

TON Talk

Newsletter of the TON Class Association

Edition 230



June 2025



HMS LEWISTON

10th MCM Squadron

Tender to London Division RNR

1981-83

TON Class Association

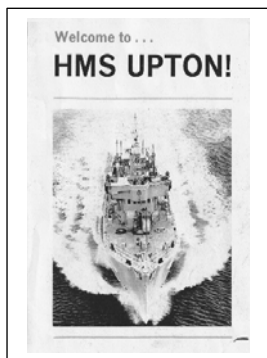
Contents



P10



P13



P19

Editorial	1
Chairman's Corner	2
Who's Who & Coming Events	3
Chaplain's Chat	4
Minutes of Committee Meeting.....	5
Bristol Channel Group	9
Work Experience.....	10
CONA Meeting.....	13
Area Representatives.....	15
Reunion Booking Form.....	16
Mystery Instrument.....	18
HMS Upton Recruiting Cruise.....	19
Lego and Legless.....	24
Remembrance Day 2025.....	26
New Regime for Slops	27
Slops Clearance Sale.....	28
MCM News.....	29
Membership Update.....	30
Crossed the Bar.....	31
Post Bag	32

TCA Membership
£15 per annum, £150 Life Membership

Front Cover
HMS LEWISTON

www.tcaminesweepers.co.uk

Founder: Jack Worth MBE

Editorial

Ton Talk is now produced quarterly. You can read back numbers on our website under “About TCA / Magazine”

Ships’ Emblems: Many Tons had unofficial emblems, such as the banana ‘Best of the Bunch’ for HMS Brinton, ‘Special K’ for Kellington, a boxing glove for Gavinton, the Royal coat of arms for Bronington, a parrot for Pollington and Hagar for Upton. Perhaps there were more unofficial emblems – if you know of any please let me know and we will publish them and add them to the website.

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.

George O’Connor

Situations Vacant - Honorary Auditor – Volunteer Required!

For a number of years, the TCA has had one of the members review the financial records prepared by the Treasurer and report their findings to the AGM in person or by post. This is not role which needs any formal qualifications and is essentially a second pair of eyes looking at the bank statements and the receipts. If any one feels they could manage this task please call Treasurer David Woolgar for more information.

The Primary Task is to certify the accounts of the Ton Class Association.

Secondary Tasks:

1. To conduct an independent examination of the financial records maintained by the Association’s Treasurer.
2. To reconcile bank statements for each account operated by the Association with the relevant records of income and expenditure.
3. To seek clarification from the Treasurer for any expenditure not identified as the responsibility of the Association.
4. To report to the Committee any apparent irregularities.
5. To report to the AGM by certifying that the accounts as presented are a true and accurate statement of the Association’s financial status.

Deadline for the Autumn edition is 20th August 2025

Chairman's Corner

Dear Members,

Following major lung surgery and a subsequent four-month Chemotherapy regime (now just literally finished), I took SK and passed my duties over to our VC Sam (Driftwood) Cook and our Hon. Sec. Matthew Salisbury to ensure you the Members continued to get the best support and leadership available. Hopefully, I will get 'signed off' from Oncology on 10Jun25 and resume my aforesaid duties with the Committee and continue to serve you all in your best interests. In the meantime, I would like to sincerely thank Sam (Driftwood) and Matthew for keeping us all afloat; and dealing with the everyday issues you the Members raise to their notice.

Equally, I would also like to extend our deep gratitude and thanks to Laurie Johnson for his service to the TCA in running the Slops Store before his forthcoming retirement from that particular function; and setting up the alternate way forward to the Slops functionality in the future. Great job Laurie, and thanks for all you have done.

Ian Barden

Vice Chairman's Corner

As I mentioned in my last corner, I was going to suggest a topic we could talk about, as we are now getting to that age where something to occupy our minds is very helpful.

My outlet besides the garden was building railways, but now I am building Tons. I served on Maryton, Alverton, Wiston, Yarnton, Lewiston, Iveston, Hubberston, Alfriston.

I have started on the Lewiston. At the same time I am building a mock-up of Vernon Creek where the completed Tons will go. You can buy the plans 1/48 scale, just over 3ft long and 8" wide. There is a firm that makes the basic hull, just a shell. From that you add props, rudders, then the decking. I use 1/8th strips of pine, laid on a false deck, this gives the look of the deck. From there onwards it's superstructure, 40/60, liferafts, etc etc. It's very fiddly, but it occupies my mind, and makes me think and plan ahead. See the pictures on the inside rear cover.

My thought was that perhaps anyone with an interesting hobby could give a description in Ton Talk, and then hopefully it might give an idea to someone not sure what to do in his spare time.

Booking is open for the AGM, hope to see you there. Booking form is on the centre pages of this Ton Talk.

Sam (Driftwood) Cook

TCA Who's Who

President
Rear Admiral R John Lippiett CB. CBE. DL

Chairman & Face Book Systems Admin
Ian Barden

Tel: 07799 772589
 E-mail: bardenian@outlook.com

Secretary
Matthew Salisbury
 143 Redlands Road
 Penarth, South
 Glamorgan
 CF64 2QP
 Tel: 02920 308 351
 E-mail:
 matthew@cavamh.org.uk

Vice Chairman
 Sam (Driftwood) Cook
 Tel: 01328854994
 Mob: 07597 962051
 Email: shockinsam@hotmail.co.uk

Editor, TON Talk
George O'Connor
 Tel: 01409 259409
 E-mail: george@wellshot.co.uk

Treasurer
David Woolgar
 Lime Tree House
 Sandford Avenue
 Church Stretton
 Shropshire
 SY6 7AE
 Tel: 07410 988 470
 E-mail:
 djwoolgar@gmail.com

Membership Secretary
Dennis Cook
 5 Manvers Street,
 Worksop,
 S80 1SD
 Tel: 01909 481 745
 Mobile: 07919 897275
 E-mail:
 dcook1727@gmail.com

Webmaster Peter Down
 Tel: 01449 721 235
 E-mail: peter.avoca@gmail.com

Chaplain
Rev. Trevor Filtress
 24 Orchard Road
 Brixton, Plymouth
 PL8 2FE
 Tel: 01752 881 967
 Mobile: 07785 568 056
 E-mail: trevor@filtress.org

Welfare Officer
Robbie Reid-Sinclair
 68 Brookside
 Carlisle
 Cumbria
 CA2 7JR
 Tel: 01228 272370
 Mobile: 07791 908242
 E-mail:
 crofton1216@gmail.com

COMING EVENTS

July 2025	12	White Rose Meeting at 1300 Premier Inn, York NW
October 2025	10-13	AGM and Reunion Holiday Inn, Cardiff
November 2025	9	Remembrance Day Parade

Chaplain's Chat

The Revd Trevor Filtness

One of the joys of being retired is that we can pick and choose what we want to do, within the confines of budgets, health etc. Choice may be limited, but a fairly low-cost retirement activity is gardening. Not everyone's cup of tea but I come from a long line of keen gardeners thus I have always loved gardening; learning through osmosis!

We moved from a house with quite a large garden (a bit of woodland and stream included) in Hampshire to a smaller modern plot in Devon. Soon after moving we had the plot landscaped to our design so that we could leave it for long periods without having a massive task on return. We planted according to our soil type and the prevailing conditions. We did, however, take a risk with roses knowing, from previous experience, that, in Devon roses suffer seriously from black spot! We chose resistant roses, one of them being Gertrude Jekyll, an English shrub rose with a wonderful perfume. You can see the result in the photo.

I can't call this risk taking on a major scale, but it's always disappointing if a plant doesn't do what it says on the label and withers away. I certainly feel that I have failed in some way being fairly confident of my gardening capabilities, especially as I always hope for a good outcome. I have a kind of self-belief in my own capabilities as a gardener.

As a Christian, not necessarily a good one, I should of course know better. My faith tells me that I need to place my trust in God (Father, Son and Holy Spirit) and not just rely on my own judgement and belief in my own capabilities. Part of the joy of being a Christian is hope. This is not the wild, untrammelled hope that doesn't recognise the seriousness of a particular situation and the risks or even that we may be facing an inevitable conclusion. It's a hope that is sustained by the knowledge that God is there with us and understands the pain and joy of our human situation because His Son was there on the Cross before us. For me, this has led to a pragmatic perception of life, not a fatalistic one, which allowed me to face situations that come at us from all directions with equanimity and hope.

Sitting in our garden with Gertrude Jekyll, somehow brings peace and also the joy of hope. If anything I've said raises serious questions then please don't hesitate to give me a call.

May you be blessed with hope this summer, no matter the battles you face.

Best wishes
Trevor

Minutes of the Committee Meeting Sat 8 March 2025

Matthew Salisbury

PRESENT: Sam Cook, Jim Virgo, George O'Connor, David Woolgar, Robbie Reid-Sinclair, Nigel Buckman, Laurie Johnson, Mike Critchley, Matthew Salisbury.

Via Teams: Reverend Trevor Fitness, Peter Down.

APOLOGIES FOR ABSENCE: Ian Barden, John Lippiett, Bob Dean, Allen Brown, Dennis Cook. Bill Pollington.

CHAIRMAN'S WELCOME AND OPENING REMARKS: Sam Cook, deputising for Ian Barden who was not well, offered some of his background; he had served in the RN for 25 years and in eight Tons. Regarding recent emails about a model of HMS BOSSINGTON left to TCA, Sam said that it was in his possession and is much larger than he imagined.

CROSSED THE BAR: The names of those who crossed the bar since the October AGM were read out.

MINUTES OF THE LAST MEETING: Proposed by Laurie Johnson and seconded by Jim Virgo to be a true record. Accepted unanimously.

COMMITTEE MATTERS: As far as election of Chairman and Vice Chairman are concerned there will be no change.

Stores Officer Laurie Johnson said that he had had a stroke and heart problems and needs to give up stores. He said that it is a simple job but takes time. He is going to resign on 31 December. Will a successor be found or can an arrangement be found with current suppliers? BS Embroidery? It would mean no profit for TCA but payment by PayPal or credit card could make life easier for customers. David Woolgar suggested that handing over to BS Embroidery will be a good idea, the surplus from sale of slops, £250 last year is not worth worrying about.

Laurie went on to say that there is a quantity of stock remaining and loads of lapel badges etc. It was suggested that Ton Talk be used to advertise stock. Peter Down suggested a clearance sale. Also, the Minewarfare Association can be contacted. Trevor Filtness suggested that new members could be given a welcoming pack of sundry unsold items.

New Auditor: There is a need for an interim auditor if a replacement for Bill Pollington cannot be found, in time for the AGM in October.

Volunteers for Area Representatives: None were present, but the secretary announced that in Wales, a Severn Estuary Area inaugural lunch will be held in the United Services Mess Cardiff. He said that at least 16 new and existing members would attend.

CHAPLAINS REPORT: Trevor said that he joined Jim Virgo representing TCA in the West of England. He is very impressed with the way we all keep in touch.

SECRETARY'S REPORT: The secretary was encouraged with the response that he had received to set up a Severn Area group. The United Services Mess has a tradition of entertaining visiting RN ships and would open on midday 11 October for the benefit of TCA members.

He has received some early bids from new members for Whitehall on Remembrance Sunday. This new enthusiasm has prompted him to consider doubling the TCA bid for places to 30.

TREASURER'S REPORT: The association finances continue to be in a satisfactory position. The subscriptions cover the cost of Ton Talk and the Website but our administration costs take our annual expenditure over our income.

The other largest single item is due to Honoraria paid to some committee members to cover their expenses and I recommend that the committee review this.

The Reunion made a loss of about £1,200 due to funding wine on the table and for invitations to guests. This was covered the surplus in the Reunion sub-fund which is now about £3000.

Following the AGM a further donation of £500 was made to the Bronington appeal.

The Stores fund has maintained a positive cash balance and makes a contribution to the overall funds.

We have totals of:

£4,386.58 in our General Account

£17,811.03 in our No 2 Account which includes monies for Stores and the Reunion

The No2 Account also holds

£9,790.80 for our Welfare Account

£5,302.40 for our Reserve Account

MEMBERSHIP SECRETARY'S REPORT: Dennis Cook apologised for his absence due to an accident with an angle grinder and subsequent loss of use of his left arm. The online membership system works well. There is still a need for members to inform him about changes in contact details. Some electronic Ton Talk transmissions bounce back, causing delays. Stamped addressed envelopes are required if membership cards need endorsement. Membership is made up of the following: -

Full members	912
Life members	150
Associate members	<u>22</u>
Total	1084

Non Paying:-

Widows	63
Honorary	5
Associations	21

COs	<u>13</u>
Total	<u>102</u>
Grand Total	1186

Since the AGM in October there have been 15 new members and 14 deaths.

STORES OFFICERS REPORT:

Sales have slowed down owing to postage increases. There is a need to reduce stock, particularly lapel badges. 17 members used the Slop Room from August 24 to February 25, purchasing 29 items. 5 were special orders.

Balance in Nationwide on 31 st July 2024	£1109.02
Receipts from 1 Aug 24 to 17 Feb 2025	<u>£412.75</u>
Total	£1521.77
Minus expenditure from 1 Aug 24 to 17 Feb 25	<u>£467.36</u>
Balance in Nationwide Account	£1054.41
Value of stock on 17 th February 2025	£1995.44
Petty cash held on 17 th February 2025	<u>£10.58</u>
Grand Total	£3060.43

In line with Laurie's retirement at the end of the year it was agreed that no new stocks should be ordered and that measures be taken to reduce stocks in line with previously mentioned ideas.

WELFARE OFFICERS REPORT: Robbie Reid-Sinclair said there have been no requests for support. George O'Connor suggested that a reminder could be published in Ton Talk about need.

STANDARD BEARER'S REPORT: Sam Cook reported that with Jan Harvey, he was leading the big parade in Weymouth. Asked by Peter Down if he had approached the RNA in East Anglia, Sam replied that he had not. The addresses of RNA representatives are required.

ANNUAL REUNION REPORT: Jim Virgo reported that he had made good progress with the Holiday Inn in Cardiff for the AGM in October. Charges for accommodation were reduced from last year, eg £205.00 for two nights last year are reduced to £195 this year. 30 rooms have been booked initially but this can be revised in due course. The final day for payment of deposits will be in July with full payment required six weeks after. A sample of the AGM application form was provided.

The secretary said that the guest speaker, Captain Sir Norman Lloyd Edwards would not require accommodation. He also said the United Services Mess, in the centre of Cardiff would open for the benefit of TCA members at 1200 on 11 October. Peter Down requested that he be sent the booking form for the website.

Possible venues for next year were discussed; Weymouth, Huddersfield, Portsmouth. Peter Down said that the Home Club, now Maritime Centre had never been able to

guarantee accommodation. Questions about whether the Minewarfare Association might join in would be taken on by Sam Cook to make contact. Trevor asked how such a financial arrangement might work and thanked Jim for his hard work.

TEAMS PROSPECTS FOR FUTURE USE: David said that Teams costs £85 per annum but band width may be a problem in the future. It has not been circulated widely. The secretary said that there is a need for people joining to identify themselves properly and it is difficult if there are many people present to keep track of what is being said. Trevor said that some assistance in identifying people on Teams is required. Ability for Teams attenders to vote is required.

OTHER BUSINESS: A Sea Day. The possibility of a sea day on board an MCMV was unlikely. However, Mike Critchley is organising a part charter of a cruise liner sailing from Portsmouth on 22 April for four days to Liverpool, calling at Dublin and Belfast on the way. He suggested that this may be a possible venue for the TCA AGM. A bus can be laid on to return members to Portsmouth, or accommodation can be arranged in Liverpool for those wishing to remain.

CONA representative is Bob Dean.

The model of HMS BOSSINGTON referred to in a recent email that has been left to TCA by the late Gerald Twomey has been collected by Sam Cook. The brother of Geoff Lange who had sent the initial email has agreed to hold it for TCA. It was proposed by Laurie and seconded by George that the model be offered on a Permanent Loan basis. This was agreed unanimously.

25th anniversary of TCA Memorial in the National Arboretum: Peter Down suggested a midweek informal visit to the Memorial. Entrance to the arboretum is free but there is a car parking charge of £8.00. Members who had crossed the bar could be remembered. VJ day will be celebrated in the arboretum on 15 August. Accommodation can be acquired in the new Premier Inn. Peter will coordinate arrangements; bids should be made to him.

DATE OF NEXT MEETING: 1030 Saturday 14 March 2026 at the Maritime Centre Portsmouth.

There being no further business the meeting secured at 1220.

TON CLASS ASSOCIATION BRISTOL CHANNEL GROUP

NOTES OF INAUGURAL MEETING 20th March 2025

At the UNITED SERVICES MESS CARDIFF

PRESENT: Brian THORN, Robin BOND, Mike BRYANT, Mike PREECE, Jeff POOLE, PETER GITTINGS, Julian SALISBURY, Bob REID, Bob THOMAS, Charlie WILLIAMS, Ray SUMMERS, Digby WALL, Will EVANS, Gordon CEATON, Matthew SALISBURY

APOLOGIES: Captain Sir Norman LLOYD EDWARDS, Peter JAMES, Jonathon ROLLINGS, Mike FEENEY, Martin HOOKER, Stuart McKAY,

By unanimous agreement the title of the area will be the BRISTOL CHANNEL GROUP in memory of the Team sweeping operations conducted between HM Ships St DAVID, VENTURER and then CARRON and WAVENEY.

The Area Representative will be Matthew Salisbury

It was agreed that the group shall meet quarterly. The next meeting will be a buffet lunch at the united Services Mess, Cardiff on Friday 20th June 2025. The group was informed that the Maplehaul Lunch will take place on Friday 15th August 2025. The members were reminded that this will commemorate the 40th Anniversary of the second Exercise Maplehaul, when HM Ships WAVENEY CARRON and DOVEY sailed from UK Ports to Canada and back. Some of the members of the group recalled Maplehaul 1973 when four Tons accompanied by RFA BROWN RANGER visited Canada.

The members were briefed about the Ton Class AGM to be held in the Holiday Inn Cardiff, on Saturday 11 October this year. The secretary said that it will be an extremely enjoyable occasion and all were encouraged to attend. The United Services Mess has a tradition of welcoming visiting warships to Cardiff and plans are being made to welcome Association members to the Mess after the AGM on 11 October. There is a significant collection of paintings, memorabilia, photos all linked to the Royal Navy which will be of interest.

Matthew Salisbury is considering getting some sea time in on TS WAVERLEY. The passage to Lundy on 3rd June is favourite and others were invited to join him.

While the content of meetings will be social, members were encouraged to keep an eye open for oppos having difficulties. It is a collective responsibility and as age creeps up on us all. We should be aware of problems arising such as dementia, falls, cancer etc.

Thanks were offered to Gordon Seaton, Secretary of the Mess and ex Bootneck, for providing an excellent lunch.

Editor's Note: All areas should consider following the Bristol Channel Group's example.

Work Experience

Alastair Harris

I joined the RNR in 1965 as an Ordinary Seaman at HMS Graham, a stone frigate based in Glasgow. Everything was done at the “double” and soon it was time to undergo my first 14 day sea training period. I had been at sea many times in our Ford class patrol vessel but now it was time to step up for life with the RN.

Being a Commission & Warrant candidate, our betters thought it best for me to carry out my training with the RN to see how the professionals do it. (Truth to tell, the Reservists have outshone the professionals on many occasions). Still, being a young ordinary seaman, I was up for the challenge.

My joining Chit stated that I was to join HMS Wakeful (a Type 15 anti-submarine Frigate conversion) at Invergordon and the travel warrant was duly issued. I had thought I might have been posted to a CMS but no, instead their Lordships selected the very fast A/S frigate. The picture shows HMS Wakeful at 35+ knots.



Sunday afternoon on the dockside at Invergordon was not a great experience. North Sea oil and gas had not really started, and so Invergordon was quiet. An ambulance came up and parked on the quay beside me. A few grunts and nods were exchanged, and it seemed that they were also awaiting the arrival of HMS Wakefield. Sure enough, at the appointed time she headed into the bay, dropped the anchor and launched the sea-boat which sped across to where we were waiting. A matelot was transferred into the care of the ambulance crew, and I was soon speeding back in the ships boat to HMS Wakefield.

Once on board I sought out the Ships Office and “signed on” with the Master at Arms. I was “blue watch”, being underage was registered as TT, allocated the Seaman’s mess and opted for a hammock. That took five minutes and I was then off to draw my

hammock, foul weather gear, anti-flash gear and set off to find the seaman's mess. I found it up forward one deck down, spoke to the killick, sorted out my locker and settled down with a brew.

"Blue Watch muster" in the starboard waist (what the h*ll's a waist) anyway I followed the others and was soon allocated my watch rota for the 1st Dog.

By this time we were heading for sea and into, as it turned out, a Force 12. Once we hit the open water of the North Sea, the frigate became quite "lively". I finished my watch, grabbed something to eat and settled down with the rest of the mess to watch "The Longest Day" on a reel-to-reel projector. It kept falling over despite being lashed down. Once the film was over I slung my hammock and got some shut-eye before being called for the "middle".

This was the first time I had slept in a hammock which was an experience especially in heavy weather. It was also the first time trying to get into my foul weather gear without anything to hold onto.

One hour on the wheel, one on the telegraph, one hour bridge lookout and one hour as quarter deck sentry. The killick produced my first mug of "Ki" and it does give a real energy lift at 0100 in the morning. The stint on the bridge as lookout was a total waste of time as visibility was zero with the spray, and using the binoculars in the wind was useless. My last rota was the quarter-deck sentry and the hand over instructions were to sit up in the acoustic hood of the telephone and lash myself in. I was out the wind and found it quite surreal watching the seas seemingly tower above the ship caught in the light of the deck lighting. At one point the guard rail at the stern disappeared under the water and the sea ran up the deck towards me. I knew then why I was advised to sit up and lash myself down.

During the last hour of the middle there was an all-mighty bang, and the ship seemed to stop momentarily. Apparently, she had taken a major lump of water which had crashed against the bridge and folded the steel gate leading to the focsle.

Middle over, I returned to my hammock and crashed out. By the time I was back on duty we were entering the Sogne Fjord. It was a grey day, and the light rain was running down the superstructure. This was the first occasion that I realised that "pussers" paint is an all-weather paint which sticks even when raining.

We sailed to the very end of the Fjord, turned with some difficulty and returned eventually to Bergen for a run ashore. Running 4 on 8 off made it quite relaxing with cleaning and painting the order of the day.

2 Days in Bergen and we set off for the Hardanger fjord and the small town of Oda for another run ashore.

It was in Oda that I experienced being in the Shore Patrol. Duty watch in Harbour it was our task to be the ships shore patrol visiting the pubs and "establishments" to help ensure a quiet night was had by all. Kitted out with my belt, gaiters, armband and baton we started our patrol. The PO in charge positioned me at the back with instructions to keep

out of trouble. Wise words as I am not sure what a young 17-year-old could do in a bar fight. The night was quiet with no trouble ashore however back on board was a different matter. Suffice to say that a defaulter was placed in jail onboard (the paint locker flat), to return to Rosyth for a court martial. Part of my duty was to do an hour stint as guard and to look in on the prisoner every 15 minutes. Being a very new sailor, I kept looking in through the inspection hole every five minutes.

We secured alongside at Rosyth and although I was off duty I had to don my no1's as I was being called as a witness. It never happened, the proceedings were concluded, sentence passed and the guilty party despatched to Colchester for a spell at her Majesty's pleasure.

Off to sea again for a workup for the Portland Annual inspection. So, for the next few days we were at constant action stations with a few flash-bangs thrown and damage control and first aid parties running around like headless chickens.

I was a supernumerary with no defined role, so I was allocated as Captain's messenger and spent most of my time in the ops room shadowing the Captain until he got fed up tripping over me so he sent me to the engine control room with a message for the Chief Engineer. I set off at break-neck speed jumping over bleeding casualties, avoiding being killed by Damage control parties. I had to explain my mission to a couple of access sentries before gaining entry to the engine control room I handed the written message from the Captain to the engineer who replied with some instruction about sex and travel. Off I went running with my handwritten reply, back through the obstacle course to the ops room whereupon I passed it to the Captain who read it smiled and stuffed it in his pocket.

We did have one moment of relief from the constant action stations and that was when we fired the SQUID anti-submarine mortars. There was no "pipe" to clear lower decks but everyone off duty mustered on the upper deck to see the firing. There were very few on board who had seen it fired with live mortar shells. It also seems that provided conditions are right once the mortar shells explode the ships boat is lowered, and the dead and stunned fish are recovered for the next day's menu. However, on this occasion as only two of the mortars exploded the Captain was not prepared to launch the sea-boat when there was unexploded ordnance around.

Back to manoeuvres day and night, docking eventually at Portland where, travel warrant in hand, and a handshake from the Master at Arms I was off back to Glasgow. I didn't learn anything about minesweeping but what an experience.

Confederation of Naval Associations Meeting

Bob Dean

On Friday 28 March I attended the 2025 meeting of the Confederation of Naval Associations (CONA) as the TCA representative. This was held in the Princess Royal Gallery, Portsmouth Historic Dockyard.

Having attended the initial meeting many years ago I was surprised to find row after row of seats facing a very large screen. I thought the organisers were being very optimistic with regard to numbers but no the room soon started to fill up. Some 45 RN Associations were in attendance with 40 unrepresented or apologies sent. Each seat had a smart folder containing the agenda plus other material pertaining to the service charities attending and the presentations to be given. Additionally each attendee was given a very smart RNA pocket note book and pen. All very professional.

The meeting commenced at 1030 with the greeting and opening remarks being made by Vice Admiral Duncan Potts CB, President of the RNA. He stressed that CONA is all about finding best practices and ways and means of assisting every RN Association to operate for the benefit of all especially with regard to helping those members who are finding life difficult for one reason or another. He then introduced Rear Admiral Jude Terry CB OBE. Admiral Terry is Naval Secretary and Director of People and Training. She is from Jersey where she retains a house for leave periods. She gave a very comprehensive presentation about the Royal Navy today, their roles, locations and staffing. Obviously she concentrated on training, the cost, retention and loss of personnel but also spent some time on welfare matters. She fielded quite a few questions from the audience.

The next item on the agenda was an update on CONA given by the RNA General Secretary who urged the association representatives to visit each of the Service Charities who were in attendance. We then all mustered at one end of the Gallery for a group photograph. The meeting then adjourned for a 'Networking' lunch. A very long table in an adjacent room was laid out with a superb variety of sandwiches, various chicken bites, fruit, cakes, tea, coffee and soft drinks. Many attendees took the opportunity to visit the charity tables to renew old friendships and make new.

On completion a presentation was given by Cdr Lee Paddock, the subject being People, Policy and Development which was an extension of the Admiral Terry's part of ship.

He was followed by Ian Millen who is the Chief Executive of 'Veterans Outreach Support'. This organisation is predominantly active in the south of England but is slowly spreading across the whole of the UK as and when volunteers are found and funds available. The prime role of this group is to bring together Service Charities and to advise and point in the right direction those seeking help. They currently hold open house monthly in the Maritime Hotel (Home Club to those of a certain age) where they appear to be well attended by ex RN and RM people plus families. In my opinion they provide an excellent service.

Lastly we were given a presentation by Debbie Dollner, CEO of RNBT. She talked about the role played by this charity and how they also worked with and alongside the Veterans Outreach Support Group.

To summarise it was a very well-presented meeting - enjoyable, interesting and informative. Service charities in attendance were: -

Royal Navy Association (RNA)
Royal Naval Benevolent Trust (RNBT)
Royal Navy Officer's Charity (RNOC)
Naval Children's Charity (NCC)
SAIL – Seafarers Advice and Information Line
China Fleet Trust
Admiral Jellico House
Reading Force Book Club
Veterans Outreach Support



AREA Representatives

Area 1 Yorkshire	Allan Brown	brownallan592@gmail.com 07443 0573987
Area 2 Derbyshire	Terry Hall	derby.submariners@yahoo.co.uk
Area 3 Kent		<i>Any Volunteers?</i>
Area 4 Cornwall	John Harvey	johnharvey2010@hotmail.co.uk 07840 240130
Area 5 Scotland	tba	<i>Any Volunteers?</i>
Area 6 Sussex	tba	<i>Any Volunteers?</i>
Area 7 Severn Estuary	Matthew Salisbury	matthew@cavamh.org.uk 02920 308351

Look what fun the White Rose Group have in Yorkshire!



Tot Time



Dinner with families



Ton Class Association Reunion 2025 Booking Form



**The Holiday Inn, Cardiff City Centre, CF10 1XD
Friday 10th October - Monday 13th October 2025**

Reunion includes:

- 2-3 Nights En-Suite Accommodation**
- Full English Breakfast and Choice of Evening Meal**
- Saturday Morning AGM with “Up Spirits” and Tot time**
- Saturday Night Private Dining Five Course Gala Dinner, Wine Reception, Tot of Port**
- Sunday Church Service**
- Complimentary Car Parking**
- 2 Nights ... per person £190**
- 3 Nights ... per person £270**
- (2 adults sharing a twin/double room)**

Personal Details

Name:

.....

Address/Postcode.....

.....

**Telephone
Number**.....

Email
Address.....

Names of other persons included on this booking form:

.....

Number of Persons.....

Rooms Required: Double.....Twin (2 Nights £190 per person, 3 Nights £270 per person)

Double Room for Single occupancy.....(2 Nights £295 per person, 3 Nights £425 per person)

Special Requirements such as
diet/walking.....

Every effort will be made to accommodate all special requests, this will be done on a first come, first served basis and not guaranteed.

Book Now as places are limited

A non-refundable booking fee of £20 per person is required with this booking form to confirm your booking, to be paid by the 1st July 2025 and final payment due on the 20th August 2025.

Cancellation charges do apply

Cheques payable to THE TON CLASS ASSOCIATION(Reunion) - Please return this form with remittance to
Mr James Virgo, 24 Spencer Gardens, Saltash Cornwall, PL12 4PE

To make a card payment or pay direct by bank transfer: Barclays Bank UK PLC LEICESTER LE872BB
Sort Code 20-49-08 Account number: 60339547. Please use reference REUNION (SURNAME)

CALL: 07813855024 EMAIL: Jimvirgo55@gmail.com for further details.

Mystery Instrument

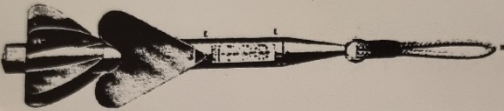
Phil Fluke

The A1 Harpoon ships log, used to measure distance travelled. Towed astern of sailing ships and later steam powered vessels. Manufactured by T Walker of Birmingham, it's a precision piece of kit. Used on ships from 1863 through till early 1950s, approx. length 2ft. the 5 blades rotate in flow to calibrate distance.

By Ed: Not a mystery to all of us! I streamed the log in Sail Training Ship Malcolm Miller.



DIRECTIONS FOR THE USE OF
Walker's A1 "Harpoon" Patent Ship-Log.



When the Log is to be used, connect it to the tow-line at H; then place the first finger to 1, the second to 10, and the third to 100—the final adjustment being made in the opposite direction to that in which the fingers move. Before throwing the Log overboard, be sure to cover the dial and the oil-hole, by turning the sliding case E E, in order to prevent any dirt from getting into the instrument.

N.B.—It is very important that the Log should be well supplied, through the oil-hole in the case F E, with Walker's Ship-Log Oil or, failing this, best Olive Oil.

THOMAS WALKER & SON, LTD., 58, OXFORD ST., BIRMINGHAM, 5.
Manufacturers to the British Navy and Leading Shipping Companies of the World.

HMS Upton UK “Meet the Navy” Recruiting Drive 1970

Ian Anderson

We left HMS Lochinvar on a nice sunny morning to go to Aberdeen as in all the ports we went to we would generally spend two or three days. Pre-arranged school trips had been arranged for school kids (boys and girls 12 to 16 years old) to come on board for an hour or two to see everything except the engine room, but they were allowed to go into the Machinery Control Room.

A Recruiting P.O. (who had joined the ship for the recruitment drive) would give them a talk about the Navy before the next group arrived. Generally, there would be two groups in the morning and two in the afternoon. After Aberdeen we sailed round the north of Scotland to the small town of Ullapool (only one day there) and then down to Oban. We then landed up in Glasgow before going on to Stranraer.

Although there were about 22 to 24 stops, I can't remember them all but one place we went to was up the Manchester ship canal.

I particularly remember this stop for a couple of reasons and that was while we were on our way up the canal, we ran aground on more than one occasion and damaged our propellers. Later in the trip we had to go into dry dock in Southampton to get the propellers changed as Portsmouth didn't have any dry docks available at the time.

Directly opposite the wharf in Manchester was a pub, and the landlord used to bring a pint over to the guys who were on duty on the gangway. It was obviously very illegal, and we could have been up in front of the captain if he found out, but I think he turned a blind eye!!!! When we left that wharf the guy on duty at that time had to run into the pub to shout out “All hands on deck” so we could go back along the ship canal again, and once again we ran aground in a couple of places. We had a good three or four days there, and then we moved onto North Wales and then on to Swansea.

My mind gets a bit hazy after that but I seem to remember Cardiff, Ilfracombe, Penzance, Falmouth, Fowey, Exmouth and then Southampton to get the propellers changed.

After a week in Dry Dock, we then moved along the South coast, up to East Anglia and then up the East coast finishing off in Hull.

All in all, it was a great trip and I hope that if any reader was in Upton at the time they will get in touch with me and probably correct some of the things I've said as after 55 years my memory isn't the same.

The captain at the time was Lt. John Brigstocke who later in life became an Admiral, and Second Sea Lord, but sadly passed away on the 26th of May 2020

I am the person who is in the first picture bending over the diesel engine generator as a young engineering mechanic. Contact email is iananderson150@gmail.com

Welcome to . . .

HMS UPTON!



Meet the Ship

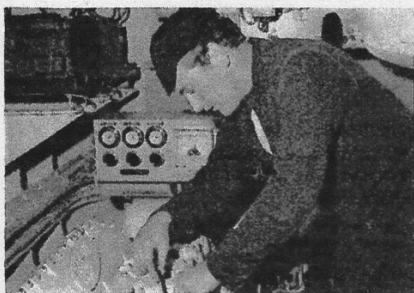
HMS *Upton* is a minesweeper of the *Coniston* class, equipped to sweep moored magnetic and acoustic mines. The ship can also be used for fishery protection and patrol duties.

The ship, which was built by Thornycrofts, is powered by two Napier Deltic diesel engines giving a top speed in excess of 30 knots. The armament consists of a single barrelled Bofors mounting forward and a twin barrelled Oerlikon gun aft. She is 153 feet long, and displaces 425 tons. HMS *Upton* has seen service in the Middle East and Mediterranean and is now based at Port Edgar on the Firth of Forth as part of the First Mine Countermeasures Squadron. She has a crew of 35 officers and men whose average age is 23.

HMS *Upton*



Meet (some of) the Men



Engineer Mechanic Ian Anderson joined the Navy in 1964 as a 15-year-old. He has served in Home and Far Eastern waters. He earns £27 a week and while serving at sea gets free food and accommodation. Ian's main interest is football, for which he gets ample opportunity, playing in the ship's team against other ships of the squadron and local teams.

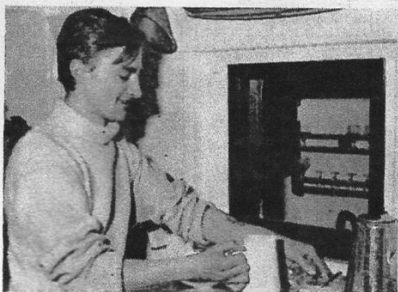


Junior Assistant Cook Lawry Jobling (17) from Barcroft, Yorks, has been in the Navy for a year. HMS Upton is his first ship. A keen fisherman, he spends many leisure hours with a line over the stern, his catches often finding their way into his galley. He left school at 15 and intends to improve his educational qualifications under one of the many schemes available in the Navy.

Leading Radio Operator George Dargue has been in the Navy six years and now earns over £30 a week. With the Navy he has been to Australia, New Zealand, Iceland, the United States, Norway, Sweden and Denmark and Belgium. George is married and lives at Haverhill, Suffolk. Off-duty interests include motor-cycling, fishing, football and darts.



Steward Michael Boardman (22) has been in the Navy four years. His first ship was the Eagle in the Far East. He has also served in two shore establishments. Single, he enjoys the opportunity for travel which the Navy provides. He has been to Hong Kong, Australia, Singapore, Gibraltar and South Africa. When he leaves the Navy, he hopes to take up catering. His Navy training will stand him in good stead.





The Commanding Officer
Lieutenant J. R. Brigstocke RN

Lieutenant John Brigstocke, who was educated at Marlborough College, joined the Royal Navy in 1962 when he was 17.

The first four years were spent under training, including two years at Britannia Royal Naval College, Dartmouth, three months in the frigate Torquay in the West Indies and a year as a Midshipman in the cruiser Lion in the Far East, the Mediterranean and in Home waters. This was followed by a year in Portsmouth for courses in all forms of naval warfare, after which he was appointed to the destroyer Caprice in the Middle East.

Previous appointments as a Lieutenant have included a year in the Royal Yacht Britannia, during which he visited Brazil on a state visit, and a year as navigator of the frigate Whitby in the Far East. Lieutenant Brigstocke, who is single, is at 25 the youngest officer holding a sea-going command in the Navy. His leisure interests are skiing and music.

Sailor of the Seventies

Nuclear powered submarines, guided missile destroyers, commando ships, assault ships for landing heavy armour, fast, sleek frigates, anti-submarine and assault helicopters. Polaris missiles, short and long range missile systems, radar controlled gun, gas turbine propulsion, hovercraft, advanced detection devices and satellite communications. This adds up to the Navy of the Seventies.

Or rather half of it. The technological hardware counts for nothing without another vital element. The Navy's technological men.

The fool of the family used to run away to sea. Its tough on him today. The Navy won't have him. And it takes more than a love of the sea to become a sailor. Today's seaman has to be a professional. He needs brain rather than brawn. His work, whether at a home shore station or on a storm-tossed ship, is challenging. Whatever his job, the finest possible training is needed. The Navy gives it.

You do not have to be a genius. The Navy wants the able youngster who is willing to learn.

Navy jobs cover just about everything. Engineering: marine, air, electrical and nuclear; Seamanship: sailing and fighting the ships; Supply and Secretariat: paying and feeding the men and controlling the supply of stores and ammunition; Aircrew: helicopter pilots and observers; Medical and Dental: doctors, dentists and their technicians.

Promotion opportunities are good. Officers and men, all specialists, work as a team. Any notion of "them and us" has gone. One in three officers started as a rating.

Pay is excellent. Naturally, it depends on skills and rank. An 18-year-old rating might earn £21 a week; a Petty Officer £38; a Chief Petty Officer £46. The newly introduced Warrant Officer will get £50. The pay of a Lieutenant RN rises to some £2,555 a year; a Captain RN gets £5,749.

But the Navy offers more than a well paid job. It is a way of life with special attractions. Such as travel. The Navy will be spending more time in European waters with NATO but the White Ensign will stay on the world scene. Sport. Facilities for every kind of sport be it football in Fiji or deck hockey on passage. Good company. Messdeck life is hardly lonely. Variety. The Navy offers a pattern of changing faces and places — and re-union with old friends in the most unlikely places.

The married man has to accept some family separation, but it is kept to a minimum — perhaps 12 months if his ship is abroad — and the Service has a way of looking after its own.

Lego and Legless

John Speight

July 1983 and London Division RNR is manning HMS Lewiston out of Rosyth for a Groupex with other MCM10 Tons. The exercise was routine but a few events surrounding it are perhaps worthy of mention.

On one of the days, we were exiting Rosyth alone with MCM10 aboard. An unremarkable event in itself, but on this morning, the Forth was shrouded in a thick peasouper fog. It was barely possible to see the lookout posted in the eyes of the ship, let alone anything further away. The estuary, of course, is replete with obstacles to be avoided, man-made and natural, as well as other shipping. From my position in tactical comms on the bridge, I was privileged to witness our navigator, a two ringer RNR, conduct a blind pilotage to the open sea which MCM10 described as the finest he'd ever seen. I'm not qualified to verify the veracity of that statement, but I must say that, from my perspective, it was pretty impressive. I'd witnessed it done as an exercise previously with the skipper and OOW on the bridge with decent visibility as a safety net, but seeing it done for real with no visual backup was very different.

After the Flotex, we accompanied another 10MCM Ton across the North Sea to Esbjerg in Denmark. During the crossing, we had the calmest sea I think I've ever seen. It really was like a sheet of glass; signalling between the ships by flashing light was quite a pleasure in the circumstances! We didn't have a Danish flag aboard to fly as a courtesy so I spent part of my downtime during the crossing sewing a couple of strips of white tape to a flag bravo signal flag (plain red swallow tail) to make a poor imitation.

The wardroom decided that we needed to hold a cocktail party for local dignitaries on our first evening in Esbjerg. A few of us decided that volunteering as duty, we would benefit from the inevitable tot or two coming our way during the event. At the skipper's request, the duty greenie and I rigged up rudimentary floodlighting to illuminate the funnel, his reward being a proposition from one of the female guests which he turned down saying, "I can't, I'm duty!"

As anticipated, some of the booze did come our way courtesy of the wardroom. An additional bottle found an unofficial way into the possession of the QM, an experienced ex regular killick. Preparing for sunset, I took up position abaft the bridge to hoist the "prep" pennant. As I gazed down at the group assembled on the deck below me, I saw the distinguished guests facing the Cox'n and the QM who was poised with a bosun's pipe and microphone in his hand. I noticed that the Cox'n had one hand grasping the QM's waistband behind his back to steady him. 8pm - "sunset sir" - "make it so" - down comes the prep, and Esbjerg harbour is treated to the unholy blast of the still mixed with a raspberry of titanic proportions! The moral of the story - don't try to use an amplified

bosun's pipe after consuming a bottle of spirits, and if you do, be prepared for a difficult conversation with the skipper, jimmy and cox'n the next day.

Going ashore, a few of us decided to see if there was anywhere around Esbjerg worth visiting. Somehow, we'd heard of a nearby town, Ribe, that was supposed to be the bees' knees, so we got a local train. Leaving the station, we realised our mistake, not a soul to be seen, no bar or cafe in sight. Standing there contemplating our navels, a guy cycling home from work spoke to us. On finding we were lost Brits, he said (in perfect English as all Danes seem to speak from birth) that he thought we looked lost and would show us a decent local bar. He was as good as his word, and we had a couple of hours downing good Danish beer. One local told us his view of the difference between Scandinavian nationalities - "a Swede would direct you to a bar, a Norwegian would show you a bar, a Dane will buy you a drink!"

A coach trip was organised to the original Legoland for any who were off duty and fancied it (Lego being a Danish company). It was actually quite good fun, veering between frequenting the watering holes on site and regressing to a second childhood, including the skipper and many of the wardroom. Some even rode in Lego dodgem cars! They had an aquarium with penguins for some reason, what that has to do with Lego, I don't know.

On return to Esbjerg, some of us got a ferry to an offshore island we heard was a local holiday spot. Perhaps we thought it would be crammed with statuesque, blond beauties taking in the sun. It wasn't, like Ribe, there was nothing there and this time no passing cyclist to save the day, so an ice cream later it was the return ferry to Esbjerg.

After returning to Rosyth, we flew to Gatwick from Edinburgh by British Caledonian (remember them?). I don't enjoy flying anyway, and despite the brevity of the flight, we ran into severe turbulence. A stewardess asking if she could get anyone a drink elicited the reply, "a bottle of brandy and a couple of sleeping pills, please." They weren't forthcoming. On landing at Gatwick, we were held in arrivals for a couple of hours due to a bomb warning. There wasn't a bomb, but it was during the troubles in Ulster, so it was taken seriously.

So, Leg-o or Leg-less, an interesting visit to our Viking cousins.

Remembrance Day 2025

Matthew Salisbury

The Royal British Legion has requested bids for the Remembrance Sunday Parade in London on 9th November. The deadlines for the various stages are: -

Submission of bids for number of ticket requests 20th April

Confirmation of bids from Royal British Legion 10th June

Completion of individual participants information 29th September

E Tickets and joining instructions sent to participants 30-31 October.

TCA has put in a bid for 30 places based on the 16 from last year and four new requests this year. This number cannot be guaranteed. Those who attended last year are requested to email the secretary on matthew@cavamh.org.uk to confirm that they wish to be considered again this year. While RBL gives 29th September for completion of submission of participants information, the secretary requests that this information be provided to him by Friday 19th September. This is because RBL surprised him last year by asking for substantial extras. In any case, applicants are asked to respond as soon as possible. The secretary will inform applicants about the information required as soon as this is known from RBL.

NEW REGIME FOR SLOPS

For reasons of health and family commitments, Laurie Johnson is having to give up the role of Stores Officer after more than 15 years.

With effect from 1st June 2025, a new regime will come into 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

SLOPS CLEARANCE SALE

We have several items in Slops which are surplus to requirements for the New Regime recently announced.

See details below:

These items are being sold off at just £5 per item, inc Post and Packing.

BARGAINS

Embroidered Blazer Badges – 5
Baseball Caps: Logo 1 – 3, Logo 2 – 4
Binders for TON Talk – 10
RN Berets - 7 Sizes: 57, 59, 60 (2), 61 (2) cm circumference
Polo Shirts Blue – 7 Sizes: Medium (2), Large (4), XL (1)
Ties Maroon – 26
Ties Blackfoot – 20
Beanie/Ski Hat - 1

Apply now to Laurie Johnson 4 Downham Close, Cowplain, Hants PO8 8UD
Phone: 023 923 65729 E-mail: lawrencej1055@gmail.com
Cheques and Postal Orders only - made payable to TCA

MCM NEWS

Rob Hoole

Second MCM Squadron

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 8) plus the Sandown class minehunters BANGOR (Crew 9) and PEMBROKE (CC). MIDDLETON and BANGOR are 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 is in dry dock following her collision damage. She is due to be decommissioned this year and will not be returned to operations in Bahrain. CHIDDINGFOLD was brought back from the Gulf on a semi-submersible heavy lift vessel, arriving first in Southampton before being towed into Portsmouth Harbour on 5 April to enter dry dock for scheduled maintenance.

MIDDLETON visited Abu Dhabi for the International Defence Exhibition and Naval Defence and Maritime Security Exhibition and some of her ship's company were able to attend the Bahrain Grand Prix in April thanks to 'Tickets for Troops'.

MCM2 Crew 5 has taken over CATTISTOCK from Crew 7. Between October 2024 and May 2025, she had spent 83 days at sea and steamed 7,841 nautical miles. CATTISTOCK visited Dartmouth at the of March and managed to exercise with HURWORTH in Scottish waters at the end of April. She conducted a range of sea training running the whole gamut of seamanship, minehunting, diving, gunnery, communications, NBCD, damage control, firefighting, machinery breakdowns, etc., before berthing on HMS BELFAST in the Pool of London for a visit at the end of April.

HURWORTH's Gunnery Officer and some of his fellow MCM2 officers have been supporting the UK's Carrier Strike Group in Exercise MED STRIKE in the Mediterranean as battle watch captains.

LEDBURY has been spotted operating out of Devenport following her FOST training off the west coast of Scotland. One of her Warfare specialist Fleet Time officers represented the RN in the International Cadets Rugby Competition in Japan.

MTXG – Mine & Threat Exploitation Group

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

The group has recently been carrying out missions in the Middle East enabled by SeeByte's Neptune system. It has successfully adopted their technology to improve its performance on task whether operating single or multiple UUVs.

See the 'Latest News' page of the MCD Officers' Association's website at www.mcdoa.org or Project Vernon's Facebook page at www.facebook.com/groups/vernonmonument for more recent updates and photos.

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

Duncan McLeod. OEM1 RN. East Kilbride South Lanarkshire. Served in HMS UPTON 68-70 F2597

Howard M Jones. Cadet L/S SCC. Ontario Canada. Served in HMS CROFTON 66 F2598

Robert D Reid. Lt RN. Magor Wales Served in HMS MONTROSE 66-72 HMS BICKINGTON 74-75 HMS KEDLESTON 75-76 F2599

CHANGE OF ADDRESS

Stewart E Brown To: Musselburgh East Lothian. F0731

LOST CONTACT

Robert H Craig. Last known address Aviemore Scotland F363

Anthony P Wright. Last known address Watford Hertfordshire F1554

Crossed the Bar



Lt Mike Docherty RN

Served in HM Ships Yarnton, Highburton and Alfriston in the 1970s. F2559

CMEA Terence Jackman RNR

Served in HM Ships Kellington, Crofton, Maxton, Glasserton, Alfriston F0827

AB Ray Howells

Served in HM Ships Euryalus, Nubian, Maxton, Nurton.

LS Brian 'Barnes' Wallace

RN and London Division RNR. Served in HM Ships Kellington, Lewiston, Humber and HMS/M Narwhal

Sidney John Salter

F1563

Derek Jack

Served in HM Ships Bildeston, Crichton and Gavinton

Roger Hart Richardson

Edward Robert Mant

F0722

May They Rest in Peace

Post Bag

From: Peter Down, TCA Webmaster

Buddy Scheme for TCA ?

"I've got your back, Oppo" – How often in times past have these words brought comfort in times of stress?

It has come to my notice through a gossip grapevine, that one of our most respected members of longstanding has recently gone into a care home. We are also aware of several members with serious long term health issues, including our current Chairman, a Past Chairman and a couple of Committee members and there are probably several, if not many more, of whom we are unaware.

In the days when we had more Area Groups, the Area Representatives did a good job of keeping in touch with members in their area and advising us of any who had problems. Forming additional Area Groups is not easy and relies upon finding enthusiastic volunteers to take on the admin of regular booking of a venue and contacting nearby members. But it is possible; as Secretary Matthew has just proved in setting up the Severn Area Group to complement the well-established White Rose Group. We could do with several more Area Groups.

As an alternative, perhaps TCA could set up some sort of Buddy Scheme, as was prevalent during the Covid crisis, whereby Good Samaritans undertook to

phone round several friends on a regular weekly basis to check that all was well?

It might take some time to arrange for nationwide coverage, but doubtless the Membership Secretary could advise where there are clusters of members within, say, a county, a twenty-mile radius or a postcode area.

It may be helpful to open up this possibility to debate among members and perhaps some thought could be given to this at the next AGM or Committee meeting?



Creasey Block,
HMS Vernon
modelled by
Sam Cook.



HMS Lewiston
modelled by
Sam Cook.



Sam Cook
and his
railway.

If anyone would like more info on building railways or Ton class sweepers then drop Sam a line. See Vice Chairman's Corner, and YouTube link:

<https://youtu.be/3dZNXdYVelo?feature=shared>



Holiday Inn, Cardiff City Centre

