

Chapter 1 : - The convoy that nearly died: The story of ONS by Henry Revely

Convoy That Nearly Died: The Story of ONS This book is in very good condition and will be shipped within 24 hours of ordering. The cover may have some limited signs of wear but the pages are clean, intact and the spine remains undamaged.

This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. It consisted of various elite special operations units from Army, Air Force and Navy special services: The assault force consisted of nineteen aircraft, twelve vehicles including nine Humvees , and men. The operation was intended to last no longer than one hour. Shortly after the assault began, Somali militia and armed civilian fighters shot down two UH Black Hawk helicopters. The subsequent operation to secure and recover the crews of both helicopters extended the initial operation into an overnight standoff and daylight rescue operation on 4 October. The battle resulted in 18 deaths, 73 wounded and one helicopter pilot captured among the U. At least one Pakistani soldier and one Malaysian soldier were killed as part of the rescue forces on day two of the battle. American sources estimate between 1, and 3, Somali casualties, including civilians; the Somali National Alliance SNA claims dead, with wounded. Black Hawk helicopters were shot down by RPGs and three others were damaged. Some of the wounded survivors were able to evacuate to the compound, but others remained near the crash sites and were isolated. An urban battle ensued and continued throughout the night. Early the next morning, a combined task force was sent to rescue the trapped soldiers. They assembled over one hundred vehicles, including Pakistani tanks M48s and Malaysian Condor armoured personnel carriers and were supported by U. This task force reached the first crash site and rescued the survivors. The second crash site had been overrun by hostile Somalis during the night. Delta snipers Gary Gordon and Randy Shughart had volunteered to hold them off until ground forces arrived. A Somali mob with thousands of combatants had eventually overrun the two men. Abandoned "Green Line" dividing the warring factions in North and South Mogadishu January The exact number of Somali casualties is unknown, but estimates range from several hundred to over a thousand militiamen and others killed, [12] [13] with injuries to another 3,â€”4, A Story of Modern War estimates more than Somali militiamen dead and more than 1, wounded, but the Somali National Alliance in a Frontline documentary on American television acknowledged only killed in the whole battle. At the time the battle was the bloodiest involving U. He suffered a fatal heart attack on 1 August , either during or after surgery to treat his wounds. A ceasefire was agreed in June , but failed to hold. The international community began to send food supplies to halt the starvation, but vast amounts of food were hijacked and brought to local clan leaders, who routinely exchanged it with other countries for weapons. These factors led to even more starvation , from which an estimated , people died and another 1. In July , after a ceasefire between the opposing clan factions, the U. Operation Provide Relief began in August , when the U. Bush announced that U. This operation, called Operation Restore Hope , saw the U. Marine Corps landed the 15th Marine Expeditionary Unit in Mogadishu and, with elements of 1st Battalion , 7th Marines and 3rd Battalion , 11th Marines , secured nearly one-third of the city, the port, and airport facilities within two weeks, with the intent to facilitate airlifted humanitarian supplies. On 3 March , the U. There was still no effective government, police, or national army with the result of serious security threats to U. On 5 June , Aidid ordered SNA militia to attack a Pakistani force that had been tasked with the inspection of an arms cache located at the radio station, possibly out of fear that this was a task force sent to shut down the broadcast. The result was 24 dead and 57 wounded Pakistani troops, as well as 1 wounded Italian and 3 wounded American soldiers. On 6 June , the U. Security Council passed Resolution , for the arrest and prosecution of the persons responsible for the death and wounding of the peacekeepers. Attack on safe house[edit] On 12 July , a U. During the minute combat operation, U. Cobra attack helicopters fired 16 TOW missiles and thousands of millimeter cannon rounds into the compound, killing 60 people. The number of Somali fatalities was disputed. Admiral Jonathan Howe got after the attack placed the number of dead at 20, all men. The International Committee of the Red Cross set the number of dead at The operation would lead to the deaths of four journalists â€” Dan Eldon , Hos Maina, Hansi Kraus

and Anthony Macharia “ who were killed by angry mobs when they arrived to cover the incident, [28] which presaged the Battle of Mogadishu. Two weeks later another bomb injured seven more. President Bill Clinton approved the proposal to deploy a special task force composed of elite special forces units, including U. Army Rangers and Delta Force operators. The force consisted of:

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Convoy will be added. For information on voyages made in between those mentioned here, please see the documents received from the National Archives of Norway and A. Follow the convoy links provided for further details; several Norwegian ships took part. Judging from the information found on Page 1 of the archive documents, it looks like Norse King was in Dublin when war broke out in Norway on Apr. She had arrived there from Havana on Apr. The document states she arrived Holyhead on Febr. Hague, she had left Dublin the day before. From Holyhead, she proceeded to Liverpool on Febr. Pedersen, Topdalsfjord and Tungsha are also listed in this convoy. Norse King headed back to the U. Hague says she arrived damaged, but I have no further details on this. OG 64 will be added to an individual page in my Convoys section, but for now, please see the page listing ships in all OG convoys. Perhaps repairs had been necessary? Norse King returned to the U. Convoy SC 54 , general cargo for Hull. Eglantine and Montbretia are named among the escorts. This took place on Dec. Norse King arrived Hull on Dec. Carrier returned , Hallfried and Torvanger are also listed. As will be seen when going back to Page 2 , she subsequently spent a lot of time in Middlesbrough. She had arrived there on March 19 and departure is given as June 3 - the reason for this long stay is not known. More details on this collision are available on this page. According to Page 3 , she did not leave again until Aug. She was scheduled for the Sydney portion of Convoy SC 97 that day Bronxville was sunk - follow link for details , but instead proceeded to Halifax, where she joined Convoy SC 99 on Sept. In the meantime, the ships sailing in them and escorts are named in the section listing ships in all ON convoys. More info on the other Norwegian ships mentioned here is available via the alphabet index at the end of this page, or go to the Master Ship Index. The attack on Bradfyne Final Fate - Having made some voyages around the U. The convoy consisted of 45 49? ON , which originated in Liverpool on Dec. More than 20 U-boats assembled for attack. Nilsen, Norse King had been ordered to take on the role of rescue ship, after the designated rescue vessel Toward had taken on board as many as survivors from the various torpedoed ships, and for safety reasons was ordered by the Commodore to refrain from further rescue work probably on Dec. Norse King, in station of the convoy, was herself hit in the evening of the 28th by a torpedo from U Zetzsche , and damaged in position 43 27N 27 15W. The crew was picked up by the escort, which stayed close to the ship, and when it appeared to be repairable the crew rowed on board again, started the engine and headed for the Azores. N 27 18W with a speed of 6 knots and her boats swung out. That was the last seen of her and her crew some sources say 38 were on board, others One of my Norwegian sources says that according to German reports Norse King was torpedoed again that same day Dec. These reports say nothing about the Norwegian crew the U-boat also went down half a year later; U was also sunk that summer. With regard to the final sinking of Norse King, Uboat. This might explain the differing numbers found in various sources. The Stavern Memorial has 30 Norwegians listed, but I believe one of them is listed twice, leaving us with Barbara Mumford see the link to her website below names 37 all total, and she has also received a list that originated from the Norwegian State Archives with a total of 35 names, all crew 28 Norwegians, the rest of other nationality. Rohwer agrees with the U-boats and dates in my text above. Here is a response to a query I posted on Uboat. U was involved in the attacks on this convoy and torpedoed several ships, but Norse King was not among them ref. Crew List - No survivors: Part of her list came from the Stavern Memorial. These men were Norwegian, unless otherwise noted. Later joined Ophir see also this external page.

Chapter 3 : HMS Fidelity Convoy ONS | Imperial War Museums

The convoy that nearly died by Henry Revely, , W. Kimber edition, in English.

The American merchant marine in the war. American Merchant Marine Institute, Inc. Tempest, Fire And Foe: Liveright Publishing Corporation, Arnold, J. Barto III, et al. Texas Parks and Wildlife Bulletin No. Random House, Blair, Clay. Random House, Boyne, Walter J. World War II at Sea. The hunters and the hunted. Norton, Bunker, John. Naval Institute Press, Callison, Brian. A Flock of Ships. There Go The Ships: Garden City Publishing Co. The Atlantic Turkey Shoot: Brandyane Publishers, Churchill, Winston. The Second World War. The hunters and the hunted: Convoys in World War II. Library, Crane, Aimee. Art in the armed forces. Hyperion Press, distributed by C. The Official Chronology of the U. Navy in World War II. Naval Institute Press, Creswell, John. Sea warfare, ; a short history. Longmans, Green, Dunmore, Spencer. The Epic Story of the Battle of the Atlantic, - The Naval War in the West: The true story of U Collins, Elliot, Peter. Merchant Marine at War, The Battle of the Atlantic. Veteran Affairs Canada, Giesler, Patricia. Veteran Affairs Canada, Gretton, Peter. Cassell, Grove, Eric J. The Defeat of the enemy attack on shipping, Aldershot, Hant ; Brookfield, VT: German Submarines in Canadian Waters. The Allied Convoy System Its Organization, Defence and Operation. Naval Institute Press, Hague, Arnold. World Ship Society, Harding, Duncan. Furura Publications Limited, Hardy, A. Battle of the Atlantic - 50th Anniversary Brodie Publishing NEW! Roosevelt, Churchill, and the Naval Wars. William Morrow, Hough, Richard. The War at Sea, William Morrow, Hoyt, Edwin P. The Death of the U-Boats. Dial Press, Hurst, David A. The United States Merchant Marine. Turner Publishing Company, [P. Box Paducah, KY , Ph. First Fleet, the Story of the U. Coast Guard at War. Autumn of the U-Boats, London: Merchant Sailors at War, Battle Report 5 Volumes: A Pictorial History of the Sea War Brockhampton Press, Kemp, Peter. Elsevier-Dutton, Land, Emory Scott. Winning the War With Ships: Land, Sea and Air -- Mostly Land. A history of Mine Warfare, and an Account of U. Naval Institute, Macintyre, Donald. Battle of the Atlantic. Pan Books, Macintyre, Donald. In Peril on the Sea: War Exploits Of Allied Seamen. Cresset Press, Mercey, Arch A. Prentice-Hall, Miller, Nathan. Scribner, Milner, Marc. The North Atlantic Run: Naval Institute Press, Milner, Marc. Naval Institute Press, Mitchell, C. Kings Point, New York: I, Battle of the Atlantic, September May Atlas of World War II. Oxford University Press, Palmer, M. We Fight With Merchant Ships. Bobbs-Merrill, Pattinson, James. Berkley Books, [Account of a doomed vessels voyage through torpedo infested waters] Piekalkeiwicz, Janusz, translated by Peter Spurgeon. Time-Life Books, Rayner, D. Escort - The Battle of the Atlantic. William Kimber, Reminick, Gerald. True Stories of the U. The Story of the U. Rinehart and Company, Inc. War at Sea, Westview Press, Smith, Kevin. At War at Sea: Sailors and Naval Combat in the Twentieth Century. Viking, Stettinius, Edward R. Submarine menace, Executive hearing before the Committee on the merchant marine and fisheries, The Battle of the Atlantic and Signals Intelligence: U-boat situations and trends,

Chapter 4 : Memorial-2 " Gordon Mumford

Convoy That Nearly Died by Revely H.. 15 Illus. Pages. 15 x 23cms. Good in D/W Story of ONS in N. Atlantic Dec. 6 maps & diags. 6 appends. including Roll of Honour.

For information on voyages made in between those discussed here, please see the documents received from the National Archives of Norway and A. Fana is listed in Convoy OB in March She left Georgetown again on Apr. OB is available via the external link provided within the table above. From Halifax, she headed back to the U. Alaska, Stigstad and Titanian are also listed. Having made voyages to Richibucto and Newcastle, N. B in order to join Convoy HX 66 from there on Aug. HX 66 had started out in Halifax. Fana was bound for Hull with a cargo of pit props, arriving there on Sept. Direct link to this convoy, and to the OB convoys mentioned here, have been provided in the Voyage Record above. Christmas that year was celebrated while in Convoy HX 96 from Halifax, bound for London with a cargo of lumber. According to the original document for Convoy OB , Fana was scheduled for this convoy, which originated in Liverpool on Febr. Her voyage information is given as Aultbea-Freetown. This was a Gibraltar bound convoy, but Fana, bound for Freetown with cement, parted company on Febr. Her voyages in this period are shown on Page 2. OB had originated in Liverpool on June 30; Fana sailed from Oban on July 1 and arrived Freetown independently on July 22, the convoy having been dispersed on the 6th ref. More details on the attack on this ship is available via the external link further down on this page. Captain Nic Knudsen says in an article that Fana also had 4 survivors from the torpedoed Sildra on board on this voyage - follow the link for more details. Also, Fana is said to have rescued about 50 men from a naval vessel in British waters this must have been in connection with the incident recounted further down in this narrative. Fana left Liverpool again on Oct. However, she returned to port Clyde, Oct. She returned to the U. Elg, Norma, San Andres and Vest are also listed, though the latter returned. Fana arrived Bathurst on March 22, and with a cargo of groundnuts, she later went back to the U. Maloja was also scheduled, but did not sail the Norwegian Norfjell sailed in the fast section, SLF , which detached on May 4 and arrived Liverpool on May 6. Her voyages at this time are shown on Page 3. According to Arnold Hague, she later went back to the U. Fana was bound for Manchester, where she arrived on Sept. Will be added to my Convoys section, in the meantime, see ships in all SC convoys. See also my page about Ravnefjell for a summary. This convoy departed Liverpool on Dec. Captain Knudsen says that the ships came from various ports to assemble north of Ireland on Dec. Fana was the first ship in this column, and was bound for Bathurst, where she arrived on Jan. Captain Knudsen and Peder Kr. Nilsen both say the convoy was attacked on Christmas Eve, but other sources indicate the first attack took place on Dec. Knudsen describes how Fana after several U-boat attacks was the only ship left in her column, and was in fact the only ship to reach West Africa 38 days after departure U. After having discharged her cargo in Bathurst, he says she continued along the coast to Lagos, via Freetown, with about native passengers on deck, and after having taken on board general cargo there she returned to Freetown, then back to Liverpool. My query to my Ship Forum with regard to Fana and Ravnefjell produced several responses, one of which , posted by Tony Cooper, said the following: Norse King left Swansea Dec. Ravnefjell arrived Glasgow on Nov. Fana left Liverpool on Dec. Left Bathurst on the 22nd to arrive Freetown on the 25th, then departed on the 30th, arrived Sherbro but date not known, departed at an unknown date for Freetown arriving there on Febr. Left again on Febr. It appears she departed Bathurst for a local voyage that same day; Tony says she arrived up river at an unknown date, departure date not known, but arrived Bathurst again on Febr. In the meantime, the ships sailing in them and escorts are named in the section listing ships in all ON convoys. The OG convoys will also be added, but for now, please see the page listing ships in all OG convoys. For more information on all the other Norwegian ships named on this page, please see the alphabet index below, or go to the Master Ship Index. External websites related to the narrative above: ON S Memorials - Names of those lost from the ships in this convoy, incl. I believe these events took place in the spring of The captain says that Fana was in a convoy with Belnor for Freetown with general cargo in the "fall of ". Belnor and a British ship which was similarly built for heavy equipment had new patrol boats on their decks, and these boats were so wide they extended far beyond the

sides of the ships. The danger from U-boats along the coast of Freetown had increased and these patrol boats would help protect the ships in this area. The ingenuity applied in unloading these boats, with the help of practical use of the ballast tanks and other methods did not go unnoticed among the naval authorities, who could put them into action immediately. Captain Knudsen says that theft and robbery had become so bad in the ports along this coast that the area had to be fully lit. Knudsen says that when fishing vessels accumulated near the ship, causing general fear of acts of sabotage, it was often enough just to show the grenades and the vessels would remove themselves. En route, Fana passed an aircraft carrier engaged in exercises, and watched as 3 aircraft landed on the carrier. Suddenly, a big explosion occurred and the next time they looked towards the carrier behind them all they could see was the bottom of the forepart and hundreds of people clinging to her hull and a rubber raft, before the carrier sank a few minutes later. Fana stopped, lowered her lifeboats as well as lines and nets and started to pick up survivors, a difficult task, smeared as they were with oil. But to their horror the surface of the water started to burn amongst the desperate swimmers, several of whom managed to reach Fana but one by one they died before they could be taken on board. Only 2 were still alive and were treated by a doctor who was a passenger on board, but they both died within 20 minutes. Navy during battles in the Pacific, that he had had the same experiences with regard to giving cigarettes to survivors; they simply died. This was thought to be caused by them having inhaled the gasses resulting from the oil covered water while swimming in it, and a cigarette after that caused their heart to stop. After about half an hour no survivors were seen and Fana continued towards the pilotboat near Towards Point, about an hour away, where they met a number of vessels on their way to investigate the black smoke they had seen in the distance. People on Belnor had seen a U-boat nearby and assumed the aircraft carrier had been torpedoed, while the people on Fana believed the ship had struck a mine. She had just undergone repairs to her flight deck, damaged due to severe weather in Convoy JW 53 in Febr. Several years later, while in for repairs in England, on board another ship, one of the workers at the yard approached Captain Knudsen and asked him if he had been captain of Fana during the war. It turned out this man was one of the men they had saved. She had, however, just been there. An American aircraft drew their attention to a small rubber boat, and when they came near they discovered an injured pilot in the bottom of it. They took him on board, whereupon they were told by radio to head towards Key West where they were met by a frigate which put a doctor on board, and the pilot recovered. This external site has the names of her casualties. The following month, she was in station 41 of the westbound North Atlantic Convoy ONS 5 - follow the link for more information, the Commodore was in Rena. See also my page about Bonde , which was sunk in this convoy as were several others. The rest of her voyages are shown on Page 4 , which also has a few voyages, with more on Page 5 , while convoy information for some of them can be found in the Voyage Record. Fana did not return to the U. From Page 6 , we learn that she got to go home to Norway already at the end of May, and also made other voyages to Norway in the course of that year, and again in the spring of see Page 7. Sold to John Bruce, Glasgow in and renamed Alpera. This external page has further Post War info. Back to Fana on the "Ships starting with F" page. Other ships by this name: Sold to China in and renamed Hong QI - deleted in The text on this page was compiled with the help of:

Chapter 5 : D/S Fana - Norwegian Merchant Fleet

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

Synopsis[edit] The documentary is largely based on the work of award-winning Afghan journalist Najibullah Quraishi. In late 2001, around 8,000 Taliban fighters, including Chechens, Pakistanis and Uzbeks as well as suspected members of al-Qaeda, surrendered to the forces of Northern Alliance General Abdul Rashid Dostum, a US ally in the war in Afghanistan, after the siege of Kunduz. The program recounts that several hundred of the prisoners, among them American John Walker Lindh, were taken to Qala-i-Jangi, a fort near Mazar-i-Sharif, where they staged a bloody uprising which took several days to quell. The programme describes how the remaining 7,000 prisoners were loaded onto sealed containers for transport to Sheberghan prison. The film shows an interview with a commander who was one of the chief negotiators of the surrender, saying that several thousand of the soldiers who surrendered are now unaccounted for. He says the prisoners had given themselves up on the understanding that they would be allowed to go home if they gave up their weapons or "in the case of al-Qaeda and foreign fighters" that they would be treated in accordance with UN conventions. Afghan witnesses presented in Afghan Massacre: The Convoy of Death, their faces and voices digitally disguised, recount in sometimes harrowing and graphic detail how most of the prisoners died. The witnesses state the sealed containers held to men each. They say that when the men in the containers began crying out for air and water, air holes were shot into the sides of the containers, killing several of those inside. Who gave you those orders? I went to fill my car with petrol. I smelled something strange and asked the petrol attendant where the smell was coming from. I saw something very strange. Blood was leaking from the containers "they were full of dead bodies. The documentary quotes the account a former Afghan soldier gave to a Pakistani newspaper, describing what he experienced when the containers were opened: It was the most revolting and powerful stench you can imagine: It was a smell to make you forget all other smells you have experienced in your life. The documentary concludes by saying that several witnesses to the events, including some of those who participated in the programme, had since been killed. Had Role in Taliban Prisoner Deaths". Central Command looked into it a few months ago, when allegations first surfaced when there were graves discovered in the area of Sheberghan prison. They looked into it and did not substantiate any knowledge, presence or participation of US service members. What did the U.S. They have nothing to fear from the truth. I have the feeling they hope the story will go away. Department of State The completed film Afghan Massacre: The Convoy of Death was shown on national German television in December US Department of State spokesmen protested the screening of the film in Germany, stating, "The claims are completely false that American soldiers were involved in the torture, execution and disappearance of Taliban prisoners. In no way did U.S. Full resolution of the matter would require an internal investigation by the American Ministry of Defense and an exhumation of the mass graves, autopsies of the corpses and the identification of the dead by the UNHCR. The Convoy of Death were broadcast again and discussed on the Democracy Now! The Convoy of Death that eyewitnesses who had given information on the incident had been tortured and killed, and stated that a FOIA document showed that the "U.S. I think in the past one of the mistakes some journalists made was to try and prove a direct involvement by the U.S. And, you know, U.S. Special Forces troops who were traveling with Dostum have long maintained that they knew nothing about this. And, you know, so I tried not to go down that road.

Chapter 6 : Henry Revely The Convoy That Nearly Died The Story Of ONS HB/DJ 1st | eBay

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Chapter 7 : Afghan Massacre: The Convoy of Death - Wikipedia

The convoy that nearly died the story of ONS description Object description. Bibl.:p Show more. Object details Category convoy ons books.

Many veterans struggle to find a job as they suffer psychologically from the horrors of the war. For the most part, all the captain could do was keep his station and hold steady against all his instincts. These men knew they were sitting ducks in a doomed formation. And when the U-boats attacked, all they could do was watch the blazing death of stricken ships, listen to the cries of help and wait for the next torpedo. Role of the Escorts Up to early , all convoy escorts played a defensive role. Thinly spread, the Canadian Atlantic convoy escort groups lacked sufficient naval ships and crews, and their training, particularly in the operation of the newly developed radar equipment, Type , was poor. The men in the escort ships, however, performed their tasks beyond reproach in defending the convoys against superior enemy forces. During the war, any ship that fell out of a convoy through enemy action or engine trouble was left behind to make its own way to port. All merchant seamen understood the need for this policy and accepted the necessity for it. The escort would pick up survivors whenever possible, but limited their searches to the immediate vicinity of the convoy. For information about the convoy numbering system, please refer to u-boat. However, most published sources refer to this convoy as ONS , and it was an 8-knot convoy. Spread over an area five miles wide and 1. The convoy included a rescue ship, Toward, and the SS Scottish Heather, a tanker assigned to refuel the escort vessels at sea, a relatively new procedure. The tanker was officially designated an oiler, and was not classified as a Royal Fleet Auxiliary vessel. Laurent, joined the convoy at sea on December 20 just west of Ireland. Despite heavy seas, the Scottish Heather managed to pump one hundred tons of fuel oil into the destroyer St. Position of escorts and ships prior to first attack Number indicates column and row: The SS Empire Union was torpedoed at hours, sinking at hours. The SS Melrose Abbey was torpedoed at hours, sinking about 45 minutes later. The captain and chief steward of the Union stayed aboard, and went down with the ship. The King Edward sank within three minutes. About , the Toward and Napanee picked up survivors from the Soekaboemi. Shortly afterwards, the Toward picked up a lifeboat with 23 men from the King Edward. When the Napanee went to investigate what appeared to be a floating wreck, they rescued two semi-conscious survivors from the King Edward clinging to an up-turned boat. Near the wreck, they rescued a man in the water who was from the Soekaboemi. As there was no sign of life aboard the wreck, the Napanee fired a depth charge, but it had no effect. During the night, the Norse King had experienced engine difficulties, and around hours dropped several miles behind the convoy, attended by Shediac. The problem was resolved around hours, and by hours, the two ships had regained their positions in the convoy. U Sunk The St. Laurent and the corvettes Chilliwack, Battleford and Napanee all fired depth charges at the U They made three attacks on the U-boat, and sank it at The entire crew of 46, including Oblt. The remaining U-boats were driven off and lost contact with the convoy. McMurdo Scottish Heather Attacked: Shortly after the refueling was completed, the HMCS Chilliwack picked up a contact on her sonar equipment. Swinging around, she sighted the surfaced U-boat trailing the tanker, and opened fire. The tanker, now roughly fifteen miles behind the convoy, was ordered to take evasive action, and adopted a zigzag course for the next hour. The U resumed shadowing the Scottish Heather and the escorting corvette. The U-boat started to attack, but was again driven off by gunfire. The tanker stopped zigzagging and set a direct course for the distant convoy. Increasing speed, the Chilliwack drew level with the tanker on a parallel course. SS Scottish Heather postwar photograph courtesy of Capt. The U-boat swung around and headed directly for the ship. The torpedo shot from the forward bow tube and the countdown began. The U-boat swung round with its stern to the tanker. It was hours. The vessel heeled over, shuddering under the impact of the explosion. With a roar of seawater pouring into the breached tanks, the Scottish Heather began recovering from the roll and listed heavily to starboard. The corvette cut through the seas at maximum speed to the starboard side of the listing tanker, and gave chase, firing at the surfaced U-boat, which then dived deep in an effort to get away. The depth charge patterns fired by the Chilliwack were too far off to damage the U An hour later the U surfaced and headed for the convoy. In the conning tower, the

watching men could see a red flare burning from a boatload of survivors about four kilometers to the southeast, but there was no sign of the ship. Throughout the day, the Admiralty flashed warning signals of gathering U-boats to the convoy. As Toward now had survivors aboard, supplies would soon be a problem. Laurent ordered the rear ships of columns to act as rescue ships, and ordered Shediac to refuel from the reserve tanker SS E. Suebert 73 about hours. Laurent rescued the pilot, but the observer was swept away, and it was over an hour before the St. When dawn came, there was no ship in sight. Believing the ship had gone down, the men in the lifeboats set a course for Ireland, rather than making for the Azores. Unbeknown to them, the Second Mate had re-boarded the ship and sailed it out of the danger zone. He and a small group of ten men manned the tanker and pattern-searched for the lifeboats. Late that afternoon, he rescued all the crew and officers. The ship then sailed for England. See also Scottish Heather Gallery. A total of nine merchant ships were torpedoed in two-and-a-half hours. Some survivors were picked up by other ships, which, in turn, were torpedoed. Later, the U-boats searched for and sank ships that were disabled and abandoned or attempting to reach the Azores. The attack began when two U-boats entered the convoy from the starboard side about hours. The first torpedoes missed and the U-boats were driven off. This attack was followed up with three ships being torpedoed in quick succession. The SS Melmore Head, torpedoed at, sank in about two minutes; and the Ville de Rouen was torpedoed at. About this time the Fidelity signalled the SOE from two miles astern to report that her main engine had broken down, and Shediac was ordered to cover her. The Main Attack continued After the sinking of the Wagtail, the U raced across the head of the convoy to attack the convoy from the port side, but missed with her first two torpedoes. About a mile away, U KptLt. Well aware of their cargo of explosives, the crew of the Grange quickly abandoned ship. Zarian was on fire, and her crew also took to the boats. At, the Ville de Rouen was torpedoed by U Cdr. Someone cut adrift one lifeboat, and sometime later those men were rescued by the SS Calgary. By this time the U-boats were already withdrawing, and breaking off the attack. As they pulled back, they also searched for floating derelicts and sank them. The wreck of the Cochrane was sunk at hours by U Oblt. Hasenschar sank the empty Grange. Just before midnight the U Zetzsche found the Zarian adrift and sank her. When a ship was torpedoed, it was a common practice for the crew to abandon ship, and wait nearby. If the ship appeared to be stabilizing, they would re-board. If the ship could be saved, they often tried to make for the nearest port. At this time, that was Punta Delgarda in the Azores. After being torpedoed at hours, the Shackleton assessed the damage, and had decided to make for the Azores. They torpedoed her about hours. The Franqui, however, was still afloat. But some three hours later, at hours, the President Franqui was sunk by U Oblt. Captain Bayet was taken on board the U-boat as a prisoner of war, leaving behind the lifeboat and rafts with survivors. By now, the Norse King was some ten miles from where she had been torpedoed the previous night. The crew had initially abandoned ship the previous night, and had been picked up by the escort. Although damaged, the ship was still afloat, although low in the water. The crew then returned to their ship, re-boarded, and were attempting to reach the Azores. She was evidently doing about six knots and had her lifeboats ready. Strelow at hours on December

Chapter 8 : Convoy ONS " Gordon Mumford

Convoy ONS The "O" signified that this convoy was outward bound from Great Britain, the "N" showed the destination was North America, while the "S" indicated that this was a slow convoy, not capable of maintaining a speed above 10 knots.

He wrote his story after reading the book by Henry Revely, O. They took me out to the ship in a pilot boat, as the ship was preparing to sail. The police were taking a fireman off the ship as he had attacked an officer, and I was to replace him. We sailed round the coast of Scotland to Lock Ewe to assemble the convoy. We were to be No 1 in column. The foul weather had made all the ships lose their way during the night. Each ship was battling for survival. By noon visibility had improved and the convoy had reassembled. The Empire Union was the leading ship of column. Being in this vulnerable position had not gone unnoticed by the crew. The ships on the outside columns were the first to get the hammer. U spotted the convoy and sent the signal to Admiral U Boats. At U Boat H. The signals had been picked up by the admiralty and it was evident that the U Boats were converging for an attack and that the target was ONS. Suddenly a brilliant white light burst over the convoy and hung low, another appeared and another, filling the sky like snowflakes. The second mate was on the bridge when he saw a gigantic fireball strike the ship, between No 4 and 5 holds. On the starboard side. The whole ship was pushed bodily round by the stern. In the wireless room a message was being sent repeatedly SS our No in the convoy torpedoed. I had come off watch at midnight and had been trying to get some sleep, when the torpedo struck at 2 30 am. I jumped out of my bunk, grabbed my lifejacket, and put my rain coat round my neck, because I knew it would be damn cold out there. I ran down the alleyway, then I remembered I had forgotten my wallet with the photograph of Doris in it, His future wife of 60 years. The captain pulled a snowflake lanyard and it screeched high in the sky and burst into a brilliant light hanging on a small parachute. Suddenly scores of snowflakes went up across the convoy, lighting the night as if it were day. The deck was crowded with men struggling to reach their boat stations. My boat had been lowered but with it being on the weather side, It was riding up and down on the big waves and it had become unhooked and had drifted off with only four people in it. I ran to the next boat but the same thing had happened with a cadet and three others in it. I ran with the crowd to the other side but both boats were overcrowded. Next we tried the big raft. You knock the pin out and it slides down the ramp into the sea, but it would not move. It had been painted over that many times it would not budge no matter how we hammered it. The same thing happened with the next one. I could feel the ship shuddering so I knew it would not be long before she went down. I went to the rail and looked down at the sea, the next thing I knew there was a man next to me, it was the second engineer. We were pretty high up, but the waves kept coming right up then dropping right down. He looked at me then at the sea and said you will not last two minutes in that. I only know he did not survive. I decided to go over the side, I thought a slim chance is better than none at all. I jumped a hell of a long way down it seemed and went a hell of a long way under. I was under a longer time than I thought I should have been and thought I was being sucked down, so I pulled the rain coat off my neck and struck out harder for the surface. It was dark and that made it worse, I was scared but I broke the surface, my lungs ready to burst. The ship was right in front of me so I turned round and struck out to get as far from the ship as I could. I had swam about twenty yards when I heard a man shouting! He was stood on a small raft Five or six feet square. He threw me a line and pulled me in. He was a jock fireman. There was soon plenty of men hanging on to the raft. We watched the ship as her stern went deeper her bows went higher and she started to slide down, slowly at first, then quicker and with a rumbling she went down. About half an hour after the ship went down we heard someone shouting for help. It turned out to be one of our D. When daylight came we looked round, but we could see nothing. We were ten days out when we were hit, so we were a long way from land and we decided that our chance of being found was nil. In the afternoon one of the lads said that he had seen a ship, we all thought he was off his trolley, but he turned out to be right. It was a destroyer and he had seen us. He said he would slow down, but if we missed the lines they would throw, he would have to leave us. He came near, but all the lines fell short, then he shouted they would have to go as it was urgent that he got to the convoy as soon as possible, but not to worry

as a rescue ship was following on. Everyone went quiet for a long time, as we knew that was probably it!! They lowered the scramble nets and came alongside. There was a scramble for the net and the raft tilted, so I threaded my arm through the net and let them struggle to get up the net. I was last up. I was given a hot cup of tea and some biscuits, they gave me a blanket, but there were too many survivors aboard, there was no room below for us, so we huddled together on deck near the funnel. That was our place every night for the next twelve days. The "Toward" caught up with the convoy which was still under attack, her position was at the rear of column nine. The ships torpedoed up to the 28th December were:

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