

TON Talk

Newsletter of the TON Class Association

Edition 231



September 2025



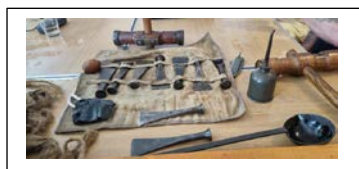
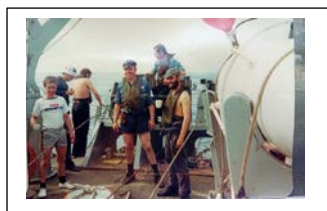
HMS PENSTON

108th 120th and 8th MSS

**Operated in Cyprus, Suez, Hong Kong and
North Borneo 1956-66**

TON Class Association

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TCA Membership
£15 per annum, £150 Life Membership

Front Cover
HMS PENSTON

www.tcaminesweepers.co.uk

Founder: Jack Worth MBE

Editorial

The King's Shipmates Reception: The TCA President, Chairman and members of the committee attended a reception at Buckingham Palace on 11 July. It was a great event and the King spent a few minutes with TCA Committee Members. Some of us were reunited with former shipmates of many years ago which was also a lot of fun. A large number of photos were taken, but unfortunately we were told that these were private and were not to be published – so no photos in Ton Talk! See page 5.

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.

Map of Ton Villages: Work is in progress to produce another map of all the villages which our ships were named after. At the moment details of the villages are on the website under the details of each ship. When the map is complete it will be published on the TCA website. Any recollections about affiliated villages would be welcome for publication in Ton Talk.

Honorary Auditor: Congratulations and thanks to Paul Muir for taking this position.

George O'Connor

Deadline for the December edition is 20th November

Chairman's Corner

Dear Members,

Well, there it goes, and another 3 months have passed, (seems to move so quick as you age?) with more events having taken place.

As our Editor George will explain in greater detail; I have to say it was both a privilege and honour to attend our Patron: King Charles III; 50th Anniversary of his Shipmates Re-Union at Buckingham Palace. As it was a 'Private' event there were and are many associated security restrictions. I would also like to gratefully thank all the selected Committee Members who also attended supporting the TCA.

As time is moving on, our next AGM/Re-Union is getting nearer, and I hope everybody is booking up with Jim Virgo for our trip to Cardiff this year. Jim and our Hon Sec: Matthew have worked diligently together to ensure we all have a great time on site. However, if I may suggest Gents? Have you ever considered a Saturday morning 'Adventure/Local Tour' type event for all the devoted Wives and Partners during our AGM? Just a thought....

We now have 201 Members in our Face Book group who regularly add posts etc; and daily I would estimate at least 4-5 Non-Members unsuccessfully attempting to join. This is very re-assuring of the methods undertaken to prevent/reduce - 'Spamming/Scamming' - taking place against most of us OAP's & SOAP's. So please feel free to add your comments, dits etc

On that note I will wish you all the very best of good health, living and laughter, until we all meet up in Cardiff.

Finally, and just to keep you all aware, our former Chairman Peter Harrison has just been moved to a care home in Sidmouth, very near to his brother, due to ageing health concerns. The TCA will remain in contact with him.

Ian Barden

Vice Chairman's Corner

Hi to all my fellow tonners,

First of all, I would like to start with a shout out for some advice. I have just returned from Malta, and as I do every year, I check on our stone at the monument in Sliema.....photo attached...now it's looking a bit stained, which I couldn't remove with water etc.....

Has anybody any idea how to remove stains from stone, as I would like to clean it properly when I go back out there next year?

AGM is fast approaching, look forward to meeting all who will be attending. Booking is still open for latecomers.



Attended the annual Black Tot weekend in Portland, a roaring success as usual. Does anyone else go to a meet with like-minded people? Good opportunity to listen to dits and tell them.....which brings me to a point, if anyone has any dits or photos they would like to share.....then please send them to our editor George, and I'm sure they would be most welcome.

And finally, a word of caution.....not wanting to teach any one to suck eggs. As the summer is upon us, please take care with your BBQs, as they can go wrong quickly.... Don't throw petrol on them, like I have seen done!

Bye for now, take care

Sam (Driftwood) Cook

TCA Who's Who

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COMING EVENTS

September 2025	6	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

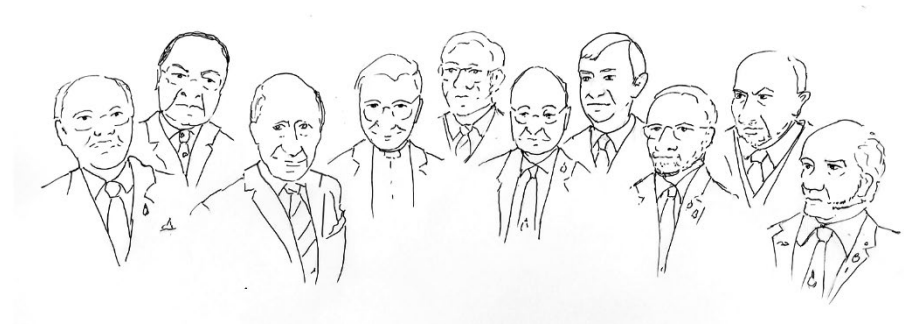
The King's Shipmates Reception

George O'Connor

On 11 June 9 members of the TCA Committee attended a Reception at Buckingham Palace for the King's shipmates and other Royal Navy colleagues. About 350 people attended, enjoying drinks and canapes. His Majesty was constantly on the move, shaking hands and exchanging a few words with everybody.

The official photographer took some 500 photographs, copies of which were made available to those who attended, on the understanding that copies were not to be published or placed on social media. I asked Buckingham Palace staff if we could publish one in Ton Talk, but permission was denied. My wife, a good artist, agreed to do a sketch of those TCA committee members who attended.

Together with our wives we very much enjoyed the occasion, and many of us were also reunited with friends from many years ago.



Matthew Salisbury

George O'Connor

John Lippiett

Dennis Cook

Trevor Filtness

Jim Virgo

David Woolgar

Ian Barden

His Majesty the King

Sam Cook

An Upcoming Anniversary

Peter Down

On 5th October 1993 the First Sea Lord, Admiral Sir Benjamin Bathurst, signalled to the Fleet:

“On the occasion of HM Ships SHERATON and BRINTON decommissioning and in anticipation of NURTON and WILTON paying off in 1994, I wish to record, on behalf of the Navy Board, our sincere appreciation for the magnificent contribution that the 118 Ton-class vessels have made to the Royal Navy over the past 40 years.

The Tons, as minesweepers, minehunters and patrol vessels, have served with distinction in many parts of the world, most notably in Malaysia, Borneo, Suez Canal and the Red Sea. They have been the backbone of our MCM force for many years providing exceptional service and earning a formidable reputation worldwide.

Finally I wish to extend our particular thanks to those currently serving in Tons for their invaluable contribution to Fishery Protection duties and operations in Northern Ireland.

To all those who have served or been associated with the Ton Class - BZ.”

One of the nicest compliments ever paid to the TONs by a Senior Officer, which contrasts with the “Grubby little sweepers” comment attributed to Prince Philip after an encounter with the Smokey Joe trawler sweepers of the RN Patrol Service.

Benjamin Bathurst was a distinguished helicopter pilot. He served in HMS WOOLASTON in the Mediterranean in the late 1950's and was appointed Admiral of the Fleet when he retired in July 1995. He is the only living person, apart from His Majesty the King, to hold that rank.

Bristol Channel Branch Meeting

Matthew Salisbury

15 members of the Bristol Channel Branch of the TCA met for lunch in the United Services Mess on 15th August to participate in a triple celebration: -

1. In 1973 members of HMS CAMBRIA and HMS PRESIDENT sailed from Cardiff in HMS MERSEY, under the command of Captain R O Hann, Commanding Officer of HMS CAMBRIA and designated MCM10 for this deployment. After rendezvousing with HMS VENTURER of the Breaksea Light, the ships met RFA BROWN RANGER and HM Ships CURZON and SOLENT off Bishop's Rock light, prior to the seven day passage to Newfoundland.

During the deployment they celebrated the 50th anniversary of the founding of the Royal Canadian Navy. After Newfoundland the ships visited Halifax Nova Scotia and Prince Edward Island.

2. Also celebrated was the 40th anniversary of the second Exercise Maplehaul in 1985. HM Ships WAVENEY, CARRON and DOVEY sailed on a six week deployment to Canada switching ships' companies every two weeks.

3 At 1200z the members observed two minutes silence to commemorate the 80th Anniversary of VJ Day before sitting down to an excellent buffet lunch. There are now twenty members of the group, many of whom are new members of TCA.



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		<i>Any Volunteers?</i>
Area 6 Sussex		<i>Any Volunteers?</i>
Area 7 Bristol Channel	Matthew Salisbury	matthew@cavamh.org.uk 02920 308351

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

White Rose Group Meeting

The meeting of the White Rose branch of the TCA was held in the Premier Inn, York North West on Saturday the 12th of July.

In attendance were John Rogers, Jeremy Mackrell, Phil Fluke, Clive Dennison, Dave Parrish, Trevor Dixon, Terry Foreman, Alan Hewitt, Pincher Martin and myself. It was good to have John with us after his health issues.

The next meeting is Saturday 6 September. 1300 in the Premier Inn, York North West.

You will note that this is the weekend that we normally attend the Eden Camp Museum All Services parade on the Sunday. We have decided that as there are only a few able to march or stand for any length of time, we will no longer attend as a unit. Individual members can of course attend under their own steam. I will continue to give out the date for the parade in the future.

Phil then gave a very interesting demonstration on caulking. As I remarked, all those years that we walked on the wooden decks and never realised the importance of the caulking. Clive took a very good video that is on the WR Facebook page. He has also placed some photos on the WR and TCA Facebook pages.

After "Up Spirits" we had an informal chat before our families joined us for a meal.

HMS Yarnton after the 1966 Cyclone in the Arabian Sea

Mike Allard

My late dad served on HMS Yarnton in 1966, more specifically on 11th November when the cyclone crippled the Yarnton in the Arabian Sea. My dad and a fellow naval colleague worked to save this vessel. They were given a commendation for their work to restore the power to the Yarnton and get the bilge pumps working to right the vessel from its list from the storm water that it took on board. Deep in water with head torches my dad and a colleague may have contributed to the longevity of the Yarnton.

This link is for the Journal of the Royal Signals Amateur Radio Society of 1967: rsars.org.uk/wp-content/uploads/2013/10/mercury-19.pdf.

Pages 8-11 give a good account of HMS Yarnton's battle with the cyclone, written by a member of the Royal Signals team on their expedition to Kuria Muria from Aden, embarked in HMS Yarnton. 55 foot waves and Force 12 in a Ton!



Malcolm Allard's son Mike advises that when he left the RN in 1970, his father worked for Marconi Marine as a Radar Mechanic, until 1984.

He still loved the sea and got a lot of sea time repairing the radar sets of merchant ships while under way.



A souvenir from PO Malcolm Allard's time in HMS Yarnton.

*The Commander-in-Chief,
Middle East Command,
Headquarters Middle East Command,*

12th DECEMBER, 1966

Commander-in-Chief's Commendation

Petty Officer Electrician M. J. ALLARD, P/M 980863 - HMS YARNTON

Electrical Mechanic First Class M. SMITH, P. 079089 - HMS YARNTON

On Friday 11th November, 1966 Her Majesty's Ship YARNTON passed through a Cyclone in the Arabian Sea. During the height of the storm all Electrical Power was lost when the lower section of the Main Switchboard was damaged by a fire caused by water thrown up from the bilge.

Early on Saturday morning Petty Officer Electrician M. J. ALLARD and Electrical Mechanic First Class M. SMITH, using only battery headlamps and standing in the bilges, commenced to strip down the damaged switchgear. After three hours continuous work, carried out in extremely adverse weather conditions which had by then been prevailing for twenty hours, and with the ship having a permanent ten degree list to starboard, the switchgear was removed and power restored to the steering gear and lights.

I am pleased to commend both Petty Officer Electrician ALLARD and Electrical Mechanic First Class SMITH for their extraordinary perseverance and resourcefulness in performing this task under extremely adverse conditions.

(M. LE FANU)
ADMIRAL

A photo of the commendation.

Don't Soak the Killick

Mick Donoyou

In the later stages of my time in London Division RNR, I was the Seamanship Instructor for the recently joined Ordinary Seamen. While most of the instruction took place in the classroom; at least one weekend, per course, took place on board the Minesweeper In Portsmouth when the ship was not at sea. Accommodation in Barracks, Bag Meals and Transport was arranged and the Weekends were spent putting into practice what had been taught in the classroom. The Programmes included, but were not confined to: -

1. Laying out Berthing Ropes, throwing Heaving Lines and attaching Fenders.
2. Rigging a Danbuoy.
3. Laying out Towing Gear (Fore and Aft).
4. Preparing Anchors and Cables.
5. Breaking Out the Swimmer of the Watch Gear and "dressing a Swimmer".
6. Rigging the Gemini as a "Crash Boat".

One Weekend I arrived in the Dockyard with my class and Itinerary to find a CPO waiting with a List of "Maintenance Jobs" to be carried out. I showed him my Programme and insisted that the class were there for instruction and not to carry out maintenance tasks.

After some discussion whereby the Class would "hose down" the upper deck after which the class could commence my programme. One of the upper deck fire hoses was fitted to a hydrant which was then turned on. Immediately the Seamen holding the hose lost control of it and I got soaked with water. When order was restored I gathered the class around and told them to pay close attention to the lesson I was about to tell them which was as follows: -

1. Always ensure the hose is securely fixed into the hydrant.
2. Always ensure that the person(s) manning the hose have a full and firm hold on the "nozzle" end and are in control.
3. Always turn the hydrant on slowly and gradually to produce an increasing and controllable flow of water.
4. Finally (and most important) DON'T SOAK THE KILLICK.

The Class were relieved that I had dealt with the matter in this manner and were unanimously of the opinion that a certain contemporary of mine would have thrown a major "screaming fit" and borne a long time grudge against them. Finally and by chance I had brought my sweep deck overalls with me which I changed into and hung up my wet Nos. 8's to dry on what was a warm and sunny day with a slight breeze blowing.

TON Villages

TCA member Mick Hilder of Weymouth recently suggested that it might be interesting to plot on a map the villages after which our TONs were named. His suggestion triggered a memory with TCA Webmaster Peter Down. Long ago Rik Furnival, who created our original website, did some similar research and discovered information about many of those villages, in some cases with photographs of the church, pub or village green.

This information was accessible via the original website but sadly it was lost when that website was re-engineered and subsequently seriously hacked, such that we had to start all over again with a new (current) website.

Peter has replicated Rik's research and added some details of each village, including those TONs which served in other navies, to the **Ship History section** of the current website www.tcaminesweepers.co.uk .

The method adopted was relatively simple; armed with a copy of "*Jacks of All Trades*" to provide a list of all TONs in alphabetical order, Peter "Googled" the name of each village and reviewed the results.

In most cases there was a Wikipedia entry for the village, giving its location and population etc, usually with some local history. Some villages and parish councils have a website giving more domestic information and photographs of the locality. Frequently the entry has links to other websites, with information about historical events and tourist attractions in the area. Peter then condensed this information into a few sentences for our Ship Histories.

Some surprising facts emerged from this research:

- The epithet "TON" derives from the Anglo-Saxon meaning "hill or defended or fenced in place", such as a large farmstead, and gives rise to the modern word "TOWN". It follows that most TON villages are in England, where the Anglo-Saxons settled, although there are also 10 in Wales and 18 in Scotland, some with names derived from Gaelic. But none in Ireland, where the Saxons may have traded, but did not settle - unlike the later Vikings and Normans – although the parish of Kildarton in Armagh may be a candidate.
- TONs villages are still mainly rural with under 1000 inhabitants. Some have remained quiet little hamlets where nothing much has ever happened and others, situated close to larger conurbations have, in recent years become "quaint enclaves for Yuppies", but many have some interesting history.
- Many of the Anglo Saxon settlements are mentioned in the Domesday Book and many have links to older inhabitants, with the discovery of stone age tools and arrowheads and nearby Roman roads and marching camps. Some also figure in later history, being close to the sites of battles between Cavaliers and Roundheads

in the Civil War of 1600's and some were locations for airfields and other military activity in World War 2.

- A surprising number of villages share the same name, and it is not always clear which village the Ship Naming Committee had in mind e.g. 19 ASHTONS in England, with others in USA, Canada, Australia and South Africa. There are four BELTONs in Leicestershire, Lincolnshire, Rutland and Norfolk. The villages in Leicestershire and Lincolnshire were each visited by different ships' companies, believing they were the one affiliated with TCA - perhaps due to the C.O.s having had some personal local contact?
- Seven villages were affiliated with TCA and Shavington, near Crewe, has recently re-energised that link.
- Some villages have fascinating historical connections, linked to nearby castles and stately homes. None more so than BOULSTON in Pembrokeshire, where the castle was occupied during the 15-18th centuries by the Wogan family, one of whose direct descendants was Sir Terry Wogan, the much-loved radio and TV celebrity. Apparently, a branch of the family sought refuge in the remote south-west of Ireland following a dispute with the king. TCA members would surely qualify as TOGs!

Village details have now been added to the Ship Histories section of the TCA website. Regrettably we do not have enough space to include photos of the villages, but you can view these by repeating Peter's Google search on the namesake village your ship(s).

Please let Webmaster Peter Down know if you can provide further information about "your" village.

Chairman Ian Barden has made a good start – view WISTON and IVESTON. Your dits and photos would be of great interest to readers of TON Talk.

Peter Down's contact details are:

Phone: 01449 721 235 E-mail: tcawebmaster1@gmail.com

Deltic Engines in Early Tons

Bob Barclay

I was delighted to read Ian Anderson's article about HMS UPTON in the June edition of Ton Talk. UPTON was my first appointment on promotion to Sub Lieutenant during my National Service.

HMS UPTON was part of the 100th Minesweeping Squadron, the only fully operational minesweeping squadron in home waters. The squadron composed of HM ships (in order of seniority then) APPLETON, CONISTON, YARNTON, UPTON and BURNASTON. APPLETON and CONISTON had Mirrlees engines, the other three had Napier Deltic engines. The early Deltics had a propensity for funnel fires. These were caused by the accumulation of unburnt fuel oil and lubricating oil accumulating in the bottom of the exhaust systems when the engines were idling. When the engines came back on load, particularly at the higher end of their range, the exhaust systems heated up and could then ignite the unburnt fuel. Because of the risks, All Deltic engined minesweepers were 'grounded'. UPTON and YARNTON at Chatham, BURNASTON at Sheerness. HMS HIGHBURTON was the trials ship also at Chatham. Teams of Admiralty engineers and Napier engineers eventually came up with a wet scrubber system in each exhaust. These were tested in HIGHBURTON and seemed to do the job. Production scrubbers were made and the three sweepers taken in hand in their respective yards. Because new sea water inlets had to be provided it meant dry docking and other hull work was undertaken at the same time. The scrubbers were circular tanks fitted immediately below the main deck level and under the superstructure. There were sea water inlets for high pressure spray and of course sea water outlets to discharges in the ship's side. The funnels were composed of three vertical sections divided horizontally into three compartments. One each for the main engines and one for the pulse generator. Each compartment had its own drain so at the bottom of the funnel there were nine aluminium drains (about 2" diameter from memory) going on to join the two main sea water discharge. All these drains and exhaust aluminium pipes had to be argon arc welded to make sealed compartments before the funnel was ready to be re-fitted to the funnel deck.

A new echo sounder transducer was fitted while we were in dry dock. Because of fitting two inlet grills for the scrubbers and the new transducer, the Navigating officer with the Foreman Shipwright had to sign that they were fitted and secure. After inspecting these items, the Foreman Shipwright pointed out to me the difference between UPTON'S hull and the other Ton in the dock with us. Between the water line and the keel every plank edge was marked by the change in angle. UPTON'S hull on the other hand there wasn't. a plank edge visible. The curve of the hull through the bilges was so smooth it was impossible to feel a plank edge. This finish was good for an at least an extra knot at any given shaft revs.

UPTON had been built by John Thornycroft of Southampton, a firm used to building luxury sailing yachts. Thornycroft's had been the lead builder for the class and CONISTON had been the first of class to be built.

While UPTON had been in Chatham Dockyard I had spent several weeks in CONISTON on exercises learning the art of minesweeping navigation, tartan plots and Decca Navigator plotter etc.

Once we were afloat again and fully stocked up we went down the Medway and across the Thames estuary into the Barrow Deep where we spent a day first idling the engines then maximum speed running up and down the Deep. We went in to Felixstowe, a very run-down place long before the container port was built. We started the same tests the next morning but it soon became clear that we had serious problems so we returned to Chatham at very moderate speed. Off came the funnel and out came the scrubbers. The trouble in the funnels was the argon arc welding of all the pipework where it came through the horizontal dividers had failed and there was a great heap of pipes at the bottom of the funnel. The Dockyard welders eventually solved the problem and there were a few tweaks to the scrubbers. A quick test alongside in the dockyard and then we were off to join the rest of the squadron for a deployment to Cherbourg.

In the early stages of working on the scrubbers, we had visits from various engineers and in the course of conversation the opinion was given that if different propellers had been fitted to the Deltic coastals the hull was suitable for a speed of up to 20 Knots. As a point of interest. UPTON was the first pure Deltic sweeper.

The French navy used the Wester Union minesweepers and some were fitted with gas turbine engines which they claimed could not be beaten. As the CO of UPTON was a linguist we were detached to work with the French squadron. At the end of a day of Double O sweeping the French Commander challenged us to a race to the berth in Cherbourg. UPTON won.

The scrubbers virtually eliminated the funnel fires but there was a price to pay, for a time at least. The overside water discharges left black soot stains on the ship's sides. When running at maximum permitted speed (425 shaft revs), we got a steady rain of very dirty water. This made a mess of the upper deck and everyone working on it. In a strong following wind, life on the bridge was not very pleasant and trying to plot fixes on the open bridge was no fun and we went through charts very quickly. Luckily further tweaking of the scrubbers and work on the engines by Napier's greatly reduced the dirty rain.

When the NATO exercise finished, the squadron returned to Pompey and we were berthed at HMS VERNON, our home base. It was the end of November and we settled down to a SMP and the prospect of Christmas leave. Unfortunately, this was not to be as the squadron was ordered to proceed to the Wash to search for a crashed RAF aircraft. But that is another story that appeared in Ton Talk edition No. 200 in October 2019.

MCM10's Reminiscences

Commander Charles Wylie OBE FCMI RN

The first of the WRNS to have a seagoing job: When the Falklands campaign got under way, the two Lt Cdrs on my staff were taken away to support it, so I rang the Queen Bee and said "Do you have a bright officer that could hit the ground running and help me keep up the standards of the RNR at sea?" This was about eight years before 'WRNS at sea' was approved by Their Lordships. "That's against regulations," she said. "This is a golden opportunity," was my answer, "and if you don't tell, I won't". A Probationary Third Officer (only recently promoted from the Lower Deck) arrived shortly afterwards. She not only did an excellent job at sea, but raised morale all round with her good looks and devastating smile.

Who could train the RN about EDATS? The mine threat in the deep waters around the Falklands demanded a team of EDATS (Extra Deep Armed Team Sweep) ships, so several trawlers were 'taken up from trade' for conversion. The RN was in a dilemma; it knew very little about EDATS. The first I knew of this was a summons from the Captain of the Inshore Flotilla at Rosyth. He knew that two of my squadron were not Tons but EDATS ships. "How long would it take to get expertise here to advise on equipping the ships, writing procedures, streaming and recovery, and all the rest?" "May I use your phone, Sir?" The next morning, from Cardiff and Swansea, arrived two COs, two Jimmies, and two Buffers. They had taken instant indefinite leave from their jobs and travelled all night. The chance for the RNR to train the Royal Navy was irresistible.

An unfriendly reception at Catania: My staff had planned the most ambitious exercise we'd ever attempted. Three 'two weeks annual training slots' were arranged in succession. The first two weeks were to be spent exercising during a transit to Gib, where a crew change would take place. the second fortnight was for passage to Sicily and the start of a NATO exercise, led by the squadron, involving seven sweepers from Italy, Greece, Turkey and France. The HQ and support ship was ABDIEL, with six Tons from the Tenth. Half way through the exercise, the third RNR crews would fly in to take over.

But the Falklands campaign was now under way. The CinC told me to go as planned to Gib and to be ready for orders either to the South Atlantic or to show solidarity with NATO. His decision was that the big seas off the Falklands were unlikely to allow efficient MCM ops by Tons, so we kept to plan A. The exercise went very well. At the end I took the Squadron to Catania for some well-earned R and R. The Italians were more sympathetic to the Argies than to us, so the atmosphere during the first night's cocktail party was a little strained. However, one the guests invited to my dinner party by the British Naval Attaché (BNA) in Rome was the Captain of the Port. The Italian language that I'd picked up on the streets of Naples was sufficient to earn me an invitation to dine with him and his wife the next day. When they arrived to pick me up he was in his best uniform and she was wearing all her bling to supplement her fur coat. We drove for miles into the mountains to a fortified compound where one family, in a dozen or so luxurious villas, was presided over by the 'third richest man in Italy'. I found myself to be the principal guest (I won't say guest of honour) and was bombarded all evening with questions about

the UK's policy, motives, morals and sense of justice. A long signal to the BNA informed him about what he'd let me in for. A fuller version is in my memoirs.

During the exercise a signal arrived reporting the loss of HMS SHEFFIELD. I asked the RNR Padré if he would conduct a service at midnight in ABDIEL's Seamen's Messdeck. When he and I arrived we had a struggle to get through the crowd. It was jam-packed. Never have I been so grateful for a Padré; if he had not been there I would have had to lead the service, and I'm not sure I could have hacked it without succumbing to tears.

A cheerful conclusion: All good things come to an end. As the date for my relief approached the generosity of the RNR all around the country came to the fore. As well as being dined out in style I received a number of gifts including a painting which graces our dining room and a magnificent cartoon surrounded by the signatures of every CO. It dominates the corridor between bedrooms and I still chuckle over it time and again. The Senior Rates at Glasgow entertained me in their mess. As the President of the Mess handed me a beautiful crystal glass tankard he dropped it just before I took it. My startled reaction was a humorous revenge for all the hassle I'd given them for so long. The tankard was perfectly safe, hanging from a lanyard. My haul down report told the CinC that ships and men were prepared for their war role, and that the RNR was alive and well and rarin' to go. Forty years later I am still often in touch with many of those men from a golden era. It was a privilege to have served with such splendid people and a huge pleasure to have had such an appointment near the end my career.

Editor's Follow-up

Lt Cdr George O'Connor

During part of this deployment in HMS Alfriston, we were about to pass through the Gibraltar Straits on the way home when the ship's company opened a book about whether we would turn to port or to starboard. Some years later Cdr Charles Wylie told me that there had been a plan for Gibraltar involving 10MCMS Tons in case of Spanish sympathy with Argentina.



One or two familiar figures, Lt Rodney Hyne-Jones, LS Mick Donoyou, LS Peter Stent and AB Murray. One or two whitefronts and T-shirts had been overprinted in Gibraltar. One said: 'F**k Argentina', and another said 'President Galtieri says It will be Canvey Island next'.



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.

Modern Minesweeping

Terry (Nobby) Hall

The RN has re-established a minesweeping capability for the first time in nearly two decades with the acceptance of three USV-based autonomous Combined Influence Sweep systems, developed and delivered under the Mine Hunting Capability (MHC) Block 1 programme.



However, do not expect a recall to Service unless you are a whizz-kid with a computer games controller!

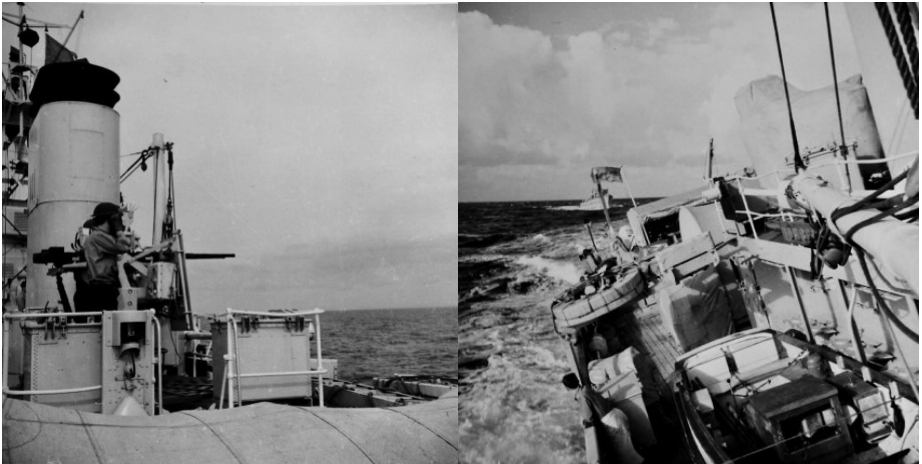
More details can be found here:

<https://www.navylookout.com/in-focus-royal-navy-minesweeping-capability-restored/>

HMS Humber 1957

Robbie Pennington

Now we are well into the 21st Century it is easy to forget about RNVR activities in the 1950s. Humber Division RNVR was based at HMS Galatea in Hull, but this division was closed down in January 1958. Here are a few photos from an exercise in 1957 when my father Lieutenant Brian Pennington was the First Lieutenant.



HMS Humber was built in Beverley, on the River Humber, and was commissioned into 101MCM Squadron (RNVR) in 1954. In 1959 she was renamed HMS Bronington, and of course she was subsequently commanded by Lieutenant the Prince of Wales, now our King Charles III.

National Service in Tons

Nic Griffin

NS applied to men aged between 18 and 24 born before 1940. It lasted two years and was not optional. Most of my friends opted for the Army and spent a rather miserable time in Catterick or Germany. Joining the RN required a bit of planning. It was necessary to join the RNVR and go for training in the evening and for a two week training at sea.

Our training fortnight was on HMS Adamant in Rothesay. We were treated as well as the regulars. We painted the side of the ship. I had a day or two on a submarine. One day on the upper deck we were all quietly called by the duty officer to the side of an upturned boat. At a signal we lifted it up high, much to the surprise of two seamen happily smoking underneath. We ate in a mess and the washing up was in a large tin bucket which was emptied down a metal chute on the upper deck. Who recalls "Tinkle tinkle little spoon, knife and fork will follow soon!"

My call up came in late 1956. I was quite quickly sent off to HMS Raleigh as an Upper Yardman. We were a class of about 12, I was relatively old having had been deferred to qualify as a Chartered Accountant. I had also risen to AB, an extra shilling a day!! Training was very varied and very intense. Spherical trigonometry was a bit of a puzzle but one of our class had a good way of explaining it. We all got on well together. There was a fifty percent pass rate.

I passed out as a S/Lt in early 1957 and was posted to HMS Penston. We had no choice. Penston was a Ton Class the same as our RNVR ship HMS St David. I was flown to Malta on a service flight and delivered to Sliema Creek only to be told my ship had moved round to the dockyard. It was an interesting journey to the Dockyard. I had not been abroad before and it was hot in my blue uniform.

We soon left the dockyard to set off for Cyprus. We got to Famagusta a week later and then started our patrols to prevent arms smuggling. This was the time of EOKA and Grivas. After a very short instruction I became Boarding Officer. This involved going in our small boat to the vessel we had stopped. This was usually at night. Customs Officers had given us training of how to find out where guns could be hidden. We mostly found nothing in the boats we stopped. They were trawlers and we could make them haul in their nets. They knew us and we knew them.

One interesting boarding of a cargo vessel nearly became a problem. As we got to the bridge the Captain rang down Full Ahead. A PO poked the Captain away from the telegraph with his Stirling and rang down Stop.

Ships usually stopped but one sailing vessel tried to outrun us. We had a Bren Gun on the bridge and the Captain decided to use it. He knew I sailed in Malta and asked where best to direct his fire. I suggested the Gaff throat halyard. It worked first shot. Things become somewhat more complex when the sailing boats' rudder became damaged.

Life was quite restricted, no newspapers no TV and not much space. Shore leave was rare. Efforts were made to relieve the monotony. Number One and I were sent to the

Army HQ in Troodos to learn what they did. There was the usual frosty interservice relationship until I noticed that two of their officers had been at school with me. We then had a great time. Another diversion was a weekend at FOMEs' home, Admiral Miers VC. He seemed to like NS officers and so did his daughters. What a joy it was to have a bedroom with a window!

Occasionally we went alongside in Kyrene. Rather like a Devon fishing village with a mosque instead of a church. There was a small Army base there. We were taken in an armoured car to St Hilarion Castle, an outpost but now a smart museum. We also lunched with the RAF at Akrotiri. Most of our patrolling was at night.

We once anchored near SS Uganda, a cruise ship, carrying about 250 students. It was the first time for weeks that any of us had seen girls. My boarding team came to me "Sir, sir please can we search that ship?" We would never have got them back.

We had a short visit to Beirut. A real break we were very well looked after by UK residents. It was then the Paris of the East. I recall the trams. I think they came second hand from Glasgow!

A longer diversion was to Gibraltar followed by Majorca. We were the first RN ship to visit the island since the war. Again we were very well looked after. Possibly our duty-free booze helped.

Minesweeping

This seemed not to be of great interest to the regular officers as I guess the promotion prospects were not as good as other branches. I thoroughly enjoyed it. Chartered Accountants have very limited opportunities to manage skilled seamen move heavy devices around and be in charge. We had two exceptionally talented Leading Seamen who probably really did the work. I spent many happy hours sitting on the Molgogger. We had to cut the main sweep wire possibly to splice it. It is a very hard wire, when I asked how we could cut it L/S Lindsay-Smith told me he would use an explosive cutter and hit it with a hammer. Health and Safety were not then in the Naval vocabulary!

We had a horrible winter passage back to Malta, a full gale for two days. We were in company with another Ton, and I could see her flat bottom. Our generators caught fire and the magnetic sweep generator had to be fired up. The skill with which this was achieved was astounding considering the weather and sea sickness. We then had an SOS call: a cargo ship African Master had hit a lighthouse to the East of Crete. They were 15 miles further west than they thought!

We drydocked and got a new Captain Lt/Cdr Cliff Hogg. A long serving officer who had probably reached the pinnacle of his career. Much easier to get on with than younger Lieutenants at the start of their careers.

In mid 1958 I was posted back to the UK. HMS Diligence on Southampton Water, as the commissioning officer for HMS ASHTON. It was here that my professional qualification was of use. There was some sort of financial deal, I think with the Royal Yacht Squadron, which I was able to resolve quite easily and gained great credit. Commissioning is an

interesting task. I learned a lot more about how TONS worked. Men gradually arrived. L/S Jones arrived on a Monday morning and seeing me in my No 1 Uniform, hardly worn, assumed I was a new boy. He told me that trains from Wales were very slow and infrequent on Sunday. When asked what part of Wales he said Cardiff, my home town, I said. His comment was S**t ! I told him that what he really meant to say that he had arrived very late and found that I was asleep and did not want to wake me. We got on very well.

When fully manned and all tests completed, we left HMS Diligence. We stopped at Gib on our way out to Malta. We were the only RN ship there. The Admiral had a daughter and a friend. Do all Admirals have daughters? We were given the task of entertaining them.

One more patrol in Cyprus and then discharge via HMS Albion, Haslar and a lot of leave and sick leave.

RNVR time with HMS Cambria was Cardiff based. We took HMS St David out on two-week training cruises to St Malo and to Rouen, both tricky navigational destinations. The Bristol Channel had a 40 foot tide so we understood the problems of these destinations.

We had one trip to Fowey where we had to moor on a buoy Always tricky as you cannot really see what you are aiming for. The Skipper declined to have ~~the~~ ship's boat put into the water until we ~~get~~ got to the buoy. Those who are familiar with TONS well know the boat is very close to the noisy engine room, so the usual "Launch" signal is a hand wave from the bridge. The skipper decided to use the Tannoy which I could not hear He got rather frustrated at my inaction and told me so. Unfortunately he ~~was~~ used the loudhailer speaker which is next to the Tannoy.

Having read what I did during my National Service I realise I had a very good time.



HMS Bronington Update

Mike McBride

A recent funding bid from the HMS Bronington Preservation Trust (HMSBT) charity to the Heritage Fund was unsuccessful due to high levels of applications and, on this occasion, other applications achieved Heritage Fund requirements more strongly.

Although this initial HMSBPT application was unsuccessful, the Heritage Fund described the bid as ***“good quality”*** and that ***“there were many positives about your application and there is a fascinating story to tell”***

The Trust had a constructive follow-up meeting with the Heritage Fund Investment Manager (24 May 25) and the feedback from this meeting was sufficiently encouraging that the Trust will re-apply to Heritage Fund when the feedback has been addressed. According to the Heritage Fund, it's rare that funding applications are accepted at the first attempt, so we go again.

The Trust and our professional fundraising consultants have developed an options appraisal phase that will examine, in detail, all the options available once the ship is salvaged and removed from its current location, partially submerged in Birkenhead Docks. Modest funding will facilitate this initial study, and then a definitive way forward for HMS Bronington will be determined.

The options appraisal study will consider all options for HMS Bronington and will range from the preferred whole ship restoration to saving just key elements of the ship's main superstructure e.g. the Bridge, Wheelhouse, Operations Room, Mainmast and Funnel, all currently above water in the ship's partially submerged state. This approach has already been successfully achieved by the Argentines for the former TON Class Minesweeper HMS Hickleton (renamed ARA Neuquen) and may be more likely to appeal to potential funders. Saving HMS Bronington in some form is of paramount importance.

The Trust and fundraising consultants continue to research and consult with partners on the educational and skills development potential of the ship during its restoration, whatever form this may take. Industrial partners, training bodies, local government, service veteran associations and youth groups have all expressed their interest in and support for the project to restore HMS Bronington.

Request for help - The Trust recently purchased HMS Bronington artefacts from the disbanded Marshlands Maritime Museum including the ceremonial Lifebuoy and Crucifix which is in desperate need of some TLC. A TCA volunteer with the spare time and skill set necessary to refurbish this important bit of kit would be greatly appreciated. Some detailed artistic work on the lifebuoy is needed. These can be delivered in the Portsmouth area.

For more information, please contact Mike McBride mike.mcbride@ntlworld.com



Bronington Artefacts from the Marshlands Maritime Museum

The lifebuoy and crucifix need some attention. Volunteer?



Superstructure of ARA Neuquen, the former HMS Hickleton, in Argentina

Clive Dennison and Phil Fluke

Phil gave the WR members a practical demonstration of the method, tools and materials which was videoed and posted recently on the WR group FB page and TCA FB page. Interesting to think that despite our time on the Tons few gave any thought to the skills and methods used to repair or maintain the deck structure, and fewer still are able to now demonstrate the method to others.





Doggy Doings in Malta – A Dit from the CA Website

Peter Down our Webmaster, and Patricia Gilbert

Former Leading Wren Patricia Gilbert contacted the website for help in identifying which TONs had been in Malta during her service there in St Angelo in the late 1960s. Like most of the WRNS in Malta at that time, Pat lived in Whitehall Mansions, known to the uncouth as HMS Impregnable.



Divisions in St Angelo

One night on her way back to the Mansions after a particularly good run ashore in Sliema, Pat came across a bedraggled stray puppy on the street and, kind girl that she still is, she decided to give it a good home and sneaked it into her quarters – was the Reg Office asleep?

The puppy, now named “Jack”, was cleaned up and fed well, becoming a favourite, albeit illegal, resident of the Mansions – How did they hide him for Rounds? Knowing that he could not stay and risk her getting “called to the Captain’s table”, she knew she had to move him on ASAP.

She spoke to some ratings from, possibly HMS Stubbington, who were keen to adopt him as their mascot. He sailed out of Grand Harbour and went to live a life at sea with them.

Does anyone from Stubby recall this pet and his further adventures?

NEW REGIME FOR SLOPS

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

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

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

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

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

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

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

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

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

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

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

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

To make a Card Payment or pay by Bank Transfer:

Use your bank's funds transfer scheme

Pay to Barclays Bank UK PLC LEICESTER LE87 2BB

Ton Class Association Number 2 Account

Sort Code 20-49-08 Account Number: 60339547

Reference SLOPS + YOUR SURNAME

SLOPS CLEARANCE SALE

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

See details below:

BARGAINS

Binders for TON Talk – 10

RN Berets - Sizes: 60 cm (2), 61 cm (1) circumference, priced at £5.00 each inc p/p.

TCA Ties Maroon – 24, priced at £5.00 each inc p/p.

Blackfoot Ties – 19, priced at £5.00 each inc p/p.

Ton Talk Binders – 6, priced at £3.50 each inc p/p.

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

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 1) and MIDDLETON (Crew 7) plus the Sandown class minehunters BANGOR (Crew 9) and PEMBROKE (CC). MIDDLETON is deployed in the Gulf, based at the NSF (Naval Support Facility) at Mina Salman in Bahrain for Operation KIPION MCM, together with MTXG units, under the Command of COMUKMCMFOR (Commander UK MCM Force).

BANGOR is still in dry dock in Bahrain following her collision damage. She is due to be decommissioned this year and will not be returned to operations in the Gulf. CATTISTOCK was visited by General Sir Gwyn Jenkins RM, the First Sea Lord, in early August. HURWORTH exercised with fellow Hunts LEDBURY and CATTISTOCK in the Clyde areas in early July. She entered dry dock at Falmouth for maintenance on 16 July after a 'Hands to Bathe' in Cornish waters. The dock was flooded up again on 30 July and she left Falmouth on 7 August, arriving in Portsmouth the following day.

LEDBURY visited Cardiff in late June. Early July saw Crew 3 relieved by Crew 1. During Crew 3's tenure, the ship had steamed 4,641 nm and conducted over 100 Seafox missions, 78 diving serials (564 minutes underwater), 31 pilotages and over 300 nm of REMUS operations with MTXG. She was spotted on Loch Long on 28 August.

MIDDLETON has published several photos of her culinary offerings and photos showing the angling prowess of PO Mike Tysoe, one of her Marine Engineers. She reported conducting MCM and diving training, accompanied by a school of dolphins, in the Gulf in early August.

Several photos were published online showing the decommissioned BRECON, the first Hunt-class MHSC built, at her mooring off Torpoint in Plymouth as HMS RALEIGH's training ship.

PEMBROKE has been handed over to the Romanian Navy and renamed CAPITAN CONSTANTIN DUMITRESCU. She will join the former BLYTH, now renamed SUBLOCOTENENT ION GHICULESCU, in the Black Sea.

Mine &Threat Exploitation Group (MTXG) comprises: X-Ray Squadron Units 1&2 (Expeditionary); Yankee Sqn Units 1&2 (Expeditionary); and Zulu Sqn Unit 1 (Clyde-based Homeland). WO(MW) Simon Oldroyd was formally presented with his Warrant Parchment by Captain Simon Pressdee (Capt PUXD Patrol, Underwater Exploitation & Diving) in early August. In late July, members of MTXG's HQ staff undertook Adventurous Training that included climbing Ben Lawers in Glencoe.

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

David Walker (ERA2) RNVR. North Shields Served in HMS NORTHUMBRIA 61-66 F2600

Paul C Carr. (ME1-A/LME) RN Aylesbury Bucks. Served in HMS CAUNTON 64-65, HMS WOLVERTON 65 -66 HMS BLAXTON 67 HMS CONISTON 67-68] F2601

Robert C Thomas (LMEM(M) RNR. Canton Cardiff. Served in HMS ALFRISTON HMS CROFTON HMS CRICHTON HMS HODGESTON HMS UPTON 74-81 F2602

Tony Maidment (MEM1) RN Thorpe Abbots Norfolk. Served in HMS POLLINGTON 77-80 F2603

James S Balcombe (A/B(MW) RN. Stanwell Middlesex. Served in HMS CRICHTON 83 HMS GAVINTON 83-85 HMS BOSSINGTON 85-87 F2604

Robert M J Newman (O/S) RNR Act Australia. Served in HMS THAMES 70-71 F2605

Dave Walker. (MEM01 RN Warrington Cheshire Served in HMS WALKERTON 81-83 F2606

Lee Taylor (LH) RN Dawlish Devon, Served in HMS SANDOWN 2000-2003 HMS CHIDDINGFOLD 1995-1996 F2607

CHANGE OF ADDRESS

Peter Harrison To: - Sidmouth F0949

John White To: - Dundee F2594

John D Mc Cabe To: - Maidstone Kent F2037

Terence R G Wargent To: - Gt Bromley F0484

Simon Moore To: - Cam Gloucestershire

LOST CONTACT

Herbert Simpson . Last known address East Wretham Thetford Norfolk F1174

Crossed the Bar



Alan Smith

EM1 RN Served in HMS Maryton 1959-60 F1437

Mary, Lady Hastie

*wife of Commodore Sir Robert Hastie,
former Commodore RNR List 3 and Captain of HMS Cambria*

Tony Quick F0075

EM1 RN Watford, Herts Served in HMS Coniston 1956-57 F0075

Malcolm Allard

PO Elec HMS Yarnton 1966-67

Thomas Dickie

A/B RN Served in HMS Wolverton 61-62 F2276

May They Rest in Peace

Post Bag

From: Lawrence Christenson CBE
Former Lieutenant RNR Tyne Division

The A1 Harpoon Ship's Log

This article in June Ton Talk brought memories of my days as a cadet in the MN, not on sailing ships I hasten to add, but well into the 1960's.

As senior Cadet one of my responsibilities was streaming the log and recovering it before entering port. The log line was plaited to prevent the line unravelling whilst in operation. There was a read out on the poop with either a repeater on the bridge, or a cadet's job to read it at regular intervals for the bridge.

When it was streamed, when then ship was underway and FAOP (Full Ahead on Passage), the line was first connected to the recorder and fed out from there, until there was a large bight trailing astern of the ship. The "log" was connected to the end then dropped in.

Recovering was a bit more complex. The line was disconnected from the recorder and fed back out, through the poop fairleads, as the line was hauled in which was quite heavy given the length of line and the speed of the ship, the line was fed back out, as the log end was hauled in to "relax" the line after thousands of miles twisting in one direction.

Once the log end was inboard, the line was then hauled back in, coiled, and stored.

However, in the days before "Elf and Safety" and on a voyage across the North Atlantic in wintertime, as Cadet on the First Mates watch, (4-8) I was instructed to ship the log, as we were approaching St. Johns, Newfoundland.

Using my initiative I used the poop winch, to haul in the line and feed out the line, whilst performing this operation the sleeve of my heavy weather gear got caught in the line and trapped. I was standing there with my arm going round the winch barrel. Fortunately the mate appeared, to see how things were on the poop, prior to picking up the pilot, seeing my predicament, he pressed the emergency stop, and whilst I was held in this embarrassing situation, blew my ears off. A lesson learned the hard way!

From: Commander David Frost

I think I may have been the last navigating officer to stream a towed log from a major warship. This was HMS *Striker* in 1966, the last of the naval manned LSTs. The ordinary bottom log was not practical in ships which were designed to run ashore and we had two towed logs. Usually we estimated the distance run by the engine revs as trailing a piece of brass on the end of a rope was tiresome if we needed to stop or slow down. However on one occasion I decided to give it a go and over the stern it went with the lifebuoy

sentry providing hourly readings to the bridge. If I remember correctly it lasted about 24 hours before being taken by a hungry fish. We never bothered again.

From: Nic Griffin

HMS Upton at 30 knots?

I was interested to read the description of this ship in June Ton Talk. I served as a National Service S/Lt in HMS Penston 1956/7 and HMS Ashton, which I commissioned in 1957.

The top speed was about 16 knots just fast enough for the skipper to water ski!!! I was very fortunate to do my NS in the RN as a seaman officer as I had just qualified as a Chartered Accountant. When I arrived at Portsmouth to join up I recall a Petty Officer telling me "We don't want clever b*****s like you telling us telling us what to do. Off you go to sea!"

Much of my time was spent on patrols around Cyprus during the troubles as well as visits to Malta, Beirut, Palma, Gib and Sicily. I actually enjoyed minesweeping!

Ships' Emblems

A collection of unofficial ships' emblems. Does anybody have a photograph of HMS Puncheston's Punch, of Punch and Judy? If there any more photos of ship's emblems, please forward them to the editor.



Brinton Best of the Bunch



Bronington Royal Coat of Arms



Crichton Golly



Gavinton Boxing Glove

More Ships' Emblems



Kedleston Gin



Kellington Special K



Lanton Kangaroo



Pollington Parrot



Sheraton Sandeman Sherry



Upton Hagar