

# ***TON Talk***

**Newsletter of the TON Class Association**

**Edition 223**



**September 2023**



**1 MCMS transitions to MTXG**

# TON Class Association

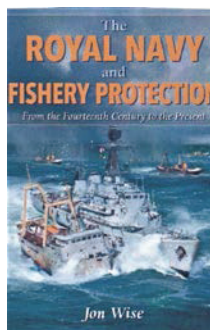
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**TCA Membership**  
**£15 per annum**  
**£150 Life Membership**

**Front Cover :**  
**1 MCMS transitions to MTXG**

**[www.tcaminesweepers.co.uk](http://www.tcaminesweepers.co.uk)**

**Founder: Jack Worth MBE**

## Editorial

**Crossed the Bar** All TCA Members are valued and their passing is cause for sadness and remembrance. TCA has suffered the loss of three significant members since the last edition of TON Talk; Commander Bruce Nicholls OBE RN, one of our founder members, PO Janet Smith WRNR, who worked with the TONs Design Team and Kapitän Hans Andresen MBE German Naval Reserve.

*See details in Crossed the Bar and Obituaries.*

**Four Editions of TON Talk.** The Committee recently agreed to reduce the number of editions of TON Talk to four per year in order to reduce the workload for a new Editor (see “advert” for a Deputy Editor on page 4). September’s edition is the first one to be affected by this change. The most noticeable feature, as seen from the Editor’s desk, is that the change has helpfully given him an additional month to prepare the material. It has also resulted in the Membership Update being extended to three pages, as there is more to report, especially in Crossed the Bar.

**This year’s Reunion.** Bookings are now a respectable 63. Cut off date was 7 August. Will those attending please **bring a BOTTLE** for the Raffle - No redundant Christmas presents, please ! The Raffle is our main source of funds for grants to Sea Cadets.

**Vancouver Island Military Museum.** TCA member Brian Mc Fadden is Vice President of this impressive collection which honours the memory of Canadian Forces in two World Wars and subsequent conflicts. Please visit the Summer 2023 edition of the Museum’s interesting Newsletter on the TCA Website under “Further Information”.

**Cenotaph Parade** Secretary Matthew advises that seven members will parade : Ian Barden, Dennis Dynan, Arnold Jeacock, Dave Walker, David Stott, Ian Campbell, and Graham Gatehouse. Details were passed to Royal British Legion on 25 August. Tickets will be sent by RBL direct to marchers during October.



**Deadline for December’s edition is 18<sup>th</sup> November**

*pjd*

## Chairman's Corner

I trust that all of our members have had a relaxing summer, despite the various challenges of the weather, at home as well as abroad. This edition of TON Talk heralds our AGM and Reunion on Saturday 14 October; much work has been done in the background, by the committee and principally by Peter Down to finalise the arrangements with the Carlton Hotel, and where there is a very respectable attendance of 62 members, partners and guests attending the Reunion dinner – BZ Peter and the team for all you do for us. More on this elsewhere in this edition, and with detail on our Guest of Honour, my naval contemporary and good friend, Cdr Sean O'Reilly RN Rtd.

### Operational Update

The last of the Scotland based MCM squadrons, MCM1, was re-named on 14 July and absorbed into its modern successor, the Mine Threat Exploitation Group (MTXG), and where, as I write this, there remains only three Sandown class MHCs left in the fleet: HM Ships BANGOR, PEMBROKE and PENZANCE. BANGOR is still forward deployed to UKMCC in Bahrain, operating within the UK MCM Force, with PEMBROKE and PENZANCE based in Faslane. Alongside the Scotland based MHCs are the autonomous systems of MTXG which will eventually replace the legacy MCM hulls.

The renaming ceremony to MTXG was staged at HMS PRESIDENT, supported by PEMBROKE alongside, hosted by the outgoing Squadron Commander of MCM1, Cdr Doc Morris, and the Guest of Honour was Rear Admiral Rob Pedre, Deputy Commander UK Strike Force. It was a splendid evening, and the TCA was represented, having kindly sponsored the event to the tune of £600. We could have sent 5 couples for free but having advertised widely, just myself and HMS FITTLETON survivor Arnold Jeacock, accompanied by his partner Carole, took up the invitation. (*see photos on page 9*).

Speaking of FITTLETON, the new memorial (*see page 10*) is to be consecrated in Fittleton, Salisbury on Sunday 17 September. Sadly, my work schedule does not allow me to attend but the committee will be represented, along with some of our FITTLETON survivors. Our chaplain, Rev Trevor Filtness will assist in the service. Much effort has gone into making this memorial a reality, and along with our monument at the National Arboretum and the stained-glass window on the drill deck in HMS PRESIDENT, they make a fitting tribute to those who lost their lives, and to the survivors.

I'm really looking forward to our AGM and Reunion, and to seeing many of you there.

Warm wishes to you all,

*Bob Hawkins MBE*



# TCA Who's Who

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**Commander Bob Hawkins MBE RN**

*A serving officer, so contact via Secretary only*

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## COMING EVENTS

<b>September</b>	Sun 17 15.00	<b>Dedication of Fittleton Memorial</b> St Mary's Church, Fittleton, near Salisbury
<b>October</b>	Sat 14	<b>TCA AGM &amp; Reunion</b> Carlton Hotel, Torquay <i>Bookings closed 7 Aug</i>
<b>November</b>	Sun 12	<b>Remembrance Sunday Cenotaph Parade</b> Applications to Secretary Matthew ASAP

## **Deputy Editor Required**

Peter Down, the current Editor of TON Talk, wishes to retire as increasing age and declining health are taking its toll. He has done the job for 12 years, so perhaps the time is right for someone younger and more active, to take over.

We now produce four editions per year, each of 36 pages, including colour illustrations.

It is suggested that a suitable transition could be arranged by someone volunteering to become Deputy Editor and receive on-the-job mentoring by Peter for a period of six to twelve months (two to four editions) to familiarise themselves with the processes and techniques involved, before taking over as Editor.

The Editor's task is to receive contributions from members and to assemble them into an attractive page layout suitable for printing. We are fortunate to receive a good inflow of articles and photographs from members but occasionally the Editor has to write a feature, usually to cover a major event.

We have a tool, the "Flat Plan" which considerably assists with assembling the pages in sequence and we also have templates for page layouts for different sections of the magazine.

Currently we use Microsoft WORD to compile the print ready files, which are then e-mailed to our printer, Gipping Press, for printing and distribution. Other applications such as PUBLISHER, might also be used, if preferred.

Membership Secretary Dennis Cook prepares a mailing list which he sends to the printer, so that addressed envelopes can be produced in post code sequence, for which we obtain a discount on UK postage.

Printing and distribution can continue to be performed by our current printer. If necessary, Peter could continue to liaise with the printer on these activities.

Ancillary tasks include e-mailing an electronic version (pdf) of the magazine to about 150 members and reconciling the printer's invoice for payment by our Treasurer. Good skills with word processing, e-mail and organisation are essential for the role, with some flair with words and design/layout. Experience of producing a ship's newsletter or parish magazine would be an advantage. The role carries an honorarium of £200, plus expenses for post etc.

Please ring Peter on 01449 721 235 for an informal discussion.

## Kedleston lives again !



Marcia Cox recently donated the nameboard of HMS KEDLESTON which her husband, TCA member Lt Cdr Mike Cox RD\* RNR, often commanded, to the Horsea Island Officers and Seniors Rates Mess.

This is believed to be the only joint mess in defence, with members from both the Defence Diving School (DDS) and Diving and Threat Exploitation Group (DTXG).

WO2(D) Les Cockerton kindly effected the re-location of the nameboard, which we understand, was duly inaugurated with a tot for all hands.

*Last time your Editor saw a bottle screw with a Blake slip was on the fo'c'stle of a cruiser, but it was MUCH BIGGER than the one in the photo. Please explain ...*

# A Day in the Life of Jack Dusty

Doug Andrew, Ware

This 'dit' took place towards the end of May 1959, and I recall that the day started just like any other. I was then a Jack Dusty RNR, carrying out a period of training aboard HMS Thames/Alverton towards the end of that month and which was due to end in a few days, back in Newhaven. The exercise was a NATO-led Sweepex with the French ship *Fougueux* [Impetuous] as coordinator.



Left: Heaving Line Transfer with FS *Le Fougeux*. Note she still carries depth charges.

Right: Exciting times on a rain-swept sweep deck as strain comes on the tails' stocking.

Before I reveal all, I am aware that the Tons did not carry Stores ratings such as I as part of their normal complement, with the victualling requirements being carried out by the Cox'n, but I had enjoyed a previous experience to Korsor in Denmark on board a Ton in 1957 so much, I did my utmost to ensure that given a choice, my annual training obligation would be carried out in one of them as often as possible. Earlier that year there had apparently been an unfortunate incident ashore in Belgium when an RN rating 'who had sunk too many' attacked and robbed a taxi driver, and as a direct result the Royal Navy banned its vessels from visiting the country. However, as the Admiral Commanding the Exercise held a NATO appointment this ban had been overruled, and we were about to enter Ostend, but not before our Skipper had cleared lower deck and told us in no uncertain terms that when ashore, we were to conduct ourselves as ambassadors for our country at all times. No one had thought to tell me the real reason we were to call in there, and we duly tied up on the far side of a vast but empty basin.

Nothing out of the ordinary so far, but at this point my normal daily routine was rudely interrupted because a crisis had arisen – we were running out of potatoes! I was therefore tasked with ‘merely’ hunting down HMS Reclaim somewhere in the docks to collect a bag of spuds, and to beg, borrow or steal a rubber patch and a tube of solution, because one of our senior rates was into diving, and his wet suit had sprung a leak. All went according to plan, I managed to locate the famous deep-sea diving vessel, the holder of so many records in her field, and felt privileged to be aboard her, if only for a few minutes. Having collected all I’d come for – I can’t remember just how big the bag of potatoes was, but I had shouldered them as one would one’s hammock - and set off back to the ship. Arriving at the basin where I had left her, I quickly noticed that there she was – GONE!

The huge basin was at first sight, completely empty ! Now what do I do? Sweeping the horizon once again, I saw what looked like THAMES moored on the far side, a long way away to my left and near the entrance to the dock. Question, how do I bridge the gap? It looked as if it was possible to traverse the three sides of the basin but the weight of my burden and the distance involved was quite a factor, not to mention the time it would take. Who’s to say that she will still be there if I did walk all the way round? She could sail without me, and my absence would not be noticed until perhaps, ‘tot time’ or the absence of chips. There then appeared what could be a way out of this dilemma, by way of a chap in a small rowing boat. Another problem – I didn’t think that my command of Walloon, Flemish or German would be up to the mark, but fortunately he spoke English when I managed to attract his attention.

Another problem. Ostend is just past the ‘choke point’ where the English Channel is at its narrowest, and the normal direction of flow of The North Sea from north to south meets the might of the Atlantic Ocean all the way from the Americas and flowing west to east, resulting in some startling differences between high- and low water. From where I was on the dock-side, my new-found friendly boatman seemed to be a long way down; but he quickly understood what I would like him to do, and he even had the necessary coil of rope - its length or strength were I felt, not my problems. What was in doubt, was my ability with knots & splices, because although victualling was second nature to me after all my trade training over the years, this aspect of seamanship had passed me by. I was very much aware that (1) if I failed to secure the sack properly, or (2) the rope broke, from my lofty position on the dockside to his ‘egg-shell’ of a boat directly below, my bag of spuds would be like a 500 lb bomb, and pass right through it. I therefore did my best, and thankfully it proved good enough, leaving me with no choice but to follow the potatoes by climbing down some twenty five feet or more – the tide being well and truly out – via numerous wet and slimy iron rungs and into the boat. The chap then rowed us over to the ship and I clambered back aboard with my precious load. I couldn’t let him go unrewarded for his sterling efforts, but how to do so? After we had sailed from Newhaven and we had exceeded the three-mile limit I had bought my entitlement of ‘duty-free’ and branded cigarettes (intended for my parents since I was a non-smoker after leaving the RN) so I quickly went below and grabbed a few packets of them, for which he seemed duly grateful.

Finally, what no one had told me was that we had called in to Ostend to re-fuel, and our temporary mooring was merely to wait until a berth became available on the oiling jetty.

# **MCMV NEWS**

Rob Hoole

## **1<sup>st</sup> MCM Squadron renamed MTXG**

On 14 July 2023, the 1<sup>st</sup> MCM Squadron of Faslane-based SANDOWN class minehunters was renamed the Mine Threat & Exploitation Group (MTXG) in a ceremony held at HMS PRESIDENT (London RNR Division's HQ beside the Thames) with PEMBROKE (MTXG Crew 5) alongside. MTXG also includes three Mission System Teams (MSTs) operating autonomous MCM systems, and the Maritime Autonomous System Trials Team (MASTT). The 2<sup>nd</sup> MCM Squadron of Portsmouth-based Hunt class minehunters remains unaffected.

## **Operation KIPION MCM**

Our MCM forces, based at the NSF (Naval Support Facility) at Mina Salman in Bahrain, currently comprise the Hunt class MCMVs MIDDLETON (2/6) and CHIDDINGFOLD (2/5) plus the Sandown class MCMV BANGOR (MTXG 4) and MTXG (Mine Warfare Exploitation Group)'s MST1 (Mission System Team 1), all supported by RFA CARDIGAN BAY.

In early July, MIDDLETON and BANGOR paid a visit to Dubai and all the ships exercised their air defence capabilities against a USAF A-10 Thunderbolt (aka Warthog) 'tankbuster'. MIDDLETON also hosted six midshipmen on leave from the US Naval Academy at Annapolis and conducted a personnel swap with USS DEXTROUS.

## **HUNT Class**

In late June, CATTISTOCK (2/1) hosted Penny Mordaunt MP (Hon Capt RNR) who then hosted members of her ship's company and other 2nd MCM Sqn crews and HQ staff in London where they visited Parliament and 10 Downing Street. CATTISTOCK later fielded their 1<sup>st</sup> XI side for an inaugural bilateral T20 cricket match vs HMS SULTAN featuring players from HMS SEVERN. On 11 June, LEDBURY (2/3) celebrated her 42nd birthday as the RN's oldest operational ship. She is currently preparing to return to front-line operations. On 19 July, the ship's company of BROCKLESBY (2/7) visited Eisenhower's D-Day HQ at Southwick House, the former wardroom of HMS DRYAD. In early July, HURWORTH (2/8) visited Dublin.

## **SANDOWN Class**

PENZANCE (MTXG 1) participated in the Sea Bangor Festival in early June. She has since been exercising in Scottish waters.

## **MASTT (Maritime Autonomous System Trials Team)**

MASTT has been conducting autonomous MCM system trials off Portland with the patrol vessels HMS DASHER and HMS EXPLOIT and 845 Naval Air Squadron.

*See the 'Latest News' page of the MCD Officers' Association's new website at [www.mcdoa.org](http://www.mcdoa.org) for more recent updates and photos.*

## MTXG Transition Ceremony - HMS President 14 July



L>R, Arnold Jeacock TCA, Rear Admiral Rob Pedre [Deputy Commander UK Strike Force], TCA Chairman, Cdr Bob Hawkins MBE



Arnold with partner Carole and Commander Michael Sturm USN, Assistant Naval Attaché to the Court of St James and his wife.

Arnold is holding his photo of meeting (then) Prince Charles at Clarence House.

## Fittleton Memorial Sitrep



Graham Gatehouse, Chairman of President Old Hands Association and a TCA member, recently visited Alan Spittle the stonemason at Salisbury cathedral, to view progress on the carving of the memorial to be installed in St Mary's Church Fittleton on 17<sup>th</sup> September.

### **Advertise in TON Talk**

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## **Mines Explode in Sea near Trieste**

### **Sweeper at work a Kilometre off Piazza dell'Unita**

*This dit is reproduced from the newsletter of the Royal Naval Patrol Service by kind permission of their Secretary, Shipmate Leo Whisstock.*

*It is an old carbon copy of a report filed by a War Correspondent in October 1945 found among the records of the RNPS Museum at Sparrow's Nest, Lowestoft during recent maintenance work.*

A series of explosions at sea off Piazza dell'Unita, Trieste, today brought a forceful reminder to the people of the city that death, in the form of German mines, lurks under the waves, just one kilometre away.

Shortly before 10 a.m. a rumbling noise was heard throughout Trieste, though the vibration was more noticeable than the noise. The explosions were caused by the operations of a minesweeper of the British Royal Navy, plying near the entrance to the port.

This, writes the UNN Naval Correspondent, is what I felt, saw and did.

While seated at my desk, I felt, rather than heard, a rumble deep down under the foundations of the building. "Explosion" thought I, "or an earthquake in Turkey".

In a few minutes I had established, by contact with the Trieste meteorological station, that no earthquake had been recorded. Somebody at the station said that a minesweeper was at work off the breakwater. And so down to the sea I hurried, and arrived just in time to see a mine go up in a plume of black smoke. A kilometre away a British Motor Minesweeper, I later learned commanded by Lt Cdr B. Abbott, was magnetising the water to cause mines to explode. On the quayside a crowd was watching. Five magnetic mines were exploded before 10.30.

At the end of the jetty I felt a trifle apprehensive, but decided that, in the interests of truth and accuracy, I had better remain and risk a bit of a mine landing near me, or a flat fish hitting me in the face.

I waited for an hour and a half, but no more explosions. The minesweeper continued to magnetise the water and aboard other sweepers in port, the crews conjectured as to whether the sweeper at sea had sufficient crockery left for lunch.

How many mines lie hidden off Trieste, adds the UNN Naval Correspondent, is not definitely known. The Germans, before evacuating the port, probably sowed them thickly.

But the British Royal Navy is on the job. The comparative safety of ships coming into Trieste with much needed supplies will be assured.

## Freedom of Kingston on Hull for Falklands Veterans

Lieutenant Commander Martyn Holloway

Senior Officer 11 MCMS 1982

Hull City Council have bestowed the Freedom of the City of Hull on all Hull Falkland Veterans and all those who served on any of the Hull ships in a ceremony held at the Guildhall on Thursday 20th July. An honour for those of the 11 MCMS and recognition of the contribution of the crews of the TONs..

The nine ships Hull contributed to the conflict, more than any other UK port, were the MV *Norland* Ro-Ro ferry, which played a major role in the initial landings and the later landing of 5 INF BDE, the three ocean-going tugs *Salvageman*, *Irishman* and *Yorkshireman* and the five minesweeper trawlers *Cordella* (*Maxton/Upton*), *Northella* (*Soberton*), *Junella* (*Bickington*), and *Farnella* (*Wootton*) from J. Marr & Son and *Pict* (*Bildeston*) - the 'blue one' from British United Trawlers.

You will recall that the first task of the 11th was to cross deck 5 INF BDE comprising 3,200 armed troops from *QE2* to *Canberra* and *Norland* at South Georgia which was achieved in 36 hours. At one point in the transfer proceedings as loaded trawlers came and went, the RNO onboard *QE2* lost track of the ships and called down to the newest arrival "Which one are you?" to which the response offered "Farnella" and after a short pause "Which one are you?".

The good people of Hull are extremely proud of their contribution and have made those of 11th MCM very welcome on several occasions. As you can imagine, a reunion is in the offing. There is a rumour too that sheep will be issued to exercise freedom on the day, whether known to the City authorities or not.

I have heard from former Commodore Michael Clapp CB, who was our boss as Commander Amphibious Task Group, that he is to have a street named after him in Stanley in recognition of the contribution of the ATG. He is a former Commanding Officer of HMS *Puncheston* and received a Mention in Despatches for operations during the Indonesian Confrontation 1962/66.

## **Next Year's Reunion - October 2024**

Jim Virgo, Reunion Organiser

A quick update on next year's Reunion.

We plan to use an Event Organiser, Nina Young Travel Design, to save TCA the considerable hassle of negotiating with hotels, making room allocations and accounting. Bookings and payments to be made to Nina Young, who will settle the account with the hotel .

The venue will be **Cedar Court Hotel, Harrogate**

3 nights £335 per person

2 nights £255 per person

Single supplement £25 per person

What we will be getting for our money includes :

En- Suite accommodation,

Full English breakfast and choice of evening meal.

Saturday meeting room for AGM and tot time.

Saturday wine reception.

Saturday private dining gala dinner.

3 course evening meal plus cheese course with a tot of port, tea and coffee.

10 per cent bar discount on the Saturday night.

Free car parking.

A NYTD Representative will be available all weekend.

A booking form will be printed in April's edition of TON Talk and be available to download from our website.

## *Only Having a Laugh*



### *Politically Incorrect Warning*

The newlyweds decided on a romantic honeymoon in Australia and on the second day the husband decided to go for a swim in the sea.

A Great White Shark ate him.

He did not suffer, as they had only been married for a few days ...

--oOo--

The hen party in rural Texas got rather out of control and several ladies were arrested.

The local judge decided that the three ring leaders should be sentenced to the electric chair.

The Brunette was quite composed and said "I have studied theology and put my faith in the Lord".

They threw the switch but nothing happened, so they let her go.

The Redhead said "I thought that judge was a friend, after all the special favours I have done for him when he visited".

They threw the switch but nothing happened, so they let her go.

The Blonde said "I hold a degree in electrical engineering and can positively state that unless you plug the power lead into the socket on the wall, that machine will not work ..."

***VMT Dave the Rave, Stowmarket RNA***

## Long Reach of TCA Archives

An enquiry was received via the TCA website from Ken Cleine, who lives on the Whitsunday Islands, 50 miles off the coast of Queensland, Australia, on the edge of the Great Barrier Reef.

Ken is writing a book about the entrepreneur Max Mason, who at one point bought HMAS TEAL and converted her for several commercial purposes, including as a spectator viewing gallery for the Americas Cup yacht races, then re-engined her as a fishing vessel, before she passed into other hands.

Ken's enquiry was about the model of Mirrlees diesel engines with which the ship HMS had originally been equipped.

Luckily TCA has quite a lot of detail about the career of TEAL, both within the RAN and her later chequered civilian life.



Dave Banks, Ch MEM of Mersey Division RNR, had contributed a treatise on Mirrlees engines for our book *Last of the Wooden Walls* which revealed the model number : JVSS12.

We sent Ken a copy of Dave's article, together with extracts from TON Talk editions 210, 213 and 218 by Captain Julian Blatchley MN and Richard Barratt, that describe TEAL's recent life in Cyprus, culminating in her retirement waiting conversion to

a Cultural Centre in a specially-built wet dock in Girne (formerly Kyrenia).

*It is quite a thought that TCA's website can reach, literally, to the other side of the world and, more so, that the internet enables us to have an online conversation over that distance.*

*You MUST visit the website of the Whitsundays, named by Captain Cook for the day on which he discovered them; perfect desert islands, now a heaven for water sports and nature watching (human and marine) ... **Editor***

**“ D’ YOU HEAR THERE. !**

Today’s maildrop has been cancelled.

If you think it’s safe to fly, the keys to the Budgie are in the hanger. ”

*Pipe made aboard HMS NEWCASTLE, heading south in 1982.*



*VMT Chivs, Stowmarket RNA*

*PO Scribes D87*

## Happy Birthday, John

John Wallage of Cambridge, who was Buffer of LANTON in 1962-65, had a very pleasant surprise on his recent 80<sup>th</sup> Birthday.



His wife, Patsy had found a very clever baker who could transpose a photograph into icing sugar – An edible TON !

## IN MEMORIAM

### Commander Bruce Edwin Nicholls OBE RN

*See Crossed the Bar page 25.*



Bruce was a Founder Member of TCA. Sadly, we now have only three founder-members left.

Sam Cook and Peter Down, who had both served with Bruce, although at different times, attended his funeral on 1<sup>st</sup> August in Derbyshire. Sam paraded the TCA Standard and Peter Piped the Side as Bruce embarked on his final voyage.

The funeral was organised by Bruce's daughter Sarah Woodall, who Peter had met once before – when she was christened as an infant aboard HMS HOUGHTON in Singapore in October 1961.

Does anyone know what became of HOUGHTON's bell with Sarah's name in it ?

Bruce qualified as a Torpedo and Anti-Submarine specialist, although most of his career was devoted to Mine Counter Measures. He was the driving force behind the Single Role Minehunter concept (Sandown class).

A boyhood interest in heraldry led to a second career after Bruce had left the RN in Vexillology, the study of flags [from the Latin Vexillum, the square red banner identifying Legions in the Roman Army, inscribed with the number of the legion e.g. XX Valeria Victrix].

Bruce became an acknowledged expert in the subject and was known as the “Flag Man”. He designed flags for local authorities, companies and many organisations, including TCA. He gave talks on the history and ceremonial of flags to clubs and associations and presented papers at learned international conferences.

Bruce designed his personal flag (opposite) which features a Roman Vexillum, naval anchor and the sage background of Hampshire.





## IN MEMORIAM

### Kapitän zur See Hans Andresen MBE German Naval Reserve



Hans became a member of TCA in 1991, at the invitation of our President Vice Admiral Sir John Cox, who he had met during Sir John's appointment as Naval Attaché in the British Embassy in Bonn. Their friendship continued through Sir John's subsequent appointments.

Hans joined the German Navy as a Cadet (Fahnrich) at the Naval College in Murwick, Flensburg, aged 19 and spent six months in the Sail Training Ship *Gorch Fock*, during which he visited USA, Portugal and North Sea ports.

We were very proud to have a German Naval Officer among our Members and Hans was unique in having made several voyages in TON vessels of the RNR, principally HMS Mersey and HMS Fittleton. We are proud to call Hans "one of us".

Hans and his second wife Monika attended our Reunion several times, where he entertained us with stories of his duties as a NATO Liaison Officer. He recounted his encounter with a visiting Russian Admiral who pressured him into toasting International Friendship with a full tumbler of Vodka. Hans, who was quite abstemious, still wonders how he got home...

*Right- Hans and Monika at Keil Week, 2013*



He made a mark as Liaison Officer for NATO ships and other British VIPs visiting Germany. Among others, he met the Duke of Edinburgh and the (then) Charles, Prince of Wales. His diplomatic skills resulted in the award of the MBE, of which he was very proud. They also took him to Bosnia as a UN Peacekeeper.

One remarkable meeting in which he participated was with Grand Admiral Karl Doenitz, CinC of the Kriegsmarine U-Boat arm; on the occasion of his 90<sup>th</sup> birthday; "still very strict and unbending" was Hans' recollection.

During 1977-90 Hans was the German representative to CIOR, the International Confederation of Naval Reserve Officers, which took him to France and USA, including time at sea with both navies. In civilian life Hans worked for the Civil Service in the state of Hamburg, rising to a senior position in the Department of Education. He had an interest in local politics and was a Town Councillor in Kölln-Reisiek, where he lived until recently.

Hans was a great friend and a good raconteur. He had a deep interest in the history of Europe and the impact of maritime trade on world politics. We freely discussed the difficulties faced by both our families during the 1940's.

Hans died on the day before his 80<sup>th</sup> birthday. He had been ill for a long time but had a sudden collapse. He will be greatly missed.

***Auf Wiedersehen mein lieber Freund.***

## Commander SEAN O'REILLY MA Royal Navy

### *Guest of Honour for this year's Reunion*

Sean O'Reilly joined BRNC, Dartmouth on 4 January 1978, aged 18, a term mate and life-long friend of our Chairman. He lives near Dartmouth, married to the lovely Tinah, and has one son, who is a filmmaker. He completed 28 years naval service as a Warfare Officer, by which time he had completed several Command appointments ashore and afloat.



Completing Fleet Training as a Midshipman in HMS GAVINTON in 1979, Sean thereafter qualified as OOW in HMS CLEOPATRA, followed by the Long Minewarfare and Clearance Diving Officer Course in 1982 at HMS VERNON (again, with our Chairman), the last LMCDO course to conduct professional MW qualification to the TON Class syllabus (HM Ships HUBBERSTON and UPTON). As a Lieutenant he was appointed XO of the 'banana boat' HMS BRINTON, seeing operational service in Naval Mine Countermeasures in the Red Sea (Operation HARLING) in 1984, taking temporary Command of BRINTON for part of the operation. After a stint Commanding the Falkland Islands

Clearance Diving Team, he qualified as a Principal Warfare Officer and served as Ops of HMS HERMIONE. On promotion to Lieutenant Commander Naval Staff Course followed, then in 1992 Sean brought HMS BRIDPORT out of build as her first Commanding Officer.

His early stints ashore were for instructional duties at BRNC, teaching the leadership/ operations/ navigation/ COLREGs to RN and overseas cadets, which led later to senior management roles; for example, leading the UK MoD Naval team overseeing, on behalf of the UK Government, the UK/Saudi AL YAMAMAH £2bn naval ship capability procurement programme. Then, when seconded to the UK FCO, commanding the UK Inter-Agency Maritime Counter Narcotics Contingent in the Caribbean and Central America. His final RN appointment in 2006 was a mind-numbing period in the Ministry of Defence in London.

Leaving the Navy comparatively early in the rank of senior Commander, aged 45, to pursue a second career, initially in ongoing self-employed commercial property business, and in education/training, Sean now provides freelance consultancy to the maritime sector, and training to professional yachtsmen and women towards UK MCA Master 3000gt certification (he is the lead captaincy/Oral Prep instructor to three MCA accredited commercial schools). An experienced narrator and Executive Producer in the film industry, he is also an author, cunningly known as Captain Horatio Hardy.

# TCA Survey of Members' Views

Ian Barden, Vice Chairman

As the Association is now in its 36<sup>th</sup> year, and with your kind assistance, we asked you that we would like to better understand how we can continue to operate in your (the Member's) best interests and understand what improvements we could make, if any at all, that would suit the majority of the Association. Following are the results of the Survey that I received which will be openly discussed at the AGM/Re-Union; and printed in the September issue of the Ton Talk for those who are not attending the AGM/Re-Union this year:

- A. Of the currently logged **1077** members of the TCA; **1039** Members receive copies of the Ton Talk Magazine:

1. By Post

- a. United Kingdom - **801**
- b. Overseas - **42**

2. By Email

- a. United Kingdom - **165**
- b. Overseas - **31**

**Total: 1039**

3. Of whom – a Total of **50** Members kindly responded equalling **4.81%** response overall.

## The 36<sup>th</sup> TCA Survey Question Responses:

### **1. County or Country of Residence:**

Wales	Scotland	NE	NW	MID	ANGLIA	LON	SW	S	SE	EU	Canada
<b>3</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>

**Total: 50 submissions out of 50**

2. Your Generation:
- |                |                  |
|----------------|------------------|
| a. 80+ years   | 20               |
| b. 70-80 years | 17               |
| c. 60-70 years | 10               |
| d. 50-60 years | 03               |
| e. 40-50 years | 00               |
| f. Younger     | <u>00</u>        |
| <b>Total:</b>  | <b><u>50</u></b> |

3. *Would a TCA Area Representative be of useful assistance to you in your area?*

Wales	Scotland	NE	NW	MID	ANGLIA	LON	SW	S	SE	EU
1	5	4	1	3	0	2	3	4	4	1

**Total: 28 Submissions out of 50**

4. *What, if any, improvements would you think could apply to the Association to better serve your membership and interests?*

- A re-vamped Re-Union
- Reminder of Operational Activities
- TT and FB meets needs
- Keep AGM in original form
- Restrict Membership to Ton Class only
- Nostalgic interest needs only
- Combine Events with MCDOA/RNCDA/MWA and TCA
- More usage of Internet
- Ability to pay for Slops Online and Join TCA Online
- Local TCA Rep Events
- More Lower Deck Dit's in TT
- Paid Member Log-In to website
- Post Re-Union programme and List of Attendees
- More use of Website and FB now that the TT is reduced including event updates.
- More Dit's etc.

**Total: 17 Submissions out of 50**

5. *Sea Cadet Liaison Officer(s):*

**Total: 50 out of 50 Zero Responses**

6. *Technology: Do you have a functioning email address?*

**Total: 35 Agreed out of 50**

**7. *Would you be more interested in joining our FB page?***

**Total: 24 Agreed out of 50**

**8. *Does the Ton Talk Magazine content meet your needs?***

**Total: 50 Agreed out of 50**

**9. *What other content would you like to see in the TT Magazine?***

- a. More photos ?
- b. Bi-monthly Format
- c. Needs refreshment with Younger input ?
- d. The TT magazine mainly has articles written by Officers presumably because they are better at writing where Ratings feel less able; so how about telephoning ratings for stories that can be transcribed for the TT?

**Total: 4 Submissions out of 50**

**10. *Would you like to become the Editor of the TT Magazine?***

**Total: 50 out of 50 Zero Responses**

## Membership Update

*To comply more closely with GDPR Data Protection rules, contact details of members are not disclosed in full but friends can obtain them from the Membership Secretary, subject to permission of the member.*

### **NEW MEMBERS – Welcome Aboard**

**David C May.** (PO (OEL)-CWEM (O) RN . Saltash Cornwall..  
Served on HMS WASPERTON 1977-79. F2537

**John E Giblett.** (P/O-CPO WEA) RN. Fareham Hampshire.  
Served on HM Ships HOUGHTON 1960-61, DUFTON 1962-64. F2542

**Kevin J Hughes** (A/B (MW) RNR. Worthing Sussex.  
Served on HMS KELLINGTON 1982-87. F2543

**Alan Nye.** (A/B RNR). Worthing West Sussex.  
Served on HM SHIPS MAXTON 1985-86, ARUN 1986-88 .F2544

**William A Wills.** (MEM)1 RN Braintree Essex.  
Served on HMS YARNTON 1976. L2545

**Christopher D J Stowers,** (MEM1-POMEM) RN. Royal British Legion Village, Kent.  
Served on HMS BICKINGTON 1986. F2546

**Stephen J Fry.** (MEM)2 RNR. Scarborough North Yorkshire.  
Served on HMS VENTURER 1974-76, 1977-78 . F2547

### **CHANGE OF ADDRESS**

**Christopher Pile.** To:- Chidham West Sussex. F2065

**George R Barbrook.** To:- Burton-on-Trent. F0891

**David Mayo.** To:- Poole Dorset. F0688

**Dave Fricker.** To:- Ryde Isle-of-Wight A0619

**Richard P Farrand.** To:- Driffield Yorkshire. F1214



## **Crossed the Bar**

### ***P.O. Janet Smith WRNR***

*Kitts Green, Birmingham F1277*

*Served in TAY & SUSSEX Divisions RNR*

*Also served on TONs Design Authority*

*Contributor to "Last of the Wooden Walls"*

### ***Commander Bruce Nicholls OBE, RN***

*Marden, Kent F017*

*A Founder Member of TCA*

*Served in HM Ships DILSTON 1955-57, HOUGHTON 1960-62,*

*SHOULTON 1969-70, ALFRISTON 1979-82, VERNON 1960, 1963-64*

*Driving force behind the Single Role Minehunter concept.*

### ***Kapitän zur See Hans Andresen MBE German Naval Reserve***

*Hamburg, L0585*

*Served in HM Ships Mersey & Fittleton during 1970's and as NATO Liaison Officer for visits of British, American and Russian warships to German ports*

### ***Captain Richard Stenlake RN***

*Tiverton. F0800*

*Served in HM Ships HICKLETON 1958-59, BURNASTON 1959,*

*LEWISTON 1976-78*

### ***Lieutenant Commander Neil Attenborough RN, RNR***

*Guilford L1354*

*Served in HM Ships St DAVID, UPTON, HODGESTON, BRONINGTON, WAVENEY*

### ***Sub Lieutenant Andrew Walker RN***

#### ***Later Squadron Leader RAF***

*Taunton*

*Served in HMS WALKERTON 1959-60*

*Not a TCA Member but a close friend and known to many in the Fleet Air Arm.*

*Sea Vixen and Phantom Pilot and Air Warfare Instructor*

***Continued on next page***

***Commander John Dickinson RD, RNR***

*Luxemburg, F0193*

*Tay Division RNR*

*Served in HM Ships MONTROSE, DALSWINTON, CUXTON, KEDLESTON,  
BRERETON, HODGESTON, STUBINGTON, KILMOREY, KIRKLISTON, HELMSDALE,  
SPEY, HELFORD, PETREL*

***A/B Robert Richards RN***

*Cromer F0074*

*Served on HMS EDDERTON 1956/57 Suez*

***L/S John Walker RN***

*Great Barr, Birmingham F0465*

*Served in HM Ships ASHTON 1959-61, GLASSERTON 1962*

***Commander Arnold Course RNR***

*Ringwood Hampshire. F1782*

*Served on HM Ships ALFRISTON, CROFTON, KELLINGTON, FITTLETON,  
ISIS 1960-86.*

***Lieutenant Commander Brian Hargreaves. RNR.***

*Tynemouth, F0956*

*h Served on HM Ships NORTHUMBRIA 1967-90, BRERETON.*

***Lieutenant Commander Neil Attenborough RN, RNR.***

*Puttenham Guildford L2354.*

*Served on HM Ships ST DAVID, UPTON, HODGESTON, BRONINGTON.*

***Gillian O'Brian.*** *Wife of Tony O'Brian, Gosport Hampshire.*

***A/B Thomas P O'Keeffe. RN***

*Crayford Kent. L1025*

*Served on HM Ships ASHTON 1966-69, BURNASTON 1965-66, MONKTON 1962-63*

***P/O Medic James Sandison RNR***

*Stirling, Scotland. L1788*

*Served in Forth Division RNR, HM Ships KIRKLISTON, KEDLESTON,  
KILLIECRANKIE*

***May They Rest in Peace***



## BRONINGTON Model Passes Sea Trials

Ron Slater, Runcorn, Cheshire

At long last the successful launch of my radio-controlled model of HMS Bronington on 5<sup>th</sup> May 2023 (a year later than originally planned) at Runcorn Model Boat Club.

The idea for the model started 30 years ago when the ship was on display at Trafford Wharf, Manchester. With the assistance of Shipkeeper Malcolm Coulson, I took over 150 photos of the ship, together with videos and measurements, then I sourced builder's plans from Vosper Thornycroft for a GRP Minehunter dated 1973.

Vital statistics of the model are:

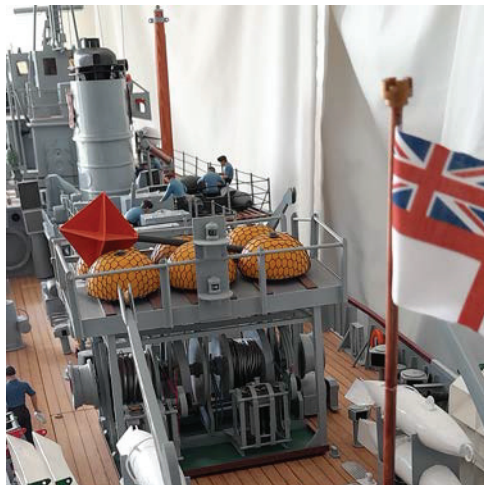
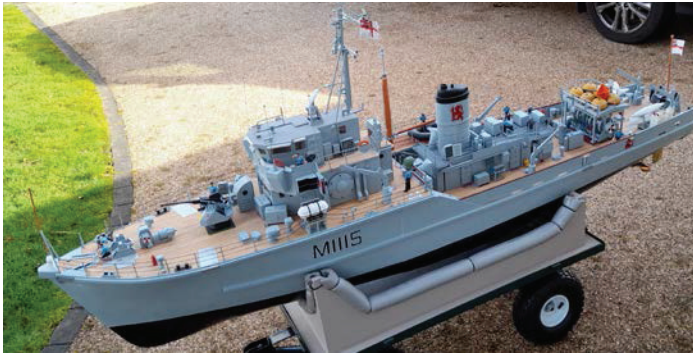
Length 6ft 7in (200 cm) x Beam 1ft 4in (40.5cm) x Draught 4in (10cm)

Displacement 64 lbs (29kg)                      Height 2 ft (61cm)

Electronically controlled features include:

- Realistic Deltic - Napier engine sounds
- Funnel Smoke
- Radar.
- Navigation & Deck lights and Special Operations lights.
- Ships Horn



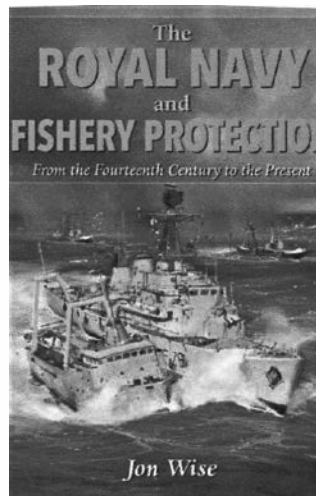


## The Royal Navy and Fishery Protection from the 14<sup>th</sup> Century to the Present

Author: Jon Wise - *TCA has made some contributions to this book*

- The first full history of the Royal Navy's longest-running commitment.
  - Includes the infamous 'Cod Wars' of the 1960s and 1970s, as well as less-well-known international incidents involving the likes of the USA, France, Canada, Norway and the Soviet Union.
  - Will be of particular interest to former personnel, as well as to naval historians.
- From the first recorded mention of British ships protecting of fishing vessels in the late fourteenth century through to recent controversies over the change in emphasis to border patrols and overseas deployments, the story of the Royal Navy's 'Cinderella Fleet' involves many dramatic incidents; until now, however, there has never been a book dedicated to the subject. Naval historian Jon Wise's new work will rectify this omission.

Historically there have been two main reasons why protecting fishing vessels was so important: first, fish have always constituted an essential part of the nation's diet while, secondly, fishermen have been an important source of skilled personnel for the Royal Navy itself. It is claimed that the Fishery Protection Squadron (FPS) is the oldest in the fleet, predating the formal creation of the Navy itself in the early part of the sixteenth century, yet it still remains comparatively little-known. The Squadron's most famous operations were the 'Cod Wars' of 1958–76, but for six centuries it has been engaged in the many important tasks of protection and policing of fishing fleets, though more recently it has turned its attention to patrolling oil and gas fields, overseeing quotas and sustainability, and policing the ongoing disagreements over who can fish where and when.



The author covers subjects as diverse as the battles with the Dutch for dominance in the North Sea, the protection of fishing on the eastern seaboard of America, and the role of the Squadron in the two World Wars. Containing many first-hand accounts, this thought-provoking narrative will be of particular interest to all those RN personnel who have served in the Squadron and is set to become the definitive account of this vital but often unsung component of Britain's naval forces, and its impact on national life.

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# A FORGOTTEN COD WAR INCIDENT – 1961

Lieutenant Iain Stitt - HMS Wotton 1960-1961

*This article first appeared in The Journal of The Honourable Company of Master Mariners*

The Fishery Protection Squadron (renamed The Overseas Patrol Squadron in 2020) is reputed to be the oldest front-line-squadron in the Royal Navy. At the beginning of the nineteen-sixties, it consisted of three divisions - The Arctic Division of four “Blackwood” class Type 14 frigates; the Home Division of four Ton class coastal minesweepers; and the Channel Division of two Inshore Minesweepers. Although under the Admiralty’s control, the FPS (particularly the staff officers, both ashore and afloat) liaised closely with the Department of Agriculture, Fisheries and Food.



Of the four Tons in the FPS, only one (HMS Soberton) had an enclosed bridge. A four-hour watch on the open bridge of HMS Wotton in the middle of winter off the Shetland Islands was certainly bracing and character building. Despite their reputed ability to “roll on wet grass”, the Tons proved reliable and safe even in the roughest weather.

Two particularly memorable events occurred during my 15 months in HMS Wotton.

## The Red Crusader Incident

In May 1961, the trawler **Red Crusader** caused a minor diplomatic incident and was later the subject of a Commission of Enquiry established by the UK and Danish governments.

At the time, HMS Wotton was on a routine patrol off the North of Scotland. A very brief signal informed us that a Danish warship had opened fire on a British trawler off the Faroes. Wotton was instructed to proceed towards the Faroes to assist! The navigator consulted our portfolio of charts and found we had nothing covering waters north of the Shetland Islands. We did however have a Phillips Atlas of the World and, happily, copies of the **North Coast of Scotland Pilot** and of the **North Sea Pilot (part 1)** (Admiralty Sailing Directions), which covered the Faroes Islands and at least provided some assurance that there was nothing to hit unless we had to get close inshore! While we were on passage north, we were overflown by an RAF Shackleton, which had been ordered to keep a remote eye on things until the Navy arrived. In the event, **HMS Troubridge** (F09) arrived on the scene before us. In any case, as the senior ship, her captain handled all the negotiations with the Danes. Eventually, it was agreed that **Red Crusader** should proceed to Aberdeen, escorted by the two British warships, with **HDMS Niels Ebbeson** (an ex-RN River class frigate) maintaining station some distance astern until we reached UK territorial waters.

Although we did not know it at the time, angry diplomatic notes were subsequently exchanged between the UK and Denmark, coupled with questions and ministerial statements in the House of Commons. Two years later, a more complete story emerged in the form of a 20-page “Report of International Arbitral Award” issued by the United Nations.

It transpired that the **Red Crusader** had been detected apparently fishing just inside Danish Waters by Faroese coastguards using shore-based radar. Two years earlier, the UK and Denmark had agreed to extend the fishery limit from 3 to 12 miles with some transitional provisions which lasted up to 1964. It was alleged that the trawler was fishing on the wrong side of the line. **HDMS Niels Ebbeson** was despatched to investigate. Upon reaching the area, using her siren and searchlight, the Danish warship ordered the trawler to stop, followed by a blank shot from a 40 mm Bofors; by that time the trawler was undoubtedly in international waters. Once the trawler had stopped, a boat was sent across and took the skipper back to the Danish warship, where he was informed that he was being arrested for illegal fishing and would have to follow the **Niels Ebbeson** into Tórshavn, the capital of the Faroe Islands. The skipper was then taken back to his trawler together with a Danish lieutenant and a rating. At first he complied with the instructions and followed about a mile astern of the **Niels Ebbeson**. Unbeknown to the Danes, the skipper then consulted his crew, who were concerned at the likely confiscation of their gear and the loss of the results of two weeks fishing, while believing that they had been fishing just outside the limits. A decision was made to break away and head for Aberdeen. In order to thwart possible interference with those plans, for about an hour the Danish officer was locked out of the wheelhouse while his rating was invited to go to the crew's quarters where he remained "...under the courteous but efficient guard of some members of the [trawler's] crew."

Shortly after it became clear that the trawler was no longer following instructions, at 0322 the **Niels Ebbeson** fired a warning shot - one round from her main armament (a 5.1-inch gun) to the right of the trawler, at a distance of some 2,100 metres followed by the sounding of the letter "K" by morse on her steam-whistle - i.e. "*You should stop your vessel instantly*". Two minutes later another warning shot was fired from the main armament, this time to the left of **Red Crusader**, followed again by sounding "K". By 0340, the range had decreased to a little under 5 cables. An order to stop was given over a portable load hailer. In the next two minutes, a total of 29 single machine gun shots were fired at **Red Crusader's** radar scanner and mast, of which two hit the scanner. At 0344 one Bofors' round was aimed at the masthead light, without success, as was a further shot followed by a loud hailer message "Stop or I have to shoot you in the hull". The Danish warship subsequently fired three 40 mm rounds of solid, non-explosive, shells, one of which hit the trawler just abaft her nameplate. All the shots fired by **Niels Ebbeson** were while both vessels were in Danish territorial waters. No further shots were fired after 0353.

However the **Red Crusader** did not slow down until she met up with the two British warships. After discussions between the Danish and British naval captains, the two Danish officers held on board **Red Crusader** returned to their own ship; the trawler returned to Aberdeen, escorted by three warships and in due course landed its catch.

## Marching Freedom of the Town of Grimsby

In July 1960, the entire FPS spent 5 days on a visit to Grimsby to receive the Freedom of the Town. The welcome and hospitality shown to the ships' companies by the citizens of Grimsby was fantastic. The Freedom Ceremony itself took place on a Saturday afternoon. Preceded by a Royal Marine band, five platoons of sailors marched to the People's Park – one platoon from each ship in the Arctic Division and one drawn from the four ships of the Home Division.



FPS ALONGSIDE AT GRIMSBY - REPRODUCED BY KIND PERMISSION OF THE GRIMSBY TELEGRAPH



MARCH PAST - REPRODUCED BY KIND PERMISSION OF THE GRIMSBY TELEGRAPH

The latter had “scrubbed up” well, and were extremely smart, thanks to the rehearsals under the ever-watchful eye of a Petty Officer G.I. loaned for the occasion from Captain FPS’s ship – HMS Duncan.

After the inevitable round of speeches, the Mayor of Grimsby presented the Freedom Scroll to Captain Bracken (“Captain Fish”). After a roll of drums and fanfare, the parade fixed bayonets, presented arms, and then marched past the “great and the good”, which included three admirals, before proceeding to the Town Hall Square where the parade was dismissed.

That evening there was a Squadron Dance in the Park – admission was free to all – over 500 people attended, including members of the ships’ companies.

The local newspaper seemed to have its own view on the likely sequel.



REPRODUCED BY KIND PERMISSION OF THE GRIMSBY TELEGRAPH

# SLOPS

<b>Stock Items</b>	<b>Price</b>	<i><b>Please ring Stores before placing order to confirm items are in stock</b></i>	
TON Talk Binder	£ 7.73	TCA Mug	£ 9.90
TCA Baseball cap. Logo 1 or 2	£ 11.20	TON Profile badge Silver or Gold	£ 8.00
TCA Beret Badge	£ 7.50	RN Beret, Blue. Various sizes	£ 8.00
TCA Embroidered Blazer Badge	£ 9.77	Beanie/Ski woollen hat Navy with TCA badge	£ 8.72
TCA Lapel Badge	£ 6.05	TCA Polo Shirt, Navy logo 1	£ 20.70
TCA Mouse Mat	£ 4.00	TCA Notepad plus Pen	£ 5.00
TCA Tie, Blue	£ 9.90	TCA Pen	£ 3.00
TCA Tie, Maroon	£ 11.60	TCA Car sticker – Logo 1	£ 1.25
Blackfoot Tie	£ 13.00		
<b>Special Order items</b>		<b>Post Early for Christmas !</b>	
<b><i>State size, colour and logo required</i></b> <i>Logo 1 = Mine and Keys,</i> <i>Logo 2 = Mine and TON silhouette</i> <b><i>Allow up to 8 weeks for delivery</i></b>		TCA Christmas cards Two designs:  7 MCMS leaving Malta Snowman  £4 pack of 10 cards with envelopes	
TCA V-neck sweater. Navy or Maroon	£ 32.45	<b>BOOKS</b>	
TCA Polo Shirt in Navy with ships name	£ 20.70	<b>Jacks of All Trades Clearance sale Special Offer</b>	<b>£ 3.50</b>
Iron Man Tee Shirt, Navy	£ 17.63	<b>Last of the Wooden Walls</b>	<b>£ 24.99</b>
Iron Man Polo Shirt, Navy	£ 20.70	A4 Hardback and E-book	
TCA Round Neck Sweatshirt	£ 29.16	Order from	
TCA Polar Fleece Jacket	£ 38.30	<a href="http://www.halsgrove.com">www.halsgrove.com</a>	

**All prices include P&P (within UK only)**

**Please make cheques / postal orders payable to TON Class Association**

Laurie Johnson, 4 Downham Close, Cowplain, Hants

PO8 8UD Phone: 023 923 65729

**e-mail: [lawrencej1055@gmail.com](mailto:lawrencej1055@gmail.com)**

## POST BAG

**FROM: Nigel Edsell, Merseyside**

**World Ship Society  
National Naval Meeting 2023**

This year's Naval Meeting will be held on **Saturday 30 September** in the Royal Maritime Club, Portsmouth. Further details will be provided in future editions of MARINE NEWS and its WARSHIPS Supplement; but broadly-speaking, there will be four speaker presentations and a photo-quiz in a whole-day meeting.

Doors Open at 0900 for conversation and book-sales; the main programme will be 1030-1700 and includes:

**.Dr Paul Brown:** *Elizabeth's Navy: 70 Years of Decline ?*

**Alex Grover:** *Innovation & Tragedy: The Story of the Courageous-class Aircraft Carriers 1915-1940*

**Mark Brady:** *The Art of Claus Bergen and the Revival of German Naval Power between the Wars*

### **RN Presentation Team**

The cost will be £30 per-head, including Buffet Lunch.

The Naval Meetings will continue to be 'organised by' WSS but are not intended to be exclusively for WSS members.

For further information please contact Mark Brady – [mrbrady@btinternet.com](mailto:mrbrady@btinternet.com), Tel: 02392-379278, or by post to 40 Magdala Road, Cosham, Portsmouth PO6 2.

I am currently working on a model of HMS Lion in 1:415 scale, derived from the old Frog mould for its sister ship, HMS Tiger.



I've used some 1/350 scale matelots to crew it - only a handful so far but will buckle down and paint a few more when I can summon the patience to use my two-bristle brush and magnifying glass to do them justice.

My TON model is work in progress and the next project will be a 1:350 scale scratch build of the ice patrol ship HMS Protector. No kit available but I have lots of photos.

**FROM: Phil Shaw, Derby**

SOBERTON appeared in the TV series WARSHIP, Series 3, Episode 8 entitled "A Quiet Run Ashore" as the fictional HMS FERRINGTON.

It can be viewed on YouTube at [https://youtu.be/WYpz\\_ThmBGQ](https://youtu.be/WYpz_ThmBGQ)

*A highly recommended drama, nearly plausible ...* **Editor**



**FROM: David Fleming**

Enquiry via the TCA website:

"Are you able to identify which Ton Class was at Dundee RNVR in the early 1960's ? "

*Having trawled through the TONs Ship Histories on our website and our slightly more detailed book "Jacks of All Trades", the only references to TONs being based in Dundee (TAY Division RNR) that I can find are:*

*NURTON M1166 Nov 1957 (as new) to Oct 1960, then Deltic conversion, after to Vernon Squadron.*

*DALSWINTON M1266 1991 after conversion to Deltic, although still with open bridge, apparently until paid off in 1972, having participated in seven Rockhaul exercises.*

**Can Scots RNR personnel add detail or other ships ? ... Editor**

**ROM: Gerry Nunn, Bournemouth**

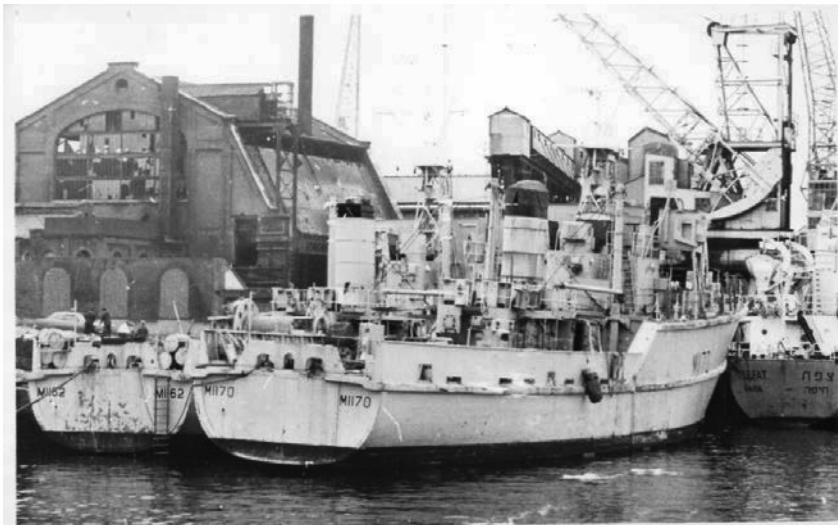
A recently acquired photo of PICTON and KILDARTON together [see below] prompted the question where is this? Both look pretty dilapidated and ready for lay-up or disposal.

From my records PICTON arrived in Portsmouth December 1966 and was approved for disposal August 1969 finally scrapping at Queensborough Kent in September 1969.

KILDARTON was laid up at Hythe in 1967 and was at Portsmouth September 1969 for disposal..

This suggests they may have been together briefly in September 1969 at Portsmouth but the background makes this unlikely.

***Any suggestions from our readers ?***



## SHERATON Memories ... the way we were ...

John Apps, Lake, IoW

*Not yet a member, but John served in Lochinvar 1965/66 and Singapore 1966/68 in MoK and Manxman.*

*John has kindly sent us a large collection of his photos of his time in the Far East, which feature HOUGHTON, WILKIESTON, SHERATON, MULL OF KINTYRE, MANXMAN, GOLD RANGER and local craft, plus a run ashore in Manila.*

*They have been added to our photo archive, with many thanks.*

These young men, then in their 20's, are now nearing 80 years of age.

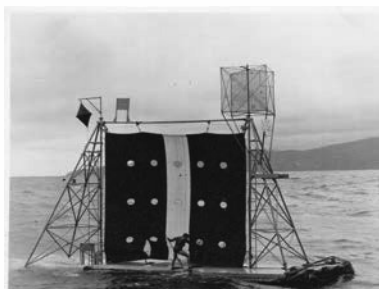
Are they still with us? Do they remember those carefree days?



Early 1968 in Subic Bay, Philippines, the big boys had gone to play leaving SHERATON to pick up a target and tow it out to the practice area where the big boys could try to sink it – or even a hit would do ...

Sadly the target did not want to play and shredded the towing line, so a proper harbour tug was called in.

*N.B. The diver did swim home before the fleet opened fire ...*



## SEATO Exercise, Philippines, 1968 - John Apps, Lake ,IoW



Lion, Manxman,



Gold Ranger, Maxton



Loop parted – Too bad to splice & swage ?

## NATO Exercise, Port Edgar 1965 - John Apps, Lake, IoW



More detailed view of a Belgian MSC, signal I/D ORGS

Belgian Navy MSC approaching Montrose/Singleton M1183 and Type 14 Palliser alongside.

The American-built MSCs were part of US support to many NATO navies. Broadly equivalent to a TON but with lighter gear.

Our Norwegian oppo ALTA was the same class.



### Re: Gradiometers in edition 214 of TON Talk – Page 19.

The gradiometers on Minehunters were a potential answer to ground mines laid in Estuaries and covered by tidal mud. They were intended to ride above the ocean floor at a height determined by a wire attached to a set of spherical weights. The object was to stream 5 units to cover a swept path and any magnetic anomaly was indicated on a pen assembly in the ops room. If it was of the right size and shape, a marker buoy consisting of a lead cruciform anchor and buoyant float was released.

In my MCM years at Lochinvar this was rarely used and the number of losses of the phosphor bronze bottom weights proved dramatic. And I only remember them being deployed once in the Far East when most of the set was lost to the coral.

Good in Theory, but Expensive in Practice !