

TON Talk

Newsletter of the TON Class Association

Edition 232



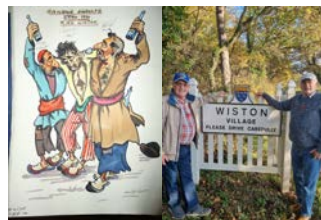
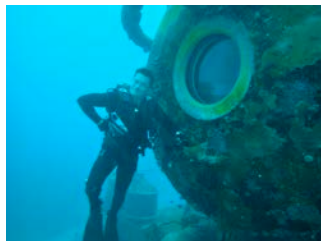
December 2025



HMS SHAVINGTON

108 and 104 MSS in Malta, Cyprus, Suez,
1956-69, Fishery Protection Squadron 1975-
82, Ulster Division RNR 1982-85

TON Class Association



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P28

TCA Membership
£15 per annum, £150 Life Membership

Front Cover
HMS SHAVINGTON

www.tcaminesweepers.co.uk

Founder: Jack Worth MBE

Editorial

Jack Worth's Bench at the National Arboretum: Alex Thomas, a TCA Member from Scotland, has seen that TCA Founder Jack Worth's bench is in poor condition, needing at least a coat of paint. Would a TCA member near the Arboretum consider taking the task on?

Map of Ton Villages: I had previously reported that work was in progress to produce a map of all the villages which our ships were named after. This is impractical, as the map would have to be very large and difficult to examine on a computer screen.

Dits and Photos: Please consider sending in any stories, serious or funny, preferably with a photo or two. Or just send us a letter for the Postbag.

Welfare: Just a reminder that there is a TCA Welfare system, with some funds available. Welfare officer is Robbie Reid-Sinclair, whose contact details are on page 3.

S232 Report of Collision or Grounding: It has been suggested that this Edition should be numbered 232.5 to avoid reminding those who have completed an S232!

George O'Connor

Deadline for the March edition is 15 February 2026, but please do not leave it to the last moment, especially if it is a long article!

50th Anniversary of the loss of HMS FITTLETON on 21 September 1976.

The TCA committee will discuss how we can commemorate the loss of HMS FITTLETON which sank after a collision with HMS MERMAID on exercise in the North Sea. A number of our members were closely involved in this accident and there is an opportunity to register your interest and record your memories of that exercise.

TCA will seek to collaborate with HMS PRESIDENT's Old Hands and the village of Fittleton, but the committee feels that consultation with our members will be most important.

Contributions should be sent to the Secretary in due course.

A Service of Remembrance at Fittleton church (12 miles North of Salisbury) is being planned for Sunday 20 September.

Chairman's Corner

Dear Members; Thanks to our Re-Union Rep: Jim Virgo's (With our Secretary's support- him being a 'Local') diligence, we had a really good AGM/reunion, in Central Cardiff, at the Holiday Inn directly opposite Cardiff Castle. The accommodation, meeting and dining rooms together with the Staff Service were excellent. I spoke to many members and their partners, who all stated it was the most relaxed AGM/Re-Union they could remember. It was also an ideal location for all the Wives and Partners to be able to go out sightseeing and shopping during our AGM, BZ Team Re-Union! Onwards and Upwards. Hopefully next years AGM/ReUnion will be more 'Central' with both easy transport, train and bus access.

Next is a very big Well Done! To each and all of our Members who attended this year's Cenotaph Parade; led (again on my ailment behalf) by Dave Walker from Lindfield. Very proud to both see and hear about the TCA on the television; and I know that Dave has provided dits and pics to our Editor George.

Our VC Sam Cook received a model of HMS Bossington (pictured on page 20) from a recently passed Member's family. He will be updating the model to fully replicate the actual vessel. However, it is a really large model: 4'2" Long x 1' Wide x 3' high (including stand and nameplate). As such, and after several inquiries; Myself and our President: John Lippiett will be attending the Custom's House; Vernon Creek; Gunwharf Quays on 21Nov25 to hopefully fulfil both the Gunwharf Quays Manager and Customs House Manager excited interest in housing the said model permanently in the Customs House! If agreed Sam will have until our next Committee Bi-Annual AGM at the Royal Maritime Club Portsmouth next March (13-15) when hopefully delivery will be made; to finish up the Bossy's details. I will keep you all apprised

As also being the current Senior Admin of FB alongside our VC Sam Cook, I have also invited and selected Member: Anthony Boddrell; as an additional Admin with good technical expertise. So Welcome and thanks for accepting Anthony. Hopefully between the three of us, we can keep 'Scammers' at a far distance. In that respect I would welcome as many dits and pics as you have or would also like to share (besides Ton Talk) with our current 204 FB Members.

Finally, I have added a historic picture on page 20 of: Myself; Sam Cook and Richard Essery, 'celebrating' the last Day of the Tot in the Persian Gulf, whilst serving onboard HMS Wiston (whose village is about 12 miles down the road from where I live).

On that note: I sincerely wish each and every one of you all, a Stupendously Happy Christmas and Cracking New Year!

Ian Barden

Vice Chairman's Corner

It was so nice to meet up with old faces, and meet new ones at the Reunion in Cardiff, and I think all who went will agree with me that a great time was had by all...BZ to Jim Virgo for organising the weekend.

On the rear cover of this Ton Talk is a photo of my Lewiston model, now completed, in Vernon Creek. Work is still in progress on the creek. And another photo of Yarnton and Hubberston, the next two Tons I am building. As I have 8 to do I decided to build two at a time, while paint/ glue drying on one I can work on the other.

BZ to all who represented the TCA at the parade in London.

Christmas is fast approaching, so I would like to take this opportunity to wish you and your loved ones a very Merry Christmas, and all the best for the New Year.

Thank you to all who contacted me re cleaning the Monument stone in Sliema, Malta. Much appreciated.

With the cold weather on the way don't forget to wrap up warm! And stay safe!

Catch you all in the New Year.

Sam (Driftwood) Cook

TCA Who's Who

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COMING EVENTS

January 2026	17	1300 White Rose Meeting Premier Inn, York North West
September 2026	21	50 th anniversary of the loss of HMS Fittleton
September 2026	20	HMS Fittleton Service of Remembrance, Fittleton, Wiltshire
October 2026	10	Reunion and AGM

Chaplain's Chat

Rosemary and I very much enjoyed our Reunion in Cardiff this year. We had never visited for leisure before. What a very lovely surprise. What was less welcome was a little lesson in humility given to an over-confident Chaplain but I think perhaps amusing to everyone else in true RN fashion.

Full of confidence I had asked our Secretary if he would read one of our Bible Readings. I was embarrassed to find that I didn't have my usual copies of the readings or a Bible. Happily, congregational technology saved the day. It is, however, difficult to live down a reputation for being the only Chaplain to forget to bring a Bible to a service! It's what I call the 'trap of the Pharisees' which applies to all of us. When we think we've got things right something overlooked turns up and upsets our plans.

I am always being given these nudges by God to remind me that I am a normal, fallible human being. I need these lessons in humility to make sure I do better in future. I think that this is, perhaps, one of the major lessons that Jesus wants us to learn and act on. We need to keep asking ourselves: are we doing enough to put the other person first? Advent and Christmas, as well as the joy of being with families and friends, is a time to take stock of this important aspect of our lives and consider deeply how we stand.

Don't forget to raise a glass to the empty place at the Christmas table if, sadly, you have experienced bereavement this year or perhaps you continue to deeply miss someone close to you. Remember that their love will always be with you wherever you are as part of the eternal love of God.

With every blessing for a peaceful and joyful Christmas to you, your families and friends and a happy 2026.

Trevor

Area Representatives

Area 1 Yorkshire	Allan Brown	brownallan592@gmail.com 07443 0573987
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Area 3 Kent		<i>Any Volunteers?</i>
Area 4 Cornwall	John Harvey	johnharvey2010@hotmail.co.uk 07840 240130
Area 5 Scotland		<i>Any Volunteers?</i>
Area 6 Sussex		<i>Any Volunteers?</i>
Area 7 Bristol Channel	Matthew Salisbury	matthew@cavamh.org.uk 02920 308351

There is much to be said for local gatherings of TCA Members, as takes place in the White Rose Group and the Bristol Channel Group. Please consider becoming an area representative if there is a vacancy in your area, thereby starting a social group and some support for those who might need it.

The Last of the RN Saturation Diver Mohicans

Cdr David Ince RAN (Rtd)

As consolation prizes go, it turned out to be a diamond. I'd just been informed by my boss, Mike Dean, that I was no longer heading up a high-profile Antarctic operation. The icebreaker supporting the US's McMurdo Station had thrown a propeller blade and was stranded along the ice shelf. With my status as the in-house expert on controllable pitch propeller blade changes—courtesy of my time with the US Navy's NAVSEA 005 Underwater Engineering Unit—the job initially fell in my lap.

But Mike quickly clocked the PR value of an Antarctic adventure, especially since the ship in question was a nuclear-powered Russian loaner. I couldn't really blame him for snatching it away. "However," he said, trying to soften the blow, "I'm sending you on the saturation diving course in Panama City instead. After that, you'll lead a team to refit the Aquarius laboratory off Key Largo."

This was October 2005, and as it turned out, it would mark the final chapter in the Royal Navy's saturation diving story—because I was about to become the last serving RN diver to be sat-trained.

Getting Saturated

Although RN Clearance Divers had done the US Navy's sat course before, I had no idea I'd be the last. At the time, the USN didn't have a ship-mounted sat system in service. A "fly-away" version was in development, and I even returned to the UK with USN's top dive officer, Captain Mark Helmkamp, to pitch the system to the RN—offered at zero cost, mind you. Unsurprisingly, the offer went nowhere.

As there was no operational sat rig, all practical training took place in a land-based mock-up at the Panama City dive school. But first came four solid weeks of theory: crunching numbers, partial pressure equations, gas mix calculations—all the diving physics that's been giving bubbleheads cold sweats for decades. For me, it was made worse by having to unlearn everything metric and switch to imperial. Cheers, America.

We were constantly told how safe sat diving was compared to standard surface supply or scuba. This reassurance was undercut slightly by our instructor's ever-growing list of potential side effects: HPNS, amnesia, helium tremors, skin rashes, bone necrosis, acne, muscle atrophy... and so it went. I was inspired to design a course T-shirt titled "The Health Advantages of Saturation Diving." I still have it. Fortunately, I don't appear to suffer from any of those conditions—at least, none I can remember. Then again, that could be the amnesia...

Aquarius Rising

Our practical phase was cut short due to technical issues, so we deployed early to Key Largo to begin operations inside the Aquarius habitat.

Back then, Aquarius was run by NOAA (now Florida International University). The lab sits at a modest 18 metres—hardly the Mariana Trench, but deep enough to require sat procedures if you want to work out of it continuously over the standard 10-day mission.

Think of it as a cross between a submarine and an oversized tin can bolted to the seafloor. The main module, a 13-metre-long pressure vessel weighing 85 tons, features an Entry Lock (with moon pool), living quarters for six, computer stations, viewports, and a galley. The whole rig sits on a 116-tonne baseplate, equipped with hydraulic jacks and 100 tons of lead ballast to keep things stable—even during hurricanes.

Above it all floats the Life Support Buoy (LSB)—a 10-metre-wide platform tethered to the habitat by a fat umbilical containing power, gas, data, and comms lines. Inside the LSB: generators, compressors, radios, and even a microwave broadcasting system. Mission Control was 12 km away onshore in Key Largo.

I quickly got told off by them for wandering around the hab stark naked—turns out the CCTV feeds were being streamed globally via the web. “Please put some clothes on,” came the exasperated call. Noted.

Diving Without a Bell (and with a Guitar)

What Aquarius didn't have was a wet bell. We had to scuba dive to the lab with all our personal kit in drybags. Problem: I had brought a guitar—vital for morale. Obviously, stuffing a hollow wooden instrument into a soft bag and dropping it in the sea wasn't going to cut it.

My solution? I filled the soundbox with water inside a bin bag to equalise the pressure. Worked like a charm. The guitar survived—though there were bigger concerns than musical accessories.

Without a wet bell, decompression was to be carried out entirely inside Aquarius. After ten days, the main chamber was sealed and we began a 15-hour slow decompression. Once completed, the habitat was repressurised, hatches opened, and we donned scuba again to exit via the moon pool, officially reborn as “aquanauts.”

Living on the Reef

The work itself was varied: valve maintenance, high-pressure water jet cleaning, and trialling a prototype underwater laser scanner designed to image ship hulls. Most of the diving was from the module, though we did depth excursions to 40m just because we could—no extra deco required. It was odd seeing the surface so clearly, yet knowing I couldn't just pop up for a breath. Once in sat, you're committed.

One of the more surreal experiences was the “toilet arrangement.” The onboard head was declared off-limits for No.2s due to the smell. Instead, we had the “gazebo”—a small metal bubble with air inside, mounted outside on the habitat's deck.

It was only a short swim in clear water, and easy enough mask-on, kit-off. However, every movement (including bowel-related) was captured on CCTV for safety. Thankfully, the streaming ended before reaching the toilet footage.

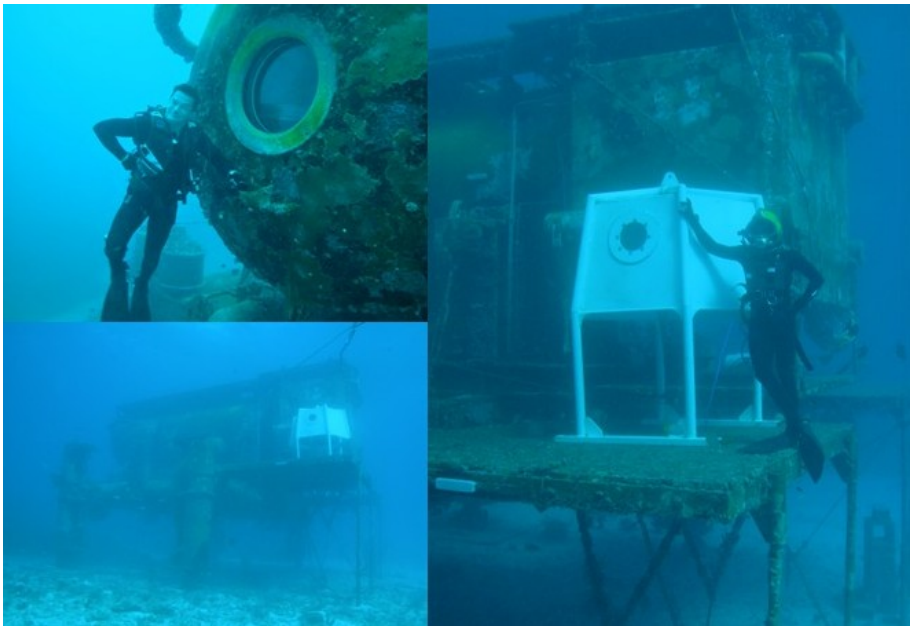
The local marine life had clocked the gazebo's purpose. Yellow snapper would hang about, waiting for, well... snacks. If you've never been on the receiving end of a snapper thinking your backside is a vending machine, you're doing just fine in life.

The Final Chapter

All said and done, it wasn't your average sat diving op. Sure, there was real work involved, but living for ten days in a pressure capsule on a coral reef was something else—more *20,000 Leagues Under the Sea* than routine naval engineering.

Those four weeks of theory may have been overkill for 18 metres, but they got me my USN/RN saturation diving qualification and a spot on the Panama City Dive School's rogues 'gallery.

And with that, the Royal Navy's legacy in saturation diving quietly ended. I was the last of the Mohicans, packed my kit bag and transferred to the Aussie navy...

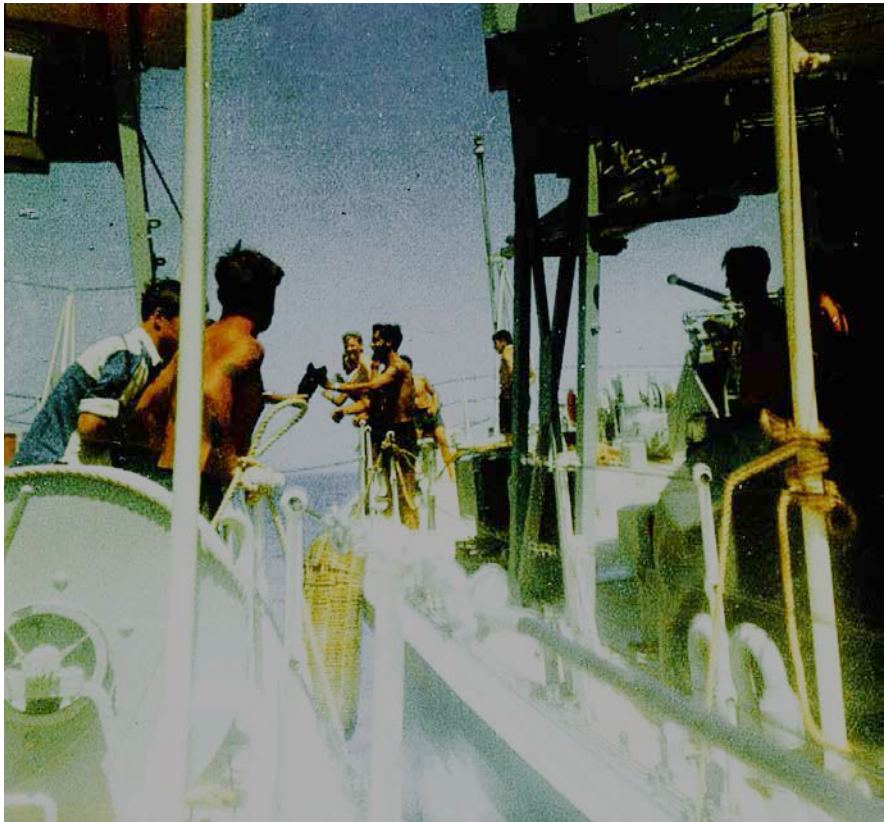


HMS Shavington in Malta – Happy Days

Barry Brett

Just heard a record on Boom Radio that brought memories flooding back. During the mid 1960s I was a young AB on the 'Shavs', 7th MCM in Malta. Who remembers Joey's Taxi outside Ma's Bar at Victoriosa gate? As I remember his was the only taxi on the island, so he said, to have a record deck fitted under the dash. It was on a system of gimbles and springs that kept it steady so the needle didn't jump off the record. And it worked!

Vivid memories of 5 or 6 of us squeezed into the cab, Chokka, our dog, in the boot, all the windows down and bumping our way over to Jack's bar singing along to the only record he had, 'San Francisco' by the Flowerpot Men. This was the record I have just heard on the radio. Happy Days!



Elf an' Safety at Work!

MINUTES of the ANNUAL GENERAL MEETING of the TON CLASS ASSOCIATION

Matthew Salisbury

Holiday Inn Castle Street Cardiff 11 October 2025

PRESENT

John LIPPIETT, Ian BARDEN, Sam COOK, David WOOLGAR, Reverend Trevor FILTNESS, Paul MUIR, Robbie REID SINCLAIR, Jim VIRGO, Richard EDWARD EVANS,

Jeremy DAVIES, Mike PREECE, John HARVEY, Alex MILLER, Clive TONER, Edwin STEPHENSON, Julian SALISBURY, S RUCK, Ray SUMMERS, Bernard JONES, Terry RUSSELL, Ian CAMPBELL, Anthony BODDRELL, Lee TAYLOR, David SHIPLEY, Mick DONOYOU, Terry WOOD, David COLWELL, Matthew SALISBURY.

1 CHAIRMAN'S WELCOME AND OPENING REMARKS

Ian Barden welcomed all to this first reunion meeting in Wales. 2025 had been a good year. Certain members of the Ton Class Association had been invited by our Patron, HM King Charles to his "Shipmates" reunion in Buckingham Palace. There had been about 350 present and many familiar faces.

2 PRESIDENT'S OVERTURE

Admiral LIPPIETT greeted all and wished to continue his address at the end of the meeting.

3 CROSSED THE BAR

Robert WARD, Robin GUYETTE, Alan REEVES, Robert BRAYSHAW, Martin SLATER, Barrie ROGERSON, James GODDARD, Roger ANDERSON, Anthony STANDISH. John IVES. Colin (Pancho) BRETT, George CREASEY, John (Jumper) COLLINS, Patricia ROWEN (widow of Samuel Rowen), Shirley AYRE (widow of Jeffrey Ayre).

4 APOLOGIES

Sir Norman LLOYD-EDWARDS, George O'CONNOR, Grant HARRISON, Peter HARRISON, Stuart McKay, Bob THOMAS, Charlie WILLIAMS, Bill POLLINGTON, Laurie JOHNSON, Allan BROWN, Terry HALL, Peter DOWN, Chris GREEN, Digby WALL, Will EVANS, Brian THORNE, Peter JAMES, Bob REID, Dennis COOK, Peter GITTINGS, Jeff POOLE, Jonathan ROLLINGS.

5 MINUTES OF THE AGM 2024

Regarded as a reasonable record of the meeting in Harrogate. There were no matters arising.

6 CHAIRMAN'S REPORT

Ian Barden reported that his treatment for cancer had been successful. He welcomed a new member who lived 15 miles from him and expressed his sadness over the recent death of Pancho Brett, a great member and supporter of TCA.

7 SECRETARY'S REPORT

There was some activity responding to various messages, emails etc, but the most demanding work was dealing with the Royal British Legion over the TCA Whitehall contingent. RBL had issued a spread sheet with 17 headings. Entering the personal details required for all 15 of the TCA party needed unusual concentration. However the cooperation of those going to Whitehall in answering frequent requests for personal information was greatly appreciated.

8 TREASURER'S REPORT.

David introduced Paul Muir the new Auditor. He went on to say that TCA is in reasonable financial health, but losing more members than gaining. The largest cost is postage of Ton Talk, £500 is spent on the website each year and in the past, donations of £500 have been made to the HMS BRONINGTON appeal. We have spent £1704 more than we received in income but subscription levels have remained the same. Subscriptions cover the cost of Ton Talk and the website. We receive about £7,250 in subscription income, £2,750 less than two years ago.

There has been no further contact with affiliated Sea Cadet units.

Current Balances are:-

General Account	£2,080.67
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No. 2 Account	£19,989.67 (includes stores and Reunion account.)
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No2 account also holds £9,790 for Welfare account and £4,807 Reserve account.

9 EDITOR'S REPORTS for TON TALK AND WEBSITE.

Good material has been submitted for Ton Talk in recent months, sometimes very close to the deadline. Ton Talk is distributed at the beginnings of March, June, September and December. It is helpful to have articles at the beginning of the previous month if possible as well as articles and photos of our experiences in Ton Class ships.

TCA WEBSITE REPORT. Peter Down writes that the website continues to be in good condition and is regularly visited both by members of TCA and the general public. Typically two messages a week come through the Contact Us facility which requires the webmaster to take some action.

Other messages, attempts at scams and phishing are also received but our defences stop them before they get near the programmes that control the website. The Tech Support team regularly checks the integrity of the software and data, and performs multilayer back ups, exercising the Restore facility. The monthly subscription of £41 plus VAT for Tech Support is very effective.

Enquiries from members and potential members about subscriptions using the on line facility are passed to the Membership Secretary for action.

Other enquiries relate to World War II ships and whereabouts of old shipmates. Responses to the enquiries can be difficult. TCA does not hold information about individual ships' companies; it has been estimated that over 45,000 men served in Tons in the 40 years that they were at sea. Even if the people involved were known it would be a huge and expensive data base to compile. Peter Down is always pleased to receive Information to update Ship Histories, and lately much of this relates to inshore sweepers. It is hoped that the website continues to meet the needs of TCA and any suitable enhancements will be welcomed.

10 MEMBERSHIP SECRETARY'S REPORT

Dennis Cook wrote that in his 25th year in post, he is delighted to make his report. Recruits are still forthcoming from the older ships in addition to the more modern ones. 33 new members have joined since the last AGM. The membership is made up of:-

Full paying members	907	
Life members	159	
Associates	22	Total 1188

Non paying members:-

Widows	56	
Honorary	5	
CO's	13	
Associates	22	Total 96

As a footnote Dennis reported difficulty with electronic Ton Talks for members with incorrect email addresses.

11 STORES OFFICER'S REPORT

Laurie Johnson wrote that from August 2024 to July 2025, members using the Slop Room were 32 up on last year. Stock items sold were 64, special orders were 5. Profits from sales were £267.56.

Balance in TCA Stores account July 24 £1109.02

Receipts from Aug 24 to July 25	£592.75	Total £1701.77
(less expenditure	£597.21)	
Total in TCA Stores Account July 25	£1104.56	
Value of Stock July25	£681.58	
Petty Cash July 25	£9.93	
Total in TCA Stores 31 July 2025	£1796.07	

NB Loss of £5.19 is owing to postage of clearance sale items, in preparation for the termination of the Stores Officer position on 31st December 2025.

12 WELFARE OFFICER'S REPORT

There had been no applications in the current year, but a previous applicant appreciated the assistance given by Q1 for insertion of a pacemaker.

13 AUDITORS REPORT

Paul Muir reported that he had studied the records, bank statements, and accounts of both the treasurer and stores officer and was satisfied that all was fine.

14 STANDARD BEARERS' RECORDS.

Sam Cook stated that he had not attended any funerals and owing to moving house, had a quiet year.

15 ANNUAL REUNION UP DATE

Jim Virgo announced that he had had three bids to go to Weymouth next year, possibly the Rembrant Hotel. Other suggestions were for Reading in Berkshire where there is a Holiday Inn. Another suggested a weekend on Brittany Ferries. The question of the single supplement was raised. It seemed to be an ineluctable imposition, but Jim agreed to try negotiating this with future hotel operators.

In an attempt to seek means of reducing costs to members, the possibility of TCA paying for official guests as opposed to the members attending reunions was put. Should surpluses in one year be carried over to subsequent years?

The outstanding issue was to get more members to attend. A vote of thanks was offered to Jim for his sterling efforts.

16 HMS BRONINGTON'S RESTORATION.

It was thought that the application to the Heritage Lottery Fund to remove the ship from the water had been turned down, but reapplication was allowed. In 1990 an attempt was made to install a Ton Class MCMV in Portsmouth Dockyard. A berth had been allocated but this had failed. However there had been a lot of high-level support for the project and it was hoped that ultimate success would be forthcoming.

17 WHITE ROSE REPORT

Allan Brown reported that the White Rose Branch continued to meet every three months. There is usually a swift formal meeting followed by the customary informal lamp swinging and black catting. Families join for lunch in the Premier Inn, York North West. The group was fortunate to have a demonstration of caulking by Phil Fluke. The next meeting will be on Saturday 17th January 2026.

18 BRISTOL CHANNEL GROUP REPORT

The secretary reported that 15 of the 20 members of the group had dined in the United Services Mess Cardiff on 15th August to celebrate VJ Day and the 40th anniversary of the second Exercise Maplehaul. HMS WAVENEY was manned by reservists from HMS CAMBRIA for this six week deployment to Canada. A small number also celebrated the first Maplehaul in 1973.

Unfortunately, the United Services Mess, HQ of the Group has ceased to operate, and a new HQ has to be found.

19 OTHER BUSINESS

An invitation has been received from the village of SHAVINGTON near Chester for its Remembrance Ceremony on 9th November.

Next year will include the 50th anniversary of the loss of HMS FITTLETON on 20th September 1976. It was considered that TCA should be energetically involved in liaison with HMS PRESIDENT Old Hands.

Sam Cook has a model of HMS BOSSINGTON which needs a new home. A possible solution may be found in Abbey Wood near Bristol. There is a special dilemma that many clubs and institutions which may have accepted TCA artefacts are closing down.

PRESIDENT'S ADDRESS

Admiral Lippiett stated that he was pleased to see that the chairman had overcome his illness and to see so many new members. He thanked the members of the committee for their work and spoke about the fondness that HM King Charles has for the Royal Navy.

He thanked all present for attending this AGM of the Ton Class Association.

20 DATE OF NEXT MEETING

10th October 2026

More about the Malta Dog

Peter Down

It is always heartening when a story in TON Talk produces some follow up and we are pleased to advise that the touching story of how Leading Wren Pat Gilbert rescued a puppy from the streets of Sliema is one such.

Soon after September's edition of TON Talk was published, your Webmaster received a phone call from former Stoker Terry Burton, of Worksop, who knew the puppy aboard HMS Stubbington.

Terry served in STUBBINGTON from January 1967 to Summer 1968 and recalls the arrival on board of the puppy, then called Jack. He was re-named Sippers after some hapless matelot spilled his tot near the galley hatch and the puppy lapped it up, then slept it off for the rest of the afternoon. He was NOT victualled in for a regular tot, Terry assures us.



Swells on Shore in Malta

L to R: Fred (Telegraphist), AB 'Ace. Card (Crofton), Terry Burton,

Front: Sippers the puppy, with Signalman Parfitt

It is believed that Tel Fred took Sippers with him on his next draft after 7 MCMS paid off to Reserve at Gibraltar in 1969.

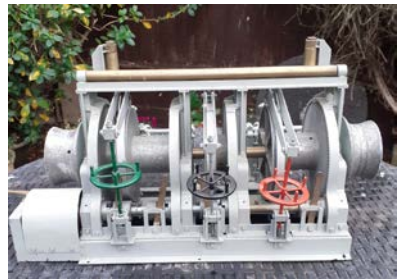
After he left the RN as a Killick Stoker, Terry joined the Merchant Service in the Coastal Trade and rose to become a Second Engineer Officer, roaming all over European waters, spending a total of 25 years at sea.

Model of HMS BRONINGTON

A group of model makers in Germany recently contacted the TCA website seeking details of the minesweeping winch for a model of BRONINGTON they are making.



We were able to provide photos of an instructional model of the winch to Rainer Gayko (on the right in the photo above), together with a deck plan and several photos and other details of the ship.



We also put Rainer in touch with Nigel Edgell of the Bristol Ship Society. Nigel is an experienced ship modeller and frequent correspondent with TCA. Rainer and his friends live near Gelsenkirchen, mid-way between Duisburg and Dortmund in the Rhine valley. We hope to receive photos of the completed model.

ROMANCE on the TCA Website

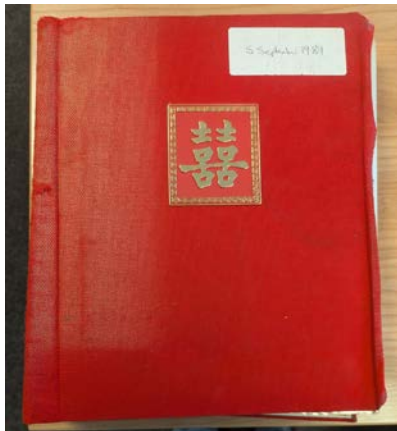


We have received an unusual enquiry on the TCA website.

Does anyone recall a Lieutenant Robin Davies aboard HMS WASPERTON in Hong Kong in September 1981 ?

Mr Paul Coy, Director of an Irish Removals and Storage company in County Kildare, Ireland, has found a photograph album recording the wedding of Lt Davies and Miss Lindsay Bones in Hong Kong on 15 September 1981 and would like to return the album to the happy couple.

Lt Davies does not appear to be a member of TCA but if anyone remembers him and can suggest where he may now be found, please contact webmaster Peter Down at tcawebmaster1@gmail.com or Phone 01449 721 235, so we may put Mr Coy in touch with him. Mr Coy is launching a Social Media search to find the Happy Couple.



White Rose Meeting

Allan Brown

A brief report on the meeting/meal held in the Premier Inn, York North West on Saturday the 6th of September. Present were Terry Foreman, Clive Dennison, Trevor Dixon, "Pincher" Martin, John Rogers and myself. Terry and Jane and me and Sue stayed Friday and Saturday nights. Pincher and Judy stayed Saturday night.

We were a bit depleted owing to holidays and work commitments but managed to have a good laugh and spin plenty of dits.

Our next meeting is Saturday the 17th of January, 1300 in the Premier Inn, York North West.

It has been our custom in recent years to stay in the Premier Inn over the weekend of our January meeting. Some of us intend to do this again January 2026.

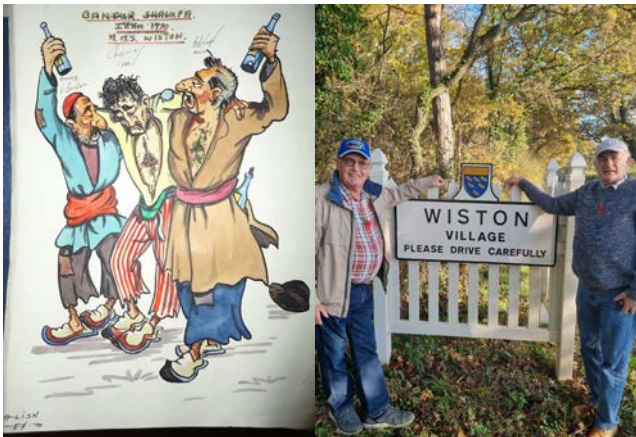


Chairman's Photos

Ian Barden



Model of HMS Bossington



Ian Barden, Sam Cook and Richard Essery,
'celebrating' the last Day of the Tot in HMS Wiston in the Persian Gulf,
and recently at the village of Wiston

HMS SIDLESHAM Update



On 14 September we received the sad news via the TCA website that the former HMS Sidlesham M2729 had sunk up to her gunwales at her moorings on the River Thames and was probably beyond repair.

On the TCA website we have a brief history of the vessel which went straight into Reserve from building in 1955 and was sold to Sussex Police in 1964. Kevin Kindeysides who was responsible for maintaining the ship through much of her second career as a leisure facility, brings us up to date.

Sussex police had the ship from 1964 until 1985. She was renamed 'The Gerald Daniel' (The GD) in memory of one of their officers who died in tragic circumstances. The money required for the purchase was donated by that officer's father.

She was moored on the West shore in the Bosham Channel, Chichester Harbour. She was on a mud berth at Cobnor, accessed via gangway onto the stern from a jetty. She was used as an adventure training base for Sussex Police cadets, who sailed dinghies, kayaked & did orienteering etc. from the site. The engines and mechanical/electronic equipment had been stripped out and a level floor installed so she was, in effect, a hulk with galley & accommodation

In 1985, Sussex Police closed the training unit and sold the ship & lease on the nearby land to CYE Sailing Centre, a Christian youth charity who ran activity camps for young people. The ship underwent some upgrading and was able to host school groups, youth clubs and organised 'camps'. Showers, offices and staff accommodation were provided in a new building erected on the adjacent field.

The centre provided dinghy sailing, including RYA courses, kayaking, climbing wall, assault course & many other fun activities. Groups of schoolchildren would stay for a

week, enjoying time out on the water & engaging in educational visits to local historic sites. All meals, for up to 50, were cooked in the original galley!

I joined the organisation in 1997, taking on oversight of the maintenance of the ship, the buildings and fleet of small craft, as well as teaching sailing and powerboating. We did our best for the old girl, painting, repairing and continually upgrading, often assisted by a retired, time served shipwright who had built Ham class vessels in his early years. The underwater profile was checked by a team of divers every three years or so.

I have to confess to being the originator of the 'box' built on the deck. The bridge and chartroom had deteriorated over the years and we also needed to provide better facilities for teachers and group leaders staying on board. The 'box' was built, around 2002, under the guidance of the old shipwright who set up the framing to cater for both shear and camber of the deck. Once the outer skin was watertight, the bridge & chartroom were removed & deck made good.

The 'GD' served us well and was a vibrant place where children and young people enjoyed living on an old ship and engaging in activities that were new to them. However, by 2008, we realised that a complete upgrade was essential as the requirements of attendees, demands of 'Health & Safety' and an expanding customer base, meant that a more advanced and flexible vessel was needed.

We purchased a decommissioned MOD support barge and had it stripped out and taken to Trafalgar Wharf in Pompey. The company there did all steelwork modifications and built a deck length superstructure. The vessel was then fitted out by Trimline. The result was a unit which could accommodate over 40 people with en suite shower cubicles/toilets, underfloor heating, large galley and flexible meeting/mess rooms. As with the GD, power, water and waste pump out were to be via an umbilical from the jetty to onshore services.

We agreed a sale of Sidlesham to a private individual, the son of the founder of the Kettle Chips crisp company. He already had a similar vessel on a mooring on the Thames by Chelsea Harbour, but that had sustained fire damage.

In the winter of 2010/11 a channel was dredged and the old minesweeper was floated out into the Bosham Channel at high water springs and towed to a temporary mooring which the Harbourmaster had placed nearby. The new accommodation barge, named Resolute, was slipped in on a subsequent high spring tide.

A number of precautionary measures were taken to have the ship certified as fit for a coastal tow and, a few weeks later a Thames tug company towed her to Chelsea. The new owner used to stay on board occasionally, often using her as something of a party venue. He had one side painted in dazzle camo but I have no idea whether he had any serious maintenance carried out.

I understand that she had sprung a leak in her underwater planking and took on water sometime in 2017, so was beached near Chiswick, pumped out, repaired and put back on her mooring, where she remained until she went down at the weekend.

She may have been a hulk, bearing only a passing resemblance to her 'in service' days, but she was the hub of a lot of activity, both with Sussex Police and CYE. There was always a buzz of excitement as the youngsters and older groups who stayed on her came on board. Much merriment, some serious learning but above all a sense of adventure amongst the thousands who visited her over the years.

CYE Sailing Centre was a community based around her. We loved her and enjoyed the facilities she had to offer. That spirit has now passed on to the larger, technically advanced accommodation vessel which has replaced her and is working well, but those of us who were in any way involved in the running of the former HMS Sidlesham will never forget her.

HMS Hickleton

Gavin Dunbar

The photograph of the remains of HMS Hickleton in Argentina in the September issue brought back memories of having served in her as a National Service Midshipman during the Cyprus emergency in 1956. The Wright & Logan photograph shows the ship as those who knew her would like her to be remembered.

Pre-pandemic I was planning a holiday to Cyprus to revisit the island. Some kind soul told me that the past log books of all RN vessels are held in the National Archives at Kew. I sought out the log books of my time in Hickleton in order to help planning a relevant trip. It was a strange feeling looking at log entries one had made some 70 years back. The planned visit had to be cancelled due to the onset of the pandemic.

During one patrol of the Cyprus coast we thought we saw suspicious activity on a beach. The boarding party of which I was in charge was sent ashore to investigate. As many have said there is nothing more dangerous than a sailor with a rifle but we landed from the ship's motor boat on the shore. I found my school army cadet training relevant as we spread out and proceeded along a path above the beach. By then there was no sign of the vehicles we had seen from the ship. We came to a cave outside of which there was the skull of a donkey which I removed from a post. We returned to the ship where the kind Commanding Officer was relieved to greet us on the bridge. On being asked what we had been doing I told him we had smiting EOKA (The National Organisation of Cypriot Fighters) with the jawbone of the ass which I had in my hand. The report was not well received but did not result in a log entry.



Reunion Venue Update

Jim Virgo, Reunion Secretary

Recently the annual Reunion was held in Cardiff at the Holiday Inn, where 51 members attended and had a thoroughly good time. The association members were very happy with the facilities available, which included a very high standard of cleanliness of the rooms, the quality of the food throughout our visit and the high standard of service provided by the team of the hotel. It was made very clear that every effort had been made to make us very welcome at the Holiday Inn.

The main event of the weekend was the Gala Dinner, where 51 members sat down to dine. The guest speaker for the evening was Captain Sir Norman Lloyd Edwards KCVO, who caught everyone's attention with his sea dits. At this stage I would like to thank Lee & Kirsty Taylor for their help in running the raffle and I hope they both enjoyed their first Reunion.

At the AGM a discussion was held on the venue for next year and members asked if Reading or Maidenhead could be researched, as it was felt that members would find it easier to travel to attend the venue. The other venue option was Weymouth which was put forward last year by members attending the AGM. Once my findings are complete, I will send out all the relevant information out through Ton Talk and the Web page. To sum up the weekend in general, bar prices were high, but that is everywhere at the moment. After a bit of negotiating I managed to arrange a 10% discount on all drinks. And secondly the car parking prices which were put in force during the year, lucky for us the hotel gave a 50% discount towards parking.

Looking forward to seeing you again next year.

‘George’ Creasy Obituary

Mick Donoyou

I have been asked to provide this obituary to pay my own final respects and those of all who knew ‘George’ as he was universally known. I first came across ‘George’ when I joined London Division RNR in June 1965. At that time he was, I recall, an ex RN PO(RP) but was later advanced to CPO.

‘George’ always had an outgoing and ebullient personality and was quite often heard before actually seen. He was a man of high standards of dress and discipline but always fair minded.

In 1975, when in Copenhagen, George had ‘detailed me off’ as a member of a shore patrol on the same day as a visit to the local Tuborg Brewery. When ‘George’ asked why I had not put my name forward for the Brewery Visit (as I would normally have done) I replied that I did not think it a good idea to go drinking in the afternoon when I had had to go on shore patrol almost immediately after especially as all members of the shore patrol would have to report to an Admiral on the accompanying Frigate, HMS JAGUAR.

‘George’ immediately took me off the shore patrol roster and put me on the Brewery Visit List (earning my everlasting gratitude), His reasoning being that if someone did not want to go to the Brewery, he could do shore patrol instead.

One evening at an OLD HANDS MEETING he ‘collared’ me saying "Mick D, you have been a member of the TCA why have you not attended any of the Reunions? Make sure you are at the next one." I have been attending ever since when I have met up with George and also his wife, Ann, who I have had the pleasure of getting to know quite well.

Apart from being highly popular and fair minded ‘George’ also had a sense of humour an example of which was when he told me, after receiving his BEM, that the Medal stood for ‘Bathrooms ‘Eads & Messdecks’.

I and many others happily sailed with ‘George’ on numerous occasions and shared many experiences, there are so many things that could be said and written about ‘George’ and his life but suffice it to say he will be extremely and long remembered by all of us who had the pleasure of knowing and sailing with him.

2025 Cenotaph Parade

David Walker

Eleven intrepid members of the TCA attended the Royal British Legion Remembrance Parade on Whitehall. Again, it was a good turnout of members. We had two new members attending. Hope to see them again next year. The weather was perfect. Once again, the camaraderie between the services was very noticeable. We gave the 'crabs' stick, together with other RN groups. The support from the general public was brilliant.

For various reasons only five of us repaired to the Tom Cribb pub after the proceedings. There was much 'lamp swinging' and banter between the interloping associations to 'our' pub. We now get Bomber Command (RAF), RN Photography group, HMS Ark Royal, HMS Tiger whom we welcome.

Two photographs attached. Our group on Horse Guards Parade and one of the five at the Tom Cribb. And there is another on the TCA facebook page.



Pancho Brett's Funeral

Clive Dennison and Allan Brown

The Funeral of Colin (Pancho) Brett took place near Doncaster on 15th October. As you are probably aware, Pancho was one of the very early founding members of the TCA, and had been active for many years regularly attending TCA reunions, and a stalwart of the White Rose Group for many years until recent health issues restricted his attendance.

The funeral was attended by at least 75 people, family, friends and ex-Navy companions. Four Naval standards were paraded including those of the TCA (by Dave Parrish) and the HMS Ganges Association. The TCA were well represented including the following members of the White Rose branch, Dennis Cook, John Rogers, Clive & Sue Dennison, Terry & Jane Foreman, Trevor & Elaine Dixon, Alan & Sue Hewitt and Allan & Sue Brown.

Pancho's daughter donated his RN cap to the White Rose Branch to go with the HMS York plaque donated by Pancho when we founded the White Rose branch. After the service we went on to the wake where a tot of Pussers was raised with Pancho's favourite saying of "Up Spirits". He always wrote that on the end of his emails.

So, we said goodbye to a RN legend and true gentleman, a great friend to us all.

Pancho's son Joe and daughter Mary Ann thanked the associations for their messages of support and assistance.



NEW REGIME FOR SLOPS

Since 1st June 2025, a new regime is in operation for TCA Slops.

Embroidered items of clothing should be ordered directly from our suppliers BS Embroidery Plus of Liskeard. Phone: 01579 345 562 e-mail: sales@bs-embroidery.com This range currently includes: Fleece, V-neck sweaters, Round neck sweat shirts, Iron Man Tee shirts and Polo shirts, Ties (Blue Maroon & Blackfoot), TCA Mug, TCA Baseball Caps (Logo 1 & 2), Blazer badge (embroidered), TCA Beanie/Ski Hat.

State size and colour option required when ordering. Current prices on application.

Payment with order to be made to BS Embroidery by cheque or card.

Printed items including TCA Notepads with TCA Pen and Car Stickers can be purchased from Webmaster Peter Down. Phone: 01449 721 235 e-mail: peter.avoca@gmail.com

Payment with order by cheque made out to TCA or by Credit transfer (see below)

Last of the Wooden Walls book, in A4 hardback or e-book format can be ordered directly from publisher www.halsgrove.com £24.99

Non-Clothing items can be ordered from Treasurer David Woolgar.

This range currently includes: Lapel Badge, Beret Badge, TON Profile Badge (Gold & Silver). All items priced at £5, incl Post and Packing.

Please note that when stocks are exhausted, these items will not be re-ordered.

Phone: 07410 988 470 e-mail: djwoolgar@gmail.com

Payment with order by cheque or Postal Order made out to TCA or by Credit transfer (see below)

To make a Card Payment or pay by Bank Transfer:

Use your bank's funds transfer scheme

Pay to Barclays Bank UK PLC LEICESTER LE87 2BB

Ton Class Association Number 2 Account

Sort Code 20-49-08 Account Number: 60339547

Reference SLOPS + YOUR SURNAME

TCA Cup

Ian Barden

Thanks to Rob Hoole for updating us with the following regarding the presentation of the TCA Cup at this year's MW Dinner for serving attendees. The Cup was originally donated by Dennis Cook, and was his family heirloom (the Cup is actually 138 years old by the way), and is now engraved 'From the Ton Class Association'.

The TCA cup was presented this year by former MCD officer Cdr David Hunkin OBE RN (Rtd) of Thales plc, the event's main sponsoring body, to Lt Cdr Sam Jane, the CO of MTXG Yankee Unit 1, for the unit's outstanding performance during the past year.



MCM NEWS

Rob Hoole

The Portsmouth-based Second MCM Squadron (now the only MCM squadron) comprises the Hunt class minehunters BROCKLESBY (Crew 2), CATTISTOCK (Crew 5), CHIDDINGFOLD (Crew 6), HURWORTH (Crew 4), LEDBURY (Crew 3) and MIDDLETON (Crew 7) plus the Sandown class minehunters BANGOR (Crew 9) and PEMBROKE (CC). MIDDLETON is deployed in the Gulf, based at the NSF (Naval Support Facility) at Mina Salman in Bahrain for Operation KIPION MCM, together with MTXG units, under the Command of COMUKMCMFOR (Commander UK MCM Force).

BANGOR, heavily damaged by CHIDDINGFOLD during a harbour manoeuvring incident in Bahrain, is being returned to the UK on board a heavy lift vessel. She is due to be decommissioned this year and will not be returned to operations in the Gulf. There has been no news from BROCKLESBY since March 2024.

CATTISTOCK has completed BOST (Basic Operational Sea Training) and is now ready for operations.

There has been no news from CHIDDINGFOLD since she was brought back from the Gulf on board a heavy lift vessel earlier this year.

There has been no news from HURWORTH since August. LEDBURY, the oldest operational ship in the Royal Navy, has been exercising out of Portsmouth and is entering a period of maintenance. Members of her 'off-watch' Crew 1 attended her namesake town's Act of Remembrance in Herefordshire.

HMS STIRLING CASTLE (Crew 6), formerly RFA STIRLING CASTLE and the offshore support MV ISLAND CROWN, has arrived at Portsmouth from Birkenhead and is now acting as a mothership for MTXG units operating Mine Countermeasures Maritime Autonomous Systems (MCM MAS).

MTXG – Mine & Threat Exploitation Group

MTXG comprises: X-Ray Squadron Units 1 & 2 (Expeditionary); Yankee Sqn Units 1 & 2 (Expeditionary); and Zulu Sqn Unit 1 (Clyde-based Homeland).

In November, members of MTXG travelled to Inverness to remember those who served and sacrificed. MTXG is proud to continue the Royal Navy's affiliation with the city after HMS INVERNESS was decommissioned in 2005.

MTXG Yankee Unit 1 was awarded the 'Cdr Bob Hawkins MBE, Outstanding MW team of the year' cup at the MW Awards Dinner in Portsmouth on 7 November.

I have published the 2025 issue of the RN Mine Warfare & Diving Magazine on the Minewarfare & Clearance Diving Officers Association's older website and it is available, together with back issues, via the MAD Magazine Archive at https://mcdoa.org.uk/Minewarfare_and_Diving_Magazine_Archive.htm.

Membership Update

To comply more closely with GDPR Data Protection rules, contact details of members are not disclosed but can be obtained from the Membership Secretary, subject to member's permission.

NEW MEMBERS – Welcome Aboard

Maurice D Fairall. (A/B-AL/S) RN. Newport Hampshire Served on HMS WOLVERTON 68-69 F2610

Mark Williams. (MEM)1 RN. Cheadle Cheshire Served on HMS WILTON 76-79 HMS FITTLETON F2611

Stephen P Wakefield. (L/S) RN Waterlooville Hampshire Served on HMS WALKERTON 76-78 F2612

Barry Cook (LMEM) RN High Peaks Derbyshire. Served on HMS BILDESTON 71-73 F2613

Mark E Wyatt. (S/Lt-Cdr)RNR Ringwood Hampshire Served on HMS ISIS 75-78 HMS ALFRISTON 78-88 HMS ITCHEN 88-93 F2614

Steve Lochhead, (A/B) RN Croydon Surrey. Served on HMS WOLVERTON 77-79 F2615

John D Walker (MEM(M)- LMEM(M) Motherwell North Lanarkshire Served on HMS HODGESTON 81 HMS CROFTON 83 F2616

Peter Mogford (LEM-WEA1)RN Dunfirmline Fife. Served on HMS WALKERTON 67-69 HMS POLLINGTON 79-81 HMS BICKERTON 83-85 HMS UPTON 86-87 F2617

CHANGE OF ADDRESS

Robert Lucas. To Wilnecote Tamworth. F2241

Frederick Brooks To Cranbrook Kent. F1354

CHANGED E-MAIL ADDRESS

Richard Cunningham MBE To:- racunningham99@gmail.com F2341

Colin Alexander To:- alexanderkba@gmail.com L2486

John D McCabe. To:- Woodchurch Kent . F2037

LOST CONTACT

Nigel A Monk Last known address Paignton Devon F2077

Richard S Stenlake . Last Known address Tiverton Devon F0800



Crossed the Bar

Admiral of the Fleet Sir Benjamin Bathurst GCB DL

*Bridgwater, Somerset
Served in HMS Woolaston 1958-59 F0805*

Terence Wesley Copeland *Lochgelly, Fife
L1826*

David (George) Creasy
*CPO RNR Grantham, Lincs
Served in HM Ships St David, Thames, Solent, Fittleton F0825*

William John Sheil
*LRO(T) Formby, Merseyside
Served in HMS Pollington, Laleston, Kedleston, Crofton, Brereton, Chrichton,
Hodgeston L0237*

John Whatling
*P/O RN Upminster, Essex.
Served in HMS Dartington 62-64, HMS Wolverton 66-67 F0208*

Harvey Burwin
*WEM2 RN. Thakeham West Sussex.
Served in HMS Chawton 59-60 F0897*

Anthony M Standish
*ME1 RN Gainsborough, Lincs
Served in HMS Fiskerton, HMS Houghton F0717*

Colin (Pancho) Brett
*ME1 RN Doncaster, Yorks
Served in HMS Dartington . HMS Laleston . HMS Kemerton F0003*

May They Rest in Peace

Post Bag

From: Patricia Ward

HMS Stubbington's Dog 'Sippers'

I've really loved my experience with The TONS and thank you for liking my story. I've told my grandsons and friends and they think it's wonderful after all this time that little Sippers and all involved with him have been remembered.

Take care and keep up the good work.

Very best wishes

Pat

From: Paul Richardson

I was very interested to read Nick Griffin's article in the September 2025 edition of Ton Talk, on his service in HMS Penston, as I also served in her. Our paths must have crossed, as he joined Penston in early 1957, and I served in Penston from 14 November 1956 until August 1957.

The photograph he included shows me on the front row second from the right. I still have a copy.

Like Nick I was also National Service, and went through the HMS Raleigh routine, and because of my background in my family's engineering business was posted to HMS Alaunia on an ICE course. Alaunia was an old 1920's liner, and was well crewed with cockroaches and other wildlife.

After training in the engineering branch, I was posted to HMS Hexton, which we subsequently commissioned out of Hythe and sailed for the Mediterranean in company with Kellington and Tarlton, to join 108th in Malta.

I subsequently joined HMS Essington in Malta and after Cyprus patrols and dockyard work sailed for Port Said and Operation Musketeer, where I joined HMS Penston.

I detailed much more of my experiences in an article in the Ton Talk April 2017 edition 185, which included interesting detail of Essington towing Dufton from Cyprus to Malta, including the failure of Essington's starboard engine.

Also, a collision of Penston with Aldington off Sardinia, together with other experiences, Beirut, Bizerta, and a few more!

Unfortunately we were not lucky enough as engineers to be able to meet Admiral's daughters. Such is life!

From: Graham Taylor

Comments on Ton Talk 231

This excellent edition includes several articles of interest to me and on which I can comment. I hope we can do better than the picture (photo page 26). I realise that it is only part of a TON preservation and she may not have been

a minesweeper then, but even so it lacks radar and VHF aerials and probably minesweeping lights. Besides, the essence of a TON lies in the hull shape, its wooden construction and living conditions and machinery compartments below decks – ideally the noise of Foden generators, the smell of Diesel and the jarring thud as one steamed into a head sea or the roll in a beam one, though I think that most of that cannot be reproduced in a memorial vessel.

When I completed my National Service in a big ship (Frigate) in the West Indies, I joined the permanent RNVF. My home being in Lincolnshire, I was appointed to Humber Division. My first fortnight training was in HMS Humber on Fishery Protection and was very likely with Brian Pennington as First Lieutenant.

The CO, Cdr Clark, and I both worked in Birmingham and met on New Street station. That was on Friday 20th September 1957. Once aboard, the CO showed his ship handling skill by backing out of the berth and turning through 90 degrees in the small basin to end up aligned with the exit lock. We visited North Shields, Lowestoft, Ostend and Amsterdam. The navigator was Lt Notman and one run ashore was with Ted Briggs.

My CMS electrical course was in HMS Collingwood in 1958 so, though I had some electrical departmental involvement, much of my activity was Officer of the Day or 2nd Officer of the Watch. The Chief Electrician showed me round which helped when I did the course. The bottom right-hand picture on

page 21 looks about right for the weather though I was too sick to appreciate it at the time. We saw some fishing boats already being policed by the French or Belgian navy but, having searched most of the North Sea found most of the fishing fleet sheltering in harbour.

HMS Humber (which only quite recently did I discover was also HMS Bronington) remained, for me, the typical CMS, open bridge, Mirrlees main and minesweeping generators, sweeping rather than hunting. Though closed bridges, Deltics and mine-hunting all featured in my subsequent TONs, they remained modifications in my mind. Although I remember the funnel fires, I was not directly involved and always thought of the Deltics as clean because a pulse only caused its generator noise to dip in frequency. The Mirrlees pulse generator, producing a similar pulse, would almost stall and fist-sized lumps of hot soot would shower the deck – an instant de-coke!

Though no expert, I would have expected Bronington's royal coat of arms to be either that of the queen differenced with the label of an oldest son, or the Prince of Wales feathers. How is the one displayed derived?

Yours aye,

Graham Taylor

From: Mick Donoyou

(Not Quite) Crossed the Bar

A few years ago I was attending a TCA AGM & Reunion. At the start of the AGM the Membership Secretary, as usual, read out the list of those members who had "Crossed the Bar" since the previous year. I was surprised and a little disconcerted when the second name on the list was my own and a friend of mine sitting behind me said "I did not realise you were here as a ghost this year".

During the coffee break, I approached the Membership Secretary and asked him to confirm the second name on the obituary list and when he repeated my name asked why I wanted to know to which I replied "well you are speaking to him".

Somewhat taken aback he said "Oh! that can't be right" and after checking my own name and membership number with that on the list, it transpired there were two of us with the same Christian and surnames (albeit the latter had slightly different spelling).

Finally I have continued to attend annual reunions still in the land of the living and hope to do so for some time to come.

possible like to set up a link between your Association and my Village. I understand and have read old letters between the Council and yourselves, regarding affiliation from years ago! I would like to have that link back!

The Parish Council does possess items, records, logs, flags, photos etc from HMS Shavington. In those are the visitors logs and records of residents from Shavington visiting the Ship. A lot of the residents are still in the Village and have fond memories of their visit!

Your Association did put us in contact with a former Association Member about 4 years ago, to represent the Association at our Village Remembrance Day. David Bridge who served as a Stoker on her! He has since, sadly passed away last year. But my family have since become close friends with his family and daughters, who have since represented David at our Village Remembrance Services.

I am a former RN Veteran myself and served as a Stoker onboard HMS Invincible!

If this link can be re-established, that would be fantastic! If I can provide any more info or answer anything, please contact me on 07963 356065 or shaunRandle@shavingtononline.co.uk

I look forward to hearing from you.

From: Shaun Randle

HMS Shavington

I am a Parish Councillor for Shavington-cum-Gresty Parish and I would, if

HMS Puncheston Emblem

Ken Rutherford

Here is a picture of HMS Puncheston's emblem, seen here displayed inside the wheelhouse, on the occasion of a cocktail party, while berthed in Bahrain.



If there any more photos of ship's emblems, please forward them to the editor.

SAM Cook's Model Tons



HMS Lewiston at Vernon Creek



Yarnton and Hubberston under construction