



PERISCOPE VIEW

The Newsletter of the Barrow-in Furness Branch
of

The Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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Cover Picture: HMS AUDACIOUS moves through Buccleuch Dock passing the Submarine Academy

'Nothing in the world, nothing that you may think or dream of, or anyone may tell you, no arguments however specious, no appeals however seductive, must lead you to abandon that naval supremacy on which the life of our country depends.'

WINSTON SPENCER CHURCHILL

EDITORIAL

Hello Everybody,

Well, here we are again – now into the second period of 'Lock Down' and/or 'Self Isolation' – are you bored to tears yet? Or are you making the most of all this extra time at home? I expect most of you have found lots to do – painting & decorating, spring cleaning, clearing out the loft or the garage, tidying the garden and mowing the lawn. But I hope you are all taking the opportunity to go for your daily walks, exercise and are getting out for you shopping.

Perhaps you have been keeping in touch with family and friends - making full use of all the social media available – E Mail, Facebook, twitter etc. or, like the Thursday afternoon 'Hope and Anchor' gang getting together for a couple of hours on 'Zoom'? The only thing with Zoom is that everyone tries to talk at the same time, so a bit of careful management is needed.

Then there are all those things you always promised yourself you would do at some vague time in the future – research the family history, write that book, sort through and label all those photos – who is that bloke in the funny hat on that run ashore? And where was it? Well, that time is now!

Perhaps you are taking the opportunity to read those books you have had laying around for ages – I've got through several large tomes in the last couple of weeks

including 'A Sailor's Odyssey' - the autobiography written in 1954 of Admiral of the Fleet Viscount Cunningham of Hyndhope - who served in WWI, was Commander in Chief in the Mediterranean during WWII and, later, the First Sea Lord. It's a book I found by chance in the bookshop in Ulverston on the last Thursday before the lock down!

Then, there was 'Dreadnought to Daring' edited by Captain Peter Hore, which includes a selection of articles from 100 years of 'The Naval Review' from 1912 to 2012. 'The Naval Review' allows contributors to write critical articles on Naval matters - either anonymously or under their own name – and there are some very interesting items in there. As far as I am aware getting an article published – however critical - never harmed anyone's Naval career! Peter Hore is also known for writing obituaries of notable naval personnel for the Telegraph.

Both of those books were very interesting, but the one I enjoyed most was a re-reading of 'Very Ordinary Seaman' by J P W Mallalieu – originally written in 1944. He served as an AB in destroyers in WWII on Russian Convoy escort duty - much later he became a Member of Parliament.

He describes basic training at an establishment which sounds very like HMS COLLINGWOOD – before it

became the Electrical School. His description of New Entry Training sounds to be exactly the same as and will be familiar to many of our Members who joined in the 40s, 50s, 60s & 70s and will have experienced – brick or timber huts off a covered way, communal bathrooms, baggage stores, enormous parade grounds, shouting PO GIs etc. Very familiar to all of us Tiffs who joined at HMS FISGARD as well! The author tells how a very disparate group of individuals slowly become a tight knit

crew able to support each other both ashore, at sea and in battle! His descriptions of actions in a destroyer in the Arctic are quite eye opening. Well worth a read if you can find a copy.

In the meantime, look after yourselves and your friends and families. Hopefully, the lock down will not last too much longer – if some of us don't get to a hairdresser some time soon we'll all end up with sailor's pigtails!!

Best Regards, **Barrie**

SECRETARY'S REPORT

No new correspondence has been received over the last month, which is not surprising with the current social circumstances! However, the proposals made for the National Council Conference remain outstanding and should be dealt with once the Conference can be arranged, or an alternative agreed. This may need to be considered if there is no relaxation to the current restriction on social gatherings.

As you know Barrie Downer has been elected the new National Chairman and I wish him well in that new role and thank him for his dedicated service as the Branch Secretary.

Should any of you have any issues, comments or queries you wish to be addressed by the Branch Secretary then please contact me, details are above.

David A J Smith

Branch Secretary

Barrow-in-Furness Submariners Association

SOCIAL SECRETARY REPORT

Hi Shipmates,

Firstly, I hope that you are all keeping safe & well, whilst looking out for others who may need it.

Now is the part where I give you a diary check, this may have changed a bit and I will keep you updated with progress as it stands:

Diary Check:

Saturday 4th April's pub crawl to Coniston has been postponed to **Saturday 4th July** – hopefully we will have kicked this virus into touch by then and have a nice Independence Day celebration whilst putting much needed revenue back into our pub industry.

Saturday 16th May was to be our first Branch Dinner birthday party; at the ripe old age of 57, but I believe this is now beyond saving and will be cancelled, unless something miraculous happens.

At present I am still optimistic for our **Canal Trip on Saturday 27th June** and **Cartmel on Saturday 18th July** – watch this space.

Other items:

The Members Draw was not won in March and did not take place in April so stands at £30 for the next meeting.

Birthday boys/girls for April, May and any other Meetings we can't achieve due to social distancing - don't fret. When we have beaten this virus and get back to business any person who celebrated a birthday in April, May etc will be able to have a free birthday beer on the company at the next meeting.

Look after yourselves, your families, your friends and anyone who needs your assistance.

Alex

MAY BRANCH CALENDAR

All Meetings and events programmed for May have been cancelled owing to the Government advice.

JUNE BRANCH CALENDAR

June Branch Meeting	Tues 2 nd Jun
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Committee Meeting	Sat 6 th Jun
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Foxfield DTS	Sat 6 th Jun
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Canal Trip	Sat 27 th Jun
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NOTE: June Meetings and Events are subject to cancellation at short notice and dependant on further government advice!

JULY BRANCH CALENDAR

Pub Crawl	Sat 4 th Jul
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July Branch Meeting	Tues 7 th Jul
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Sea Sunday	Sun 12 th Jul
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Cartmel Races	Sat 18 th Jul
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Loss of the Tot	Fri 31 st Jul
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Committee Meeting	As Required
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NOTE: July Meetings and Events are subject to cancellation at short notice and dependant on further government advice!

MAY BRANCH BIRTHDAYS

M. (Mary) Hagen	01/05/1945
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H (Hugh) Porter	03/05/1958
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D.A. J. (David) Smith	06/05/1952
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D.A. (David) Cooper	07/05/1954
N. (George) Hildrew	12/05/1947
K. (Ken) Brumby	17/05/1944
S (Stacey) Phan	17/05/1986
B. (George) Hyde	19/05/1960
C. (Cedric) Madin	21/05/1930
J. W. Wilkinson	24/05/1985
T.C. (Tim) Chittenden	25/05/1951
S. (Sam) Benzie	25/05/1992
C. (Colin) Small	26/05/1967
D. (David) Leather	29/05/1980
J. R. (Roddie) Blaney	29/05/1967
R. (Ben) Britten	31/05/1955
B. M. (Brian) Jones	31/05/1934

Happy Birthday All!

REMEMBERING FORMER BRANCH

MEMBERS

'CROSSED THE BAR' - MAY

Edward Moffat	1989
Albert Cheale	1990
George Day	1986
Tom McQuade	1993
Kenneth Walker	1996
Ernie Newton	2001
Harry Wetton	2007
Donald Michie	2007
Stuart Hammill	2010
David Jenkins	2013
David Dunford	2013

RESURGAM

DISCLAIMER

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or, if you wish to send me an article, my postal address is The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. You may also send your contribution by e-mail to me on frozensouth55@gmail.com. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the Newsletter are also very welcome. The Newsletter will be published in the last week of each month i.e. the last week in March for the April 2020 Issue. Please ensure you have any

information with me by the 15th of the month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

SUBMARINE COMMISSIONING CREW LISTS

Commissioning Crew Lists are still coming in - thank you very much! I am still looking for 'First Commission' Submarine Crew Lists/Brochures as follows:

PORPOISE (1958)
GRAMPUS (1958)
NARWHAL (1959)
CACHALOT (1959)
WALRUS (1961)
OBERON (1961)
ORPHEUS (1960)
ODIN (1962)
OTUS (1963)
ONYX (1967)
UNICORN (1993)

Also, any Crew Lists for any Re-Commissioning and Re-Dedications of any Conventional 'A', 'S', 'T', 'O' & 'P' Class and any refitting Nuclear Boat - SSN & SSBN. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone – see Page 2. Thanks, Barrie

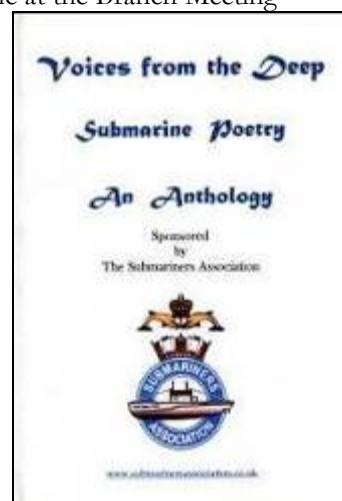
VOICES FROM THE DEEP

A while ago the Submariners Association sponsored a book - 'Voices from The Deep - Submarine Poetry - An Anthology' (see front cover below) as a way of raising funds for the Association.

Copies are still available!

Orders for the Book (16 copies still available) should be sent to me:

Barrie Downer, The Firs, Dundalk Street, Barrow Island, Barrow in Furness, Cumbria LA14 2RZ. Or you can always ask me at the Branch Meeting



Cheques (£5.00 per copy) should be made payable to the Submariners Association and enclosed with each application

SUBMARINE LOSSES OF WWII

One Submarine was lost on 5th May 1940. This was the Minelaying Submarine HMS SEAL. SEAL had been detailed to conduct a mine-lay in the Kattegat. Following the mine-lay the submarine was disabled and was un-manoeuvrable after accidentally hitting a mine. The Crew were forced to surrender to German Air and Surface forces. Although attempts were made to scuttle the Submarine SEAL was salvaged by the German Navy who tried unsuccessfully to operate. One of the crew was lost during the events leading up to abandoning ship. The Crew Members were:

Officers:

Lt Cdr Rupert Phillip Lonsdale, RN
Lt Terence Brinsley John Danvers Butler, RN
Lt Trevor Agar Beet, RN
Sub Lt Alexander Robert Lushington Henderson, RN
Lt Phillip William Hubert Boulnois, RN
Lt (E) Raymond Shayle Hawkins, RN
Lt (E) Ronald Harrison Senior Clark, RN

Ratings:

CPO Coxn Warwick Higgins J99534
CPO John Alfred Walter Gissing J86782
PO Maurice Charles Barnes C/JX 137224
PO Marcus G Cousin P/JX 125328
PO Lewis Murray St. John Caughtrey J108113
LSea Albert Vaughan Mayes J74062
LSea Leslie Beardsworth D/JX 152584
LSea A E Pearce C/JX 133325
AB Charles Clifford Smith J102861
AB James Ritchie C/JX 145174
AB Michael Reynolds C/SSX 18767
AB Charles Thomas Biddlecombe J95256
AB R Murray SS15131
AB W Cambridge C/JX 142460
AB Francis E Algar P/JX 132290
AB G Cole C/SSX 18861
AB A J Frankland C/JX 143556
AB Maurice Oley C/JX 145122
AB William Charles Palmer J12679
AB George Young P/JX 131883
CPO Tel Charles Futer J88391
PO Tel Harry Carter J94632
LTel H Rumbolt C/JX 134238
LTel R G Avis C/JX 136253
Tel G A Lomas C/JX 136566
Sig John Thomas Waddington J58949
POck Bertram Frank Blackman P/MX 48503
LStd Kenneth Morgan Hurley P/LX 20690
CERA1 Class Henry Thomas Johnson M36487
CERA Donald Lister, BEM C/MX 50445
CERA John Edward Stait M35642
ERA Ernest S Trueman P/MX 46571(Po)
ERA2 Edward H Murray D/MX 46034
ERA2 Alan Dade P/MX 50317
ERA Peter Jackson TBA
EA3 William E Johnson C/MX 50505
Ch Sto William Frederick Middleton K60427
SPO Raymond I H Doran D/KX 80277

LSto Thomas F Vidler D/KX 92105
LSto A Faddy C/KX 84575
LSto Martin Fitzgerald D/KX 84607
LSto M Bisset C/KX 85450
LSto James Gilroy D/KX 80277
ALSto Stanley Godfrey D/KX 81495
LSto Owen Thomas D/KX 86973
Sto1 W A Stanford K59638
Sto1 Edgar G Biles P/KX 77282
Sto1 John M Brown P/KX 80695
Sto1 G L Gannaway C/KX 82755
Sto1 Frederick Arthur Williams K56812
Sto1 Albert Eckersall P/KX 86772
Sto1 Herbert E Harper D/KX 80738

After the War Lieutenant Commander Lonsdale was 'Court Martialled' for the loss of the Submarine but was acquitted with honour. He retired from the Royal Navy in 1947 and took Holy Orders. Lieutenant Butler was 'Court Martialled' for the loss of the Submarine as he was technically in charge of the Submarine after the Commanding officer was taken Prisoner but was acquitted with honour. Petty Officer Barnes was killed on Monday 9th September 1940 and is reported to have died of wounds on the border of the USSR. He had escaped from the Prisoner of War Camp on 27th July 1940 but was killed by Russian Border Guards after having reached Soviet territory.

SUBMARINERS!

(Supplied by Gus Mellon – an Australian Submariner colleague)

The Archangel Gabriel came to the Lord and said, "God, we have to talk. We have some submarine sailors up here who are causing problems. They've changed out the Stairway to Heaven for a ladder, they're swinging on the Pearly Gates, my horn is missing and a whole bunch of my Heavenly Angels are in the family way. The Heavenly Clouds smell of diesel fuel, their robes haven't been laundered in two months and they're wearing their halos flat aback. There are beer cans all over the place and they're racing the Heavenly Chariots and running a book on it. Some of those guys are walking around with just one wing, having hocked the other one at the chariot track. This can't go on!"

The Lord said, "Gabriel, submariners are as submariners will be, heaven is home to all my children. If you want to know about some real problems, call the Devil."

So, Gabriel gets on the Hotline to Hell and the Devil answered the phone, "Hello? Hold on a minute."

The Devil returns to the phone and says, "O.K., I'm back. What can I do for you?"

Gabriel replied, "I just want to know what kind of problems you're having down there."

The Devil said, "Hold on again. I need to check on something."

After about five minutes the Devil returns to the phone and says, "I'm back. Now what was the question?"

Gabriel said, "What kind of problems are you having down there?"

The Devil said, "Man, I don't believe this! Hold on." This time the Devil was gone fifteen minutes. After fifteen minutes, the Devil returns and says, "I'm sorry Gabriel, I can't talk right now. Those damn submariners have put out the Fires of Hell and are trying to install air conditioning."

HMS AUDACIOUS ARRIVES AT CLYDE HOME

ROYAL NAVY MEDIA RELEASE Tuesday, 7 April 2020
HMS AUDACIOUS, the fourth of the Royal Navy's Astute-class submarines, has arrived at her new home at HM Naval Base Clyde.

The new submarine and her 98-strong crew arrived at the Naval Base in Argyll and Bute today (April 7), flying the White Ensign after sailing from BAE Systems in Barrow-in-Furness.

Welcoming the vessel to her new home were members of the Submarine Flotilla – SUBFLOT – based at Clyde.

"It is with great excitement that we welcome HMS AUDACIOUS to the Clyde, joining her three sister submarines," said Commodore Jim Perks OBE, Head of the Submarine Service.

"HMS AUDACIOUS represents an ever-improving example of the world-leading Astute class submarine. She is right at the cutting-edge of technology, built here in the UK by our own people. She will provide the country with remarkable security at sea to protect our nation's interests."

HMS AUDACIOUS will join sister-submarines HMS ASTUTE, HMS AMBUSH and HMS ARTFUL which are already in-service and operating from Faslane. A further three boats – named ANSON, AGAMEMNON and AGINCOURT – are currently under construction at BAE in Barrow.

The Astute-class vessels are among the most sophisticated submarines ever constructed for the Royal Navy.

Equipped with world-leading sensors, the Astute-class carry both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes.

The 7,400-tonne boats can circumnavigate the globe submerged, producing their own oxygen and drinking water.

Officially named in December 2016, HMS AUDACIOUS was launched in April 2017 and conducted her first dive in January 2018.

Commodore Perks continued: "I am extremely grateful to all of the teams and companies that have contributed to the grand task of building this exceptional submarine. I am especially proud of our Submariners who have worked tirelessly to inject their heart and soul into HMS AUDACIOUS to ensure she delivers the very best for our nation."

HMS AUDACIOUS' crew will now embark on shore training before eventually undertaking the next period of sea trials.



HMS AUDACIOUS arrives at her new home at HM Naval Base Clyde.



AUDACIOUS, the latest of the Astute-class submarines.



HMS AUDACIOUS coming alongside HM Naval Base Clyde.



AUDACIOUS will join her three sister vessels at Clyde.

A ROYAL NAVY SUBMARINER GIVES ADVICE ON SELF-ISOLATION

ROYAL NAVY MEDIA RELEASE Monday, 30 March 2020



Sub-Lieutenant Andrew Rose

As the Royal Navy prepares to help the NHS with the coronavirus outbreak, Submariners have stepped-forward to provide advice to the public who are doing their part by self-isolating and staying at home. The Submariners know a thing or two about isolation. While on patrol they regularly spend months under the water, never surfacing and with only very limited contact with the outside world. We spoke with Sub Lieutenant Andrew Rose, a qualified Submariner who recently patrolled with HMS ARTFUL, to find-out how the Silent Service does it:

Can you tell us a bit about the training a Royal Navy Submariner goes through and how it prepares you for being on patrol, cut-off from the surface?

SLt Rose: "No amount of classroom training can prepare you for what it's like at sea. You must learn on the job and learn quick.

"The first course we do at the Submarine School is the Submarine Officers Training Course where we learn about the basic construction of a submarine and how it functions. We also undertake Submarine Escape Tank Training and practice survival skills.

"When you get to step on board you're known as a 'non-qual' until you learn your Basic Sea Qualification which means understanding how the submarine operates, how the systems onboard work, and how to keep the vessel safe in an emergency.

"It can take many weeks to learn what you need and prove your knowledge to the specialists onboard. It ends in an oral board to prove your knowledge and if you pass your presented with your dolphins – the mark of a qualified Submariner."

Once you are on patrol what is the daily routine?

SLt Rose: "The submarine keeps a watch system, so for me that's six-hours on, six-hours off. During my six-hours on I'm busy doing jobs such as keeping lookout on Optronics (the modern-day periscope) or for my department it could mean managing defects or just general rounds of all the kit such as weapons, explosives, sensors or computer systems.

"During the six-hours off is when you get a chance to wash, exercise, catch-up on any admin, relax and sleep – or study if you're not yet qualified. You tend to lose track of the days quickly as you end up going to bed and waking twice a day. I was second watch so worked 1am to 7am and 1pm to 7pm. It was very strange having breakfast just before going to bed and waking-up for lunch!"

Patrols can last a long time. How do you maintain morale?

SLt Rose: "I was very lucky to have a good crew with some excellent people I could have a laugh with. If I ever did feel down, I know I could talk to them about it. It helps to keep busy too because it keeps your mind focused."

What about the importance of exercise? How do you keep fit in a confined space?

SLt Rose: "On board we have a few weights, some mats and an exercise bike. It's impressive how creative some people can be with such little space. There's plenty of exercises that you can do without moving from your mat – sit-ups, press-ups and squats just to name a few.

"Exercise was massively important for keeping healthy and being able to exercise really helped morale for a lot of people."

You may not see loved ones for many weeks when you are on patrol. How do you cope with the separation?

SLt Rose: "It sounds odd, but I found it easier knowing that I would have no contact with home rather than maybe sometimes having contact. No contact meant that I could focus solely on my job. Again, it really helped having a routine that I had to stick to and keeping busy."

Could you summarise your advice on isolating? What do you do to get through?

SLt Rose: "Get a routine and stick to it. There's plenty we could do in the house such as cleaning, exercising, contacting family or friends, learn a new skill etc.

"Also, remember that, just like being at sea, isolation won't last forever. Have something to look forward to and try not to get too downhearted. Think of the things you and your friends will be able to do once it's all over!"

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde,
T: 01436 677205.

For those of you who can't work out social distancing -see below for two meters apart!



The Royal Navy Submarine Museum & the Corona Virus

Members may be wondering how the Museum is coping under the pressure of the Government restrictions in place to slow the spread of Covid-19. The Royal Navy Submarine Museum, as part of the National Museum of the Royal Navy, has placed all non-essential personnel on furlough and its doors have closed temporarily. Our understanding is that all front of house staff are being sent home but will receive support in accordance with Government policy. For the Submarine Museum, this means that the Facilities Team will be checking the site daily during the week and will continue with maintenance. We understand that the General Manager will be responsible for weekend checks.

The Friends Committee believes that NMRN policy is to minimise costs during the shutdown period whilst keeping its sites and collections safe. This policy is expected to cover a means of regenerating the business once restrictions are eased.

As is the case for the museum sector nationally, these are tough times. The committee will keep you informed as the crisis develops and more information becomes available.

Further information can be found on the NMRN website at: <https://www.historicdockyard.co.uk/site-attractions/plan-your-visit/coronavirus>.

The Deadly Losharik Submarine Fire and Russia's Secret Undersea Agenda

James Glanz and Thomas Nilsen 21st April 2020

Something, it appears, had gone terribly wrong in the battery compartment as the sub made its way through Russian waters 250 miles north of the Arctic Circle on the First of July. A fire on any submarine may be a mariner's worst nightmare, but a fire on the Losharik was a threat of another order altogether. The vessel is able to dive far deeper than almost any other sub, but the feats of engineering that allow it to do so may have helped seal the fate of the 14 sailors killed in the disaster. The only thing more mysterious than what exactly went wrong that day is what the sub was doing in a thousand feet of water just 60 nautical miles east of Norway in the

first place. The extraordinary incident may offer yet another clue to Russia's military ambitions in the deep sea, and how they figure into a plan to leverage Arctic naval power to achieve its strategic goals around the globe — including the ability to choke off vital international communication channels at will. Moscow has been unforthcoming about the Losharik disaster and insists that the sub was merely a research vessel. The Norwegian military, whose observation posts, navy and surveillance aircraft track Russia's Northern Fleet for NATO, refuses to say what it may have seen. The only civilian witnesses to the rescue that followed the fire may have been a ragtag band of Russians fishing illegally in the area.

A funeral for the crew members of the submarine was held in St. Petersburg. But it was clearly a mission of the highest sensitivity, and the roster of the dead included some of the most decorated and experienced officers of the Russian submarine corps. To understand why these men may have found themselves on a submarine that can dive to perhaps 20,000 feet — more than 10 times deeper than manned American subs are believed to operate — consider what criss-crosses the floor of the North Atlantic: endless miles of fiber-optic cables that carry a large fraction of the world's internet traffic, including trillions of dollars in financial transactions. There are also cables linking the sonar listening devices that litter the ocean floor.

Russia's president, Vladimir V. Putin, and his commanders have increasingly stressed the importance of controlling the flow of information to keep the upper hand in a conflict, said Katarzyna Zysk, head of the Center for Security Policy at the Norwegian Institute for Defense Studies in Oslo. No matter where in the world a conflict might be brewing, cutting those undersea cables, Professor Zysk said, might force an adversary to think twice before risking an escalation of the dispute. "The Russian understanding is that the level of unacceptable damage is much lower in Europe and the West than during the Cold War," she said. "So, you might not have to do too much."

Not just any submarine can do that — at least, not across nearly the entire expanse of the sea bottom. But the Losharik is not just any submarine. Its inner hull is thought to consist of a series of titanium spheres holding the control room, the bunks, the nuclear reactor and other equipment. Its name, it appears, was taken from an old Russian cartoon character, a horse assembled from small spheres. The spheres are cramped, and they are joined by even smaller passageways.

A common procedure when there is a fire on a sub is to close the hatches to slow its spread. If that was done on the Losharik, the crew members may have found themselves trapped in small, dim, smoke-filled chambers. And if they were in the chamber containing the battery compartment where the trouble appears to have started, they may have been battling flames raging in spaces as narrow as a couple of feet, said Peter Lobner, a former electrical officer on a United States submarine. "That's

the creepiest place you ever want to be on a submarine,” Mr. Lobner said.

The Russian fishermen were out in a small boat, moving eastward, probably in restricted waters, when a submarine burst from the water in front of them, one later told a local newspaper in Murmansk, *The SeverPost*. “We were heading towards Kildin,” a nearby island, the fisherman told a *SeverPost* reporter in a phone call, “and then, about half past nine in the evening, a submarine surfaces. Suddenly and completely surfaces. I have never seen anything like it in my life. On the deck, people were running around making a fuss.” The submarine they saw was not the *Losharik* but a much larger vessel: its mothership. The *Losharik* is designed to fasten to its underside, so it can be carried along for servicing, transport over long distances or — as may have happened on July 1 off Norway — rescue.

Why Russia did not secure the area is unknown, but if the fisherman’s account is accurate, it appears they were the only outside witnesses to the secret rescue operation. They were fishing in a restricted area — but they decided to talk about what they saw anyway. “This is a very Russian story,” said Jeffrey Mankoff, a senior fellow with the Russia and Eurasia Program at the Center for Strategic and International Studies in Washington. The submarine sped away, but there was no immediate alert from Russia to the Norwegian Radiation and Nuclear Safety Authority about a possible nuclear incident in the Barents Sea, said Astrid Liland, head of the nuclear preparedness section. TASS, the official Russian news agency, reported the accident the following day without mentioning that the submarine was nuclear powered. The *SeverPost* story appeared the next morning.

Russia and Norway, Ms. Liland said, have an agreement to notify each other in the case of incidents involving nuclear installations. “Unfortunately,” she said, “Russia interprets that agreement not to include military installations such as submarines.” As convoluted as it is in so many ways, the tale of the *Losharik*, and the growing power of Russia’s Northern Fleet, begins with at least one very simple explanation, said Professor Zysk, the Norwegian analyst. “There’s a special place in Putin’s heart for the navy,” she said. “That’s one of the key symbols of a great power.” The Northern Fleet is at the top of Mr. Putin’s military budget, which included top-drawer items like the most advanced surface vessels and cruise missiles. In 2014, the Northern Fleet put the Arctic brigades under its command; soldiers equipped with the latest gear for cold climate warfare. New generations of ballistic-missile and attack submarines are also being deployed.

With all that naval power, the quickest way for Russia to surprise the United States would be to steam from the Arctic to the North Atlantic, said Heather A. Conley, senior vice president for Europe, Eurasia, and the Arctic at the Center for Strategic and International Studies. “It’s really becoming a much more dynamic area,” Ms. Conley said. “It does feel like we’re updating ‘The Hunt for Red October.’”

There is also an eye toward economic benefit, Ms. Conley said: Russia has made no secret of its desire to control a northern shipping lane through the Arctic as ice recedes because of climate change and to expand its oil and gas production. Over the last five years, 14 airfields have been opened or rebuilt along the Northern Sea Route; three fully autonomous bases have opened on Arctic archipelagoes. Billions of dollars have been spent on fields for gas production on the Yamal Peninsula, where total volumes are estimated at almost 17 trillion cubic meters. The natural gas from the Yamal will ultimately feed the pipeline now being built through the Baltic Sea to supply Western Europe. Still, with the extreme difficulty of recovering oil and gas north of the Yamal, and the unknowns of tourism and foreign shipping, the economics may not add up for another half-century — if then, said Andreas Osthagen, a senior research fellow at the Fridtjof Nansen Institute, near Oslo, and author of “Coast Guards and Ocean Politics in the Arctic.”

Beyond Russia’s need to protect the nuclear deterrent itself, the key to understanding Russia’s keen interest in the Arctic, Professor Zysk said, is to bear in mind what Moscow does not want to do: become directly involved in any extended conflict with NATO. Russia knows it does not have the resources to win that kind of conflict, Professor Zysk said. For that reason, no matter where a conflict begins, she said, “Russia would do anything to maintain the strategic initiative.” She said, “The information superiority comes here.” Russian generals, for example, speak openly of sowing chaos in the government financial system of an adversary, Professor Zysk said, and disrupting seabed cables “would certainly fit into the objective.”

A 2017 report by Policy Exchange, a research and educational institute in the United Kingdom, found that seabed cables carry 97 percent of the data in communications globally, including roughly \$10 trillion in financial transactions a day. The cables are largely unprotected and easy to find. As recently as a few years ago, American military and intelligence officials reported that Russian submarines had often been operating near them. Because the internet can reroute data when cables are damaged, Western analysts have often dismissed the dangers of sabotage. But considering the vital role of data in Western institutions of all kinds, Professor Zysk said, simply applying pressure by degrading the network could be enough. “When people lose Facebook and Twitter — oh, my God!” she said, not entirely facetiously.

Mathieu Boulègue, a research fellow in the Russia and Eurasia program at Chatham House, in the United Kingdom, said a specialized craft like the *Losharik* might help test the West’s ability to respond if cables were cut. “This is part of Russia’s newfound capability of messing with us,” Mr. Boulègue said.

As for the accident itself, few expressed surprise that a jewel of the Russian submarine fleet might catch fire not very far from its home base — probably in water no more than 1,000 feet deep — leaving most of its crew

dead. The Russians, some experts said, seem to have a greater tolerance for risk than the West.

The Losharik was designed in the 1980s but, delayed by the fall of the Soviet Union, it was not launched until 2003, according to a forthcoming revised edition of "Cold War Submarines" by the historians Norman Polmar and K.J. Moore. In 2012, the Losharik was part of a scientific operation to drill two miles into the Arctic crust and retrieve rock samples. The best public view of the sub came a few years later, in 2015, when it surfaced during a photo shoot of a Mercedes S.U.V. by the Russian edition of "Top Gear."

Like the shell of an egg, the vessel's titanium spheres resist terrific pressure much more readily than a traditional, elongated hull, Mr. Polmar said. "It can go slowly to the bottom and it won't crack," he said. Mr. Polmar said there was "nothing in the U.S. fleet to match" the depths that the Losharik can take its crew. Various reports, he said, place the mysterious craft's maximum depth at anywhere from 8,200 to 20,000 feet. Mr. Lobner, the former American submarine officer, said "we have nothing except unmanned vehicles" operating at such depths. Still, while some see an engineering marvel, others see evidence that Russia may be unable to build the kind of sophisticated, autonomous underwater drones the United States appears to rely on. "They would rather adapt existing systems, modernize them, and try to muddle through," Mr. Boulègue said. "So, no wonder these things keep exploding," he said. Mr. Boulègue believes accidents have been far more common than publicly known. John Pike, director of the think tank GlobalSecurity.org, said the Losharik fire suggested that the Russian military was still contending with some longstanding issues: corrupt contractors, and problems with quality control in manufacturing, spare parts supply chains and maintenance. "I assume that every other sub in the Russian fleet has similar problems," Mr. Pike said. "I just think the whole thing is held together with a lot of baling wire and spit."

A Russian business newspaper, Kommersant, citing sources close to an investigation into the Losharik incident, said that when smoke was first detected in the sub, it did not appear to be catastrophic. The Losharik may have been docked with its mothership at the time, Kommersant said. After a partial evacuation, 10 crew members stayed to fight the fire along with four reinforcements from the mothership, the situation became more and more dire as oxygen was depleted from two emergency breathing systems aboard the sub, Kommersant reported. The crew began succumbing to smoke inhalation, and there may have been an explosion in the battery compartment, the newspaper said. Mr. Lobner said that even in an ordinary nuclear submarine, clearances in the battery compartment are so narrow that a routine inspection often requires shimmying through in a prone or supine position. The crew quarters would be

small and could quickly fill with smoke, he said. "This wouldn't be like going into a burning house," Mr. Lobner said.

The Russians are not the only ones who don't want to talk about the Losharik. Adm. James G. Foggo III, commander of the United States Sixth Fleet, whose area of operations includes Europe, declined to be interviewed for this article. So did Haakon Bruun-Hanssen, chief of defense for the Norwegian Armed Forces. Even Pvt. Sander Badar, a young conscript in the Norwegian Army, guarded his words carefully as he trained a pair of huge binoculars on the waters off Russia's northern coast from his observation post on a ridge nearly a thousand feet above the Barents Sea. It was in that direction, on the other side of a stretch of coastline called the Fisherman's Peninsula, that the Losharik burned. "It's not a secret that we are watching over their border and seeing what's happening there," Private Badar said early one October afternoon, the Arctic light already fading. With outposts like Private Badar's, as well as surveillance aircraft and navy ships, the Norwegian military serves as NATO's eyes and ears on Russia's doorstep. But when asked about Russian submarines, Private Badar declined to reveal what he may have seen.

When TASS, the Russian news agency, first reported the Losharik fire, it said 14 sailors had been were killed aboard a "deep-sea station," without mentioning its nuclear reactor. The next day, a spokesman for Mr. Putin said information on the accident "belongs to the category of top-secret data." In the following days, Mr. Putin posthumously conferred the nation's highest honor, Hero of the Russian Federation, to four of the crew members and lesser awards to the other 10. At the funeral in St. Petersburg, a navy officer said the crew had "prevented a planetary catastrophe." Russia says it plans to fully restore the sub and put it back into service. Not everyone seems worried about that. One retired American rear admiral, John B. Padgett III, a former commander of the Pacific submarine force, said in a phone interview that he had no concerns about the United States losing ground to subs like the Losharik. "We go as deep as we need to go, as fast as we need to go," Admiral Padgett said. But Col. Eystein Kvarving, chief of public affairs at Norwegian Joint Headquarters made clear that the stakes are high. The Norwegian military, Colonel Kvarving said, has a direct Skype line to the commander of Russia's Northern Fleet, and tests it once a week. In the months since the fire, he said, the Russians have carried out their largest naval exercises since the Cold War. How might the Losharik fit in? "You go deep, you go silent," Colonel Kvarving said. "Undetected is the key word. If they can go undetected where they please, that is a big concern."

Thomas Nilsen is the editor of The Independent Barents Observer

THE DESMOND GERRISH AUTOBIOGRAPHY

(Continued from the April issue of Periscope View)

The Captain, Commander Archie Grey, D.S.O., R.N.

This is a suitable point to put the record straight and pen an accurate description of Cdr. Grey as, so far, we have only dwelt on our two contrasting personalities.

Cdr. Grey was a very professional punctilious Naval Officer of the “Old School” who had fought through, and survived, the war. General manners and Naval rank structure were paramount in his life. He was totally and utterly dedicated to his Sovereign and the Royal Navy. I saw and respected the genuine Archie Grey, now getting old, when he remained on the Bridge for 3 days and 3 nights in foul weather during a major Fleet ‘War Exercise’, without sleep, politely refusing to delegate, even for a couple of hours, to his 2nd-in-Command, the 1st. Lieutenant. At the end of this greatly demanding War Exercise he was near to the end of his strength and very close to serious exhaustion. The whole Crew respected his devotion to duty and were happy to know he had finally gone to his bunk to sleep. He would trust me with the ship when he slept, as he did with the other Seaman Lieutenants and, as the Commission progressed, he went out of his way to teach me the great skills of Warship Command.

His wife, a typical British blue stocking, came out to Malta for a couple of weeks when AISNE was in dry dock and the pair of them, living in a rented house, gave several parties for AISNE’s Officers. One such was a swimming picnic off the rocks in the sea. The picnic hamper had been bought in Harrods of course and Mrs. Grey had prepared this picnic feast superbly well from the shops in Malta. They were nice people when they entertained.

Archie’s failing was being behind the times. He was oblivious to the post-war change where class barriers had been radically altered. Two incidents occurred which sharply revealed his opposition to said change.

All destroyers’, frigates’ and submarine (small ships) pay ledgers were kept by WRENS in their shore base offices. Every fortnight they sent us the Crew’s pay with a slip copying part of the ledger. About every 6 months, the WRENS were sent onboard to audit the ship’s ledgers and iron out all the many minor queries that had accrued over 6 months. They worked with my Leading Writer in our cramped, hot, stuffy little office all day – going back to WRENS Barracks for their lunch - except, if problems had arisen, they would forego lunch to help the Leading Writer to get his books straight. Just this had happened, so I took the 2 WRENS up to the Wardroom for a cool beer fully endorsed by Mike McGuire (1st. Lt.) who insisted on buying the girls a drink in thanks for their help, when in stepped Archie for his lunchtime drink. He went straight back to his cabin, sent for 1st Lt. and said he was horrified to see 2 Naval Ratings (the WRENS) drinking in one of Her Majesty’s Officers’ Wardrooms. I made my case to the Captain in a fair old temper, pointing out that the girls work for the ship as their permanent job, do us a lot of favours in ensuring our pay is always bang on time etc. and that 2 very smartly dressed WRENS taking ½ hour off, having foregone their own lunch, were entitled to the minor courtesy of being given a drink! The 1st Lt. cooled me down by pulling rank – reminding he was 2nd-in-Command and President of the Wardroom Mess – and that the issue was between the Captain and himself.

I was re-assured by the 1st Lt. standing upon his principles and taking his total responsibility in this trivial matter, but I was very riled that Archie, the Captain I respected and would remain loyal to, could so seriously react to a simple courtesy because the old rules affected his mind so pitifully.

Six months later the Commander-in-Chief Mediterranean, a very senior Admiral, made a routine visit to the ship, arrived in his Navy black limo, driven by a WREN. The Captain welcomed C. in C. onboard and introduced him to us ship’s Officers, lined up at the gangway. Following this the C. in C. said to Archie “Perhaps one of your Officers could escort my Driver to the Wardroom, while we tour the ship, rather than leave her sitting in the heat on the jetty”. Archie had the grace to give this pleasant task to me. So, I was able to take a Naval Rating (WREN) for the second time to the Wardroom, but, this time, at the suggestion of the C. in C. himself! Chatting to the girl over a drink, I found out she was a granddaughter of Admiral A.B.C. Cunningham, one of our very illustrious wartime leaders.

The next day, Archie sent for me and very freely admitted that, on the first occasion of me taking WRENS to the Wardroom, he had been wrong in issuing a reprimand. Matter closed.

Sport

Eighteen months away from home and families made all forms of sport important to us as a way of passing time. Rugby, soccer, hockey and cricket were the chief team sports. Hockey and soccer were played most throughout the Med, since they did not need grass pitches (rare in the Med.) and could be played on the hard sand pitches abundant in this hot climate area.

H.M.S. AISNE could put out pretty good teams in all sports, but our better matches were when we turned out 4th Destroyer Squadron teams. I always played for the Squadron at hockey and rugby. At hockey, 3 of the AISNE players were always selected; Archie, the Captain, Smithy the Gunner and an A.B. Archie had learned the game on the playing fields of Winchester School – he was good. Smithy and the A.B. had learned hockey in India – parents were Indian Army; they were very good.

We played a lot of matches whenever in harbour and, at times, Archie and me became good friends, sipping a cool beer and comparing bruises whenever the game finished. Smithy had one of the most powerful hits in hockey and Archie would buy him a beer for every casualty that limped off the field having got in the way of a Smithy-drive! We always fought very hard to win.

Rugby games were less frequent – shortage of grass pitches – but we played a fair number of Squadron games as we

roamed across the Med. My shipmates in this game were Dennis Hannay, the Gunnery Officer, the ship's P.T.I. and 2 other C.P.O.s. Officers played a lot of tennis. For our own fun and recreation and, of course, socially – invites to Clubs and mansions etc. It remained in our time a game for upper classes, like Polo, and the snob attitude prevailed. We conformed and always turned out in immaculate whites.

Food

There was a fair old snob connotation within ships of the Fleet as to which Wardrooms dined better than others. Admiralty paid a standard sum for feeding Officers and each ship decided how much they would supplement this fixed sum out of their own pockets for additions and luxuries to be added to the menu. But, like most things in life, money alone was not the whole answer. For Naval Officers' Messes the lynchpin was how good your chief chef and caterer were. We were well off in AISNE, having 2 very good Maltese Petty Officers in these 2 key jobs. The absolute best were sent to serve Admirals.

Our daily menus in AISNE were hearty, to say the least:

Breakfast: always a full cooked breakfast and local lovely fruits. Lashings of real coffee.

Lunch: a 4-Course meal at which chef's soup together with his famous croutons would have made a meal in itself. He always baked his own bread too. Delicious.

Tea: quite a substantial snack. Always toast and jams. Often boiled eggs or herrings, or kippers.

Dinner: another 4-Course meal where, because time was not so pressing as at lunch, the quality of the cheese and fruit, taken with port to finish dinner, was an important feature.

Dennis Hannay was the natural to be entrusted with our Mess Food kitty – his wife was French - and he had a most discerning palate from a lifetime of eating the finest foods. His late-night party trick, when all the catering staff were asleep in their bunks, was to produce a snack of toast and boiled eggs. The toast easy enough in the Pantry's toaster, but the eggs he boiled in the Pantry's electric urn which made our tea and coffee during the day. The Catering Staff were always furious next morning and would complain formally to the Captain. Nothing was ever done, since the Captain and his civilian guests also revelled in this late night 'cabaret' snack!

We changed into Evening Dress and bowtie every night for dinner, even at sea. The only times this formality was skipped had to be storm weather or Exercises which involved Action Stations. Everyone had individual friends scattered throughout ships of The Fleet and on occasions when you met in harbour, it was customary to invite each other for lunch or dinner onboard. This was a pleasant way of eating out, just like going the rounds of restaurants in a city.

To be continued in June 2020.

Frederick William Simpson, DSM



(Original story supplied by N R Simpson (grandson) of Hull in February 2020. Some details added & transcribed by Barrie Downer in March 2020)

Frederick William Simpson was born in Hull, Yorkshire on 7th October 1904. His father was a hairdresser by trade but, during the Great War served in France with the RASC. It was whilst his father was on the Western Front that his mother died of TB. Bill Simpson, as he was known to his friends, was brought up by an aunt. He sold newspapers and firewood to make a little money and help buy his clothes.

After leaving school he went to sea as a trimmer with the Hull fishing fleet, his first ship was the KITE owned by the Gamecock Fishing Company, followed by the BONA and SAVITTRA of the Trident Company. Bill often said that a trimmer was the lowest form of life known to a fisherman and saw no future in

working six hours on and six off for days on end with very little time at home. So, he decided to leave the industry and enlisted in the Royal Navy on 9th March 1923 as a Stoker Second Class.

He underwent his initial training at HMS PEMBROKE. On completion he was drafted to HMS REPULSE – a Battle Cruiser built in 1916. It was whilst he was aboard REPULSE that his life really started. He went around the world on the British Empire Tour in company with HMS HOOD and several other Cruisers. HMAS ADELAIDE joined up with the force at Sydney, Australia but her crew mutinied in Fiji.

On 17th January 1925 he joined he joined HMS DOLPHIN for Submarine Training, during the next several years he served on the L25 (11th February 1925 to 2nd April 1925), L22 (3rd April 1925 to 20th May 1926), L25 (1st October 1926 to 9th November 1927), L56 (4th March 1928 to 10th February 1930), H24 (20th August 1930 to 26th October 1931), H44 (13th January 1932 to 2nd November 1933), THAMES (1st July 1934 to 3rd March 1935), OTWAY (1st April 1935 to 28th April 1936) and ROVER (29th April 1935 to 31st March 1936). During the General Strike of 1926 the L22 in company with L26 left DOLPHIN under sealed orders and joined up with the destroyers WALLACE & VANCOUVER, the L26 going to Hull and the L22 further north to Newcastle to form a communications link. There was no shore leave granted but the submariners were allowed to exercise on the Jetty.

On 13th October 1936, now a Petty Officer Stoker, he re-joined General Service and an old Destroyer called WRESTLER. 1936 saw him aboard the GREYHOUND, a 'G' Class Destroyer built in 1936 by Vickers Armstrong, her main armament was four 4.7-inch guns, she had a speed of 36 knots. The following year GREYHOUND was off the coast of Spain during the Spanish Civil War. She evacuated hundreds of our Nationals from Spanish ports and repatriated the crew of a Royalist Destroyer sunk off Gibraltar.

Prior to the outbreak of War in 1939 GREYHOUND was serving a two-and a half year Commission in the Mediterranean. When war seemed imminent the Fleet left Malta and based itself at Alexandria. GREYHOUND was ordered to Toulon – a French Naval Base to test liaison, (he assures me that even in those early days it was non-existent). She then returned home and served at the Western approaches. Incidentally, GREYHOUND put to sea in such a hurry from Gibraltar she left behind the Ship's postman and the Captain's servant, they didn't catch up with her again until November several months later and were still dressed in their tropical whites.

In the month of April 1940 during Operation "Wilfred" GREYHOUND, GLOWWORM, HYPEREON and HERO were on a mine-laying sortie. GLOWWORM commanded by Lt. Commander Roope rammed the German Cruiser ADMIRAL HIPPER, only 38 of GLOWWORM's Ship's Company survived. Roope was awarded a posthumous VC – the first to the Royal Navy during the War.

In late May and Early June GREYHOUND was once again in action, this time at Dunkirk.

'We did two very successful trips and brought several hundred men back. Our third trip was disastrous, we were hit by dive bombers and lost a lot of the crew. We were towed back to Dover by a Polish Destroyer; we couldn't pronounce her name, so we called her 'The Bottle of Whiskey'.

After temporary repairs at Chatham it was back to the Mediterranean, Italy had now entered the war.

'Our main task was convoy and escort duties, either Gib. To Malta, Alex. to Malta or to Tobruk when it was surrounded by Rommel, we also escorted convoys to Greece and Crete. Many of our ships were lost on these occasions because of the confined waters. The supplies to marooned Tobruk and Malta had to be carried out by fast Naval vessels during the period when there was very little or no moon. HMS KELLY eventually arrived on the scene with Mountbatten, and as he was Senior Captain "D" he changed all that and would have an extra run or two when the moon was filling. Obviously, we sustained more casualties. At one time Malta became almost impossible to maintain and aviation fuel had to be transported by submarine in barrels lashed to their casing. They'd travel on the surface at night and submerged by day, releasing them off the coast when the tide was favourable.

One task force I remember was quite a large on leaving Gib. to assemble at Freetown, Sierra Leone. We were to go to Dakar where there was a large Vichy French Fleet assembled. We wanted them to change sides and join the Free French Forces. A Plenipotentiary went ashore under the protection of a white flag.

But we received a very hostile reception and all hell broke loose. We suffered a lot of casualties and a Battleship was torpedoed but managed to limp back to Freetown with about a 15 to 20-degree list to port.'

The above action described by Bill Simpson was Operation 'Menace' the attack on Dakar, French West Africa on September 23rd/24th 1940. The Vichy French Submarine BEVEZIERS did manage to put to sea during the action and fired four torpedoes at HMS RESOLUTION one of which hit her amidships causing serious flooding and a 12-degree list. He was taken in tow by HMS BARHAM. Whilst serving in the Mediterranean HMS GREYHOUND sank the following Italian Submarines, the NEGHELLI on 19th January 1941 and the ANFITRITI off Crete on 6th March of the same year. Petty Officer Simpson was awarded the DSM for his part in the action against the ANFITRITI. The Citation appeared in the London Gazette on 6th July 1941. He was invested at Buckingham Palace by King George VI on 13th October 1942.

Regarding the sinking of the ANFITRITI, we got positive signals on the ASDICs at about six thirty am and brought her to the surface with several patterns of depth charges. As she broke surface we scored a couple of direct hits on her conning tower killing a number of her crew. They waved a white tablecloth and surrendered. Being an ex-submariner, I went in the whaler with the First Lieutenant (Lt. R Scott) and the Boarding Party to try and salvage her. Once aboard the First Lieutenant stationed an Able Seaman to guard the Conning Tower Hatch. The After Ends and Motor room were almost flooded, and the Engine Room had several feet of water. The First Lieutenant went to the Wardroom and salvaged all the Confidential Book, and I kept taking them to the Bridge. When we got them all up, we realised that the whaler had gone back to the GREYHOUND which was lying about half a mile away. Before the whaler returned the Submarine sank beneath us. We had to swim back to the GREYHOUND and all our efforts had been in vain.'

At the Battle of Matapan on 28th March 1941 GREYHOUND also took a very active part. The WARSPITE, VALIANT and BARHAM opened fire at 4,000 yards on the Italian Fleet passing from Starboard to Port of our task force – the leading cruisers being illuminated by GREYHOUND's searchlights. The targets FIUME and ZARA were both destroyed. Also sunk during the action were the Cruiser POLA and Destroyers VINCENZE GIOBERTI, MAESTRLE and ALFIERE. Damage was also inflicted on several other ships including a six-inch gun cruiser of the COLLEONE Class

'I was down the Boiler Room at the time on watch. I knew what was about to happen then the gunfire started and the manoeuvring. The ship was heeling over as we altered course at high speed. The next thing I knew we had stopped and, minutes later, about forty Italians were led down on to the gratings. They were very excited and chattering away in Italian. I was a bit apprehensive so I asked for an armed guard, but one couldn't be spared so I had all the heavy spanners collected up and put under the boiler foot plates in the bilges. But there was no trouble – I

suppose they were more frightened and grateful at being picked up than anything else. Our sister ship the GRIFFIN claimed to have fired the first shot but I can't verify that. I do know that they kept the shell case as a souvenir.'

GREYHOUND's war came to an end on 22nd May 1941, during the Battle for Crete. She was sunk by German aircraft along with the cruisers FIJI & GLOUCESTER and destroyers JUNO, KELLY & KASHMIR.

'When the GREYHOUND was sunk in May 1941, I was lucky being off watch at the time. We'd just stopped to investigate some small vessels suspected of ferrying German troops to Crete and we were stacked by dive bombers. Many of the survivors were machine gunned in the water and one boat load were completely wiped out. The KINGSTON, FIJI and KANDAHAR were ordered to stay behind and pick up survivors. It was a hazardous task but after about four hours I was picked up by the KINGSTON. Our Captain – Commander Walter Roger Marshall A'Deane was picked up by the KANDAHAR. Later that afternoon the FIJI was sunk, and our Captain dived overboard to rescue one of her crew struggling in the water. He was never seen again.'

Commander Walter Roger Marshall A'Deane was awarded the Albert Medal (Posthumous) for this last gallant act. The Citation appears in the London Gazette Supplement 4th November 1941. During the two years that the GREYHOUND was at War Marshall A'Deane was twice Mentioned in Despatches and was awarded the DSO and DSC. He was a gallant Officer and Bill always kept a portrait of the Captain on his living room wall.

After the GREYHOUND Petty Officer Simpson was posted to the Destroyer 'Spare Crew', then to HMS TUMULT (a 'T' Class Destroyer) as Chief Stoker. TUMULT was still being built at the time at John Brown's Shipyard on the Clyde. In March 1943 on completion of her acceptance and work up trials she was commissioned into the Royal Navy and sent out to the Mediterranean with the remainder of the Class to form the 24th Destroyer Flotilla.

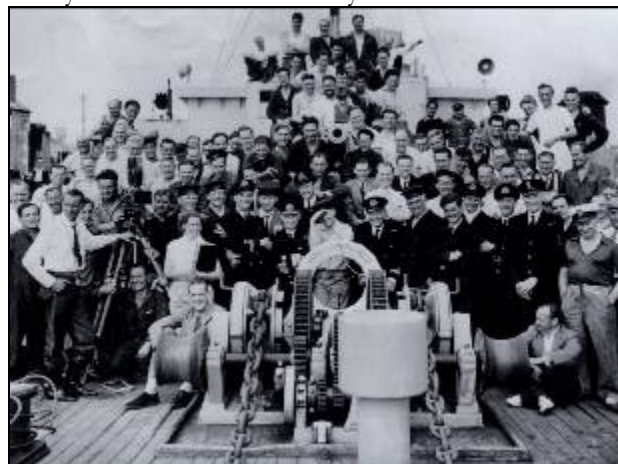
'It was a different Med. to the one I'd left the year before; success was in the air and we savoured every moment of it. The war carried on for us, the victory in North Africa, the invasion of Sicily and Italy, the set back at Casino, the surrender of the Italian Fleet and the taking of all the ports up the coast of Italy till there was nowhere else for us to go.'

On 30th March 1944 HMS TUMULT in company with the BLENCATHRA, HAMBLEDON and LAFOREY sank the U-233 north of Palermo (LAFOREY was hit by three torpedoes by U-223 and sank in three and a half minutes, taking with her most of the crew). In December of the same year TUMULT returned home for a major refit and to re-equip for the Far East. Before the refit was completed Chief Stoker Simpson was drafted to HMS EXCELLENT as a Fire Fighting and Anti Gas Instructor. He was discharged from the Royal Navy on 27th November 1945 after completing

twenty-two year's-service. Before I finish this brief narrative of his life, one experience I was thrilled to learn about was his part in the film 'The Cruel Sea'.

'I think it was in the early spring of 1952/53 I was asked by Captain 'Jackie' Broome whom I knew from my time in submarines if I would Chief Stoker the COMPASS ROSE for the film 'The Cruel Sea'. It was an old corvette we'd supplied to the Greek Navy and had it towed back from Greece. We had to make her ship shape and get her mobile. To make matters worse all the instruments and valve tallies were in Greek. The ship was in a bad way and Lloyd's wouldn't allow us to stay at sea during the night, neither would they allow us to proceed to Liverpool where some of the filming should have taken place. So, it was all filmed at Plymouth and Portland, we did manage to coax 17 knots out of her and that's what she was built to do. It was a marvellous experience I can assure you, something I'll always remember.'

Bill Simpson spent the remainder of his life in Southsea and ran a small hotel overlooking the Solent. He retired in 1969. Sadly, he died on 1st October 1987 – six days before his 83rd birthday.



Film Crew and Extra's aboard HMS 'COMPASS ROSE'. Captain 'Jackie' Broome in sailor's cap next to Jack Hawkins behind Port anchor windlass. Stanley Baker behind Starboard anchor windlass. Bill Simpson – front row standing far right with hands in pockets



Bill Simpson (3rd from the right) with Jack Hawkins and Stanley Baker at the premiere of 'The Cruel Sea' in Portsmouth on 19th April 1953

**Donald Henry “BUSTER” Brown, CPO1 (Ret’d),
MMM, CD2**



It is with deep sadness, yet immense pride, that we, his family, announce the ‘crossing of the bar’ of D. H. “Buster” Brown on 11th April 2020. Born in London, England on 30th June 1941, he immigrated to Canada with his mother in 1946, and grew up in Winnipeg, Manitoba. He began his military career by joining the Royal Canadian Sea Cadets in Winnipeg in 1954, prior to his enlistment in the Royal Canadian Navy in 1958 as an engineering mechanic.

During his first four years as a sailor, he served at sea aboard the minesweeper HMCS Fortune, completed a four-month tour in the Far East aboard HMCS Crescent, and was later drafted to the destroyer HMCS Micmac based in Halifax. By 1962, he had completed further trades training and volunteered to go on exchange and undergo training with the Royal Navy’s submarine service in the United Kingdom. In so doing he served in Her Majesty’s Submarines GRAMPUS, ANDREW, ANCHORITE, ALLIANCE and AENEAS. During that six-year period, Buster served in home waters, the Mediterranean, and spent two further years in the Far East with the 7th Submarine Squadron based in Singapore. He was promoted to Leading Seaman and was awarded the Malay Peninsula clasp for service at sea during the Indonesian Confrontation. In 1968 he returned to Halifax and served aboard the submarine HMCS ONONDAGA and later that year commissioned HMCS OKANAGAN in Chatham, England. His time aboard OKANAGAN was highlighted in by the RFA GREY ROVER incident, when she was accidentally rammed

by the British tanker in 1973. Buster remained on OKANAGAN through 1981, rising in rank to the position of Chief Engineer, and appointed Submarine Squadron Chief ERA. Due to qualified personnel shortages, Buster was then drafted to the destroyer HMCS SKEENA as Chief ERA and was to receive indoctrination training aboard HMCS NIPIGON in the NATO Squadron in Europe. By 1984, Brown served on staff of the Commander Sea Training, Atlantic, as Chief ERA, charged with the task of training and working up ships’ crews in achieving operational status at sea. In 1988, Buster was named Coxswain of the tanker HMCS PROTECTEUR, and a year later returned to the submarine service as part of the inaugural Submarine Sea Training Group’s Chief ERA. During this time, with the deployment of three ships to the Gulf War operational theatre, he was recalled to assist in at-sea training preparations and sailed aboard HMCS TERRA NOVA.

Upon returning to Halifax, Buster was appointed to the Admiral’s staff as the Command Chief Petty Officer, Maritime Command, a post he held until retiring from Canada’s navy in 1995. Following his retirement, he was engaged as a member of the Royal Canadian Legion Dominion Command’s Defence Committee, with which he remained active until well into his 70’s. Buster participated as Legion representative in both the Canadian Forces “Showtour 2000” in Bosnia, and the commemoration of the 65th Anniversary Korean War Armistice in South Korea in 2008.

Buster was lured into the Hollywood movie business in 2001, working as Submarine Technical Advisor on the feature-film production “K-19: The Widowmaker”, filmed primarily in Halifax and starring popular actors Harrison Ford and Liam Neeson, in 2001. Buster was also chairman of the Submariners Association of Canada (East), a board member of the Royal Canadian Naval Association, and a long-time member of the Atlantic Chiefs & Petty Officers Association in Halifax. Concurrent to his illustrious military career, he remained active as a volunteer in his community, organizing a Men’s Dart League at the Herring Cove & District Volunteer Fire Department, and acted as head coach for hockey teams in the Chebucto Minor Hockey Association in Spryfield throughout the 1980’s and early 1990’s. A talented handyman, a meticulous gardener and lifelong sports fan, he ardently supported the Montreal Expos and the Winnipeg Blue Bombers.

SUBMARINERS 'CROSSED THE BAR' REPORTED UP TO 30 th APRIL 2020						
Branch	Date	Name	Rank/Rate	O/N	Age	Submarine Service
Non-member	6 th March 2020	Francis Myles Thompson	Able Seaman (SG)	P/JX 324102	97	Submarine Service in WWII in TUNA, TAPIR & one other
Non-member	30 th March 2020	William Caravan	Chief Petty Officer Coxswain	P/JX 814233	92	Submarine Service including GRAMPUS (on 'Commissioning') on 11 th May 1962
Submarine Officers Association	4 th April 2020	Anthony Hugo Wood	Lieutenant Commander (WESM)	TBA	86	Submarine Service including OCELOT (on commissioning on 20 th January 1964), MAIDSTONE (1967), DOLPHIN (1968/1969), RNC Greenwich (1970), RENOWN (P) (WEO 1971/1973), DOLPHIN 1973)
Non-member	8 th April 2020	William Wilson	Chief Marine Engineering Mechanic	TBA	TBA	Submarine Service including WALRUS, OTTER, OCELOT & SPARTAN
SAOC(E) ex Canadian SOCA	11 th April 2020	Donald H Brown	Chief Petty Officer 1 (RCN)	RCN 46490-H	78	Submarine Service including TALLY HO, ANDREW, ANCHORITE, ALLIANCE, AENEAS, ONONONDAGA & OKANAGAN
Ex Nottingham	15 th April 2020	Andrew Vaughan	Petty Officer (MEM)	D123407A	64	Submarine Service from 1978 to 2001 in RORQUAL, GRAMPUS, OLYMPUS, CACHALOT & WARSPITE
Non-member	16 th April 2020	George Robertson	Petty Officer (MEM) (L)	TBA	TBA	Submarine Service to 1988 in TIPTOE, 'R' Class x 2, VALIANT & CONQUEROR
Gatwick Branch	23 rd April 2020	Gerald J (Gerry) Lloyd-Williams	Sub Lieutenant RNVR	N/A	95	Submarine Service from June 1944 to 1945 in X-Craft – 12 th Submarine Flotilla
Exeter Branch	April 2020	David E J King, BEM	Warrant Officer (Ops)(S)	J930139C	83	January 1958 to November 1986 in THULE, SEASCOUT, RORQUAL, TOKEN, TRUNCHEON, OTUS, REPULSE & VALIANT
Northern Ireland Branch	April 2020	George Fleming	ME 1	K972824	77	Submarine Service from October 1959 to June 1961 in SENTINEL & TABARD
Ex Merseyside Branch	April 2020	James L (Les) West	Cook (S)	P/SM 932436	83	Submarine Service from 1962 to 1967 in TRUNCHEON 1963) & DREADNOUGHT
Northern Ireland Branch	April 2020	George V Bell, BEM	Able Seaman (UW2)	P/SSX 83215	90	Submarine Service from September 1948 to November 1954 in SPITEFUL, STURDY, SEADEVIL, SPIRIT, TIPTOE, THOROUGH, ALLIANCE, SANGUINE & TRUMP