



SUBMARINERS ASSOCIATION BARROW-IN-FURNESS BRANCH NEWS LETTER



THE JUNE WORD



Well the year is going very quickly as we approach the June Issue of the news letter.

Our 45th birthday year is also becoming a pretty good year and hopefully this will continue.

A successful hosting of the Submariners Association Executive Councils Annual Conference was a great event which has again given high praise to the Barrow in Furness branch which we hope to enhance further in July when we host the National Management Committee for their July meeting AND the Submariners Association Annual Draw. Please volunteer your support where ever it may be needed. Our 45th birthday Annual Dinner Dance was also a very enjoyable occasion. We have supported the Kings Own Royal Borderers Regiment Veterans Association at their St Georges Day Parade and of course provided stewards to support the Keswick to Barrow Walk all of this keeps the branch in the forefront of the community.

A new era for our branch is now taking place as we move our meeting venue from the **HARBOUR HOTEL TO THE ROYAL BRITISH LEGION AS FROM THE MEETING ON 3RD JUNE 2008**. Our AGM on 1st April was hosted at the Legion and the facilities can more that adequately accommodate our requirements. We need a list of attendees at each meeting as for most clubs so there will be a full membership list just inside the concert room door at every meeting

which we request you to tick off your name as you go in or at least as soon as you have bought your first pint. There is a section for you to enter the name of any new member you are introducing and for all visitors to the meeting. At the Legion we will have the opportunity to continue our relations with other veterans associations as the KORBRA also meet in the middle bar on the same night as ourselves.

We, understandably, have many fond memories of the Harbour, and I for one look forward to using that venue in the future. Our Social Secretary intends to continue with branch quizzes there and the branch intends to host our usual Remembrance Day commemoration there at least for this year. Other possibilities may be to meet small parties of the submarine fraternity visitors to town there when it is not on our meeting night in the Legion. To that end we are having discussions Tracey and Leon at the Harbour to agree what level of submarines memorabilia we can leave on display to enhance such occasions.

Membership is booming thanks partly to the interest and keenness of Astute and Ambush but others are joining or rejoining and we have heard that more might now come and join following our move to the Legion, I hope that happens and encourage every current branch member to speak with other ex submariners they know and invite them to come along. There is plenty of room at the Legion. Our membership numbers as from 1st June 2008 stands at an all time high of 174 (though not all are yet fully paid up members). We have created a new membership secretary post and Ted Budgen has volunteered to cover this at least until the AGM next year. Ted will

be available at branch meetings when, in addition to providing the news letter to those who do not get it electronically, he will collect subs and pass out membership cards to all who seek him out. If you are not sure if your membership is up to date please see Ted and he will interrogate the records.

I will leave the rest of topical news to our secretary and our social secretary rather than continue to be repetitive and bore you all suffice to say if you continue to give us your support the branch will continue to progress from strength to strength. Before I sign off I would just like to say to all members that following our own success hosting the Conference it is appropriate that we give our support by attendance at the Conference next year which you will by now have heard is to be hosted by our great friends the Northern Ireland branch in Bangor just outside Belfast. I will ask Colin to start a list of interested members so we can in turn ask the Belfast boys for assistance in arranging accommodation. We should all arrange transport etc individually to suit our own needs.

That's enough for now – as most of you are saying.

All the best from John Houlding



Social Secretary's Dit



Hi folks, is the weather getting better for you? Don't worry the rain should be here in time for the BBQ – Only joking, I hope.

The 45th Annual dinner at the Lisdoonie was a success. On the night 83 people attended, unfortunately a couple of people couldn't make it on the night due to illness, I hope you are all well now. I have had good reports that everyone enjoyed themselves, the food was as usual good and hot, the Mayor Ken Williams sang for his supper his speche were entertaining and brief and Midnight Express got most people up dancing. Once again you were generous in your support of the raffle and I thank you for your continuing support.

We are now a month away from the next big social in this our anniversary year, the hosting of the National draw combined with our own annual BBQ at the Vickerstown Institute on Walney Island July 5th 19:30 till late. The list has started and to be honest it has been a slow response so far, this is going to be a very popular event with visitors from all parts of the country arriving in Barrow. I need your names / numbers to me as early as possible so that you won't be disappointed and I can give Brigham plenty of notice for catering. I will be closing the list on June 22nd and need all money in by 27th June so that Brigham can get the victuals. There will not only be the National draw, but also our own raffle, Rum barrel, crazy shirt competition, superb catering by Brigham and his team of helpers and entertainment by Shindig, all for the cost of £7.00 a ticket. This will be the biggest entertainment event in Barrow on this weekend don't miss it.

Looks like the brewery run will be to Hawkshead brewery and will be limited numbers, details soon.

Well that's about it from the social scene for another month, I cannot make the June meeting as unfortunately I have to work for a

living, Barrie Downer will pass around the BBQ chit for me. Don't forget to sell your national tickets and get the money and stubs back to the committee ASAP.

Colin Hutchinson

Social Secretary

Badges of her Majesty's ships

The badges of all Her Majesty's Ships are based on the Naval Crown, the badge of the Royal Navy. This consists of a circlet surmounted by four sterns of men of war each with three poop lanterns sails each sprad on a mast and yard, fully fitted and sheeted home, the ships and sails being positioned alternately. known as the Corona Navalis, this was originally awarded to the Roman heroes of the fights. The whole of the crown is gold and carries stones and studs. The centre stone is a red ruby; the stones on either side are green emeralds and the stones at the extremities are of blue sapphire. The studs consist of white pearl.

Ship's badges became official in 1918 but from earliest times ships carried decorative shields and banners and later figureheads. Eventually these became so massive that their weight, high in the bows, made the ship's nose heavy and difficult to manoeuvre. Early in the nineteenth century, as the rounded bows became the normal shipbuilding practice, the decorative bow of elaborate scroll work, often surmounted by a crest or coat of arms, became fashionable. From about 1860 this form of decoration became rare and ships began using unofficial badges.

These badges were usually on the ideas of individual Commanding Officers and included family coats of arms, characters from mythology and the crests of towns and counties. However, because of the diversity of design, ship's badges came under Admiralty review towards the end of World War I.

This review led to the present form of ship's badges which is attributed to an Army Officer

Major Foulkes a former Master of the Tower Armouries. He became interested in the matter of ship's badges when consulted on a badge design for HMS Tower. As a result of his ensuing interest he was employed as the Admiralty Advisor on Heraldry. A Ship's Badge Coandmmittee was set up and became responsible for the design of all ship's badges.

Lost submarine located off Malta The Malta Independent 18 May 2008

A team of technical divers has discovered the location of a World War II British submarine off Malta, DIVE magazine has reported. It is thought that the wreck might be the HMS Olympus, a submarine that sank in 1942, six miles from Valletta, after it was hit by a German mine. Submarines were essential for bringing food and war supplies to Malta during the German and Italian blockade. Only nine of the 98 people aboard HMS Olympus survived the attack.

According to DIVE, divers from Malta's Tec Deep Blue, who have been researching the location of the wreck for many years, teamed up with British-based Dive-Tech to carry out dives on possible sites earlier this month.

Technical divers Mark Powell, 39, of Dive-Tech and Stuart Jones of Tec Deep Blue only had 15 minutes bottom time on the wreck. "The wreck has been beyond the range of most divers," Powell told DIVE. "We came down on the bow section and saw the damage caused by the mine.

The only thing that would have made it absolutely perfect would have been to see the conning tower. However, the visibility dropped from 30m to 3m because of a layer of silt on the wreck." Powell said that the team hope to carry out further dives to survey the vessel and organise a dive next year to pay respect to the 89 crew and passengers who died when the submarine sank. "We hope to work with the Submarine Association to lay a plaque or ensign on the wreck in May next year." he added.

Secretary's Dit



The May 2008 Branch Meeting at the Harbour Hotel was our last Branch Meeting at that venue and, as of June 2008, all Branch Meetings will now be held at the Royal British Legion in Holker Street. Same day of the month and the same time but the Concert Room is a bigger space for our Branch Meetings especially now that the Membership has just increased by ten in the last month.

The Membership now stands at one hundred and seventy three and we've space for plenty more.

It's a bit of a wrench to leave the Harbour as we can quite honestly say that, over the years, the Landlords have done us proud and most recently Leon and Tracey have been marvellous hosts. However it's not the end of our association with the Harbour as we still hope to hold some Quiz Nights there plus other smaller events and especially our Submariners Remembrance in November. Planning is in hand to muster all out memorabilia and move most of it to the RBL and get it up on the walls.

We know we have various duplicate items crests etc and, if the Harbour are happy we will be able to leave some of these duplicates on the wall there. Some help will be needed to get things moved and on display at the RBL so give a hand if you can.

Planning continues for the Submariners Association 'National Draw' which we are hosting and combining with our Annual Barbeque on the 5th of July.

This will be at our usual Venue at the Vickerstown Institute and is being arranged by Colin, Brigham and a small Sub Committee. I will be passing round the list at the next Branch Meeting at the RBL on the 3rd of June so you all still have a chance to get your names down for this event.

You should all have received your allocated £10.00 worth of National Draw tickets to sell and return the cash and the Stubs to the Committee. Don't forget that one third of the proceeds of the Branch Ticket sales comes back to the Branch Funds if we sell all of our Branch Allocation it means that funds can benefit by up to £536.00! Some of the stubs and money is making its way back to me – a bit slow at present (£310.00 worth so far) but I'm sure you all have sold your share and will rush to return your Stubs and Cash at the next Branch Meeting. If you can't get to the Branch Meeting then give them to any Member of the Committee, drop them off in my Office in the Shipyard Ground Floor in Shaftsbury House the old SWETO Building or drop them through my letter box at home. By the way – I need any unsold tickets returned as soon as possible as well as I have none left at present and various Members are asking for more to sell!

The Draw Ticket 'Stubs' from all the other Branches of the Association are starting to be returned to me for the Barrow Branch Committee to hold until the Draw takes place. Then we will have the 'not so small task' of folding all the Tickets some assistance from you all might be needed here perhaps a few evenings over a few pints of beer might get the job done without too much pain!

The assistance of any Branch Member in giving us a hand will be welcomed just let any Member of the Committee know if you can help out with the task.

Thanks to those who helped out on 10th May with the Keswick to Barrow (K2B) Walk in aid of the various charities.

We managed to man the entrance to the Vickers Sports and Social (or whatever it is now called) for the whole of the time allocated to us Only one of the spectators managed to sneak in with a dog this year and only when the duty Steward's attention was diverted by some one who wasn't feeling too well. Mick Bown did the walk and completed in a very creditable time so when you see him congratulate him and buy him a pint good effort Mick!

You will recall that the K2B Committee donated £700 to the Branch last year which we put into the Charity Chest while we decided what to do with it. Well it was finally decided by the Branch at the last meeting to use it to fund a new Drum Majors Sash for the Sea Cadet Band and they have now been authorised to go and buy it and send us the invoice.

We will make arrangements for a formal presentation of the Sash in due course.

The first weekend in June (7th/8th) will see the 'Festival of the Sea' again. You should have seen the Flyer from the Yard which I sent out by E Mail last week.

There will be some Naval Ships in again and a Parade as per last year but this year it's all in the Buccleuch Dock end of the Yard with entry via Kings Gate I wondered why so much time and effort was being put into tidying up, paintings and decorating at that end of the Yard!. The tickets are free and can be collected from the Gates to the Shipyard, the Town Hall or the Tourist Desk in Forum 28.

Alan Hoskins will be out with his SSAFA Stall again this year and would like some volunteers to help man the Stall.

The SHC will be selling 'gizzits' again and that's another Stall to be manned up. Once again ONYX will not be open to visitors but some 'Tour Guides' will be needed to explain and describe the Submarine to visitors. All these things will require manpower (and woman power) so we are collecting names – please try to give as much time as you can that weekend for worthy causes.

Blackpool are planning a whole host of events between 21st and 29th June for the 'National Veterans Week' Ceremonies for this year. I'm expecting answers from both the Blackpool and Morecambe Bay Branches on with events they will be supporting to see if we can manage to join in any of them

Now back to Branch business again.

As you will have heard at the last

Branch Meeting we need to find a new Branch Treasurer as Mick Mailey has had to give up for personal reasons. For the meantime John Houlding is 'Holding the Fort' as the Treasurer and Ted Budgen and me will manage the Membership Secretary duties until permanent replacements can be found.

That's another long dit from me again this month but, as you can see from the above, there's a lot on this year! See you all at the June Branch Meeting on Tuesday 3rd June at the Royal British Legion at 2000 don't be late and bring a Submariner friend especially if he's not a Member (yet) – bring your National Draw tickets Stubs (and the money) and also bring your £7.00 for each of your tickets to the National Draw and the Annual Barbeque!

Barrie

HMS Superb



The Barrow-built nuclear powered submarine was damaged when it collided with rocks in the Red Sea, the Ministry of Defence said. HMS Superb hit an underwater rock yesterday and damaged its sonar equipment, forcing it to surface.

None of the crew was hurt and the submarine was not taking on water, an MoD spokesman said. Superb, a Swiftsure-class attack submarine with a crew of 112, hit an underwater pinnacle 80 miles south of Suez.

The 272-foot vessel had passed through the canal and was in the northern Red Sea when she grounded. No other vessel was involved. An MoD spokesman said the submarine's nuclear reactor was "completely unaffected" and there was "no environmental impact" from the collision. He said: "There were no casualties

and the submarine remains watertight, is safe on the surface and able to operate under her own power."

The vessel is in international waters but unable to dive because of the damage to its sonar. The Royal Navy is examining how to return the vessel to port.

A full investigation is under way and a Board of Inquiry will follow. The crew's next of kin are being informed, the MoD said. Superb's commanding officer is Commander Steve Drysdale from Miskin, near Cardiff. The father of one joined the Royal Navy from school in 1984 and became navigating officer and then watch leader, working on two other of the Barrow-built Swiftsure-class submarines, HMS Sovereign and HMS Spartan.

He was selected for promotion to commander in 2005 and took control of HMS Spartan and HMS Sovereign for short periods before his appointment as commanding officer of HMS Superb in December 2006.

The MoD would not confirm if he was in charge on Superb when the submarine crashed.

HMS Superb was commissioned in 1976. All six of the Swiftsure class submarines were built in Barrow. Swiftsure went for disposal in 1992, HMS Spartan, the first submarine to reach the Falklands during that conflict, was decommissioned in 2006. HMS Splendid was decommissioned in 2004, and HMS Sovereign, Superb and Sceptre are still in service.

Last week it was revealed that another sub, HMS Trafalgar, needed £5m of repairs after hitting the sea bed during a training exercise.

Appeal to find those who worked and served on Barrow's finest vessels

BAE Systems' Barrow shipyard has produced many famous vessels since James Ramsden, the first Mayor of Barrow, founded the Iron Shipbuilding Company in 1871.

From steam yachts to submarines, from oil takers to helicopter carriers, the famous Barrow yard has produced some of the most iconic ships to have sailed the seven seas.

And in recognition of the vital contribution of the Barrow shipyard workers, and all those who have served on the vessels, Stagecoach Northwest are honouring 18 ships by carrying their name, and ensign, on a fleet of buses that will run throughout the town and the region.

An 'official' launch ceremony will take place at the BAE Systems shipyard on Friday 30 May, 2008, in the company of Commodore J E V Madgwick OBE, Royal Naval Regional Commander of Northern England and Councillor Dave Roberts, Mayor of Barrow.

In order to pay a fitting tribute to those who have gallantly served their country, over the years, organisers of the event want to here from anyone from the Royal Navy who worked or served on the following boats or ships:

HMS Albion, HMS Vanguard, HMS Ocean, HMS Trafalgar, HMS Upholder, HMS Swiftsure, HMS Resolution, HMS Churchill, HMS Invincible, Oriana, British Admiral

Colin Nicholson, Stagecoach Marketing Manager said: "BAE Systems, Stagecoach and the Royal Navy would be delighted to invite anyone who worked or served on the vessels to the 'official' launch as our Special Guest. Whatever your involvement with these ships we'd be keen to here from you so that we can celebrate the history of the yard in style."

You may have served or worked on HMS Vanguard, Britain's biggest ever submarine or perhaps you helped to build the Oriana, the largest passenger liner to be in service in the UK. Whatever your story we want you to help us celebrate the history of the yard. So get in touch by telephoning **Debbie on 01472 240869**. Now!



New evidence suggests Soviets may have sunk the sub Scorpion 40 years ago

The Virginian-Pilot 18 May 18, 2008 By Kate Wiltrout



Uss Scorpion in portsmouth harbour 1960

NORFOLK Part 1

Three-year-old Chere Amtower huddled with her mother on a pier at Norfolk Naval Station in a driving rain, waiting excitedly for her father to come home. It was May 27, 1968, and dozens of families braved foul weather to welcome the crew of the Scorpion, a nuclear powered attack submarine, back from a three month deployment. Chere wore a new spring dress and clutched a white straw purse purchased just for the occasion. Both would look their best when Petty Officer 2nd Class Thomas E. Amtower spotted them in the crowd on Pier 22.

The 1 p.m. arrival time came and went. Eventually, the commander of a sub tender moored nearby invited the cold, wet families to wait aboard his ship. Hours later, with no sign of the submarine, the worried families headed home.

Later that night, televisions across the U.S. broke news that broke hearts in Norfolk:

The Scorpion was missing. At crew members' homes, phones soon rang with the official word from the Navy. Next came telegrams. "The Navy Department has, for administrative purposes, placed the personnel on board the overdue submarine USS Scorpion in a missing status," read the message, signed by Vice Adm. C.K.

Duncan, the chief of naval personnel. "I share your deep concern and want to assure you that everything possible is being done and the search is being continued."

Some three dozen ships, including a dozen subs, hunted for the Scorpion. Long-range patrol aircraft conducted 27 flights a day over the sub's last known position in the eastern Atlantic, and along its projected course to Norfolk. Nine days later, another telegram arrived at the Johnson family farmhouse in Monona, Iowa.

The family's oldest son, Steven, was a petty officer aboard the Scorpion. Until his ship went missing, it had been a joyous time for the family Steven and his new wife were expecting their first child. Though he now had a spouse to correspond with during the deployment, Steven continued writing letters to his 17-year-old sister, Suzanne, and his three other siblings, inquiring about their grades and sharing snippets of his life aboard the sub. For Mother's Day, he'd asked his wife to send his mother flowers.

The pink phlox was still blooming when the second telegram arrived. "It is with utmost regret I confirm that your son, IC3 Steven Leroy Johnson, USN, a crew member of the USS Scorpion, which has been overdue since 27 May 1968, has been determined to have died. I further regret to inform you that extensive searches for the Scorpion have brought negative results.

Therefore your son's remains have not been recovered. Your son died while serving his country. My sincerest sympathy is extended to you in your great loss."

Suzanne wasn't ready to accept the news. Things had moved so quickly, from "the sub's due in" to "it's not here" to "missing and presumed dead." She wanted the Navy to look longer. The ocean is so huge. Surely they'd look a long time, she thought. She couldn't have imagined that years later, her family and dozens of others would still be searching for answers about the Scorpion.

Two deep-water submersibles

have journeyed two miles below the Atlantic's surface to investigate the wreckage. But 40 years after the sub's disappearance at the height of the Cold War, it is still not clear what happened.

The Navy's official inquiry reached no conclusion about what sank the ship. Much of the Navy's Scorpion file remains classified. Two recent books accuse the Soviet Union of sinking the Scorpion, supposedly in retaliation for the loss of one of its own subs in the Pacific. Some dismiss the theory outright as fiction worthy of Hollywood. But the fact is, with the help of an American spy who had yet to be caught, the Soviets had a direct line into the U.S. Navy's Atlantic Fleet submarine headquarters.

How do you figure out what happened to a submarine lost in thousands of square miles of ocean? If you're looking for clues underwater, it's easier to use your ears than your eyes. In the early 1950s, the Navy started installing hydrophone cables on the ocean floor.

The underwater microphones pick up sounds that are transmitted back to shore and converted into a visual display. Because low-frequency sounds travel great distances in water, hydrophones can pick up noise generated by far-away underwater explosions. Trained technicians can identify the sounds, determine whether a passing sub was diesel or nuclear powered, and to whom it likely belonged. The technology, developed to help the Navy establish an unfriendly submarine's position, allowed the service to piece together the Scorpion's final minutes even before the wreckage was located.

On May 22, 1968, as the sub was heading back to Norfolk, it received last-minute orders to investigate a group of Soviet ships near the Canary Islands. According to one researcher, Cmdr. Francis Slattery sent a final message: "We are about to begin our surveillance of the Soviets." Just hours after that broadcast, military hydrophones thousands of miles apart in Newfoundland, the Canary Islands and the Bahamas recorded strings of similar sounds.

In June, with the sub's whereabouts still unknown, the Navy convened a court of inquiry, made up of seven officers, to investigate the sinking.

The court found that the sounds picked up by the hydrophones 15 pulses of sound over three minutes and 10 seconds were similar to those from the sinking of the submarine Thresher in 1963.

An expert listened to the recordings and studied a visual depiction of the noises. "It sounds like an explosion, it looks like an explosion," he testified.

The head of the Atlantic Fleet's submarine force disagreed. He concluded that the Scorpion sank as a result of a "flooding type casualty."

There were several theories about what could have caused the flooding or the explosion. One involved a malfunction in the boat's trash disposal unit, which compacts garbage and ejects it from the sub while underwater. Another pointed to a torpedo battery that may have overheated and activated one of its own torpedoes.

The weapon could have exploded in its tube or been fired only to have its homing device direct it back to Scorpion.

Months later, in late October, the Navy announced that a ship towing photographic equipment along the sea floor had finally pinpointed the Scorpion's wreckage, two miles deep, west of the Azores and Canary Islands, a few degrees off from its projected course.

The final report, submitted in January 1969, did not settle on a specific theory about what doomed the submarine; nor did it rule out possible causes. It played down the prospect that the sub had been attacked. "There were no known Soviet or bloc surface warships, merchant ships, submarines or aircraft within 200 miles of the Scorpion's last reported position," the court said in its findings of fact. There was "no evidence" that the loss of Scorpion was the result of "an unfriendly act."

In the late 1960s, the U.S. Navy was clearly superior to the Soviet fleet. U.S. ballistic missile submarines regularly nosed around the Soviet Union's coastal waters.

Nuclear attack submarines such as the Scorpion were technologically more advanced than Soviet boats and freely roamed the seas gathering intelligence. Occasionally they came within a few dozen feet of Russian boats, and cat-and-mouse games made famous by Tom Clancy novels played out. With its network of hydrophones up and down both coasts, the U.S. undeniably had a defensive edge.

Navy Chief Warrant Officer John Anthony Walker Jr. rendered much of that advantage irrelevant. Walker had clearance to handle top-secret materials. He started off selling the Russians key codes and technical manuals to an American encryption device. At the end of 1967, he was assigned to the Navy's Atlantic Fleet submarine headquarters in Norfolk, where he handled classified message traffic sent to and from seagoing submarines.

Walker soon offered the Soviets a much bigger prize: the current and future codes to the military's newest encryption machine, the KW-7. Those changing codes, paired with an actual KW-7 encryption machine taken from the U.S. Navy ship Pueblo after the North Koreans seized it in February 1968, enabled the Soviets to decode messages between all branches of the U.S. military.

Walker passed lists known as "reserve on board"—codes that the military intended to use in the following weeks. The codes changed daily, so security analysts believed that even if enemies cracked the code for a day, it would soon be obsolete. Walker's espionage, though, allowed the Russians to translate, in real time, messages from military commanders to operational units such as the one directing Scorpion to check out the Soviet ships. In exchange for the information, Walker asked the Soviet Union to pay him up to \$1,000 a week. By the mid-1980s, John Walker had become one of the Soviet Union's most valuable spies.

Chere Amtower never again wore the spring dress she had on the day her daddy was supposed to come back. Her mother tried repeatedly to get her to wear it; there was no reason not to. But the toddler would have nothing to do with it. She shunned the little straw purse, too. Her mother eventually packed them away in a cedar chest, along with her father's high school letter jacket, service medals and childhood Bibles. Pulling out the purse and dress always evoked the same reaction in Chere, one that's hard to put into words — "an empty, kind of let-down, lost kind of feeling." For a long time, into her teenage years, Chere didn't really believe her father was dead.

The family had never received a clear explanation of what had happened to the Scorpion. She fantasized that maybe he had been captured, or managed to swim away. Maybe the sub had made it to a different country. The fantasies always ended the same way: with her father finding his way back to her on her 18th birthday. In time, she came to realize that instead of the stabbing pain her mother felt, her own grief was unspooling gradually, with each milestone in her life that her father missed.

Bob Hunter, an FBI counterintelligence agent, helped arrest John Walker in May 1985, inside a Ramada hotel in suburban Maryland. Hours earlier, Walker had made a drop of 129 highly classified documents, alerting his handlers the way he always did with a 7UP can placed on the side of a rural road. Hunter spent hundreds of hours interviewing Walker. Once Hunter learned that Walker had turned over the key codes, he realized the Soviets would have been able to read messages at the same time that captains aboard ships such as the Scorpion were receiving them. When the Scorpion was lost, Walker had been working as the communications watch officer for the Atlantic submarine fleet in Norfolk. Hunter wondered whether Walker could be to blame for the ship's loss. But when ever he asked Walker about the consequences of his espionage, the spy clammed up. Months after his arrest, Walker pleaded guilty to three charges of espionage and was sentenced to multiple life terms, with no parole.

Part 2 in July Edition

Lord These Departed shipmates with Dolphins on their chest are part of an outfit known as the best. Make them welcome and take them by the hand you'll find without doubt they are the best in the land. So heavenly father add their names to the roll of our departed shipmates still on patrol let them know that we who survive will always keep there memories alive

The names of those members reported in May to have 'Crossed the Bar'



Scotland
North East Branch
May 2008
R (John) McCrow
Engine Room Artificer
P/MX 69951
Aged 87
Submarine service in X Craft



Non Member
11th May 2008
John Wingate DSC MID
Lieutenant
Submarine Service 1943-1944

United & P512 (CO)



SAOC (West)
3rd Feb 2008
John (Jack) Smart
MBE, DSO & Legion of merit
(USA)
Lieutenant Commander
RNVR
Aged 82
WWII Service in X8 & XE1



Hull Branch
10th May 2008
R W (Bob) Goundry
Able seaman (Radar)
Aged 82
Submarine Service 1943-1946
Unruffled



Exeter Branch
23rd May 2008
D (Wally) Patch
Fleet Chief Radio Electrician
P/MX 790154
Aged 79
Submarine Service 1950-1974
Tiptoe, Thermopylae,
Sanguine, Sentinel, Walrus,
Trump & Astute



New Zealand
Branch
May 2008
E W P (Peter) Adams
Petty officer (2nd Coxswain)
P/JX 137718
Aged 91
Submarine Service 1941-1945
H32, Surcouf, Unbeaten,
Talisman, Tribute, Thorn,
Turbulent, Unseen & Unison



Dolphin Branch
May 2008
B (Brian) Hall, MBE
Commander
Aged 79
Submarine Service 1954-1976
Artful (Apr 1954-Feb 1956)
Explorer (Feb 1956-Jan 1958)
Narwhal (Feb 1958-Mar 1960)



New Members Joining in May



Steve Appleyard
Derek Brough
Adam Hookway
Rocky McGovern
Kevin Osborne
Paul Campbell
William Gentles
Christopher Keepin
Dave Morris
Robert McEwan
*All From Astute, A warm
welcome to you.*



**Royal
Marine
Band
Concert
IN
Barrow**

**7th June
Forum 28
As part of the
Festival of the
Sea Events**





Barrow SA Branch Officials

HON PRESIDENT

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CHAIRMAN

& Hon. Chaplain

Alan Jones 01229 463150

VICE CHAIRMAN

John F Houlding
01229 812593

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News Letter

Contact Information

Do you have a story to tell or have information you feel should appear in the news letter then ring Ben Britten on 01229 820265 (evenings) or if you wish to send me an article please ring for postal address. or send your contribution by e-mail to:

Rwbritten1@msn.com

Constructive suggestions about the news letter are very welcome. The news letter will be published in the last week of each month IE last week of June for the July 2008 issue please try and have any information with me by the **15th of each month.** Thank you to everyone who contributed to this edition.



www.rnsubmus.co.uk



Members Birthdays June 2008

T.Kimber	03/06
G.Plater	03/06
B.Riley	03/06
S.Appleyard	04/06
A.Haythornthwaite	09/06
C.M.Brown	17/06
R.Palmer	17/06
R.Brailsford	21/06
K.Walker	21/06
A.Waterston	22/06
B.K.Downer	23/06
A.pillefent	25/06
R.McEwan	29/06
A.Griffiths	29/06
D.Pallister	29/06
I.Dervey	30/06
D.Johns	30/06



Social Calendar 2008 Look Ahead

June	
3rd	Monthly Meeting RBL
17th	Branch Committee Meeting
July	
1st	Monthly Meeting RBL
5th	National Draw & Barbeque
17th	Branch Committee Meeting
August	
5th	Monthly Meeting RBL
19th	Branch Committee Meeting

