

# ***TON Talk***

**Newsletter of the TON Class Association**

**Edition 235**



**September 2026**



**UNS Chernihiv (ex HMS Grimsby) and  
UNS Cherkasy (ex HMS Shoreham)  
alongside in Portsmouth**

# TON Class Association

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

**Front Cover**  
**Ukrainian Minehunters in Portsmouth**

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

**Founder: Jack Worth MBE**

## Editorial

**Dits and Photos:** Thank you for the articles submitted for this Ton Talk. Please send in any stories, serious or funny, preferably with a photo or two. Or just send us a letter for the Postbag.

**HMS Fittleton Memorial Service:** 1530 on 20 Sep at Fittleton village church. Please note the church is quite small, and there may be a ticket sales system.

**Area Representatives:** There are vacancies for the Scotland, Kent and Sussex areas. Please consider it, in order to create a social group and provide some support for members.

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

**George O'Connor**

## TCA Reunion Venue Review

Jim Virgo, Reunion Secretary

Recently I visited Oxford to check out this year's venue for our Reunion. Upon arrival I was warmly greeted by the hotels Events Manager. After a cup of coffee, I was given a guided tour of the facilities which included accommodation, Bar areas, Conference rooms and restaurants. Evening meals for Friday and Sunday can be taken at a leisurely pace in the main restaurant, where you can choose from the Menu. Breakfast will be also in the same area. Choices for the Gala Dinner will be sent out or given to you, same principle as Harrogate on arrival. There are some rooms with special facilities and mostly on the ground floor. These will be allocated when all the booking forms are in. The hotel is on the outskirts of Oxford, for those traveling by train there are 2 stations: Oxford Parkway 1 mile and Oxford Main station which is in the centre of town. A taxi will cost £12 approx. or there are buses where bus passes are accepted (Tried both) We have been offered various facilities within the hotel to make life easier for members with mobility issues. There are numerous bars and snack facilities which are open from early morning until late. For information there are also various major outlets near the hotel namely KFC and a supermarket plus many more. I will be in attendance in the foyer to give you all your information and to ensure booking in goes smoothly Now for the good news Car Parking is free to all those attending just register your Car registration on arrival. Looking forward to seeing you all. Have a safe trip.

## Chairman's Corner

Good day dear Members, and thank you all for your continuing Membership.

Not a lot has been happening TCA-wise this last Quarter but hey-hey we're all still here.

Outer resources tell me that our VC's model Ton at the Old Customs House in Gunwharf Quays is drawing plenty of positive attention so that is good news for us all.

This year's AGM/Reunion is at Oxford, pretty central to everybody and hopefully enough to gain a great deal of more Members attendance and support.

There is a Park and Ride virtually next door thus enabling Members and Wives/Partners easy access to and from Oxford itself.

So please, get online on our website and book yourselves in, we are all hoping to see many more of you face to face this year.

Finally, please don't forget that besides you being the Membership, the Ton Talk magazine is the Heart and Core of the TCA.

In this respect please keep our TT Editor (George O'Connor) overwhelmed with Dits and Tales no matter how big, long, or short. Helping us all to re-open our memories of those massively diverse sea life times on a Ton!

Kind regards to you all,

*Ian B*

## Vice Chairman's Corner

Hi all,

It's that time again to write a few words.....

Well, what a time it's been weather wise, wild fires in France and Spain, and to a lesser degree the UK...hopefully by the time you read this the wild fires will have died down, and the weather back to a bit like normality. And the hose pipe ban has been lifted.

AGM not too far off now, if you are thinking of attending, please let Jim Virgo our reunion rep know asap.

A photo on the back cover of progress on my Tons, Hubberston and Yarnton sweep decks to go, then onto the next two, Maryton and Alverton. Will have to increase the size of the creek, as running out of space.

As usual went to Malta this year, and I am pleased to say the stones look OK on the Memorial.

It's the association 40<sup>th</sup> anniversary next year, I don't think us founders think it would have grown like it has, alas only three of us founders left. Now Chris Green, myself Sam Cook, and Danny Fenton (though I haven't heard from Danny for some time now). The rest have sadly passed on, and we are still one of the biggest single naval associations.

Well folks that's about all for now, look forward to catching up with any one attending the AGM. Should be fun as usual, take care all.

Bye for now

*Sam (Driftwood) Cook*

# TCA Who's Who

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## COMING EVENTS

|                |    |                                                                                      |
|----------------|----|--------------------------------------------------------------------------------------|
| September 2026 | 5  | White Rose Group Meeting.<br>Premier Inn, York North West. YO26 6RL                  |
| September 2026 | 20 | HMS Fittleton Service of Remembrance, Fittleton,<br>Wiltshire, at 1530.              |
| October 2026   | 10 | Reunion and AGM. Holiday Inn, Peartree<br>Roundabout, Woodstock Road, Oxford OX2 8JD |
| November 2026  | 8  | Remembrance Day Parade at the Cenotaph                                               |

## Chaplain's Chat

I hope that everyone is enjoying a peaceful summer and that you have managed a break from your usual routine in some way or another. In early June we spent a couple of weeks in the Southern Highlands escaping the extremes of the first heatwave. We paid for this though as the temperature rose from a Singapore-like 35 to a Gulf States-like 42 when travelling around Birmingham. Tarmac melting temperatures in this country! Says much about the effect of cities on temperatures. As I write this the main road through the New Forest is ablaze, in exactly the area where I used to roam as a youngster.

I used the word 'break' earlier which set my mind thinking about the need to pause, to just stop for a while, be that measured in hours days, or, if we have the opportunity, for longer. This is easy enough for me to say as I am well past the age of national retirement, but I still seem to fill my days with enough 'stuff' for the need to pause and take stock from time to time. I admit that the stuff that I do is self-imposed and voluntary unlike say being a farmer or parent or having to work all the hours available just to survive. Sometimes though we can be just too tired even to think of pausing for a while.

As I look around at our sun-dried landscape in Devon, it is as if creation has put a hold on itself, so that crops, fruit, our free blackberries etc (I'm very fond of blackberry crumble!) may not come to full maturity this season due to the drought. No doubt we will all feel the practical effects of this when food prices accelerate even more – not to mention the pressures of the international situation and this will bring additional concerns. Something to pray about.

One thing that my faith tells me though is that we need to pause and recharge the batteries somehow even if it's only for a few hours but good if it can be for more. I know that I need to pause frequently to get the right perspective on everything that happens in life.

I do this by recalling Jesus' words in Matthew 11: v28-30, which I paraphrase: 'Come to me all you who are heavily burdened and I will bring you rest'. I open my mind to these words of Jesus and focus on them for a while. For me this always but always brings a calmer perspective on the business of my personal life. Pausing with Jesus can do this for you as well.

Every blessing to you and your loved ones for the rest of the summer.

*Trevor*

## **Remembrance Day Parade at the Cenotaph 8 November 2026**

The Royal British Legion has issued its invitation to the Ton Class Association to participate in the parade in Whitehall on Remembrance Sunday 8 November. 25 places have been requested for TCA.

Critical dates are: -

30 September Deadline for associations to complete individual participant information.

30 October E Tickets and joining instructions with full event information to all participants.

Anyone wishing to participate in the parade in Whitehall this year should contact the secretary on his new email address: [matthew.salisbury11@outlook.com](mailto:matthew.salisbury11@outlook.com) as soon as possible. Please note that as this is a veterans' parade serving members of TCA cannot be included.

The Legion has requested information about any notable anniversaries that will occur this year.

In the past, the volume of information required has needed some diligence on the part of the secretary. Early response from participants is requested. When the information required has been made known, the secretary will contact all concerned by email.

# MCM NEWS

Rob Hoole

## Second MCM Squadron

The Portsmouth-based Second MCM Squadron (now the only MCM squadron) comprises the MTXG (Mine & Threat Exploitation Group) autonomous MCM trials mother ship HMS STIRLING CASTLE, the Hunt class minehunters BROCKLESBY, CATTISTOCK, HURWORTH, LEDBURY and MIDDLETON plus the Sandown class minehunter BANGOR. It has been announced that all the remaining Hunts will be decommissioned by 2030 starting with the immediate retirement of CHIDDINGFOLD. On 28 July, STIRLING CASTLE formalised her third and final affiliation with the County of Surrey. The agreement was signed by her Commanding Officer and His Majesty's Lord-Lieutenant of Surrey. CATTISTOCK was spotted in the Clyde on 22 July has since been operating out of Portsmouth. She was seen berthing on STIRLING CASTLE in Portsmouth on 6 August. HURWORTH was seen berthing on STIRLING CASTLE in late July after both had taken part in Exercise SEA BREEZE off Portland. HURWORTH took 30 members of Surrey Sea Cadet Corps to sea over the first weekend of August. MIDDLETON is still in refit in Falmouth. BANGOR was spotted in the Clyde on 22 July after a day of post-refit trials. The serious damage she sustained after being hit by CHIDDINGFOLD while alongside in Bahrain appears to have been fully repaired.

## Ukrainian MCMVs

Between 13 and 24 July, the Portsmouth-based Ukrainian Sandown class minehunters UKS CHERNIHIV (ex-HMS GRIMSBY) and UKS CHERKASY (ex-HMS SHOREHAM) and the Tripartite class minehunters UKS MARIUPOL (ex-BNS NARCIS), UKS MELITOPOL (ex-HNLMS VLAARDINGEN) and UKS HENICHESK (ex-HNLMS MAKKUM) participated in Exercise SEA BREEZE off Portland. Hosted by Ukraine and the USA, this was the 26<sup>th</sup> so-named annual multinational maritime exercise and was held in two parts: June in Romania and July at Portland in the UK. It focused on amphibious operations, mine countermeasures, and unmanned tech integration with a total of 18 nations involved. Other MCMVs included the Lithuanian LNS JOTVINGIS, the Polish ORP MEWA and the French FS CEPHEE. On 27 July, Prime Minister Andy Burnham visited the Ukrainian MCMVs at Portsmouth.

## MTXG – Mine & Threat Exploitation Group

MTXG comprises: Whisky Squadron (Portsmouth Navy Special Ops), X-Ray Squadron Units 1 & 2 (Expeditionary); Yankee Sqn Units 1 & 2 (Homeland/Seabed Warfare); and Zulu Sqn Unit 1 (Clyde-based Homeland). Over 100 MTXG and DTXG personnel and a range of autonomous MCM systems are embarked in RFA LYME BAY and poised outside the Strait of Hormuz ready to start MCM operations immediately following the cessation of hostilities between the USA and Iran.

See my latest MCM news on the Minewarfare & Clearance Diving Officers' Association website at [www.mcdoa.org](http://www.mcdoa.org).

## Bristol Channel Group Meeting

Matthew Salisbury

On Tuesday 16th June six members from Cardiff were joined by a seven from Swansea for a most enjoyable buffet lunch in the Bristol Channel Yacht Club. The three-hour lunch went too quickly to remember all the thrills and spills in the various ships called HMS St DAVID and friends no longer with us. . .

Commodore Sir Robert Hastie, a former List Three Commodore and former Captain of HMS CAMBRIA joined the group, with Captain Brian Thorne, also a former Captain of CAMBRIA made their distinctive recollections from their service.

After the demise of the United Services Mess in the centre of Cardiff, the TCA Group is looking for a new headquarters. The next gathering will probably be in a pub in the city centre.



# White Rose Meeting

Allan Brown

Attending were Terry Foreman, Trevor Dixon, Jim Virgo, Clive Dennison, Phil Fluke, John Rogers, Pincher Martin, Barry Cook and myself.

We also welcomed four members of the HMS Iveston 91 group, Mark Ploughman, Ray Howe, Neil Giddings and Simon Eggleston. The White Rose branch presented the crew board from HMS Iveston, kindly donated by Phil Fluke.

Jim Virgo gave an update on the reunion; he had travelled up from the deep south to be with us. There will be a good contingent going down to Oxford from the White Rose group.

Another good meeting with plenty of banter and dit telling. The rum issue was donated by Barry Cook. Date for next meeting is Saturday the 5th of September. Venue to be announced when we have confirmation from the Premier Inn.

The ladies then joined us for our meal.

Next meeting at the Premier Inn York North West YO 26 6RL. We will meet in the bar at 1300, Saturday the 5th of September.



# Ukrainian MCMV COs' Reception

Rear Admiral John Lippiett

Jenny and I had pleasure in hosting the 4 Ukrainian COs of the Portsmouth based Sandown Class Minehunters on Saturday 30th May. They were accompanied by Cdr Alasdair Magill who oversees the administration as SO1 Interbow (Maritime) and his Chief of Staff, Lt Cdr James Oxley.

Lt Cdr Anatoli Bradiul                      UNS Chernihiv

Lt Cdr Dymytro Symonenko              UNS Melitopol

Lt Cdr Bohdan Holovash                  UNS Mariupol

Lt Max Cherniy                              UNS Cherkasy (XO, representing his CO who is in Ukraine at present)

Interpreter Ros, a fellow Ukrainian ex merchant navy officer was also with us.

I briefed them about the TCA and the invitation extended to make them Honorary Members, and they were enthusiastic in their acceptance. Promising them copies of Ton Talk, I encouraged them to write about some of their experiences for future magazines.

A photo of the gathering, and also the crests of the four ships, presented to the TCA.



# Another Stormy Trip

Cyril Latimer

I was greatly taken with Glenn Marley's piece and amazing photograph entitled "Force 10 Jolly" which appeared in "Ton Talk" June 2026. I made a similar, somewhat life-changing voyage, in June 1959, but in the opposite direction – Amsterdam to Portsmouth – on *HMS Kilmorey (Ex Kirkliston)*.

The perils of The North Sea have long been known by mariners and arise mainly because of its relative and varying shallowness when compared to other seas and oceans. For example, The Atlantic Ocean has an average depth of 3,646 metres and the average depth of the Pacific Ocean is 3,970 metres. In contrast, The North Sea has an average depth of 95 metres, and depth varies greatly depending on location. The Southern Basin leading into the English Channel frequently drops below 40 metres., while the Dogger Bank is a huge plateau where water is a mere 15 – 30 metres deep. The Northern Region gradually deepens to between 100 and 200 metres as it moves toward the Atlantic, and The Norwegian Trench is the primary exception to its shallow nature. This massive trough hugs Norway's coast and plunges to a maximum depth of 725 metres. The North Sea's shallowness is the exact reason why it has earned a reputation among mariners as one of the most violent and treacherous waterways on the planet. When fierce, wind-driven Atlantic storms are funnelled into this tight pocket of Europe, the sudden transition from deep ocean to a shallow shelf forces massive amounts of wave energy upward. Because the water cannot dissipate downward, it creates short, steep, and highly unpredictable "shallow-water waves" that smash relentlessly against ships and offshore platforms.

But how did a Library Assistant, Grade 2 in the Belfast Central Library find himself in the midst of a Force 10 Storm in the North Sea? Some background is needed. I enlisted in the Ulster Division RNVR (soon to be renamed RNR) at the age of 19 on the 24th of April, 1958. That was 68 years ago, and I rose to the dizzy heights of able seaman. So, while retaining my position as a Library Assistant in the Belfast Central Library, I served for five years in the Royal Naval Reserve.

Our depot ship was *HMS Caroline*, a first-world-war light cruiser that had fought at the Battle of Jutland in WW1, and was permanently moored in the Milewater Basin in Belfast. I cannot remember my exact motivation for enlistment - I had probably just been to the movies and seen "The Cruel Sea" starring Jack Hawkins or "The Battle of the River Plate" - but in retrospect, I am reminded of the lines from my compatriot W.B. Yeats' poem "An Irish Airman Foresees His Death":

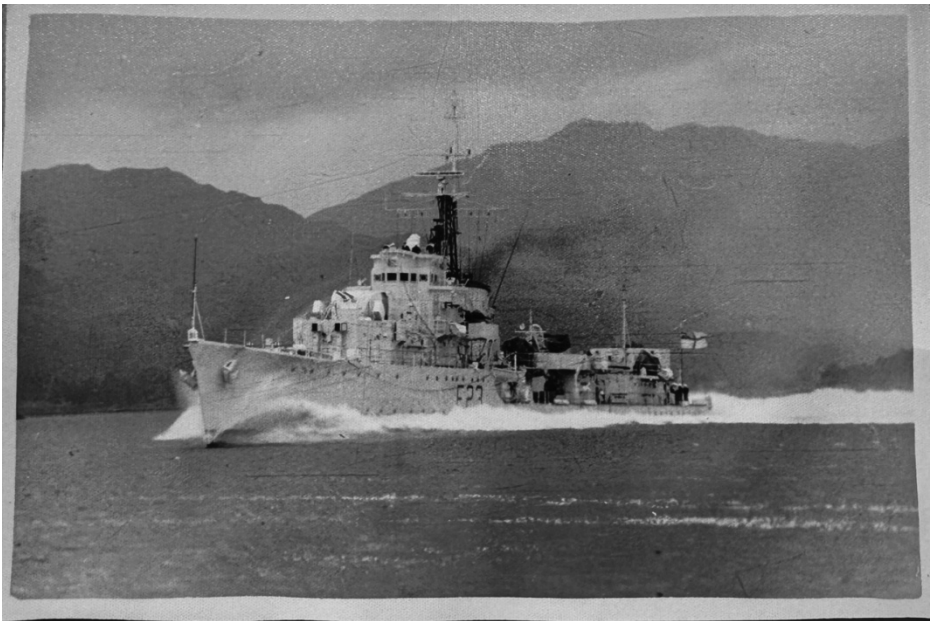
"Nor law nor duty bade me fight, nor public men nor cheering crowds.

A lonely impulse of delight drove to this tumult in the clouds".

Not that there was ever any "fight", except for a few fisticuffs one night in The Spanish Gardener pub in Liverpool, and certainly no "tumult in the clouds", except for a burst of Fleet Air Arm Seahawks "strafing" us on exercises in the English Channel.

We had a Ton-Class Minesweeper, *HMS Kilmorey* (ex *Kirkliston*) as our tender. *Kilmorey* was one of the early Tons with an open bridge and had been renamed after a local dignitary, Lord Kilmorey.

My first brush with the Royal Navy was a sobering fortnight's sea training on a frigate, *HMS Teazer*. We joined her in Devonport, spent several days in the stream at Tower Bridge, and finally disembarked at Greenock on the Clyde, where, with boffins all over the place, clutching instruments and looking cold and seasick, we engaged in testing a new type of propeller.



*HMS Teazer during speed trials on the Gareloch*

While at Tower Bridge, we were given shore leave and promptly made a beeline for Soho and the jazz clubs: Chris Barber, Humphrey Lyttelton, what a buzz that was! Why didn't they name a Ton after Humphrey? Back in Belfast, weekends would find us on exercises in the Irish Sea, calling into places such as Campbeltown on the Mull of Kintyre, Helensburgh on the Gareloch, Ayr, Ramsey and Warrenpoint on Saturday evenings. We even dropped into Liverpool on Grand National Day – backed the winner too – Oxo at 8 to 1!

In summer, we exercised with other ships of the RNR Squadron in the English Channel (HMS Vernon and Portland) and the North Sea (HMS Lochinvar on the Firth of Forth and Invergordon). Jollies took us to Amsterdam, Copenhagen, Randers, Scheveningen, Bruges, Fecamp and Lorient in the Bay of Biscay. This was the late fifties and early sixties when continental holidays were still the province of the rich. The most one could afford in those days was a weekend at one of Butlin's Holiday Camps, yet there we were, being paid to swan around some of the most exciting ports in Europe.

It wasn't all plain sailing with Ton-Class Sweepers not built for and not supposed to be at sea unaccompanied in any weather exceeding Force 6 on the Beaufort Scale. Yet, we were quite often caught in Force 8 Gales in the Irish and North Seas. My worst, and in some ways, life-changing experience, occurred in June 1959. We had been on exercises for a week in the English Channel with other ships of the Squadron, and, with another two ships, had been rewarded with a three-day Jolly in Amsterdam. Now, in my 87<sup>th</sup> year, I cannot remember the names of the accompanying ships, but they could well have been *HMS Clyde* and *HMS Mersey*.



*HMS Kilmorey in Amsterdam, June 5<sup>th</sup> – 8<sup>th</sup>, 1959*

After our break, and as we left the mouth of the Amstel River *en route* back to Portsmouth, we found ourselves in the middle of a fleet of fishing smacks and larger craft, all trying to enter the shelter of the Amsterdam Harbour. I can still see those old Dutch fishermen shaking their heads at us and making cutthroat gestures as we headed out into the oncoming tempest. On the horizon, the sky was black and green, and we were soon being smashed in the teeth of a Storm Force 10.

When on watch and on the helm, we were not given a course to steer, but simply ordered to “follow the ship ahead” if and when we could see it. The waves were enormous and the air filled with flying spume. *HMS Kilmorey* had an open Bridge, above the wheelhouse, (see photo above) and I cannot imagine what it must have been like for the Officers on watch. At one point, I went on deck to a relatively safe area midships and found our Chief Bosun’s Mate wedged in a corner and wearing a life jacket. I remarked on the same, and he replied, “Lofty, if you had any sense, you’d be wearing yours too”. This was from someone who had served in the Royal Navy throughout WWII! As I looked around, I noted in horror how the weight and force of waves coming over the gunwales had bent metal stanchions and other structures.

The storm abated after two and a half days, and we made it to Portsmouth with some structural damage to the ship and a couple of broken collar bones and wrists. And yet, the sights, sounds and memories of that storm have never left me: the sheer force and brutal strength of wind and water; the sight of twisted metal and shattered wood. I have sailing friends who have completed Sydney to Hobart Yacht races which finish well into the Roaring Forties south of Tasmania, and I hold them in high regard for having done so. I could say that I got into sailing too late to do Sydney/Hobarts, but I won’t. The truth is that with my RNR experience, not even in my 20s would I have been persuaded to risk confronting the full forces of Nature under sail.

I emigrated to Australia in late 1962 on the “10 quid scheme”, having put the bite on my father for the tenner. As I bade him farewell, he assured me it was the best ten quid he’d ever spent. I try to keep in touch with the Navy in several ways. I sail out of the Royal Australian Naval Sailing Association in Rushcutters Bay on beautiful Sydney Harbour, and on a recent visit to Ulster, I was delighted to reacquaint myself with a restored *HMS Caroline*. What a pleasure to see the old girl looking not quite like the greyhound she had been at Jutland, but beautiful nonetheless.

To view more photographs taken during my RNR days, I have a link on the Ton Class Website under *HMS Kilmorey*:

<https://www.flickr.com/photos/62432344@N08/albums/72157679313033634/>

# Good News about a Surviving Ton

Peter Down

We have learned from Richard Barrett, TCA's Resident Correspondent in Cyprus, that the extensive project to convert the former Research Vessel TEAL into a Maritime Museum has recently been completed and that the ship is now open to the public, based in Girne (formerly known as Kyrenia).

The vessel started life in 1956 as HMS JACKTON, was re-named HMAS TEAL in 1961 after an extensive refit and transfer to the Royal Australian Navy, under which flag she served for 15 years, before being paid off and converted to a prawn fishing boat. After some years she was refitted again to join the tourist industry as a diving and cruise ship, before languishing in Greece for some years before being acquired by the University of the Near East, based in Northern Cyprus. In this role she became a Research Vessel for the various marine ecology and archaeological courses provided by the university and also undertook training of officers for the Merchant Service of Cyprus - See details and photos in her Ship History on the TCA Website and on the inside of the rear cover.

As age took its toll of the wooden hull, the university retired the ship to a specially constructed wet dock and under the leadership of Captain Cagri Deliceirmak, who commanded the ship in her last sea-going role, she underwent a further extensive refit for her new role as a Maritime Museum dedicated to the maritime heritage of the Mediterranean and Cyprus.



The museum holds several thousand exhibits including historical artifacts recovered from the sea, ship models, charts and navigational instruments. Her history as a minesweeper is also illustrated. The displays are housed in the re-decorated former cabins from her earlier roles.

We wish TEAL and the University of the Near East well with this new enterprise and offer them our thanks for this dignified extension to the life of a TON.

Meanwhile the two other surviving examples of the Class, which have retained their appearance as MCM vessels, lay derelict and semi-submerged; BRONINGTON in Birkenhead and DURBAN in Kwa-Zulu, Natal.



# Ton Class Association Reunion 2026 Booking Form



To be held at the:

**The Holiday Inn**

**Peartree Roundabout Woodstock Road, OXFORD OX2 8JD**  
**Friday 9th October - Monday 12th October 2026**

Reunion includes:

2-3 Nights En-Suite Accommodation

Full English Breakfast and Choice of Evening Meal

Saturday Morning AGM with "Up Spirits"

Saturday Night Private Dining Five Course Gala Dinner, Wine Reception, Tot of Port

Sunday Church Service

Complimentary Car Parking

2 Nights ... per person £218-00

3 Nights ... per person £278-00

(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 £218-00 per person, 3 Nights £278.00 per person)

Double Room for Single occupancy (includes single supplement.) (2 Nights £228-50 per person, 3 Nights £331-00 per person)

Special Requirements such as diet/walking & room requirements.....

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 £25 per person is required with this booking form to confirm your booking, to be paid by the 1st July 2026 and final payment due on the 30th August 2026.

Cancellation charges do apply

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

To make a card payment or a pay direct by bank transfer: Barclays Bank UK PLC LEICESTER LE872BB  
TON CLASS ASSOCIATION Sort Code 20-49-08 Account number: 60339547, Please use reference  
REUNION(SURNAME) Please can you donate raffle prize,  
CALL: 07813855024 EMAIL: [jimvirgo55@gmail.com](mailto:jimvirgo55@gmail.com) for further details.

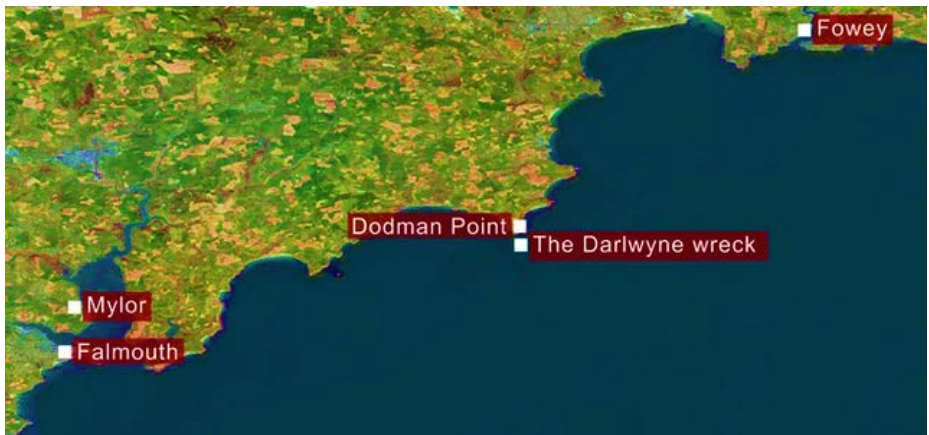
# The Darlwyne Story

Charles Howeson

At the age of sixteen we were living at Chapel Point just two miles west of Mevagissey. The house was right on the cliffs, and on the direct sea route from Fowey to Falmouth and Mylor, which passes close by the Gwineas rocks before reaching and rounding the Dodman Head. I was at home on holiday on Sunday 31 July 1966 and had a 16 foot locally built Helford bass boat called 'Emma'; with a decent outboard and spent most of my time in her along the coast including around Gorran Haven and the Dodman Point, where I used to lay my crab and lobsterpots with great results. So I knew this coast and the nooks and crannies of the rocks like the back of my hand.

I was generally well instructed in all aspects of inshore fishing by the Mevagissey community, and drift netting, long lining, and mackerel plummeting as well as potting had at this stage become second nature. An unusual and really great upbringing for someone mad about boats of all sizes.

All of us seagoing locals knew that the Dodman Point (like the Lizard, The Start, Portland Bill, and s] Albans) had its own foibles and needed to be treated with great respect under certain conditions. One of these was on the westerly spring ebb tide where the swirling volume of the English Channel accelerating 'on the outside of the bend'; spills over an uneven shallow rocky patch called 'the Field'; and thence on into another one called 'the Bellows'. Even in a flat calm this produced over falls, and if you added any wind from the West against it, then powerful short standing waves were [formed for a couple of hours for up to 2 miles offshore. Under these conditions this area was always avoided by us locals by taking a close inshore route right under the Dodman just 50 yards off the sheer rock cliff. Here there was safety to be found in a counter current and relative calm. When stopped there to pick up pots one could clearly hear the 'roughers' just to seaward which generated something of a shiver!



That Sunday was a strange day and I well remember the sudden storm that blew up, all the omens having been there from early that morning. Under these conditions the Beaufort wind scale definition suggests that (prudent) 'fishing smacks take shelter'. With a sharply falling glass, by that afternoon I duly had!



The DARLWYNE story is a really sad one and many lessons were learned as a result of her disappearance with no survivors. This should certainly not have been at such a huge cost of 31 human lives lost. A grossly overloaded old and un-seaworthy ex 45ft picket boat, much converted, was in the wrong place at the wrong time.

The enquiry report, and indeed a recent BBC programme, referred to many adverse specs of this ill-chosen passage and on occasions described the disappearance as a 'mystery'. However, those of us locals who joined in the immediate search with the likes of HMS FEARLESS often discussed what might have happened.

The almost unanimous conclusion was that the skipper, lacking local knowledge, took his craft by the shortest route home from Fowey to Mylor in an increasing North Westerly Force 6-7 wind and in rising seas. She would have passed just off our home at Chapel Point outside the Gwineas rocks and then sailed straight into the powerful over falls of the 'Field' off the Dodman point. This was probably an hour or so after leaving Fowey at about 1800 with darkening skies and the gusting wind by then up to a full gale force 8 on the nose. We all considered that she could not have made it through the 'Field' over falls without damage.

Our view was I that she should never have sailed from Fowey in such weather, and indeed the harbour master there had very strongly suggested that she should not! There were two later sightings of the boat (from both Hemmick and Portloe) a bit to the West of the Dodman, but the wrist watches on the bodies later recovered had all stopped at about 2100. It was thus our conclusion that with engines struggling, the waterlogged and probably unstable boat was barely crawling westward with no rockets or radio and only 2 old lifejackets onboard, and was unable to turn around and return for fear of being 'pooped'. We believed that even head to wind, she was probably forced slowly backwards downwind towards the Southeast, and back into the by then 'full on' over falls. She would have foundered there at 2100, dragging her passengers, who would have been sheltering from the storm in the forward cabin, down with her. What a horrible way to go. Post mortem examinations showed full lung deep water drowning symptoms.

After hearing with horror the 'missing report'; which was broadcast at about 0530 on the shipping forecast the following Monday morning, an intense 72-hour search for survivors was mounted along the coast and at sea which involved my Father as an auxiliary coast guard on the cliffs, and all available small boats including mine along the shore line. Later from Parliament there came a demand for a search for the wreck, however firm local opinion was that the hull of a sunken wooden vessel which had foundered there would

soon be broken up by being pushed and rolled by the 3 knot seabed tidal streams running across the rough and rocky sea bed of the Field, mostly to the westward.

Why are these observations significant? Because the Navy did, and quite soon, send a mine hunter HMS IVESTON, supported by a salvage lifting vessel PINTAIL to try and locate this wreck, and the Commanding Officer, Lt Cdr Arthur Ginn, very sensibly sought a full range of local opinion before commencing his sonar search. A lesson for the future that I carefully noted. I and other locals were invited to sea with him in those early days of the search, but (of course, as we thought) nothing was found. Dashed to pieces was our view, but the search was long continued due to the widespread level of parliamentary indignation, and was even widened down into Veryan Bay to the westward. Other things were duly found but never the DARLWYNE hull. Months of effort and some 500 dives at slack water produced no positive results.

Subsequently I viewed the recent BBC re-investigation which I thought might be intriguing, but I was disappointed in its conclusion which seemed somewhat sensational in self- promotional terms. The Naval mine hunting sonar of the day was not good, and over the ridges of the Field and even at slack water had been unproductive.

I don't mean to knock, but it was especially disappointing in one respect as I know at first hand that the BBC search area was just the same as was covered by the IVESTON when I was actually on her bridge, so it was neither 'different or new' as was described. Lt-Cdr Ginn had been assiduous in using local knowledge and informing his own DARLWYNE voyage reconstruction windows.

As to the (only) findings of a standard fisherman's anchor, a winch and some granite ballast - I personally have lost three similar boat sized fisherman anchors there and used to secure the end of my pot strings with them. There must be literally dozens lost close to the Field and many of those that remain in daily use for this purpose were quite old, as they never really wore out. Now if the engines (two new Perkins diesels I recall) had been found, which will certainly be down there somewhere, then that would be a bit different, and would certainly indicate where the hull had reached the rocky bottom. But in gullies, with large boulders interspersed, even with modern side-scanning sonar and today's ROV capability - it would still be like looking for a specific rock on the floor of a quarry! The BBC report did however permit a form of closure for the families, and who would begrudge that? Our own un-evidenced location conclusions certainly pointed to the same place.

So we locals all believed that there was no great mystery and that we knew what must have happened, (apart from some conjecture between say 1900 and 2100) on that awful stormy night before it got fully dark. We were sure that after a very short time, there really would be no substantial wooden hull remains on the seabed to locate and some of the bodies recovered were found twenty miles away. I do clearly recall that I tasted my very first under age tot of Plymouth gin onboard, kindly proffered to me by the IVESTON's impressive Captain of the same name!

Postscript: Some remains of the Darlwyne were found off Dodman Point in 2016.

## NEWS FROM THE WEBSITE

Peter Down

Activity on the website has increased of late, currently running at about three enquiries per week, largely via the "Contact Us" facility, but the pattern of messages has changed considerably.

We still receive a number of enquiries about joining TCA and, sadly, notifications of members who have Crossed the Bar. Both of these types of messages are forwarded to Membership Secretary Dennis Cook, who lists them in the appropriate features in TON Talk. Membership enquiries are also directed to the on-line joining facility and are offered a paper copy of the application form for those less comfortable with technology.

There has been a significant decrease in enquiries about Grandad's wartime service in the Navy, but your webmaster keeps his historical reference books handy, ready to respond.

Understandably, there have been several enquiries from relatives of survivors and deceased members of the FITTLETON tragedy, wishing to attend the 50th Anniversary Commemoration in September. These are forwarded to Phil Clarke of President Old Hands Association, who is coordinating the service.

We continue to receive a trickle of information about ship histories, largely about HAMS and LEYs, about which some of our records are sparse.

We have also had enquiries from former Sea Cadets who took passage with TONs attached to RNR Divisions. Regrettably deck logs from the RNR sweepers did not always make their way to the National Archives at Kew, so it can be a challenge to establish which ships went to Gib or Scandinavia on SweepExes in the 1970's.

We are happy to publish on the Latest News page information from members about significant events or even recently discovered long lost photos, especially if there is an interesting story attached. Highly recommended is the news from Colin Hendry about his restoration of the Minesweeping Memorial at the former site of HMS Lochinvar at Granton, near Edinburgh – see Latest News for August and this edition of TON Talk.

Just send details to [tcawebmaster1@gmail.com](mailto:tcawebmaster1@gmail.com)

## **Port Edgar Memorial Stone**

Colin Hendry

The memorial was dedicated by the Algerines Association in 1988 to commemorate the Minesweeper and Fishery Protection crews who served at Port Edgar and Granton. In addition to restoring the monument to make the inscription legible again, I have tidied up the site and placed two silhouettes of MCMVs; one of an Algerine and the other of a TON.

I intend to keep regular watch on the monument, and maintain it when necessary. My connection with Port Edgar began in 1978, three years after the Navy departed. The harbour and buildings area had been turned over to Lothian Regional Council, however the barracks and wardroom (West Camp) were retained by the government. I was a curator with the National Museums of Scotland, and we took over the barracks as a museum store. It was here that I initiated and oversaw the Scottish Naval Collection, which was born out of interest from visiting veterans, and amongst them the chief assistance came from associations including the TCA and Algerines who donated or loaned exhibits.

I was also serving with the RNXS at HMS CLAVERHOUSE, Granton, and regularly trained at Rosyth. Connections were therefore built with Capt. MCM, Lochinvar Block, and they arranged further exhibits - the FOSNI Clearance Divers donated acoustic and magnetic mines in addition to other ordnance and information.

The Algerines involvement brought about their intention to establish a permanent memorial at Port Edgar, and in 1988, the monument was dedicated. The Scottish Naval Collection became very popular with groups and visitors, but was forced to close in 1992 when an official inspection found it lacking in public facilities and new health & safety standards. Exhibits were then either returned to donors or retained in other museum departments. After this, I transferred as Assistant Curator to the Museum of Flight, East Fortune.

The wardroom and barracks at Port Edgar are currently being renovated for use as residential flats and Queensferry Heritage Trust intends to establish a museum at Port Edgar.



BRAVO ZULU to Colin.

## HMS Burnaston Ship's Bell

Rear Admiral Robin Hogg CB

Having just read Edition 234 of TON TALK which I much enjoyed as usual, I thought you might like to know the final whereabouts of the Ship's Bell for HMS BURNASTON, of which I was the First Lieutenant many years ago in the Mediterranean Fleet..

It was made, I am pretty sure, of Aluminium Bronze for its lack of magnetic signature and therefore has never needed polishing.

The wonderful Bell Rope was run up in Plymouth Dockyard for me when I was Flag Officer First Flotilla many years later. Indeed, some of my grandchildren have been Christened in this bell over the years.



# **HMS Glasserton – a Mystery about her History**

Peter Down

We continue to receive the occasional snippet of new information, or correction to detail in the Ship Histories recorded on the TCA website.

The original work of compiling the Ship Histories was undertaken by Captain Jeremy Stewart and his team in the TCA Historical Group during the late 1990's. Since then new members have joined the Association and they can often bring fresh memories to update the details we hold. However, as we age, memories can sometimes play tricks, so we try to obtain some verification before making any changes to what has become our Official History.

A situation has arisen in which we have received information about the later years of HMS Glasserton from two respected TCA members which appears to be contradictory, hence this appeal for help.

Relatively little is known about Glasserton. She was completed in 1954 and spent from 1955 to 1978 engaged in trials of new minesweeping equipment, initially based in Port Edgar, then in Portland. In 1979 she was assigned to London Division RNR but was based in Chatham.

Scott Steele has advised that in January 1981 she was towed from Chatham to London, where she was alongside the Embankment as static training vessel for London Division RNR and we have an UNDATED photograph of her in that location.

However, Bob Jeffrey recalls that she was towed from Chatham to Dundee for use by TAY Division RNR and was there in 1981.

The ship is believed to have paid off in July 1981

**Can anyone who served in President or TAY Divisions, or recalls her at the Embankment or Dundee please clarify dates?**

**Please contact me at [TCAWebmaster1@gmail.com](mailto:TCAWebmaster1@gmail.com)**

## Reds Sail with the Fun Set

In Mick Donoyou's article 'The RNR in the Cold War' in June's Ton Talk he said that the press had published articles about it on 1<sup>st</sup> April 1974. Thanks to Graham Morley, who was the Navigating officer of HMS Thames (Ex HMS Woolaston) that weekend, we have a copy of the Guardian front page. The article reads as follows:

The might of the Soviet Navy was apparently not amused. For 30 hours over the weekend the three warships sent through the English Channel, heavy with top secret weapons which could set off the third world war at the touch of a button, were relentlessly shadowed.

The shadowers were the butcher, the baker, and the candlestick sailors of Britain, backed by the firepower of a long-range peashooter.

True, the Royal Naval Reserve's HMS Thames, commanded by a 35-year-old accounts director and a schoolmaster, with a couple of solicitors and a brain surgeon thrown in, could probably have come up with something pretty devastating intellectually if the Russians had headed up the Thames towards Putney. But it was at the most, a frankly hypothetical problem.

The RNR men, on their own admission a pretty motley crew—"name a job and we've probably got him on board," said the captain—were all ready for a weekend's escapism aboard their minesweeper when an RAF Nimrod sighted the Russians going up the Channel—two Kotlin class destroyers and a large guided missile destroyer of the Kashin class.

### Menacing

The 43 RNR men aboard the Thames at Southampton docks were ordered to shadow the Russians. "We were given their position and we went out to meet them. At 0730 on Saturday morning the 'three Russian ships appeared menacingly heading up the Channel," said Lieutenant Commander John Mills Baker.

Mr Mills Baker is a secondary school master in more normal times. But with the rest of the crew aboard the Thames he pugnaciously shadowed the Russian ships for more than 24 hours—keeping the regulation one mile astern.

Fortunately, the Russians, probably as conscious as anyone of the need to conserve fuel, kept their 96,000 hp turbines at half speed of 15 knots—just about the best the two diesels of the Thames could manage.

"We completed our orders quite capably," said the commanding officer, Lieutenant Commander George Lines, a businessman from Chelsea. "The Russians were obviously in passage from the mediterranean to a northern base, but we just don't allow the Russians to go up the English Channel unobserved. It is not on.

"It has been an extremely valuable exercise and the first time the RNR has been involved in anything like this."

Mr Mills Baker added: "We observed all the safety rules about keeping a reasonable distance. Although they could have left us at any time with their power, they kept up an unhurried speed. One can say that the Russians studiously ignored us."

There was only one brief and unsatisfactory conversation between the two navies. Just before giving up the chase, on Admiralty orders to another NATO vessel, the minesweeper, armed with a 40mm antiaircraft gun and a machine gun, signaled "bon voyage."

"They were very non-committal and gave us a couple of flashes before disappearing," said the Lieutenant Commander.

# **THE GUARDIAN** Manchester Monday April 1 1974 6p

## **We really mean it, Callaghan warns EEC**

**By RICHARD NORTON-TAYLOR in Brussels, MARK ARNOLD-FORSTER and PATRICK KEATLEY**

Mr Callaghan will hold out the prospect of a "very real" deal with the EEC, but he will not be "bought" by the EEC, the Canadian Prime Minister said today.

Mr Callaghan said he was "not a man to be bought" and that he would not be "bought" by the EEC. He said he was "not a man to be bought" and that he would not be "bought" by the EEC.

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### **Reds sail with the fun set**

**By GARETH PARRY**

THE SAILING OF THE REDS, a British ship, was delayed by a fire on board, but it is expected to sail today.

The ship, the *Reds*, was delayed by a fire on board. It is expected to sail today.



### **Parties lay plans for June election**

**By DAVID MUIR, Political Unit**

The political parties are laying plans for the June election. The Labour Party is expected to lead the opposition.

The political parties are laying plans for the June election. The Labour Party is expected to lead the opposition.

### **Crossman serious: TV show cancelled**

**By OUR OWN REPORTER**

Mr Crossman has cancelled his TV show. He is expected to return to work soon.

Mr Crossman has cancelled his TV show. He is expected to return to work soon.

### **Spaceship finds new 'moon'**

**From THOMAS O'TOOLE, Pasadena, March 31**

A spaceship has found a new "moon". The discovery was made by a team of scientists.

A spaceship has found a new "moon". The discovery was made by a team of scientists.

### **Enough home oil by 1980**

**By ALEX BRIDGES, City Unit**

Britain will have enough home oil by 1980. The discovery was made by a team of scientists.

Britain will have enough home oil by 1980. The discovery was made by a team of scientists.

### **Wilson calls talks on Ulster security crisis**

**By DAVID MUIR and DEREK BROWN**

Mr Wilson will meet today with the Ulster Unionist Council to discuss the security crisis in Ulster.

Mr Wilson will meet today with the Ulster Unionist Council to discuss the security crisis in Ulster.

### **Man shot dead**

**By ALEX BRIDGES, City Unit**

A man was shot dead today in a street in London. The police are investigating the case.

A man was shot dead today in a street in London. The police are investigating the case.

### **Building societies want tax relief**

**By ALEX BRIDGES, City Unit**

Building societies are asking for tax relief on their investments. They are expected to receive a response soon.

Building societies are asking for tax relief on their investments. They are expected to receive a response soon.

### **Sparkling**

**By ALEX BRIDGES, City Unit**

The sparkling wine industry is expected to have a successful year. The sales are expected to increase.

The sparkling wine industry is expected to have a successful year. The sales are expected to increase.

### **Broken arm**

**By ALEX BRIDGES, City Unit**

A man has broken his arm while playing a sport. He is expected to recover soon.

A man has broken his arm while playing a sport. He is expected to recover soon.

### **Honeymoon**

**By ALEX BRIDGES, City Unit**

A couple is expected to have a successful honeymoon. They are expected to return home soon.

A couple is expected to have a successful honeymoon. They are expected to return home soon.

### **Dropped**

**By ALEX BRIDGES, City Unit**

A project has been dropped. The reasons are expected to be announced soon.

A project has been dropped. The reasons are expected to be announced soon.



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**Last of the Wooden Walls book**, in A4 hardback or e-book format can be ordered directly from publisher [www.halsgrove.com](http://www.halsgrove.com) £24.99

**Remaining Items** can be ordered from Treasurer David Woolgar. This range currently includes: Beret Badge, TON Profile Badge (Gold & Silver). Lapel Badges are now sold out. Also available are Maroon Ton Class Ties and Blackfoot Ties. 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

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## 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**

Martin Blackwell O/S RNR. Chichester. Served in HMS Crofton 75-78 F2626

Graham Cuff Stwd RN. Paignton Devon. Served in HMS Hubberston 76-78 F2627

Warren Benbow Lt Cdr RN. Yeovil Somerset. Served in HMS Brereton 76-78 F2628

George Clappison A/B RNR. Served in HMS Brereton 82-86. HMS Abdiel 84 F2629

Roy Clare CBE DL. RAdm RN Maldon Essex. Served in HMS Bronington 75-77 80-81 F2630

Eric Black RO1 RN. Dundee Angus. Served in HMS Bronington 76-78 F2631

Ian Gilbertson LWEM RN. Glenrothes Fife. Served in HMS Kirkliston 74 HMS Bronington 74-76 HMS Crichton 82-84 F2632

Albert Steadman PO(D) RN. Nottingham. Served in HMS Bronington 76-78 HMS Brecon 78-81 HMS Brocklesby 83-85 F2633

James Rapp RAdm RN. Haslemere Surrey. Served in HMS Abdiel 73-74 HMS Bronington 75-76 HMS Walkerton 83-84 F2634

Harry C Bates Cdr RN. Chichester West Sussex. Served in HMS Peniston 64-65 HMS Fiskerton 69 HMS Stubbington 69 HMS Bronington 74-76 F2635

Peter T Reader CPO(MW) RN. Portchester. Served in HMS Sheraton 73-75, 77-79 HMS Kellington 75-76 HMS Bronington 80-82 HMS Wilton 85-89 HMS Iveston 90-92] F2636

Robert Lucas-Gardiner LREM RN. Torquay Served in HMS Soberton 71-72 F2637

Peter Fitzsimmons CWEM(O). Winchester. Served in HMS Yarnton 80-82 HMS Brecon 7-81 HMS Brocklesby 83-85 F2638

Mark Plowman LMEM(L)RN. Northamptonshire. Served in HMS Iveston 90-92 HMS Cattistock 96-97 HMS Chiddingfold 97-99 F2639

Ellis Hirst A/B RN. Manchester Served in HMS Leverton 68-69 F2640

John A Rimington Lt Cdr RN Gosport Hampshire. Served in HMS Kildarton 65-66 HMS Maxton 76-78 F2641

## CHANGE OF ADDRESS

Michael Rich To: East Markham, Nottinghamshire L2272

George Dance. To: Killinghall, Harrogate F0007

## LOST CONTACT

James Halliday Last Known Address: Chorley Lancashire F1493

Brian Blackman Last Known Address: Southwick Sussex F2541

Paul J Dymond Last Known Address: Fareham Hampshire F0974

William J Sheil Last Known Address: Formby L0237

Douglas J Duff Last Known Address: Perthshire F2262

Eric Taylor. Last Known Address: Cowdenbeath. F0335

Mrs Lee McGill. Last Known Address: Calvados France W04422

## Crossed the Bar



**Keith A Stephenson** F1035

Essex

*Served in HMS Beachampton 63-64*

**Joseph McAllister** F0703

Livingston West Lothian

*Served in HMS Kedleston and HMS Killiecrankie*

**Malcolm Margetts** F0718

Gosport, Hampshire

*Served in HMS Clarboston and HMS Kirkliston*

## May They Rest in Peace

## Post Bag

### From: Graham Morley

I refer to Mick Donoyou's article, The RNR in the Cold War - Repelling the Soviet Navy, in Ton Talk, June 2026, Edition 234.

This incident I remember well, as I was the Navigating Officer of the ship in question, HMS THAMES, the Tender to HMS PRESIDENT, London Division, RNR and, as it happened, the only Royal Naval ship at sea, and available, in the English Channel, late on a Friday night. As a Sub Lieutenant, I remember it as an extraordinary training weekend, with even less sleep than usual.

The dates were 29th - 31st March 1974, and the following day, Monday 1st April, the headline on the front page of The Guardian, newspaper read; 'REDS SAIL WITH THE FUN SET', not quite as Mick remembers it, with a picture of THAMES, at 'max chat'. It was certainly an amusing, April Fool's Day edition of the newspaper, enjoyed by all.

### From: Peter Down

VMT to everyone who responded to the note about location of Ships Bells, especially Admiral Robin Hogg and Graham Gatehouse of President Old Hands Association.

We have now updated the Ship Histories of Bildeston, Burnaston, Glasserton, Soberton and Wilton with the current location of their bells. Any more to follow?

### From: John Hake

I have to comment on John Lippiet's article in Ton Talk edition 234 titled The RN in the Gulf in 1968.

I flew out to Bahrain in October '68 courtesy of the RAF via Brize Norton and Muharraq to join the Burnaston, which was also part of the 9th MCM, so I was out there at the same time.

If my memory serves correctly it was HMS Tartar (F133) that was there during 68/69. Affectionately known to the crew as the RatRat, so I'm led to believe.

The picture shown was taken on 24<sup>th</sup> March 1969 and shows three sweepers preparing to leave Jufair for a trip home via the Cape of Good Hope and the sweepers are Burnaston outboard, Appleton inboard and Chawton centre. If you look closely, the crews are fell in ready to leave harbour and while on the squadron MRC (Maintenance Repair Craft) the base staff and other Ton crews are mustered ready to see us depart.

My abiding memory of the Appleton is that she was always alongside with engine problems, she still had Mirrlees engines. When the three sweepers got to Simonstown, we, on the Burnaston, carried on to Gib leaving Appleton, which had engine problems again, with Chawton as an escort.

Another two other ships I remember being stationed in the Gulf at the time

were the Vidal (A200), the hydrographic survey vessel and USS Luce (DLG-7) a US Navy Guided Missile Destroyer. I still have the Zippo lighter liberated from one of the crew of the Luce during a drinking session with them in the Two Seas Club in Jufair.

We had two middies on the Burnaston and they were a source of endless amusement. When a man overboard evolution went bad for one of them they were informed by the crew just to stop the ship and we'll swim back to it. The text of their morning morse biffer delivered by our bunting tosser with his Aldis lamp was taken from books in the mess library using the racier passages as the message. Happy days!

### **From: Cyril Latimer**

Just a thought on recent news of a crew member or members of the Carrier, USS Abraham Lincoln jumping overboard, I recall a similar event at Portland, back in October 1958 while doing RNR sea-training on the Frigate, HMS Teazer. Some despairing crew member of the Cruiser HMS Tiger leapt overboard and attempted to swim ashore. The story was that when he was picked up before achieving his goal, he was singing the Elvis Presley song, "I don't want to be a Tiger, Tigers play too rough...."

## Photos of HMS Jackton /HMAS Teal Museum





**Sam Cook's Tons at Vernon Creek**