

FHSM NEWSLETTER

DECEMBER 2020 / JANUARY 2021



HISTORICAL ARTICLES

ARTEFACTS
AND INFORMATION

FROM THE GALLERY BOATS, PEOPLE AND PLACES

THIS EDITION

PRESIDENT'S REVIEW OF 2020

- Achievements
- New Committee

SPECIAL PROJECTS UPDATE

NEW MEMBERS

MEMBERS STORIES.
Onslows Onslaught 1973
by LCDR Rod Fayle OAM

MY FIRST BOAT
Sandy Freeleagus

CURATOR'S GALLERY

ALSO IN THIS EDITION

Otway Light Station

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MEMBERS UPDATE



President's Review of 2020.

It has been a difficult year for many people across Australia. Bushfires, drought and COVID 19 have all served to make 2020 a year to forget. Whilst many of our plans for 2020 had to be set aside the Committee has continued to do wonderful work.



A comfortable working arrangement has been established with the hard-working Curator of the HSM, Cathy Mann, the Greater Hume Council and their Submarine Committee, through Kerrie Wise. Solid links with The Submarine Institute of Australia, through its Honorary Treasurer Chris Skinner, and our Patron, Peter Horobin MBE, have allowed us to continue our work throughout the pandemic.

I thank the Committee and all the people who have provided donations and support, and others for getting behind the FHSM. It is thanks to them that the first full year of support for the HSM has been so successful.

As we move into 2021, we do so with new committee members and plans to move forward with our assistance to the museum. I look forward to working with the new Committee over the coming year as we all give our support to the many new projects that the FHSM and the HSM have in mind to implement. Merry Christmas everyone and all the best for 2021.

Michael White – President



General Achievements during 2020

- Achieved our 2020 target for 50 members by December 2020 in June. At the time of writing FHSM has 64 members on the register.
- Achieved and exceeded our donations targets, thank you all
- Found sponsors for the AE2 project, thank you AE2 Ltd, SIA and Greater Hume Council (GHC).
- Written and published books and posters for sale at the Museum and online
- Upgraded the website
- Upgraded the Newsletter
- Expanded our links with the Naval Historical Society and overseas submarine associations
- Working with members on their individual memoirs and material
- Had promotional articles in the DVA News and Qld RSL news as well as other local service clubs and more recently the Border Mail Newspaper
- Established a clothing and apparel line for sale with all profits going to HSM
- Provided editorial material to publications such as the DVA News, the QLD RSL Magazine and various small editorial pieces in sub-branch newsletters in the Riverina Region and elsewhere.

Your New FHSM Committee for 2021 Elected Committee

President – Michael White - re-elected, Qld based

Vice President – CDR Michael Carew RAN – Michael comes to this new position of V-P with a wealth of engineering knowledge and experience. Based in Canberra and Yass he is currently Vice-President of SAA ACT and a coordinator for SUBCON 2021 to be held in Holbrook in October 2021.

Secretary – Thor Lund re-elected, based on the Gold Coast, Thor will continue his role with general secretariat work, Website admin, Newsletter and event and merchandise development with Sandy Freeleagus

Treasurer – John Maclean – John has taken over the Treasurer's role from Graham Collins and comes with many years of experience in the finance sector. John is based on the Gold Coast

Appointed Committee Members

- **Graham Collins** – will continue his excellent work, now as Assistant Treasurer but also takes on Membership and merchandise in his new role.
- **Helen Wyatt** – is a professional Archivist and continues her important role working with Cathy Mann in establishing an archival system for the HSM with the aim of linking items of significance to SIA's Virtual Submarine Museum Project. She will also be Assistant Secretary to Thor Lund.
- **Terry Rowell** – continues his role as FHSM's WA representative and liaison person in the West. With many submarining years behind him he will continue to keep our WA members and others abreast of FHSM activities.
- **Sandy Freeleagus** – Continues his role in development with Thor Lund and provides a substantial creative edge to the committee.
- **Cdre Geoffrey Rose RAN** - Geoff has a wealth of submarine engineering experience ranging from T boats through to his extensive work on the Collins Class as Project Director.
- **Dr Roger Neill** – Roger joins the committee with his extensive knowledge and work on the AE1 and AE2 projects as lead scientist. We are privileged to have his skills on the committee.

MERCHANDISE APOLOGY – Due to the unexpected demand our clothing supplier was unable to fill all orders placed before Christmas. Awards R Us has however written to those members wanting clothing and offered to cancel their order if they wish. We are sorry if this has caused you any problems with your Christmas shopping.



SOUND BITE - PROJECT UPDATE

The sound bite project has been created to provide visitors with some typical sounds of a cold war submarine diving and a mock attack. It's called '**The submariner experience**' and will feature in the submarine control room exhibit at the Museum. According to Thor Lund

it was relatively simple to get the script together with help from ex Submarine Captains and others who place of work was the control room. As a script writer for some years, putting it all together was relatively easy, however, our aging voices are not what they used to be back in the 60's so I had to find younger voices and someone with audio engineering talent to put it all together.

To date it's been difficult to find the expertise and willingness to help with this project in local regions around southern NSW. Living on the Gold Coast (GC) also made it difficult to coordinate things with the museum being so far away, so I decided to look locally for the studio and voice over expertise. I was fortunate to find the expertise and talent as well as the enthusiasm and patience here on the GC.



Altitude Music Studio's Alex Kewley provided first class audio production in Altitude's professional studio environment. With the studio boasting high end studio gear Alex's know how, the audio has hit the mark, coming along very nicely. Actor **Beau Jones** did a fantastic job of the voice work for us. They did a wonderful job and we are very grateful for their talented input to this important project for the Museum, said Thor.

Alex working in the dark on the sound bite

Altitude Music Studio owner and musician, Alex Kewley said he was pleased his studio in lower Beechmont was able to assist with this unique project. He said that he had found the experience very enlightening and having been in the music and audio recording business for years, this project was certainly 'something out of left field'. He also added that 'it was both a challenge and honor to help these submarine vets and he learnt a lot about the life and hardships of cold war submariners'.

The voice work was performed by local actor **Beau Jones**. Beau has performed in many feature films such as *Blacktop Stranger*, *Growing Pains* and *Keeping up with The Joneses*, reality TV series. Beau said that the project was a first for him and certainly was a challenge to create the various voices needed in the script. He went on to say 'I cannot imagine how these guys lived and worked in those conditions, but I now have a better understanding of their bond with each other. It was a real privilege to work on this for them'.



Thor and Beau Jones working through the script

The finished sound bite will play within the reconstructed control room in the Submarine Museum in Holbrook NSW in the new year once the sound equipment is installed and the levels tested.

AE2 PROJECT UPDATE



Roger Cooper working on the oversized prints

Work has continued in preparation for the opening of the new exhibit on Anzac Day, all going well. Roger Cooper the former Curator of the museum has been working with Cathy and Thor on selecting the photos purchased from Scotland's People Library of the E Class boat. These have been enlarged and will form the major backdrop within the replica's hull.

The construction of the plinth and ramps and subsequent move of the replica closer to the museum has yet to be arranged. In the meantime, Dr Roger Neill (new FHSM Committee Member) is working on a voice replication of AE 2's Captain, Dacre Stoker to play inside the replica. Thor and Roger are

planning some special lighting and hopefully some data links and security, whilst Cathy is arranging a special exhibition for AE2 and AE1 within the museum.

When it's completed visitors will get a good idea of the hardships and bravery of the crews of both AE boats, The Silent Anzac, and the ill-fated AE1 which was lost early in WWI.

Recently the local major newspaper The Border Mail picked up our media release which led to an interview with Cathy. Subsequently the ABC had Cathy on radio to go over the work. Well done Cathy!



Border mail article followed up by ABC radio interview



AE2 replica - Holbrook

EXPRESSIONS OF INTEREST AE 1&2 WEBINAR IN MARCH 2021

WE ARE CONSIDERING RUNNING AN INFORMATIVE FREE WEBINAR ON THE AE 2 AS A LEAD UP TO THE OPENING OF THE NEW DISPLAY.

IF YOU WOULD LIKE TO BE INCLUDE ON THE INVITE LIST, WE WOULD LIKE TO HEAR FROM YOU.

SEND AN EMAIL TO:

Thor Lund tlund@bigpond.net.au



WELCOME ABOARD NEW MEMBERS

- Doug Edwards
- CDR Doug McKenzie
- Chris Cromwell
- CDR Michael Carew
- Jim Green
- David Long
- Dave Bryan
- Bob O'Grady

DONATIONS

\$250 for sound bite
project received

DONATIONS - We welcome donations and support in financial as well as in kind. If you would like to donate money or an artefact, pictures or other submarine related material, please contact either: FHSM secretary, Thor Lund, tlund@bigpond.net.au. Or for artefacts and pictures The Curator, Cathy Mann cathy.mann@iinet.net.au

ONSLOW'S ONSLAUGHT 1973

As was the case in the early years of the Squadron and later, exercises with the NZ Navy and others were always interesting. In 1973 HMAS ONSLOW under the command of LtCdr Rod Fayle had a memorable trip and worth sharing. Rod has graciously agreed to tell us the story and read between the lines of the Report of proceedings (ROP) we obtained from the AWM Archives. Yes, it has been declassified.



HMAS ONSLOW

Crossing the ditch - On the 8th of September, ONSLOW slipped and sailed to New Zealand to take part in the final phase of AUCKEX 73 and LONGEX 73. Passage was conducted on the surface until the Wednesday when we dived for approximately two hours. During the dive, oceanographic information was obtained in preparation for the LONGEX 73.

We arrived in Whangarei and secured at the ocean terminal. During the visit, the ship's company were accommodated in the Whangarei Hotel and the Grand Hotel. The ship's company, rugby team and soccer teams both enjoyed outings with local teams. The Submarine was open to the public and so many hundreds of people tramped through the boat.

After service problems – As a pre-cursor to the major exercise (AUCKEX 73) we sailed to begin a **submit exercise** on the 17th of September to test the local submarine rescue arrangements which proved to be up to scratch. We returned to Auckland to investigate a problem with our after services system and seek assistance to rectify

the issues berthing alongside HMNZ PHILOMEL on the 21st September, whereupon work began to make good the defects with the assistance from the Fleet Maintenance Unit in HMAS STALWART.

LONGEX 73 Trepidations - ONSLOW sailed for LONGEX 73, on 25th of September and proceeded to our designated diving position. It was not without a certain amount of apprehension that I faced a formidable force of some 10 modern ASW warships and aircraft from New Zealand, Australia, The Netherlands, U.K. and the U.S.A. This phase of the exercise indicated that ONSLOW was likely to take a hammering during the remaining phases.

However, we gained valuable experience operating against the many different ships and sonars. Of particular interest were the Dutch and American sonar, which were new to many of my operators. The inclusion of USS STEIN with SQS 26 sonar and her SH-2D. LAMPS helicopter introduced a new dimension to the ASW picture, and the encounter with this powerful unit was well awaited and anticipated with interest.

Inshore Operations: Our initial tasking was to conduct inshore reconnaissance, simulated landing of special forces and finally, lay a dummy minefield to trap the opposing ships in harbour. Much to the chagrin of our opponents, we were able to achieve all our objectives undetected.

Provoking Attacks: My next task was to provoke an attack in accordance with my patrol orders. I was able to evade before any LRMP or ASW units had gained firm contact. Continuing my provocation role, I was able to achieve a close-range torpedo attack on HMS DIDO and my subsequent evasion was again successful.

The Main Event- Ocean X :The exercises then moved on the main event, exercise Ocean X, with the long, opposed transits at relatively high speeds and to make three attacks on the force if possible.

ONSLOW on the attack -The first attack was launched as a long-range torpedo attack on the USS Stein. After successfully penetrating the screen, a short-range torpedo attack was carried out on RFA TIDESPRING, my green grenade brought about a certain amount of activity and my subsequent evasion was both violent and successful with decoys used.

After disengaging from this attack, I commenced the long, fast transit to my next attack position. Nearing my objective, I was unable to return to periscope depth because of safety restrictions associated with the use of variable depth sonar and had to let the force pass and be content with a simulated missile attack from the surface astern of the force and although detected, I cleared the datum before an attack group could reach me.

Here I am- Part of these major war games involves the deliberate exposure to the opposition to provoke interactions. I had received a signal from the task force commander asking for our situation report. So I commenced to transmit on HF, which attracted a patrolling Orion aircraft that attempted an attack on us during the transmission.

The next Attack -Having evaded the attacking aircraft, I moved into position for the next attack. When the force was within range of my torpedoes, I penetrated the screen undetected and had an easy target in RFA TIDESPRING. In the subsequent melee, I avoided contact and again, along the track of the force, waited for them to come to me. The screen passed over me and I returned to periscope depth inside the screen and attacked HMAS PERTH and RFA TIDESPRING. By going deep under the tanker I was able to avoid detection. And when RFA TIDESPRING stopped, in accordance with the rules of engagement, I returned to periscope depth and finished him off. With escorts bearing down on me. I evaded, and when the ships got underway, I moved off with them beneath HMAS STALWART and avoided further contact with the escorts.

Final Attack – When things quietened down, I stopped and let the escorts pass overhead and waited for the Force to open to missile firing range. Accordingly, I surfaced and carried out a simulated missile attack on the force at a range of about 28 miles. This attack appeared to pass unnoticed.

ONSLOW steamed 1866 Nm and 163 hours surfaced and 1482nm and 274 hours dived.

Conclusion - I must say that the above viewpoint is strictly periscope oriented, but nevertheless, I'm immensely proud of the achievements of ONSLOW and her ship's company throughout the New Zealand detachment and in particular during LONGEX73, the inshore exercise showed the immense potential of the Oberon's submarine in the intelligence gathering role in extremely hostile waters and the many hours of snort transit speaks for itself.

The only detection of us appeared to be when I was transmitting on H.F. Radio, which is a last-ditch measure in wartime, the successive screen penetration in reasonably good sonar conditions, were as unexpected to me as my green grenades must have been to the surface ships and must have given cause for concern. This may well be a once in a lifetime experience, but once is enough, especially my first major exercise and my first command.

LT CDR Rod Fayle. OAM



Sandy Freeleagus



My first submarine was *HMS/M Ocelot* for my 24 hour sea experience. My Part III boat was *HMS/M Opossum*. I joined *Opossum* very quickly after a FOSM

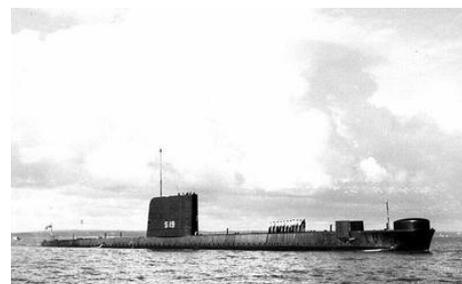


Divisions when he found out that I had been waiting nine months for a Part III draft. The Captain was Lt.Cmdr. Rob Merrick, a thorough gentleman in all respects. I was the only Australian on board and he called me “My Dink”. Robyn was known as “My Dink’s Little Dolly Bird”. He kept a close eye on me and often asked me if I had been in

submarines before as things came easily to me. He continually flouted Australia House in their demands to send me back home and kept me hidden on board.

My first venture to sea was two weeks in the Bay of Biscay where the telemotor system broke down and we had to surface, cotter main vents and the Outside Wrecker bleed the whole system. Everyone (and I mean everyone) was violently seasick and I figured if I could endure the smells and conditions of that trip, I could handle anything the boats could throw at me. We did a two month North Atlantic exercise where we played U Boats and spent a lot of time on the surface. As the Brit boats did not surface snort, all watches were done in damp then wet clothing, even in the Control Room. A continual cascade of water poured down the conning tower into the elephant’s trunk that had to be pumped out every 5 minutes. The diesels were continually sucking an ice cold gale through the area. There was insufficient time for your clobber to dry out before the next watch, so you donned wet gear before you even went on watch.

During the exercise, we pushed the boundaries to the limit and had a battery at 2% and you heaved for breath just walking from one side of the Control Room to the other. The internal air was foggy. We returned to Dolphin via Halifax, Boston and Providence. I did my Part III exam on the way back (that way Lt.Cmdr.Merrick said Australia House couldn’t hijack me and fly me back). I received my Dolphins from him. I still have them and still wear them. Rob Merrick tried to keep me on board for their next trip to Rio for the Mardi Gras, but Australia House quickly vetoed that move.



I was very upset to hear that a few months after I left *Opossum*, Rob Merrick dropped dead on the periscope from a ruptured ulcer. It transpired that he was due for a nuclear fast attack command and he covered up his symptoms to assure that command. I’m told the whole crew lined up to give him CPR until a doctor arrived, but to no avail. A footnote. As I left the boat prior to my journey back to Oz, I spied the Jack and Ensign ready for morning Colours. I thought “Why not,” and took them with me as I left. They now adorn my hobby area. I don’t know what they pulled up that morning. A great boat and a great experience.

Sandy

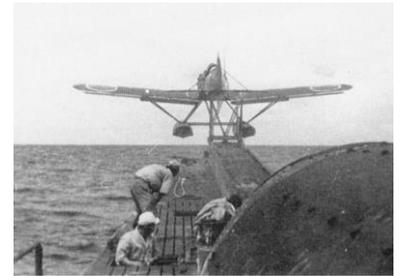


Submarine Launched Seaplane Over Cape Otway February 1942

Cape Otway Lighthouse & Light station in SW Victoria was built in 1848 and was the second lighthouse built on mainland Australia. It was built at the western entrance to Bass Strait, serving as the navigational landfall/highway light to shipping arriving out of the Southern Ocean from Europe, N America & Asia. It was built to say in effect; 'Welcome to Australia, this is Cape Otway'. Although the tower light still worked, it was decommissioned in 1994 and replaced with a much smaller, automated, solar powered light beacon navigational aid.

On Thursday 26 February 1942 approximately two hours before dawn, the long-range Japanese submarine I-25 surfaced just off Cape Wickham lighthouse at the northern end of King Island in Bass Strait. On the deck of the submarine, just in front of the conning tower was a large watertight cylindrical sealed hanger in which was stowed a two-seater float plane. In order to fit into the hanger, its wings and floats were removed, and the tail plane was folded up. A skilled team could assemble it and have it ready to fly in 11 minutes. Once assembled the submarine launched its Yokosuka E14Y float plane towards the Australian mainland.

Using Cape Otway (Welcome to Australia!) and Point Lonsdale lighthouses as navigational aids, Warrant Flying Officer Nobuo Fujito and Petty Officer Shoji Okuda flew a reconnaissance mission over Laverton RAAF Base, Melbourne, and Melbourne docks, then down Port Phillip Bay, past Cape Schanck lighthouse and back to the waiting submarine in Bass Strait. During the flight it had been correctly identified as an enemy plane by personnel at the RAAF Base and the Williamstown Anti-Aircraft battery, but it was the first one they had seen, and they had to seek permission from HQ to shoot it down, which took too long.



The story goes, that in HQ, the phone was answered by the cleaning lady who said; 'You're too early, there's no one in. You will have to phone back later!' The flight might have ended abruptly in the skies over Melbourne if Victoria's first ever Radar Station (13RS) at Cape Otway had been operational at the time and the battery forewarned. The 13RS became operational 3 months later and was designed to detect ships, planes & surfaced submarines. It was staffed by the RAAF, with up to 40 personnel stationed at Cape Otway at any one time on a 3 month posting.

Fujito had previously flown over Sydney and would go on to carry out reconnaissance missions over Hobart, Wellington, Auckland, and Suva. In September 1942, he would fly over mainland USA and attempt to set fire to the Siskiyou national forest in Oregon, USA, with two 100-kilogram thermite incendiary bombs. He survived the war. Cape Otway Light station, in collaboration with the Victorian RAAF Radar Association has an interpretation at the Radar Station bunker ('Doover'), which marries Corten steel replicas & original equipment, with the audio memories of several of the veterans. The interpretation is a finalist in the State RHSV/PROV Community Projects 2020.

Otway Light station's fate in the balance -Unfortunately, the future of the Light station is in doubt post March 2021 as it is the victim of the impact on tourism of Covid 19 and protracted & stalled lease negotiations with the State Government as the site is part of the Cape Otway National Park who own the site. The current local family lease-holders, who have successfully built up & maintained the site for 23 years, are seeking the assurance & financial security

Want to find out more – look at this website - [World War II Radar Bunker - Cape Otway Lightstation](#)



FHSM MEMBERSHIP FORM

Annual membership of the friends of Holbrook Submarine Museum is \$10 :
3years \$25

Renewals AUGUST each year

OBJECTIVES OF THE ASSOCIATION - is to assist Holbrook Submarine Museum and its Curator(s) with funding and Assistance to ensure the artefacts and photographic records are maintained and displays developed. FHSM supports the strategic plan of the Museum and its interface with the Submarine Institute of Australia (SIA) national objective of a Virtual National Submarine Museum as well as the activities of the Submarine Association of Australia (SAA).

AS A MEMBER -You will receive a regular email newsletter with updates on activities at the Museum and any special events and deals on submarine merchandise. You will also receive an adult pass to the museum. We look forward to welcoming you to Friends of Holbrook Submarine Museum.

APPLICATION - Please accept my application for:

1 year \$10 or 3 years \$25 membership of FHSM.

I agree to abide by the rules of the association and to support its purpose and objectives. Note: copies of the Association rules are available by email.

Signed Date

Title

Given Names.....

Surname.....

Email address.....

Phone number(s)..... Mob

Street and No

Suburb or Town

State PostcodeCountry.....

MAIL OR EMAIL YOUR APPLICATION TO:

The Membership Officer, FHSM
Graham (Jumper) Collins
B210 Princes Hwy
Jaspers Brush, NSW 2535
Email, weonawei@bigpond.com

Send all monies to: FHSM
Bendigo Bank – BSB – 633-000.
Account No – 170008056.
Be sure to put your name in the reference section

