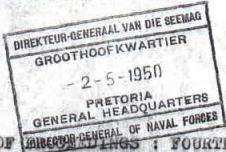


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N.2/5/2

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

28th April, 1950.

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

Sir,

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

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

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

- (a) 1 case number 22 containing Cooked Ham, Asparagus, Canned Tongue and Canned Plums weight 318 lbs size 27"x25"x 30".
- (b) 1 Case numbered 25 containing Oxo, Blue, Salt, Beans, Spice, Vinegar, pea nuts, Grape nuts, mixed pastes, Steak and Onion, Steak and Kidney, Christmas Pudding etc. weight 424 lbs size 39"x 28"x 19".
- (c) 1 crate numbered 357 containing Ceiling weight 716 lbs size 10'5"x 4'8"x 11".

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

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

Lieutenant Van Heepen
Mr D.O. Tjoegastdt
Mr H.L. Malherbe
Dr Mc Gie
Cpl. C.J.J. Holliday
Mr E.S. Schaaf
Mr H.L. Ind.

5. On the afternoon of the 11th April, 23 drums of paraffin weighing just over 5 tons were delivered ex Vacuum Oil Co. and and at 1200 on the 12th, at the time when "Natal" was due to sail, 8 drums of petrol were delivered ex Atlantic Oil Co. The 12 sheep and their fodder were also embarked the same morning.

6. F.M.S.A.S. "Natal" sailed from Durban at 1520 B on the 12th April, and after an uneventful passage arrived at East London at 1030 B the following day where Lieutenant B.M. Bartigan and 31 Reserve ratings were embarked.

7. In view of the fact that the Port Elizabeth Base had confirmed that Lieutenant F.M. Mc Gill would be embarking for training, I allowed one of my officers to proceed on leave without relief and the subsequent exemption from training of this ²⁴⁵⁵ Officer Commanding, Eastern Province and Border Command, at the last moment, was rather unfortunate. As a result of two P.W.D. representatives and one Reserve rating also failing to join, the ship was over victualled by four persons for the period of the cruise.

8. F.M.S.A.S. "Natal" sailed from East London at 1605 on the 15th April, and after an uneventful passage in almost perfect weather anchored off Transvaal Cove at 0930 B on the 17th April. On passage two Variation Swings were carried out, the results of which will be forwarded to S.O.(N).

9. The passengers and sheep were soon landed and by sunset at 1645, 40% of the cargo had been discharged. The remainder was discharged the following day despite a 2 1/2 hour spell at midday when the swell off Gunner's Point made conditions too difficult to work any cargo. On the 19th April, 43 cases, 20 44 gallon drums and 267 5 gallon drums were embarked for return to the Union, the swell once more stopping operations at midday.

10. On Thursday the 20th April, another Variation Swing was carried out approximately 14 miles to the East of Marion Island after which Mr Triegaardt and three of his staff were taken off the Island and the ship proceeded to Prince Edward Island where another landing was made by myself and a representative party. The old Union Flag, which had been flying for over a year, was lowered and a new Union Flag hoisted with due ceremony. The old flag is in a remarkable state of preservation, after flying for one year in this notoriously wind swept area and, as it has a possible historical value, your instructions regarding its disposal are awaited. Sounding were taken by the motor-boat while the landing party was ashore which appeared to indicate a fairly safe anchorage in 5 fathoms in the centre of the bay off the landing beach.

11. The ship then returned to Marion Island to land Mr Triegaardt and his assistants before sailing for East London at 1622 B course 331 speed 12 knots.

12. The following persons disembarked and embarked respectively at Marion Island :-

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

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

13. Unfortunately Marion Island was not contacted by W/T on passage there as the meteorological authorities at Durban advised the wrong frequencies, the Island having recently been allocated new frequencies. As the personnel on the Island had not been informed by the Department of Transport of our E.T.A. they received a pleasant surprise when "Natal" appeared unheralded out of the morning mist. Nevertheless they were very soon on their way across to welcome us in an inflatable R.A.F. dinghy with outboard-motor attachment.
14. While at Marion Island one E.R.A. and one M.M. were landed to carry out a complete top overhaul of one Diesel Generator including the fitting of new rings. The lubricating oil pump and four silencers, also repaired. My E.A., also sent ashore to assist in any necessary repairs but, due to good maintenance his services were not required. A great deal of work has been done in the last six months by the permanent Island Staff under Mr van den Boogaard. The awnes and landing stage had been painted and were in good condition, the beach had been cleared and the collapsing store hut there, had been dismantled and re-erected on Gunner's Point while all the other buildings appeared to have been well cared for.
15. The weather while at Marion Island was generally excellent but, as usual, the anchor was weighed at dusk and the ship drifted to the Eastward until dawn. Foggy conditions persisted generally in the area around the Island but there was almost invariably a clear patch in the anchorage extending from 1 to two miles to the Eastward. Thick kelp was once again ^{seen} ~~seen~~ to cause trouble and will make conditions far more difficult for subsequent reliefs unless it is broken up by Easterly gales as happened previously.
16. All officers and ratings worked hard and willingly to clear the cargo without any delays and there were no disturbing incidents or accidents. The Reserve ratings, though not as strong as there opposite numbers in the Permanent Force, proved most useful.
17. Annexure "A" contains an extract ^{from} ~~from~~ the Log of the Sea Temperatures which clearly indicates the change in temperatures between the Agulhas current, Sub-Tropical waters and Sub-Antartic waters. It is believed that the Director of Meteorology is also interested in Sea Temperature data.
18. A report on communications during the passage to and from Marion Island is attached as Annexure "B".
19. Waterkloof weather reports were read twice daily and were plotted by Messrs Triegaardt and Van den Boogaard who produced quite accurate forecasts.

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

D.3 Twine Seaming C.1512	8 lbs
D.5 Lines Whiting 1560	5 hanks
D.5 Lines Mackerel	6 hanks
D.5 Lines Codfish	8 hanks
D.5 Lines White 1 lb 1552	2 hanks
D.5 Lines White 1½ lbs 1554	2 hanks
D.5 Lines White 2½ lbs 1556	1 hank
D.5 Lines White 3 lbs 1557	1 hank
D.5 Gordage Manilla 1¼"	240 fathoms (2 coils)
D.5 Gordage Manilla 1½"	120 fathoms (1 coil)
F.1A M. type of motor receiver Mk.111 Patt.9287	1 Roller
F.1A M. type motor receiver Mk.V1 Patt.9527	1 Roller
F.4 Valves C.V.12	v 1
" C.V.1091	3
" C.V.26	2
" C.V.124	1

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

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

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

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

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

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

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

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

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

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

I have the honour to be,

Sir,

Your obedient servant,



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

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

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

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

H.M.S.A.S. "NATAL".Surface Sea temperatures on voyage East London to Marion Island.

Departed East London 1600. 13th April, 1950. Course 151°. Speed 11 knots.

<u>DATE.</u>	<u>TIME.</u>	<u>POSITION.</u>		<u>TEMP.</u>	<u>REMARKS.</u>
		<u>LAT S.</u>	<u>LONG E.</u>		
13.4.50.	1700.			73	
	1800.			73	
	1900.			73	
	2000.	33.39	28.21	72	
	2100.			71.5	
	2200.			71.5	
	2300.			71	
	2400.			71	
14.4.50.	0100.			70	
	0200.			70	
	0300.			70	
	0400.			70	
	0500.			70	
	0600.			70	
	0700.			70	
	0800.	35.28	29.12.5	70	
	0900.			70	
	1000.			70	
	1100.			70	
	1200.	35.59	29.35	70	
	1300.			70	
	1400.			70	
	1500.			70	
	1600.			70	
	1700.			69	
	1800.	37.04	30.18	69	
1900.	37.14	30.24	62	Crossed South limit of Agulhas current.	
2000.	37.24	30.33	62		
2100.	37.33	30.38	66		
2200.			66		
2300.			66		
2400.			66		
15.4.50.	0100.			68.5	
	0200.			68.5	
	0300.			68.5	
	0400.			68.5	
	0500.			67	
	0600.			67	
	0700.			67	
	0800.	38.54.5	31.36	67	
	0900.			67	
	1000.			68	
	1100.			68	
	1200.	39.21.5	32.00	65	
	1300.			62	
	1400.			62	
	1500.			62	
	1600.			62	
	1700.			64	
	1800.			64	
1900.			64		
2000.	40.35.5	33.07.5	64		
2100.			64		
2200.			63		
2300.			63		
2400.			63		
16.4.50.	0100.			62	

<u>DATE.</u>	<u>TIME.</u>	<u>POSITION.</u> <u>LAT. S. LONG E.</u>	<u>TEMP.</u>	<u>REMARKS.</u>
16.4.50.	0200.	41 26 33 49	57	Passed into sub-Antarctic waters.
	0300.	41 35 33 56	53	
	0400.		53	
	0500.		52	
	0600.		52	
	0700.		51	
	0800.	42 33 34 33.5	49	
	0900.		49	
	1000.		50	
	1100.		49	
	1200.	43 22.5 39 19	49	
	1300.		49	
	1400.		48	
	1500.		48	
	1600.		45.5	
	1700.		46	
	1800.		47	
	1900.		47	
	2000.	44 455 36 24	44	
	2100.		44	
2200.		44		
2300.		44		
2400.		44		
17.4.50.	0100.		44	Anchored in Transvaal Cove, Marion Island. 091
	0200.		44	
	0300.		44	
	0400.		44	
	0500.		43	
	0600.		43	
	0700.		42	
	0800.	46 463 37 56	43	
	0900.		43	
	1000.		42	
	1100.		42	
	1200.	at anchor off	42	
	1300.	Marion Island.	42	
	1400.		43	
	1500.		44	
	1600.		44	
	1700.		44	
	1800.		43	
	1900.		44	
	2000.	46 524 37 533	44	
2100.		44		
2200.		44		
2300.		44		
2400.		44		
18.4.50.	0100.		43	
	0200.		43	
	0300.		43	
	0400.		43	
	0500.		43.5	
	0600.		42	
	0700.		42	
	0800.	at anchor off	42	
	0900.	Marion Island.	42	
	1000.		42	
	1100.		42	
	1200.	at anchor off	41.5	
1300.	Marion Island.	43		
1400.		43		
1500.		43		
1600.		43		

DATE.	TIME.	POSITION.		TEMP.	REMARKS.	
		Lat. S.	Long. E.			
18.4.50.	1700.			44		
	1800.			44		
	1900.			43		
	2000.	46	52.2 37 55.8	43		
	2100.			43		
	2200.			43		
	2300.			43		
	2400.			43		
	19.4.50.	0100.			43	
		0200.			43	
0300.				43		
0400.				43		
0500.				43		
0600.				43		
0700.				43		
0800.		at Marion Island.		43		
0900.				43		
1000.				43.5		
1100.				44		
1200.		at Marion Island.		44		
1300.				43		
1400.				44		
1500.			44			
1600.			44			
1700.			43			
1800.			43			
1900.			43			
2000.	46	52.5 37 54.6	43			
2100.			44			
2200.			44			
2300.			44			
2400.			44			
20.4.50.	0100.			43		
	0200.			43		
	0300.			43		
	0400.			43		
	0500.			43		
	0600.			42		
	0700.			42		
	0800.	46	50.6 38 14	42		
	0900.			43		
	1000.			43		
	1100.			43		
	1200.	46	35.6 38 04	44		
	1300.			43		
	1400.			43		
1500.			43			
1600.	at Marion Island.		43	departed Marion Island. 1620.		
1700.			43			
1800.						

H.M.S.A.S. "NATAL".

Surface Sea temperatures on voyage Marion Island to East London.

Departed Marion Island 1620. 20th April, 1950. Course 331. Speed 11 knot

DATE.	TIME.	POSITION.		TEMP.	REMARKS.	
		Lat S.	Long. E.			
20.4.50.	1700.			43		
	1800.			42		
	1900.			42		
	2000.	46	12 37 32	44		
	2100.			44		
	2200.			44		
	2300.			44		
	2400.			44		
	21.4.50.	0100.			44	
		0200.			44	
0300.				44		
0400.				44		
0500.				45		
0600.				45		
0700.				46		
0800.		44	20 36 00	47		
0900.				47		
1000.				49		
1100.				49		
1200.		43	40.5 35 21.5	49		
1300.				49		
1400.				49		
1500.				49		
1600.				49		
1700.				49		
1800.				50		
1900.				50		
2000.	42	22 34 24	51			
2100.			51			
2200.			51			
2300.			52			
2400.	41	45 38 54	52	Passed from sub-antarctic		
22.4.50.	0100.	41	35 38 47	57	waters into temperate zone	
	0200.	41	25 35 40	57	waters.	
	0300.	41	15 35 34	60		
	0400.			63		
	0500.			63		
	0600.			63		
	0700.			63		
	0800.	40	19.3 32 51	62		
	0900.			61		
	1000.			58		
	1100.			62		
	1200.	39	40.5 32 16.8	63		
	1300.			63		
	1400.			66		
	1500.			66		
1600.			68			
1700.			67			
1800.			67			
1900.			68			
2000.	38	18.5 31 17	68			
2100.			68			
2200.			68			
2300.			67			
2400.			66			

contd. Page 2.

DATE.	TIME.	POSITION		TEMP.	REMARKS.
		Lat. S	LONG. E.		
23.4.50.	0100.				
	0200.	37	28	30	41.5
	0300.	37	18	30	34.5
	0400.	37	08	30	27.5
	0500.	36	58	30	20
	0600.				70
	0700.				70
	0800.	56	05	29	28
	0900.				71
	1000.				71.5
	1100.				72
	1200.	56	43	29	42
	1300.				70
	1400.				71
	1500.				71
	1600.				71
	1700.				71
	1800.				71
	1900.				71
	2000.	34	43	29	18
	2100.				70
	2200.				70
	2300.				72
2400.				72	
24.4.50.	0100.				72
	0200.				72
	0300.				75
	0400.				73
	0500.	33	20.4	28	06.2
	0600.	33	09.2	27	58
	0700.				arrived at East London. 64.

 R.M.S.A.S. "NATAL".

Extracts from logbook of Surface sea temperatures
 experienced on previous voyages to Marion Island.

DATE.	TIME.	POSITION		TEMP.	REMARKS.
		Lat. S	LONG. E.		
<u>DURBAN to MARION ISLAND.</u>					
16.3.50.	1600.	41	11	35	02
	1900.	41	23	35	11
	2000.	41	35	35	20
	2100.	41	47	35	29
	2200.	41	59	35	38
	2300.	42	11	35	47
<u>MARION ISLAND to CAPE TOWN.</u>					
24.5.50.	1100.	44	10.5	32	56
	1200.	43	56	32	47
	1300.	43	45.5	32	32
	1400.	43	33	32	23
	1500.	43	21.5	32	14
	1600.	43	14.5	32	04
	1700.	43	02.5	31	55
1800.	42	50	31	45	

R.M.S.A.S. "NATAL".

CAPE TOWN to MARION ISLAND.

<u>DATE.</u>	<u>TIME.</u>	<u>POSITION.</u>		<u>TEMP.</u>	<u>REMARKS.</u>		
		<u>Lat. S.</u>	<u>Long. E.</u>				
2.4.49.	0300.	38	13.5	24	22.5	71	
2.4.49.	0400.	38	23	24	34	67	
	0500.	38	32.5	24	46.5	63	Passed out of South
	0600.	38	42	24	57	61.	limit of Agulhas
3.4.49.	0500.	42	03	30	24	65	current.
	0600.	42	13	30	33	58	
	1600.	43	41.5	33	06	55	
	1700.	43	51	33	19	52	Passed into sub-
	1800.	44	01	33	33	47	antarctic waters.
	1900.	44	10.5	33	46	48	
	2000.	44	20	34	00	46	

Marion Island to Durban.

13.4.49.	1900.	41	39.5	35	34	55	Passed from sub-
	2000.	41	26	35	28.5	65	antarctic waters into Tropical waters.
15.4.49.	1400.	32	53.5	32	13.5	73	
	1500.	32	42	32	10	74	passed into Agulhas
	1600.	32	30.5	32	06.5	77	current.

ANNEXURE "B"

COMMUNICATIONS DURING THE FOURTH MARION ISLAND RELIEF 1950.

1. A Frequency Band Selection Chart was obtained before sailing which unfortunately proved to be of little value. Every effort was made to check on the value of three frequencies allocated to the South African Naval Forces.

- (a) 12790 Kcs was used daily from approximately 0800 until 1800. QSA 4/5 both ways except on one occasion when touch was lost for three hours. Some interference experienced from station NFN.
- (b) 7460 was used daily from approximately 1800 to 0600. Difficulty was experienced and touch was lost during some part or all of the night. Signal strength dropped from 5 to 0 without warning, on re-establishing contact from 0 to 5 also without warning.
- (c) 3585 Natal listened and called on this frequency each night but ZSK was heard only once at 2010, 18th April, QSA.4 and contact was never made

2. The following is a brief daily outline of the signal strength and frequency used.

DATE	TIME	ZSK SALISBURY ISLAND		YNT NATAL		DISTANCE MILES
		FREQUENCY KCS	STRENGTH ZSK	STRENGTH YNT		
12	1800	7460	2	4		52
13	0800	Lost touch on 3 & 7 until 0600				165
13	0600	7460	1	Nil		219
	1200	12790	5	5		244
	1800	7460	5	5		263
	2000	lost touch until 0500/14 calling on 3 & 7 Mea				
14	0600	7460	5	5		300
	1200	12790	5	5		372
	1700	12790	5	5		436
	1800	Lost touch until 0500/15				448
15	0600	7460	4	5		542
	1200	12790	5	5		570
	1800	12790	5	5		640
	2030	7460	5	5		668
	2250	Lost touch until 0515/16				685
16	0600	7460	5	5		775
	1200	12790	5	5		820
	1800	12790	5	5		915
	1930	Lost touch until 0427/17 calling 3 & 7 Mea				
17	0600	7460	4	5		1060
	1200	12790	5	5		1065
	1800	12790	5	5		1065
18	0001	7460	5	5		1065
	0230	Lost touch until 0600/18 calling 3 & 7 Mea				
	0600	7460	4	5		1065
	1200	12790	5	5		1065
	1800	12790	5	5		1065
19	0001	7460	5	5		1065
	0600	7460	5	5		1065
	1200	12790	5	5		1065
	1800	12790	5	5		1065
20	0001	7460	4/5	4/5		1065

ANNEXURE "B" (CONTINUED)

DATE APRIL	TIME G.M.T.	FREQUENCY KCS	STRENGTH ZSK	STRENGTH YNT	DISTANCE MILES
20	0600	7460	4/5	4/5	1065
	1200	12790	2	2	1065
	1630	Lost touch until 2140			1065
21	2140	7460	3	3	1065
	0001	7460	4	4	955
	0600	7460	3	3	895
	1005	Lost touch on 12 Mes Until 1620			855
	1620	7460	2	2	795
		Lost touch until 1900			
22	2015	7460	5	5	745
	0001	7460	5	5	700
	0600	7460	5	5	635
	1200	12790	5	5	575
	1800	12790	4	4	506
	1900	lost touch until 2020			495
	2020	7460	3	3	488
		Lost touch until 0520/23 calling 3 & 7Mes			
23	0600	7460	5	5	380
	1200	12790	4	4	340
	1800	7460	4	4	300
	2015	Lost touch until 0435/24			285
24	0835	7460	5	5	244
	0600	7460	5	5	244

3. The following are the details of Marion Island Radio which it is submitted should be included in SANFCC's

CALL SIGN ZRS ALL TIMES G.M.T.

1300 Works Heard Island Transmitting 13.6 Mes receiving on 12.2 Mes
 0615)
 0700) Works Cape Town Transmitting and Receiving
 1215) 14.495 Kcs
 1345)

It should be possible to contact ZRS during one of the above schedules.

6780 Kcs was used successfully as Voice Wave for Ship-Shore Communications.

ZRS will transmit on 400 Kcs for D/F purposes if requested.

4. It is submitted that consideration also be given to include details of Tristan da Cunha Radio Station.

5. On the 14th April, Salisbury Island, advised us that Algoa Bay Radio had been endeavouring to contact us, we then unsuccessfully tried to establish communications with Algoa Bay Radio, this being due to the fact that the output of Transmitter 4.T on 500 Kcs is only 30Watt, the range approximately 100 miles. Accordingly it is recommended that traffic from Commercial Stations should be routed through Salisbury Island.

6. A Loudspeaker Watch is kept on 500 Kcs on the most suitable Receiver, and a continuous Headphone Watch is kept on Salisbury Island. In order that the operator can keep a Headphone Watch on 500 Kcs during the International Distress period, it is recommended that Salisbury Island should not transmit during these periods.