at 0620, and various courses shaped for Transvaal cove.

On communicating with the personnel on Marion island, the ship was informed that the conditions in Transvaal Cove were unsuitable for disembarking stores. This was confirmed ^{and} approaching the Cove and at 0730 course was altered to shelter in the lee southeast of the Island, speed being reduced to 6 knots.

7. Transvaal remained in the lee of Marion Island for the remainder of the 1 st May, the wind being northwesterly force 4-6 . By 2300 on the 1 st, the wind increased to force 7-8, and veered to the north

The wind continued to increase, backing to the west by north, At 0605 on the 2 nd May, when the wind had reached force

10, and had built up a considerable sea, it was found necessary to stop the port engine and reduce to twenty revolutions on the starboard engine. Kelp in the starboard circulator pump suction made it necessary to reduce revolutions on the starboard engine, and heavy rolling was the cause of suction being lost on the port circulator pump, air being drawn into the port condenser which commenced heating. The port engine therefore had to be stopped until the airlock in the port condenser had been broken. At first it was thought that Kelp had also entered the port circulator pump, but on lifting the cover plate from the strainer this was found to be clean.

Course was altered to 080 degrees to place the weather on the port quarter, as it was found impossible to steer a course in the lee of the island with the limited revolutions available on only one engine.

At 0700 the starboard circulator pump suction was cleared and the airlock in the port condenser broken and power became available on both engines.

As Transvaal was now clear of the lee of the island and the wind force had increased to force 12, with the consequent building up of heavy seas, it was considered unseamanlike to turn the ship and return to the lee of the island. All dieselene stowed on the squid deck ~~was~~ was struck down below to reduce topweight. Transvaal steamed to the eastward, with the weather at 6 knots.

At 1012, with the wind force 12 gusting to force 14 from the west, the lashings and shoring securing the prefabricated house sections and drums of dieselene on the quarterdeck parted, and the sections and drums commenced being washed overboard. As the quarterdeck was untenable at this stage, because of the heavy seas being shipped occasionally, nothing could be done to renew the lashings that had parted. Throughout the day, four sections and 130 drums of dieselene were washed overboard.

By 1200 the wind had backed to the westsouthwest. Throughout the afternoon, course was gradually altered to the northwest, to keep the weather on the port quarter, and at 2023 when the wind had moderated to force 7, speed was increased to 11 knots prior to altering course to 245 degrees at 2030. At 2045 speed was decreased to 8 knots, and at 2050, course 254 degrees was shaped for Marion Island

By 0400 on the 3rd May, the weather had moderated, speed was increased, and at 0630, when Marion Island was sighted, course was altered to 230 degrees. The weather continued to improve, and Transvaal anchored in 17 fathoms in Transvaal Cove.

at 0930.

8. Prior to the Transvaal's arrival at Marion Island on the 1st May, the rubber pontoon provided by the department of Transport, was inflated and rigged with cargo nets, and lashed down on the quarterdeck. During the adverse weather on the 2nd May, when running to the eastward, the rubberised canvas floor of the pontoon was torn slightly. This had no effect on the efficiency of the pontoon when it was brought into use for disembarking stores later.

A separate report on the pontoon will be provided.

9. At 0945 on the 3rd May, the motorboat was lowered, and the pontoon launched from the quarterdeck. The disembarkation of stores, personnel and shore parties commenced at 1015.

By 1515, the wind had increased to force 5 from the northeast, and at 1525 the motorboat was hoisted, the pontoon being left inshore to be secured by the shore party.

As the weather continued to deteriorate, anchor was weighed at 1723, and course shaped to take shelter in the lee to the southwest of the island.

The wind continued to increase from the northeast, and at 2300, when it had reached force 11, heavy rain was experienced.

During the middle watch on the 4th May, the wind moderated to force 6, and backed to the northwest, and veered again to the north by west during the forenoon, increasing to force 12-13. Transvaal continued to shelter in the lee to the south of the island.

Throughout the night of the 4th May, the wind backed to the southwest, and moderated slowly.

10. At 0642 on the 5th May, Transvaal anchored in Transvaal Cove in 20 fathoms.

The motorboat was lowered and sent inshore to lay another warp, as the first warp laid had parted during the adverse weather experienced the previous day.

The pontoon which the shore party had attempted to hoist unsuccessfully, and had then secured on the warp, was driven inshore in the Cove when the warp parted. The rubberised canvas bottom had been torn out completely, and all cargo nets and lashings torn from the pontoon, and the pontoon had partly deflated. It was towed to the ship by the motorboat and hoisted on board, where it was inflated and rigged again with cargo nets,

to hold the stores.

The disembarkation of stores continued, the resurrected pontoon playing its full part. Later in the day, one of the end compartments was punctured whilst unloading timber ashore, but the pontoon continued to function satisfactorily.

The wind backed and veered from the south to the northeast throughout the day, but the barometer remained high between 1012 and 1014 millibars, and the sea calm. Two sea elephants and 16 penguins were embarked.

11. Between 0200 and 0300 on the 6th May, when the disembarkation of stores was almost completed, the wind commenced to gust to force 4-5 from the northwest.

On completion of disembarkation of stores, the stores ex-Marion Island were embarked. Unfortunately, with the weather showing signs of deteriorating, only 290 "jerrycans" could be embarked, prior to embarking the shore party and hoisting the motorboat and pontoon.

In view of the ships future commitments and the delay in returning to Simonstown already caused by inclement weather, it was decided to proceed and not wait for suitable weather to embark empty bottles and the remainder of the "jerrycans" and dieselene drums.

Transvaal weighed and sailed from Marion Island at 0501 on the 6th May. Courses were shaped to pass to the southward of the island, speed 15 knots. At 0710 course 311 1/2 degrees was shaped for Simonstown.

12. Throughout the 6th May, the wind backed to westnorthwest and increased to force 7. On the 7th May, the wind moderated slightly to force 4-5, remaining in the westnorthwest. During the forenoon of the 8th, the wind veered to the northeast and dropped to force 1-2, and then backed to the west, increasing to force 5-6 by 2300 on the 8th. The barometer commenced falling, and remained at 1012 mbs until 0800 on the 9th May, when it commenced to rise. During this period, rain squalls were experienced.

At 0100 on the 9th, Transvaal crossed the 100 fathom line. Speed was reduced to 13 knots, as a "pile-up" of sea was experienced whilst crossing the Agulhas Bank. At 0600 speed was increased to 15 1/2 knots. Danger Point Light was sighted at 1115, and course altered to 305 degrees.

Whittle Rock Buoy was passed to port at 1407.

Transvaal entered Simonstown harbour at 1442, and secured alongside

alongside "C" berth at 1452 on 9th May, 1957.

13. Training.

Two S.A. Naval Reserve officers, Lt.CDr. I.W. Liefeldt S.A.N.R., and Lt. J.B. Weston S.A.N.R. were appointed to Transvaal for sea training. Both these officers kept a watch with a Permanent Force officer throughout the voyage, and both proved most useful in the various duties given them in the ship. Lt. Weston assisted the officer in charge of shore parties in the disembarkation and stowage of stores on Marion Island.

The twenty gymnasium trainees and fourteen S.A.N. (A.C.F) ratings who were drafted to Transvaal received the following instruction:-

Ships geography
Boats
Part of ship
Duties of quartermaster and bosuns mate at sea
and in harbour
Domestic duties
E.R.M.'s were trained and employed by the engine
room department.

The majority of these young ratings suffered from sea sickness, but despite this and the fact that it was in most cases their first sea voyage, they carried out their duties satisfactorily. They worked well and willingly whilst stores were being disembarked at Marion Island.

14. Exercises.

Boat stations were exercised during the passage. The excessive amount of stores embarked necessitated upper deck stowage, and with the weather experienced, evolutions of any nature were precluded.

15. Morale and Discipline.

The morale and discipline throughout the voyage was very high.

It is felt that special mention should be made of the high standard of conduct and bearing of the young ratings, ^{from the Gymnasium} and S.A.S. Unitie, who stodd up to the arduous conditions exceptionally well, bearing in mind that the majority had not previously been to sea.

Weather.

Generally, bad weather was experienced

experienced throughout the voyage.

It is submitted that the relief of Marion Island is at present taking place too late in the year. With the change of the seasons taking place early in April, the expectation of good weather being experienced at Marion Island after the 15th April, is one day in four to five days. If the relief could be scheduled for March, the loss or damage to stores would be minimised considerably. The possibility of injury of service personnel, and damage to ships equipment would also be minimised.

17. Navigation, Communications and Radar.

Navigation:- No difficulties were experienced. An attempt is being made to obtain a deck watch with a more steady rate than the one held at present, to use as a check for "A" chronometer, should there be a lengthy period of radio blackout, as experienced at Marion Island during this relief.

It is suggested that the hydrographic department provide a chart of Marion and Prince Edward Islands of larger scale. This would be extremely useful when sheltering from the weather in the lee of one of the islands.

Another chart of these islands, approximately the size of a plotting sheet, giving at least 50 miles all round the islands for radar approach purposes, would also be useful. Doubt with regard to the identity of the islands does exist when using the charts of the scale provided, when making an approach in bad weather.

It is also suggested that the high points on these islands be marked as "radar conspic" where this is in fact the case. Further soundings between the two islands are also most necessary.

Communications:- Schedules carried out with ZRS on 14495 kos., were very satisfactory, and no difficulty was experienced at any stage. Before arriving at Marion Island, ZRS was shifted to 3729 kos., a naval frequency that proved most satisfactory for local R/T communications. The portable set was also operated on this frequency.

One point is worthy of note with regard to its use. The frequency was in the 80 meter band (amateur), and local "hams" were heard to complain loudly about our intrusion on the band.

Broadcast and Ship/Shore:- Broadcast "S.A." was generally satisfactory, but a few occasions were experienced when it became very poor, due to adverse conditions. Extreme difficulty was experienced on Ship/Shore, on one occasion calls being repeated for almost 19 hours, on 16, 12, 8 and 4 mcs. before traffic could be cleared. During this period, conditions were extremely poor. On a few occasions traffic was cleared through Malta or Ceylon W/T.

During the period at Marion Island, ZSJ6 could be heard QRK 5, but on a number of occasions the ship was unable to establish communications. This was also probably due to the prevailing conditions, although it is felt that the use of high power M.C.W. by merchant shipping, as was the case, particularly by Union Castle vessels on the calling bands, made the shore stations reception of "Transvaal" transmissions very poor.

Extracts from the W/T log are attached, Annexure "F".

Radar.

The 277 has almost reached the end of its useful life. Hard work and long hours of attention by two petty officer radar mechanics throughout the voyage, was necessary to maintain it at only 40% efficiency. Assistance from the engineering department was required to keep the set operating- A coupling bracket between the reflector and stabilising unit had to be manufactured and fitted. The 974 has proved an excellent instrument, being consistently reliable at short ranges. There is, however, one inherent weakness that requires attention - the heading marker pin in the transmission unit. This pin shears frequently, and at least two spare pins should be carried.

Difficulty was experienced picking up an echo of Prince Edward Island from the south, with the 974.

18. Meteorology. As reported in previous years, as a general rule the weather forecast by Met. Pretoria for the Marion Island area was experienced approximately 24 hours after it had been predicted, when it coincided with the weather that had been forecast.

19. General.

(a) It is regretted that the following items of stores were not landed at Marion Island. They were not discovered until after the ships return to Simonstown .

- No. 27 Calx. Chlorinator Disinfectant Xylopine.
" 31 Sterilizer Electric.
" 931 Matches.
" 932 Matches.
" 933 Matchew.
" 935 Matches and cigars.
" 942 Radio Equipment.

Mr. Dealy and Mr. Coetzee, officials of the Department of Transport have given their assurance that the above items are not immediately necessary on the island. The items have been returned to the Department of Transport Bulk Stores at Wingfield.


(b) The following is a list of Annexures attached:-

- Annexure "A"- List of passengers to and from Marion Isl.
" "B"- Report by officer in charge shore parties
" "C"- Dental report by Captain R.C. LOUBSER. S.A.
" "D"- Medical report by Lt. B.S. Mullan. S.A.M.C.
" "E"- List of stores embarked. - ONLY ONE COPY.
" "F"- Extracts from W/T log.
" "G"- Receipt for stores.
" "H"- Extracts from deck log and summary.
" "I"- Weather observations. - ONLY ONE COPY FOR
" "J"- Barograph chart. - ONLY ONE COPY.
" "K"- Suggestions to expedite and assist in future Marion reliefs.

(c) The weight of stores permitted to be embarked was grossly exceeded - approximately 100 tons of stores were conveyed to Marion Island.

It would appear that a stricter liaison between the Transport Department and the Public Works Department is necessary in future to avoid a recurrence of this state of affairs, as all P.W.D. stores embarked, exceeded the weight limit scheduled by the Naval Chief of Staff.

I have the honour to be,
Sir,
Your obedient servant,


.....
Lieutenant commander,
Officer Commanding,
S.A.S. Transvaal.

ANNEXURE "A"

S.A.S. "TRANSVAAL".

MARION ISLAND VOYAGE : APRIL MAY 1957.

1. NON SERVICE MEMBERS TRANSPORTED TO MARION ISLAND.

(a) Ministry of Transport and Public Works Department.

Mr. W.J. Thiel.	Mr. P. Dawson.
Mr. T. Bownema	Mr. R.C. Potgieter.
MR. J. Reets.	Mr. W. Radley.
Mr. S. Verster.	Mr. T.A. Boshua.
Mr. C.M. Coetzee.	Mr. P.S. Du Toit.
Mr. R.W. Vice.	Mr. J.W. Craig.
Mr. A.L. V.d. Merwe.	Mr. J.V. Lesteeer.
Mr. S. Lancaster.	Mr. F.M. McCall.

(b) Civilian Personnel travelling in a private capacity.

Mr. E. Graeber	Mr. R.A. Elliott (S.A.P.C.)
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2. NON SERVICE PERSONNEL TRANSPORTED FROM MARION ISLAND.

(a) Ministry of transport and public works Department.

Mr. T.A. Boshua.	Mr. Van Maydell.
Mr. J.W. Craig.	Mr. Mare.
Mr. F.M. McCall.	Mr. Jacobs.
Mr. C.M. Coetzee	Mr. Botma.
Mr. J.V. Lester.	Mr. Evers.

(b) Civilian Personnel travelling in a private capacity.

Mr. E. Graeber	Mr. R.A. Elliott. (S.A.P.C.)
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ANNEXURE "B"

S.A.S. "Transvaal",
P.O. SIMONSTOWN.

May, 1957.

Officer Commanding,
S.A.S. "Transvaal",
P.O. SIMONSTOWN.

Sir,

I have the honour to submit the following report for the period I was in charge of the Naval Shore Party during the landing of Stores on Marion Island from 3rd to 6th May, 1957.

The first Stores came ashore about 0900, using both rubber Pontoon and Motorboat until about 1200 when the Pontoon was left alongside the landing Stage, and the stores first transferred from the Motorboat to the Pontoon, and then ashore as the weather was deteriorating and made the handling of the Pontoon difficult. By 1500 the weather had deteriorated so much that the Motorboat was hoisted and the Ship left to shelter in the lee of the Island.

The shore party made preparations to remain on the Island until the weather cleared. As the Catwalk had to be raised considerably, to be clear of the antisipated heavy seas, an attempt was made to hoist the pontoon, but this proved impossible and too big a load for the crane. The Pontoon was then secured to the Warp line fore and aft, and left riding comfortably on the warp well clear of the landing Stage.

However by 2300 the sea and wind had increased to such an extent, that it parted the anchor pennant of the warp buoy, and washed the pontoon, warp, and warp buoy ashore.

On inspection the following morning it was found that the detachable centre aircamber and rubber bottom had been torn out. Several air filling plugs from the main air chambers unscrewed, two of which were lost as they had come adrift from the securing chains, which left the Pontoon only half inflated but still serviceable. With the assistance of Mr. Thiel, two temporary plugs were made and fitted to enable it to be towed back to the Ship to be pumped up and generally repaired. The Warp and Warp buoy were recovered and made ready to be relaid.

Early Sunday morning at approximately 0540 I informed the Ship that conditions were favourable for the landing of Stores.

Whilst waiting for the first boat, two new tyre fenders were fitted to the landing stage, even though it was the responsibility of the Department of Transport.

At 0830 the first boat load of stores arrived and the unloading commenced after the warp was laid. On the third return trip, the pontoon was re-floated and towed back to the Ship. One of the smaller air chambers was subsequently holed by a long wooden rafter when landing P.W.D. timber, although it did not affect its serviceability.

At 0400 on Monday 6th May, the last stores were landed and I returned to the Ship with the Naval Shore Party.

Whilst ashore I found Mr. McCall and the P.W.D. workmen most co-operative, and they did everything possible to assist. The Department of Transport was less co-operative

and whatever assistance was given, had to be asked for especially when it came to unloading the top Dump and actual stowage, when they were most reluctant to do their share other than when they were told to do so, partly through lack of supervision.

It is suggested that in future soft drinks and beer be supplied in tins, as the handling of cases with broken bottles in them is a decided danger to the Naval Personnel handling them.

It is further suggested that the Department of Transport be requested to renew both crane wires before another relief, as one parted during ~~Saturday~~ Sunday night and they are therefore considered dangerous.

I am Sir,

Your obedient Servant,



Lieutenant, S.A.N.

/AJV.

ANNEXURE "C"

Report Marion Island - Dental Services.

1. The members of the Marion Island party who are remaining on the island were examined dentally.
2. It was found necessary to execute the following treatment.

K. Edmunds	1 Extraction
P. Mare	6 Extractions
van Niewenhuizen	2 Extractions
C. Newman	Examination
3. The retained roots of the lower right wisdom tooth of the patient van Niewenhuizen were removed uneventfully.
4. In general the dental condition of the island party was of quite a high standard, and except for the above extractions, no other treatment was necessary.
5. The dental instruments and materials which are stocked on the island are of absolutely no use whatsoever. The injection material is years old and no longer of use. The forceps for extractions are of incorrect patterns. These forceps will, even in the hands of a skilled operator, be very difficult to use. There are dental materials such as Acrylis powders, teeth etc. on the island which are of no use whatsoever, as only a qualified dentist or mechanic could use them.

It is thus recommended:-

 - (a) That the medical orderly on the island be supplied with a good set of extraction forceps and elevators.
 - (b) That a tin of 50 capsules of injection material be supplied - this to be renewed every year.
 - (c) That all material pertaining to the making of dentures be removed from the island.
6. The dental examinations performed on the members of the island relief before their departure is a waste of time. The necessary work to be carried out was never done, and if in the future, this is not corrected, the depot will always have the usual suffering from dental ailments.
7. Certain members of the ships company were treated for dental conditions.
8. All other matter pertaining to the trip is related in the report delivered by Lt. B.S. Muller.

NOT SIGNED.

ANNEXURE "C"

Report Marion Island - Dental Services.

1. The members of the Marion Island party who are remaining on the island were examined dentally.

2. It was found necessary to execute the following treatment.

K. Edmunds	1 Extraction
P. Mare	6 Extractions
van Niewenhuizen	2 Extractions
C. Newman	Examination

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5. The dental instruments and materials which are stocked on the island are of absolutely no use whatsoever. The injection material is years old and no longer of use. The forceps for extractions are of incorrect patterns. These forceps will, even in the hands of a skilled operator, be very difficult to use. There are dental materials such as Acrylis powders, teeth etc. on the island which are of no use whatsoever, as only a qualified dentist or mechanic could use them.

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7. Certain members of the ships company were treated for dental conditions.

8. All other matter pertaining to the trip is related in the report delivered by Lt. B.S. Muller.

NOT SIGNED

ANNEXURE "D"

APRIL-MAY 1957 MARION ISLAND RELIEF REPORT

A Pretoria - Cape Town journey:- as regards S.A.M.C.personnel.

1. Cpl. J. Stregianos departed from Pretoria on 19/4/57 and arrived in Cape Town on 21/4/57. He was booked as a second class passenger and was cooped up with 5 other persons. He would like to know the reason why he was booked second class when the rest of the Marion Island Relief was booked first class.
2. Capt. A.L. Laubscher and Lt. B.S. Mullan departed from Pretoria on 24/4/57 and arrived in Cape Town on 26/4/57. The booking was made in a first class compartment on the slow Cape train.
3. The three abovementioned S.A.M.C. personnel reported on board the S.A.S. Transvaal at 1100 hours on 26/4/57.
Good quarters were provided for the two aforementioned officers in the Sick Bay. Quarters were provided for Cpl. Stregianos in No. 5 mess. This is the mess for the ratings.

B Cape Town - Marion Island journey:-

The ship sailed from Cape Town at 1100 hours on 27/4/57. The ship carried 166 men including the crew. The sea was rough on 27/4/57 and more than 50% of those on board ship were sea sick. Favourable weather conditions were experienced on 28, 29 and 30/4/57.

Arrived at Marion Island on 1/5/57, but could not commence landing operations due to a raging gale. The ship rode out a hurricane on 2/5/57. Many on board were once again sea sick.

The first landing was made at 1200 hours on 3/5/57. The three S.A.M.C. personnel and the Relief party were taken ashore. Due to bad weather, landing operations had to be discontinued at 1600 hours 3/5/57.

Favourable weather conditions returned on 5/5/57, and a landing was once more made. The ships company laboured during the night of 5-6/5/57, to complete the landing operations.

C Marion Island - Simonstown journey.

Departed from Marion Island at 0530 hours on 6/5/57.

The journey was made by approximately 165 persons. Three S.A.M.C. members, Capt. A.L. Laubscher, Lt. B.S. Mullan, and Sgt. C.J.J. Coetzer made this journey. Apart from a slightly rough sea on 6 and 7/5/57, the journey was uneventfull.

D Medical Facilities onboard S.A.S. Transvaal.

The sick bay is well fitted out and equipped. Because a medical and a dental officer were onboard, extra equipment was carried. Any emergency could be coped with.

There were three main problems at sea for which there were inadequate facilities:-

1. Sea sickness:- The journey was made by 175 persons (including the relief party). The ship was 13 days at sea. Wild seas were encountered on 5 days. only 150 Avomine tablets were available.

Conclusions:-

- (a) Insufficient stock supplied.
 - (b) Relatively poor anti-sea sickness drugs supplied.
 - (c) For experimental purposes, Lt. B.S. Mullan, carried a small supply of Apolomine, largactil and Marzine tablets (Trade names used).
 1. Largactil: Side effects - Sleepiness, effective dose was high.
 2. Avomomine; Side effects of drowsiness, lightheadedness To get even an effective result a high dose was required.
 3. Apolomine: Side effects, practically nil. Effective dose, low, as low as one tablet a day.
 4. Marzine: Side effects practically nil. Effective dose, as low as that of Apolomine.
 - (d) For abovementioned reasons only a few patients could be treated. Those of the ships company who were treated, were so disgusted, with the results of the "Avomine", that they did not even bother to continue the treatment.
2. Colds:- No nasal drops supplied.
3. "Sea eyes":-
 - (a) As a result of the wind- speeds up tp 120 miles per hour were recorded

- (b) As a result of salt water spray.
- (c) As a result of smoke and soot blown on to the bridge and other places by the wind.
- (i) Those affected were mainly those who were on watches on the bridge and thus usually they required the use of both eyes.
- (ii) Eye shields were for the most part a hindrance because they quickly frosted up with salt spray and soot.
- (iii) The only medicament available were eye ointments which
 - formed a film over the eyes and so obstructed vision.
 - were ideal for the adhesion of soot and chemicals from the funnel to the eyes.
 - were ineffective for this particular complaint.

Suggestions:-

- (i) Nose drops such as 1% neosinephrine and "Fenox" or Antistin Privine be carried.
- (ii) Sufficient quantities of an effective anti-seasickness medicament be carried.

D Field Surgical Panniers.

I suggest the inclusion of a laryngoscope and a few nasal and oral anaesthetic edotrachial tubes. These items should always be handy in the event of an anaesthetic being given.

E Marion Island.

- (i) Housing- First class.
- (ii) Hygiene - First class - flushing systems
sewage into the sea
fresh(very good)mountain
water
- (iii) Weather - High humidity and perpetual dampness.
the whole island is marshy in summer
and iced over in winter.
- very little sunshine.
- (iv) Medical stores:- During my 2 1/2 days stay
ashore, I had ample opportunity to carry out
a thorough examination.
 - (a) Owing to the high humidity, everything in pill
or powder form disintegrates within a comparat-
ively short time.
 - (b) The whole "P.O.P" stock has disintegrated and i
useless.
 - (c) Anti-biotics were outdated years ago.
 - (d) The main complaint on

the island is that of rheumatic muscular pains, due to the perpetual dampness, lack of sunshine and the necessity to plod through the marshes of the island. I was given to understand that a request for an infra red lamp was refused.

(e) There is no weighing machine on the island.

Suggestions:-

1. I feel that there are sufficient reasons for the issue to the island of diathermy apparatus or at the very least, an infra red lamp.
2. The issuing of a small bathroom type of weighing scale (vide infra).
3. A practical list of short life and destructible medical provisions to be drawn up. These goods could then be made up in a small hamper and sent to the island with the yearly relief. The residual stocks could then be sent back to the Un\$on before they become outdated.

Thus:-

- (a) Fresh medical supplies for the island.
- (b) Supplies do not become and outdated and wasted as they could be used on the mainland.
- (c) Economical.
- (d) Such a practice would not require much trouble as the items involved are not bulky and are not many. e.g. anti-biotics, aspirin etc., habit-forming drugs, "P.O.P."

F Examination of Persons Who Have Volunteered to Serve Another Year on the Island.

In my opinion the biggest single factor in determining a man's fitness for another years duty, is what his weight has done over the past year. There is, however, no scale on the island. (vide supra). I found Edmunds, Newman, van Huysteen fit for further duty on the island, and Maré fit for duty on Gough Island. //

G Medical Duties on the Ship.

Minor injuries
Sea sickness

On the island.

Four medical examinations.
Splinting of a fractured mid Phallynx

left ring finger.
"P.O.P." to a fractured left navicular (done
on the ship)

I would like to thank the Surgeon-General for giving me the opportunity of making this trip. I also thank the Captain and officers of S.A.S. Transvaal for their hospitality and for the pleasant voyage which Capt. A.L. Laubscher and I have enjoyed.

SIGNED: *B.S. MULLAN Lt. S.A.M.C.* . . . M.B. Ch.B.
(Lieutenant S.A.M.C.)

SUPPLIES DESTINED FOR MARION ISLAND PER S.S. TRANSVAAL

Case No.	Description.	Total.	Dimensions.	Weight lbs.
1 - 17.	Paraffin Illuminating.	17.	3 $\frac{1}{2}$ Cubic foot.	1326.
<u>Drum Nos.</u>				
18 to 63.	Oil lubricating SAE.20.	46.	69 Cubic foot.	2208.
<u>Tin Nos.</u>				
64 to 99.	Trees Various.	36.	-	500.
<u>Case No.</u>				
100 to 103.	Paraffin Illuminating.	4.	8 Cubic foot.	312.
<u>Carton Nos.</u>				
104-105.	Cigarettes.	2.	5 Cubic foot.	64.
<u>Case Nos.</u>				
937 to 941.	Clothing.	5.	48 Cubic foot.	692.
<u>Case No.</u>				
942.	Radio Equipment.	1.	5 Cubic foot.	28.
<u>Carton Nos.</u>				
943 to 946.	Tobacco.	4.	3 $\frac{1}{2}$ Cubic foot.	54.
<u>Case Nos.</u>				
931 - 936.	Supplies.	6.	11 $\frac{1}{2}$ Cubic foot.	192.
No. 947.	(1) Stand, Iron.	1.	47 Cubic foot.	64.
	Sheep.	20.		1700
	Goats.	3.		180
Total Cubic Displacement. 230 $\frac{1}{2}$				Total. 7320 7320
	Poultry.	30.		160
	Cigarettes Texan.	2000		5.
	Parcel Rope.			10.
Approximate Value £ 350.				
	Beer.	204 canteen		8160
	Fruit.	33.		600
	Orange Pockets.	10.		200
	Onions Pockets.	9.		360
	Potatoes Pockets.	30.		1125
	Lettice Pockets.	1.		20
	Cabbage Crates.	2.		200
				<u>18160</u> 1681.....

34

Case No.	Description.	Total.	eight lbs
	Tomatoes.	12.	156
	Squashes lbs.	50.	50
	Eggs cases.	10.	500
	Beef Hindquarters.	4.	600
	Butter. <i>Cartons</i>	7 (350 lbs.)	350
			<hr/> 1656 lbs.

ANNEXURE "I"
SUGGESTIONS TO EXPEDITE AND
ASSIST IN FUTURE MARION RELIEFS

1. Transport Department to have a special boat built for reliefs of this nature. Boat to built on similar lines to a whaler, but wider and strengthened, and constructed to fit the motorboat davits. Boat to be fitted with Kitchener gear rudder.

- Reasons:-
- (a) To save wear and tear on service boats.
 - (b) To give boat equal power astern and ahead.
 - (c) To obviate the necessity to turn the boat or go astern with a square transom into the swell when the boat leaves the cat-walk.
 - (d) To make the boat more manoeuvrable.

2. Transport Department to provide 1000 yards of 1 1/2 inch or 2 inch plastic piping, and tanks on Marion Island, into which dieselene can be pumped from the ship.

There is an A and A converting 3 and 4 fuel tanks in this class of ship into a ballast stowage. These tanks could be used to convey dieselene to the island. There combined capacity is 76 tons, which is more than is required. Adequate pumping power is available.

- Reasons:-
- (a) Jerrycans and dieselene drums at present in use deteriorate whilst on Marion Island, and on occasions cannot be returned to the mainland, and if the use of these containers could be obviated, a great deal of unnecessary expense would be prevented.
 - (b) The danger of injury to the personnel handling these containers in boats etc., would be obviated.
 - (c) The operation of passing fuel to the island would be made much simpler, and would be carried out more quickly.
 - (d) Loss of dieselene drums overboard during adverse weather on passage, would be obviated.
 - (e) The same plastic piping could be used to water the ship at Marion Island, and thus obviate the unhealthy necessity for strict rationing of fresh water during the voyage.

3. Transport Department to provide a second inflatable pontoon. This proved invaluable for disembarking stores. A seperate report on the pontoon, incorporating several suggested modifications, will be forwarded.

4. The crane purchases and lifting wires for the cat-walk will be renewed more frequently. One of the crane purchases parted during the present relief, fortunately without causing injury to personnel.

Telephone: 96401
Extension: 320
Tel. No. : Navchief

BÈRE/FILE
VSH 2/6/1

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown

28 May, 1957

Secretary for Defence

RELIEF VOYAGES : MARION ISLAND

The Officer Commanding, SAS Transvaal, in his Report of Proceedings covering the 14th Marion Island Relief Expedition completed this month, has raised certain points which I expand below:-

CARGO MATTERS

2. (a) (i) Cargo Tonnage. From the Report "The weight of stores embarked was grossly exceeded - approximately 100 tons of stores were conveyed to Marion Island".
- (ii) According to the Manifests received prior to sailing, the total weight of cargo on account of the Department of Transport was 38½ short tons exclusive of fuel. According to the Department of Transport the fuel tonnage was 30 tons. In addition to the foregoing, the Public Works Department, without requesting space or providing Manifests loaded 17 short tons, making a total cargo tonnage of 85 tons.
- (iii) It would appear therefore that the Officer Commanding over-estimated his total cargo tonnage, but that the Department of Transport exceeded the agreed figure of 65 tons (your letter DC 858/1 of 26th October, 1956) by 20 tons.

(b) Packaging of Cargo

- (i) As all cargo has to be manhandled under very difficult conditions, it was agreed in the past to restrict the weight of any individual case to that which could be carried by one man under difficult conditions, i.e. approx 50 lbs.
- (ii) It is realised that certain items cannot be broken down, but on this last voyage some fantastic weights were required to be manhandled. These are:-

Case No. 9	- 1 Drum lead-covered cable	555 lbs
" "	11 - Bare copper wire	160 lbs.
" "	400 - Top for Billiard Table	296 lbs
" "	401 - ditto	306 lbs
" "	402 - ditto	298 lbs
" "	593 - Green Irish Carpet	146 lbs
" "	596 - Met. equipment	160 lbs
" "	597 - Aerial equipment	165 lbs
" "	598 - ditto	165 lbs
" "	602 - Met. equipment	238 lbs
" "	603 - ditto	292 lbs
" "	604 - ditto	290 lbs
" "	630 - Winch	320 lbs
" "	636 - Forms Met	122 lbs
" "	694 - Lead covered cable	1240 lbs
" "	695 - Telephone cable	533 lbs
" "	759 - Accessories for Mast for Ionospheric Recorder	726 lbs
" "	760 - Mast etc. for "	412 lbs
" "	761 - ditto	546 lbs
" "	762 - Ionospheric equipment - 8 cases varying from	124 - 348 lbs
to 771		

Case No. 878 - Uniradio cable

830 lbs

On behalf of P.W.D.

Case No. 39 - Flu pipes and dusters

6500 lbs

- (iii) It is considered that many of these items could be broken down into much smaller packages; Wire could be in smaller rolls and be jointed on the Island, and that billiard table tops are not really worth the risk of men's lives
- (iv) Furthermore, the heavier the package the more likely it is to get damaged by dropping or by sea water when unloading.

(c) Conveyance of Fuel

Diesel Fuel is again being sent to Marion Island in flimsy cans. Inflammable liquids can only be carried in warships if properly stowed. My letter N(Ops)691/103 of 24th May, 1955 (your file DC 2577) stated that fuel must be in "Jerricans". In future it will be necessary to refuse to accept diesel oil and other illuminants unless so stowed.

(d) Conveyance of Beer and Soft Drinks

The relatively flimsy cases in which these are supplied always ensures a large percentage of breakages. Not only is this wasteful, but the broken bottles are dangerous to the ship's company. Future consignments should be canned. This would also obviate the necessity for bringing back empties.

PERSONNEL

3. (a) With reference to Secretary for Transport's letter M 11/7 of 16th April para. 2 (a copy of which was sent to you), no request from the Public Works Department was received for any members of their staff to embark in the ship. The ship was thus overcrowded and uncomfortable.
- (b) This matter has already been taken up with the Secretary for Transport, but it is felt that a closer liaison between the Department of Transport and the Department of Public Works might obviate such occurrences in the future. As far as the Navy is concerned, Marion Island Relief voyages are carried out on behalf of the Department of Transport, and it is felt that they should co-ordinate any requirements of other Government Departments, other than the Department of Defence.
- (c) (i) The ship reports that they do not receive much co-operation from the Department of Transport personnel at Marion Island. The Officer-in-Charge of the Naval Shore Party reports:-
- "Whilst ashore I found Mr. McCall and the P.W.D. workmen most co-operative, and they did everything possible to assist. The Department of Transport (personnel) was less co-operative, and whatever assistance was given had to be asked for specially. This was most noticeable when it came to clearing the top Dump and actual stowage, when they were most reluctant to do their share other than when they were told to do so, partly through lack of supervision".
- (ii) This has been the general complaint about almost every Relief voyage. Naval ratings feel that they are not stevedores, and resent having to do all the manual work whilst others look on.

CONDITIONS ON THE ISLAND

4. (a) The Jetty.

The fenders are badly in need of renewing, as are the crane wires. One of the latter parted during this year's operation, a major disaster being narrowly averted. The Department of Transport should arrange for these to be renewed before the arrival of the next ship (Mid August 1957). It will be appreciated that the ship does not have the time to do these jobs on arrival, every opportunity having to be taken of favourable weather to offload the cargo.

(b) Supplies

The Ship's Stores Officer reports that there are approximately three years supply of tinned foods on the Island. The Island storekeeper confirmed this.

The Ship's Stores Officer also reported that tinned foods were always taken from the top of the dump, therefore the lower cases are already beginning to "blow". It would appear that this matter requires a proper investigation, as it seems both uneconomical in money and in cargo space (which could probably be used to better advantage) to continue to send down large supplies of expensive tinned foods.

MEDICAL AND DENTAL CONDITIONS

5. (a) Medical

(i) The following is an extract from the Medical Officer's report on the voyage, as it applies to conditions on the Island:-

"E. Marion Island

- (i) Housing - First class
- (ii) Hygiene - First class - flushing systems
sewage into the sea
fresh (very good) mountain
water
- (iii) Weather - High humidity and perpetual dampness.
The whole island is marshy in summer and
iced over in winter
very little sunshine
- (iv) Medical Stores - during my 2½ days stay ashore, I
had ample time to carry out a thorough examination.
 - (a) owing to the high humidity, everything in pill
or powder form disintegrates within a
comparatively short time
 - (b) the whole "P.O.F" stock has disintegrated and
is useless
 - (c) Anti-biotics were outdated years ago
 - (d) The main complaint on the island is that of
rheumatic muscular pains, due to the perpetual
dampness, lack of sunshine and the necessity
to plod through the marshes of the island. I
was given to understand that a request for an
infra red lamp was refused.
 - (e) There is no weighing machine on the island.

Suggestions:-

1. I feel that there are sufficient reasons for
the issue to the island of adiathermy apparatus
or at the very least, an infra red lamp.
2. The issuing of a smallbathroom type of weighing
scale (vide infra).

- 3. A practical list of short life and destructible medical provisions to be drawn up. These goods could then be made up in a small hamper and sent to the island with the yearly relief. The residual stocks could then be sent back to the Union before they become outdated.

- Thus:
- (a) Fresh medical supplies for the island
 - (b) Supplies do not become outdated and wasted as they could be used on the mainland
 - (c) Economical
 - (d) Such a practice would not require much trouble as the items involved are not bulky and are not many, e.g. anti-biotics, aspirin, etc., habit-forming drugs, "P.O.P."

F. Examination of Persons who have volunteered to serve another year on the island

In my opinion the biggest single factor in determining a man's fitness for another year's duty, is what his weight has done over the past year. There is, however, no scale on the island. (vide supra). I found Edmunds, Newman, van Huysteen fit for further duty on the island, and Maré fit for duty on Gough Island.

- (ii) It is recommended that the Department of Transport investigate

(b) Dental

- (i) The following is an extract from the Dental Officer's report:-

- "1. The members of the Marion Island party who are remaining on the Island were examined dentally.
- 2. It was found necessary to execute the following treatment:-

K. Edmunds	1 Extraction
P. Mare	6 Extractions
van Niewenhuizen	- 2 Extractions
C. Newman	Examination

- 3. The retained roots of the lower right wisdom tooth of the patient van Niewenhuizen were removed uneventfully.
- 4. In general the dental condition of the island party was of quite a high standard, and except for the above extractions, no other treatment was necessary.
- 5. The dental instruments and materials which are stocked on the island are of absolutely no use whatsoever. The injection material is years old and no longer of use. The forceps for extractions are of incorrect patterns. These forceps will, even in the hands of a skilled operator, be very difficult to use. There are dental materials such as Acrylis powders, teeth etc. on the island which are of no use whatsoever, as only a qualified dentist or mechanic could use them

It is thus recommended:-

- (a) that the medical orderly on the island be supplied with a good set of extraction forceps and elevators

15H 2/6/1

SOUTH AFRICAN BROADCASTING CORPORATION

(ESTABLISHED UNDER ACT 22 OF 1925)

CAPE TOWN

P.O. BOX 2551
TELEGRAMS & CABLES:
"BROADCAST" CAPE TOWN

TELEPHONE 4-1155
(8 LINES)

BEACH ROAD
SEA POINT
CAPE TOWN

ALL CORRESPONDENCE TO BE ADDRESSED
TO THE REGIONAL DIRECTOR

10th May, 1957.

Rear Admiral H.H. Biermann,
SIMON'S TOWN, C.P.

Dear Admiral Biermann,

Our commentator, Ralph Elliott, returned yesterday in S.A.S. Transvaal after a stormy but very happy passage to and from Marion Island. The recordings he secured should provide an interesting account of the Island and the South African Navy's association with it, and we shall let you know when the feature programme is to be broadcast.

The purpose of this letter is to thank you for the courtesy extended to us in the matter of this passage, and to ask you to extend a word of thanks to the Officer Commanding Coastal Command, and to the Captain of the ship (to whom, incidentally, I am writing personally).

We value the friendly association between your service and ourselves, and we look forward to its continuance on a mutually fruitful basis.

Yours very sincerely,



REGIONAL DIRECTOR, CAPE

DMcC/JH



- (b) that a tin of 50 capsules of injection material be supplied - this to be renewed each year.
 - (c) that all material pertaining to the making of dentures be removed from the island.
6. The dental examinations performed on the members of the island relief before their departure is a waste of time. The necessary work to be carried out was never done, and if in the future, this is not corrected, the depot will always have the usual suffering from dental ailments".
- (ii) It is recommended that the Department of Transport investigate.

SUGGESTIONS FOR IMPROVING CARGO STOWAGE AND UNLOADING CONDITIONS

6. (a) Boats etc.

- (i) The Department of Transport should have a special boat built for use at Marion and other South Atlantic Islands. This boat should be of similar lines to the 27' service whaler, but with slightly more beam and much more strongly constructed. She should be fitted with a Kitchener gear rudder. Plans for this boat could be prepared by the Dockyard if required.
- (ii) The rubber pontoon supplied by the Department of Transport was used with success, albeit it was rather badly damaged. It is strongly recommended that a second pontoon be supplied.

(b) Fuel Stowage

It is recommended that Diesel tanks be built on the Island, and that 2000 yards of 2" plastic piping be supplied for pumping fuel direct from the ship's tanks ashore. By this means 50-60 tons of fuel could be delivered each trip.

CONCLUSIONS

7. From the foregoing it will be seen that the whole question of the Marion Island Weather Station requires investigation. From the Naval point of view, the Department of Transport must realise that the restrictions put on tonnage and stowage of cargo, and the number of passengers to be carried, are not merely attempts to be difficult, but are imposed because of the danger to the ship and her ship's company, and because the well-being of the ship's company is the major thought of the Naval Staff. The ship is their home, and to overcrowd it means great discomfort for which they get no extra recompense.

8. Unless the Department of Transport is prepared to accede to the restrictions which I impose, I shall reluctantly be forced to inform the Minister of Defence that the Navy is unable to continue to undertake future relief voyages. Warships are not designed either to carry cargo or passengers, and the carrying of the former in the quantities which the Department of Transport requires undoubtedly affects the operational value of the ships and their expectation of service life.

NAR
Rear-Admiral
Naval Chief of Staff

M.11/7.

16/4/57

IN TRIPLICATE.

The Naval Chief of Staff,
D.A. Naval Headquarters,
SIMONSTOWN.

Marion Island: 14th Relief Expedition:
April 1957

With reference to your minute No. VSH 2/6/1 of 29 March 1957, I submit the following list of personnel sponsored by this Department to be accommodated on board the frigate SAS "Transvaal" on its forthcoming trip to Marion Island:-

Outward and Return.

Mr. C.M. Coetzee	Administrative Officer, Department of Transport. (Officer in Charge).
Mr. T.A. Botha	Meteorologist, Department of Transport.

Outward only

Mr. P.S. du Toit	Meteorologist.
Mr. J. Vice	Senior Professional Officer.
Mr. J. Roets	Clerical Assistant Gr. II
Mr. B.C. Potgieter,	Junior Meteorologist
Mr. D. Beannema	Junior Meteorologist.
Mr. P. Dawson	Rigger.
Mr. W.J. Thiele	Diesel Mechanic.
L.epl. J.A. Stergience	Medical orderly.
Mr. W.T. Hadley	Cook.
Mr. G.V. Voster	European labourer.

Return only.

Mr. J. Botha,	Meteorologist. (Officer-in-Charge of 13th Relief).
Mr. F. Mare	Junior Meteorologist.
Mr. P.W.C. Evers	Diesel Mechanic
Serg. G. Coetzer	Medical orderly.
Mr. A.J. Jacobs	Cook.
Mr. A. von Maydell	European labourer.

2. In addition six officials from the Department of Public Works will accompany the ship to the Island of whom 3 will remain on the Island, the other 3 returning to the Union. It is learnt that you have already been contacted by the latter Department regarding their accommodation requirements.

3. Arrangements/.....

3. Arrangements have been made to have all stores embarked by P.M. 26 April.

4. I have to confirm that the date of departure is suitable.

N. G. New York.
Sgd ACTG. SECRETARY FOR TRANSPORT.

In duplicate.

The Director of Public Works,
PRETORIA.

Copy for your information. Your minute 4/9567(517) of 8 April 1957 refers. Rations valued at 6/- per person per day will be provided vide Chapter II paragraph 6 of Marion Island Standing Orders.

N. G. db.
for ACTG. SECRETARY FOR TRANSPORT.

The Secretary for Defence.

Copy for your information. Your minute DC 858/3; DC. 858/1 dated 11 March 1957 refers.

N. G. db.
for ACTG. SECRETARY FOR TRANSPORT.

The Director,
Weather Bureau.

Copy for your information.

N. G. db.
for ACTG. SECRETARY FOR TRANSPORT.

The Controller of Stores.

Copy for your information.

N. G. db.
for ACTG. SECRETARY FOR TRANSPORT.

The Commissioner for Civil Aviation.

Copy for your information.

N. G. db.
for ACTING SECRETARY FOR TRANSPORT.

The Staff Clerk.

Copy for your information.

N. G. db.
for ACTG. SECRETARY FOR TRANSPORT.

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown.

26th April, 1957

Secretary for Transport

MARION ISLAND RELIEF : MAY 1957

Your minute No. AB 10/13 of 18th April, 1957, and M.11/7 of 16th April, 1957, paragraph 2, refer.

2. No request from the Public Works Department for six carpenters to proceed to Marion Island has been received.

3. My Staff Officer Operations was informed telephonically by a member of the local staff of the Public Works Department that three carpenters were going to Marion Island to erect additional accommodation, and it was automatically assumed that they were going at your request, in view of the fact that the accommodation is presumably for your Department.

4. The local PWD official also stated that it was intended that these three carpenters remain on the Island to be picked up by the ship going there in July in connection with the International Geophysical Year. He was informed that there was no guarantee that the ship would be able to land or embark personnel in July due to weather conditions, and that any personnel left behind on the Island expecting to be repatriated in July, were left there at their own risk.

5. It is suggested that you take this matter up direct with the Department of Public Works.

6. You may be assured that your party will receive every consideration and comfort that the ship can provide.

J. FAIRBAIN

Rear-Admiral
Naval Chief of Staff

UNIE VAN SUID-AFRIKA—UNION OF SOUTH AFRICA

MEMORANDUM

Van From: *S.A. Naval Headquarters*

VLOOTSTAD

HOOFKWARTIER VAN DE WARTENS
et al.

20-4-1957

SIMONSTAD/SIMONSTOWN

NAVAL CHIEF OF STAFF

U versending
Your reference

No. *1000/1000*

My versending
My reference

No. *T.V.H. 3/6*

Aan
To

27. April 1957
Hoofkwartier van de Warts
SA Naval Headquarters
Simonstou.

Z. 36.

Insake:
Re: *Civilians on Marion Island Cruise.*

*Indemnity forms duly completed by
the undenominated gentlemen who are travellers to
and from Marion Island aboard this ship are
forwarded for your retention.*

MR R. A. ELLIOT.

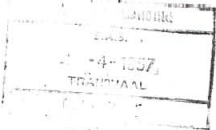
MR ~~E~~ GRÄBER

S.O.O. l

The Sparkeham S/Sec

2UT-COMDR.,
LT-KOMDR.

CHIEF COMBANDANT/DEVELOPENDER



ANNEXURE "A" TO U.D.F.O.11/53

INDEMNITY.

Whereas I, ERICH GRÄBER.....
(name in full)

of 9 FOREST ROAD, ORANJEZICHT..... am desirous
to be conveyed as a passenger upon a motor vehicle belonging to the
Government of the Union of South Africa in its Department of Defence
hereinafter referred to as the Government) between Cape Town and Marion Island
and return.

And whereas the said Government is agreeable that I should be conveyed
upon the said motor vehicle or vehicles provided that it is indemnified
against all claims whatsoever arising from such conveyance;

Now, therefore, I, in my personal capacity hereby agree to waive, and
hereby waive, all claims which I, my heirs, executor, or assigns may have
against the Government or against any of its officers or servants in
respect of any death, injury, loss or damage resulting from the conveyance
as aforesaid of myself due to any cause whatsoever, whether or not such
death, injury, loss or damage is due to the negligence, want of skill, or
wrongful acts of the officers or servants of the Government or to any fault
or defect in any motor vehicle belonging to the Government, whether or
not such faults or defects were, or ought to have been known to the officers
or servants of the Government; and I hereby indemnify/hold harmless and
absolve the said Government and its officers and servants against and from
all such claims and costs, including Attorney and Client Costs.

Thus done at Cape Town this 27th day of
April 1957.

Erich Gräber
SIGNATURE.

WITNESSES*
1. W. J. van der Merwe (Jr)
2. W. J. van der Merwe (Sr)





UNION OF SOUTH AFRICA

2/6/11

DEPARTMENT OF TRANSPORT

Private Bag 193 - Telegraphic Address: "Transport" - Telephone: 3-3081 or 3-3641 Ext.

TRANSPORT BUILDING - FOUNTAIN LANE - PRETORIA

In reply please quote No. AB. 10/13.

The Naval Chief of Staff,
South African Naval Headquarters,
SIMONSTOWN.

10-4-1957

I have to inform you that it is noted that after negotiations which the Department of Public Works apparently had with you direct, you agreed to six members of that Department accompanying the forthcoming relief party to Marion Island, instead of only three Carpenters as originally agreed to by this Department.

2. Although this Department has some misgivings about the necessity for the other three members of the Department of Public Works, whose services cannot be utilised to the fullest extent by this Department, it has nevertheless been decided to offer no further objections in this regard.

3. It is, however, desired to point out that with a few exceptions all the members of this Department who are accompanying the relief party, are Administrative and Professional Officers and I must therefore request that the necessary steps be taken to ensure that accommodation in accordance with their official status be prepared for them on board the SAS Transvaal even though this may be at the expense of the three members of the Department of Public Works whose inclusion in the party has been authorised at this late stage.

4. Your assistance will be very much appreciated.

ACTG. SECRETARY FOR TRANSPORT.



2/6/1

UNION OF SOUTH AFRICA

DEPARTMENT OF TRANSPORT

Private Bag 193--Telegraphic Address: "Transport"--Telephone: 3-3081 or 3-3641 Ext.

TRANSPORT BUILDING - FOUNTAIN LANE - PRETORIA

In reply please quote No. M.11/7.

IN TRIPLICATE.

The Naval Chief of Staff,
S.A. Naval Headquarters,
SIMONSTOWN.

Marion Island: 14th Relief Expedition:
April 1957

With reference to your minute No. VSH 2/6/1 of 29 March 1957, I submit the following list of personnel sponsored by this Department to be accommodated on board the frigate SAS "Transvaal" on its forthcoming trip to Marion Island:-

Outward and Return.

Mr. C.M. Coetzee	Administrative Officer, Department of Transport. (Officer in Charge).
Mr. T.A. Boshua	Meteorologist, Department of Transport .

Outward only

Mr. P.S. du Toit	Meteorologist.
Mr. J. Vice	Senior Professional Officer.
Mr. J. Roets	Clerical Assistant Gr.II
Mr. R.C. Potgieter,	Junior Meteorologist
Mr. D. Bonnema	Junior Meteorologist.
Mr. P. Dawson	Rigger.
Mr. W.J. Thiele	Diesel Mechanic.
L.cpl. J.A. Stergianos	Medical orderly.
Mr. W.T. Radley	Cook.
Mr. S.V. Voster	European labourer.

Return only.

Mr. J. Bothma,	Meteorologist. (Officer-in-Charge of 13th Relief).
Mr. P. Mare	Junior Meteorologist.
Mr. P.W.C. Evers	Diesel Mechanic
Serg. C. Coetzer	Medical orderly.
Mr. A.J. Jakobs	Cook.
Mr. A. von Maydell	European labourer.

2. In addition six officials from the Department of Public Works will accompany the ship to the Island of whom 3 will remain on the Island, the other 3 returning to the Union. It is learnt that you have already been contacted by the latter Department regarding their accommodational requirements.

3. Arrangements/.....

3. Arrangements have been made to have all stores embarked by P.M. 26 April.
4. I have to confirm that the date of departure is suitable.

 ACTG. SECRETARY FOR TRANSPORT.

VSH 2/6/1

12/4.

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown.

12 April 1957

Mr. Otto Gräber,
9 Forest Road,
Oranjezicht,
Cape Town

Dear Sir,

With reference to your call at my office, I have to inform you that SAS Transvaal will depart from Cape Town on 27th April for Marion Island.

You should arrange for your son (or yourself if you are going) to be on board by 6 p.m. the previous day (26th April). He (or you) will be required to complete an indemnity form, which the ship will provide, and the cost of messing whilst embarked will be 8/10d per day, which must be paid to the Commanding Officer of the ship on arrival back in Simonstown.

I have signalled the Department of Transport asking them to arrange for the staff at Marion Island to capture some penguins etc. before the ship arrives.

Yours faithfully,

~~Reax~~-Admiral
Naval Chief of Staff

10

Bevelvoerder, Kuskommandement

Bevelvoerder, SAS Transvaal

Ter inligting.

Skout-Admiraal
V L O O T S T A F H O O F

Ad. Add : Navohief
Telephone : 96401
Extension : 320

→ VSH 2/6/1

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown.

31 March, 1957

Officer Commanding,
SAS Transvaal

Officer Commanding,
Coastal Command

- for information

OFFLOADING OPERATIONS : MARION ISLAND

The Department of Transport have evolved a pontoon which it is hoped will facilitate offloading stores at Marion Island.

2. This pontoon is at the Department's Bulk Stores, Wingfield, and is available for inspection and/or trial at any time.
3. You should avail yourself of this opportunity.
4. The Department of Transport's reference is AE 4/7/37/37 of 6th March, 1957.

NUMBERS UP

Commodore
Naval Chief of Staff

LC



Tel.Add : Navohief
Telephone: 96401
Extension: 366

VSH 2/6/1

Naval Chief of Staff,
SA Naval Headquarters,
Simonstown.

31 March, 1957

Officer Commanding,
Coastal Command

Officer Commanding,
SAS Transvaal

Senior Officer,
10th Frigate Squadron - for information

MARION ISLAND RELIEF EXPEDITION : APRIL 1957

It is intended that SAS Transvaal should sail from Cape Town to Marion Island on 27th April, returning to Simonstown approximately 6th May (see VSH 2/5 dated 30th March, 1957) or on completion of the operation.

2. The Secretary for Transport has been asked to ensure that all cargo is loaded by p.m. 26th April, and that passenger lists for both outward and homeward voyages be forwarded as soon as possible.
3. Cargo will consist of 40 tons diesolene in Jerricans and 34 tons general cargo. Pontoon mentioned in VSH 2/6/1 of 29th March, will be additional
4. Capt. A.L. Laubscher, SAMC (Dental Officer) and Lieut. B.S.Mullan, SAMC (Medical Officer) will join SAS Transvaal 25th April for the voyage. They are to be afforded all possible facilities. Lieut.-Cmdr. I.W. Liefeldt, SAN (ACF) will embark for fulltime training.
5. Mr. Graber, representing several German Museum interests, will join the ship for the voyage. He has requested that the ship embark several crates(empty) for the livestock which he hopes to capture. He is to be considered to be of Wardroom status, and is to be afforded all reasonable facilities for the fulfilment of his mission.
6. All non-service personnel are required to complete the usual indemnity form. These are to be forwarded to me before the ship sails.
7. Non-service personnel are to be charged 8/10 per capita per diem whilst embarked.
8. Figures of all PFO, Diesel and lubricants used from time of sailing from Simonstown to return to Simonstown are to be submitted as soon as possible after the completion of the voyage, together with a list of all other stores consumed, lost or damaged through work done for the Department of Transport.
9. The ship is to be sailed from Simonstown to Cape Town a.m. 23rd April, when loading will commence.

BÈRE/FILE

J. FAIRBANKS

Commodore
Naval Chief of Staff