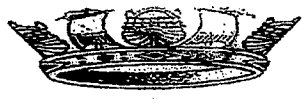
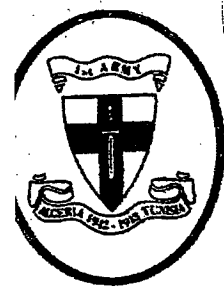
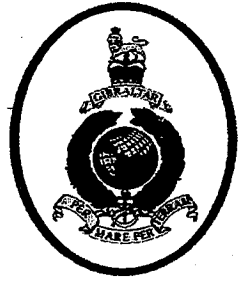
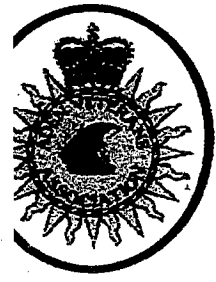
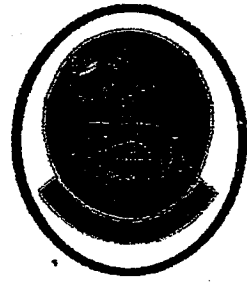
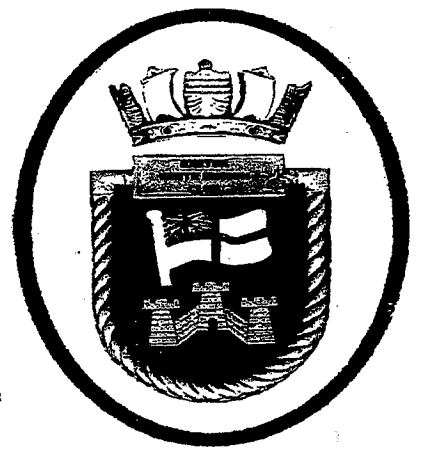


EXETER WHITE ENSIGN CLUB



THE QUEEN
GOD BLESS HER



NEWSLETTER

DATE....APRIL....2013.



A MATELOT'S FAREWELL TO HIS TOT

You soothed my nerves and warmed my limbs
And cheered my dismal heart,
Procured my wants, obliged my whims -
And now its time to part.
'Mid endless perils of the deep
And miseries untold
You summoned sweet forgetful sleep,
Cocooned me from the cold.

Ten years ago, the "pound o' leaf",
That cast its fragrant spell
About the ship, expired in grief
And sadness of farewell.
Though guests might find the pantry bare,
Whene'er they chose to come
Your hospitality was there:
~~A lot of rum was there.~~

Two hundred years and more you filled
The storm-tossed sailor's need.
Now you've been killed by spite distilled
From jealousy and greed,
And petty clerks with scrawny necks
Who never saw a wave,
Nor felt the spray nor heaving decks,
Consign you to your grave.

Alas! However I protest
To save myself from hurt,
They tell me that it's for the best -
To keep us all alert.
And so the time has come, old friend,
To take the final sup.
Our tears are shed. This is the end.
Goodbye, and bottoms up!

P.W.

TON CLASS SHIPS - THUMBNAIL HISTORIES

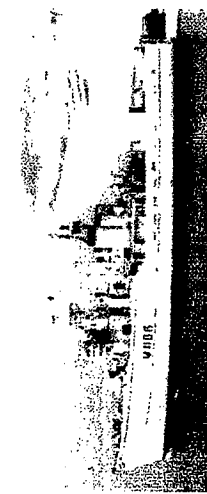
HMS TARLTON, M1186

Outline of Operational Career:

14-24 Mar 56 Passage to Malta to join 108th MSS.
 1 May-14 Jun 56 First Cyprus Patrol (42 days).
 30 Jun-11 Jul 56 Passage to UK.

Significant Events:

21-23 Mar 56 Met severe gale (Force 9 gusting 11) off Cape Bon. Sheltered in Tunis Bay.
 July 1956 Paid Off to Reserve.

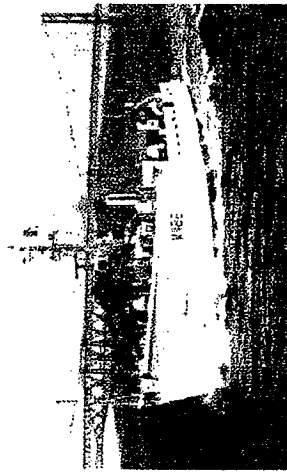


Laid Down: 31 December 1953.
Completed: 14 December 1955.
Built By: JS Doig (Grimsby) Ltd.
Time to Build: 24 months.
Commissioned: 8 March 1956 at Hythe
Years Fully Operational: 4 months.
Disposal: To Argentina as ARA RIO NEGRO in 67

HMS WALKERTON, M1188

Outline of Operational Career:

3-27 Mar 58 Passage to Malta. Joined 104th MSS as SO.
 30 Apr-11 Jun First Cyprus Patrol (40 days).
 13 Aug-8 Oct Deployment to Aqaba & Aden.
 Dec 58-Jan 59 Second Cyprus Patrol (40 days).
 20 Apr-23 May Third Cyprus Patrol (34 days).
 1-21 Aug 59 Fourth Cyprus Patrol (22 days).
 6-13 Oct 59 Fifth Cyprus Patrol (8 days) then both engines u/s.
 Oct 59 Transferred to 108th MSS as SC
 2 Nov-3 Dec Sixth Cyprus Patrol (31 days).
 1960 Exercises & visits in the Med.
 3 Jul-1 Dec 61 Deployed to Aden, Bahrain, Kuv
 1 Oct 62 108th MSS renumbered 7th MSS.
 28 May-15 Jun 67 War.
 31 Mar 69 Last RN ship to leave Malta.
 4 Apr 69 Paid off to Reserve at Gibraltar.
 1 Jul 70 Dartmouth Training Ship.
 1970-79 Day running for BRNC training.
 26 Jun 77 Attended Silver Jubilee Review.
 Jun 79-Oct 80 Major Refit at Rosyth.
 22 Jul 85 Paid Off.
 11 Oct 80 Commissioned Rosyth for FPS.



Laid Down: 4 July 1955.
Completed: 10 January 1958.
Built By: JI Thornycroft, Southampton.
Time to Build: 30 months.
Commissioned: 24 Feb 58, at Hythe.
Years Fully Operational: 26.
Disposal: 20 Dec 1990, sold to Ogdens of Middlesbrough for b/u.
 27 Mar 79 To RNR, North West Group.

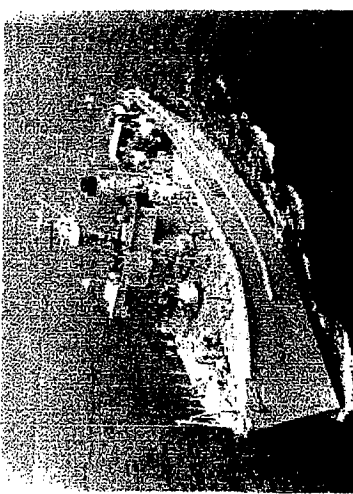
Significant Events:

28/29 Jan 59 Encountered severe gale north of Crete. 50° roll. Both engines u/s by arrival at Malta.
 26 Apr 60 Escorted H-RH Prince Philip during visit to Malta.
 22-27 Jul 61 First visit of a Ton Class to Bahrain (later 9 MSS base).
 26 Aug 61 Hit a huge shark in Red Sea - underwater damage.
 16-20 Jan 68 Rendered assistance after earthquake in W Sicily.
 11 Nov 80 Collision with BRERETON during RAS - stern damage.
 17 Dec 81 Collision with LEEDS CASTLE - bow damage.
 13 Apr 82 Salvage of French FV Le Croise off Isle of Man.
 24 Nov 83 Salvage of German MV Jans Peter off Humber.

HMS UPTON, M1187

Outline of Operational Career:

16 Aug 56 Joined 105th MSS at Harwich.
 23 Aug-7 Sep Escorted inshore sweepers to Malta
 31 Oct-12 Nov Part of MUSKETEER m/s Force.
 7-17 Dec 56 Passage to UK, then to Reserve.
 8 Nov 57 To 100th MSS at VERNON.
 15-26 Sep 58 To Malta with 100th MSS for Cyprus
 1-11 Dec 58 Passage to UK.
 1 Jun 59 100 MSS to P. Edgar from VERNON.
 20 Feb 65 2nd MSS paid off to man 11th MSS ships at S'pore for confrontation.
 3 Sep 65 To 5th MSS based at VERNON.
 5 Jan 66 To new 1st MCMS at Port Edgar.
 18 Feb 72 To new 2nd MCMS at VERNON.
 5 Sep 73 Rejoined 1st MCMS at P. Edgar.
 Jan-Apr 74 Attached to STANAVFORCHAN.
 27 Feb 75 To FPS based Port Edgar.
 19 Sep 75 To 10th MCMS as NORTHUMBRIA
 Apr 76-Mar 77 Extended Refit at Gibraltar.
 22 Apr 77 To SW Group RNR at Bristol.
 5 Nov 78 To NE Group RNR based Dundee.
 20 Aug 80 To 1st MCMS based Rosyth.
 1 Jan 84 To new 3rd MCMS based Rosyth.
 30 Mar 84 To FPS based Rosyth.
 1984-1990 FP Patrols in UK waters.
 21 Sep 1990 Paid Off.



Laid Down: 1 May 1955.
Completed: 25 July 1956.
Built By: JI Thornycroft & Co, Southampton.
Time to Build: 15 months.
Commissioned: Aug 56 for 105th MSS based at Harwich.
Years Fully Operational: 33.
Disposal: 21 Oct 1991, sold to Brugse Scheepssloperij for b/u.

Significant Events: 13-16 Nov 56 Both main engines failed. Towed from Port Said to Malta.
 1-30 May 68 Took part in Op NEW BROOM based at Den Helder.
 Oct-Dec 68 & 70 Took part in 'Meet the Navy' cruises round the UK.
 Sep 69 Assisted shipping in Gothenburg during a severe gale.
 30 Jun 75 Assisted in fighting fire in FV Braccodene.
 24 Jun 77 Attended Jubilee Review at Spithead.
 Apr-Aug 82 Crew manned HMS CORDELLA in Sth Atlantic.
 4 & 5 Dec 88 Assisted MV Bowsprit. 4 C-in-C's Commendations.
 1981 7 GRENADA Patrols (84 days).

HMS WASPERTON, M1189/P1089

Outline of Operational Career:

30 Apr 58 Joined FPS at Port Edgar.
 1958-71 Fishery Patrols, exercises, port visit
 Jan-Apr 72 Passage to Hong Kong round Afric.
 28 Apr 72 Joined 6th Patrol Craft Sqdn at HK.
 1972-84 Local Patrols, exercises, port visits in the South China Sea.
 1 Jun 73 6th PCS renamed Hong Kong Sqdr
 19 Nov 84 Paid Off.



Laid Down: 21 June 1954.
Completed: 19 July 1957.
Built By: White's Shipyard, Southampton.
Time to Build: 37 months.
Commissioned: 10 Apr 1958 for FPS.
Years Fully Operational: 25.
Disposal: 1985, sold to Pounds of Portsmouth For local disposal in Hong Kong.

Significant Events:

26 Sep 61 Visited St Kilda with GOC Scotland embarked.
 1967 5 successful arrests for fishery infringements.
 1968 4 successful arrests for fishery infringements.

Handwritten signature and number 535

Trenches



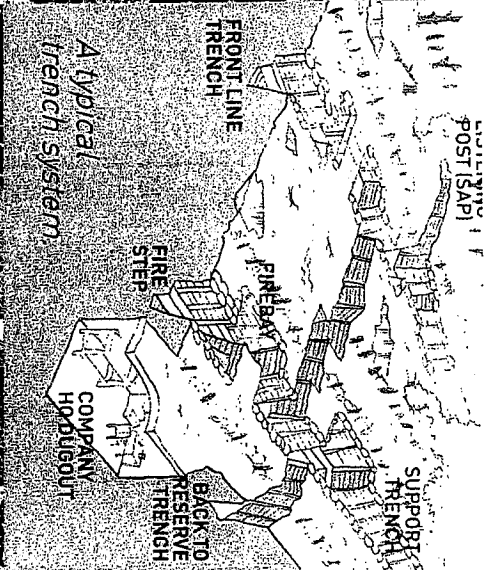
Men of the Border Regiment resting in shallow arched dugouts near Thiepval Wood, August 1916.

©IWM Q 090872

The Somme campaign came to symbolise the futility of trench warfare, of young men 'going over the top' into a hail of gunfire.

When the battle began in July the weather was dry, but in October torrential rain fell, turning not just the battlefield into a quagmire but the trenches too. Life became even more uncomfortable. A long way from home, food parcels and letters kept the men going.

The typical trench had wooden duckboards laid over the floor and was 12 feet deep, dug in a zigzagging or stepped pattern so a soldier could never see more than 10 yards. This also meant that if enemy soldiers gained access at one point they couldn't take over the whole trench. Similarly, if a bomb landed in the trench the blast could not travel far.



A typical trench system.



©IWM Q 090155

The soldiers shared their quarters with unwelcome lice and rats. But dogs who followed their masters to war and ran freely through No Man's Land, kittens and goats brought some lighter-hearted moments and were adopted as mascots. Mice and canaries sniffed out gas and helped the Sappers digging tunnels, while glow-worms gave enough light to read maps and messages, the latter often brought by pigeons.



©IWM E_AUS_000572

Above: Men resting in sleeping shelters dug into the side of a trench near Contalmaison.
Left: An Australian officer wading through the mud, Gird Trench, Gueudecourt.

On the first morning of the Somme campaign, the Army suffered over 35,000 wounded. Many had arms, legs or even parts of their face blown off and the field hospitals had to perform many amputations. By the end of World War I there was a total of 250,000 wounded soldiers who had suffered full or partial amputation.

There were 15 casualty clearing stations with 170 Medical Officers, 137 Nursing Sisters and about 1,900 other ranks. During the first week of fighting each station treated on average 400 cases per day, and individually each MO treated 35 men.

Soldiers also had to contend with the infamous trench foot, boils and constipation due to poor diet, measles, TB and trench fever. In the early days of the war shell shock was little understood and sufferers received little or no empathy.

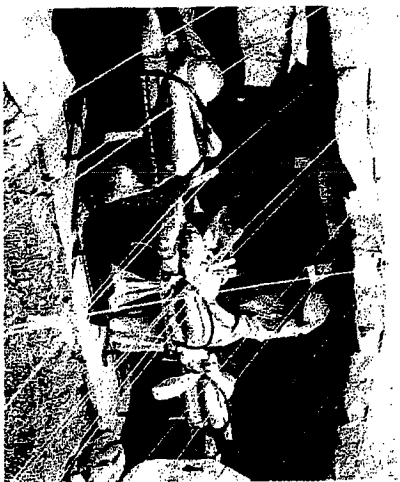
An increasingly severe shortage of medical staff led to female doctors working in base hospitals and a few were seconded to field hospitals.

Sister 'Kitty' Card, from Tunbridge Wells, joined the Red Cross as a nurse. This is an extract from her diary: 1st August 1916 'On night duty tonight in the lines, many very ill, the whole night spent trying to ease their pains, two died within 10 minutes of one another, oh! It is sad'.



Below left: A doctor and nurse tending to patients in a tented ward of a Casualty Clearing Station near Vaux, France, August 1916.

Below: A dressing station set up near Fricou during the Battle of Pozieres Ridge, August

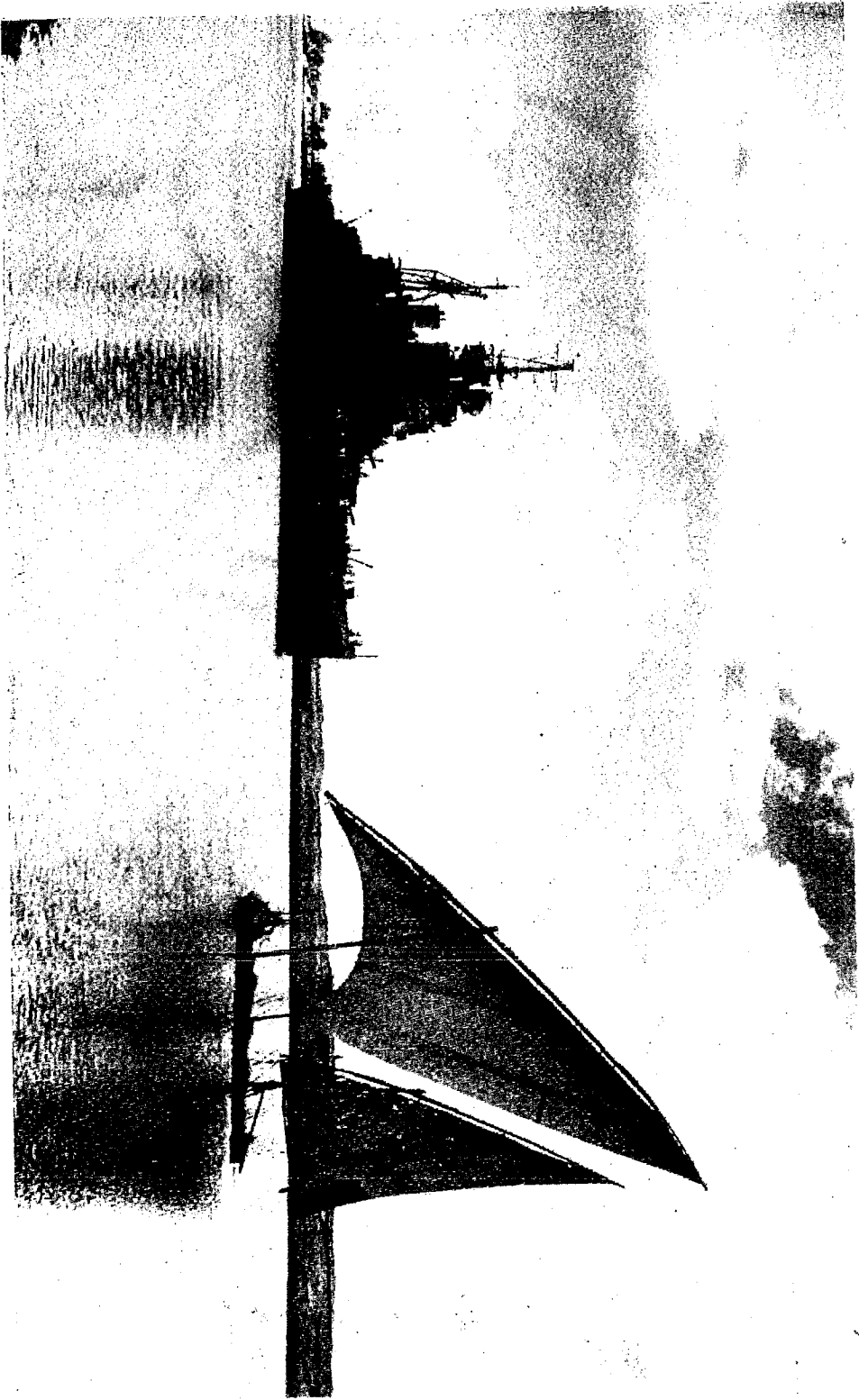


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at Coulson 535



THE OLD AND THE NEW: H.M.S. HOWE PASSING THROUGH THE SUEZ CANAL

SPRING 1944

Mr ~~James~~ R. A. Spearing
Halfway Orchard
Totnes Road
ROW PAVCANTINI

BEFORE 6 BEERS



(By Rick)

AFTER 6 BEERS

responded that $1/2$ was larger than $1/4$ and he said, 'NOOO, it's not. Four is larger than two.'

We haven't used Garador repair since. Happened in Bromley, Kent UK

IDIOT SIGHTING 3

I live in a semi rural area. We recently had a new neighbour call the Highways Department to request the removal of the DEER CROSSING sign on our road. The reason: 'Too many deer are being hit by cars out here! I don't think this is a good place for them to be crossing anymore.'

Story from Crayford, Kent, UK

IDIOT SIGHTING 4

My daughter went to a local Kentucky Fried and ordered a Mexican taco. She asked the person behind the counter for 'minimum lettuce.' He said he was sorry, but they only had iceberg lettuce.

From Gillingham Kent, UK.

IDIOT SIGHTING 5

I was at the airport, checking in at the gate when an Irish airport employee asked, 'Has anyone put anything in your baggage without your knowledge?'

To which I replied, 'If it was without my knowledge, how would I know?'

He smiled knowingly and nodded, 'That's why we ask.'

Happened Luton Airport UK

From: "D J W Headon " <wreford.headon@btinternet.com>
To: "D J W Headon " <wreford.headon@btinternet.com>
Sent: 22 April 2011 18:06
Subject: England Today!

ENGLAND TODAY! and probably tomorrow and next Year!

Anyone noticed the locations for these incidents !!!...

IDIOT SIGHTING 1

My daughter and I went through the McDonalds take-away window and I gave the girl a £5 note. Our total was £4.20, so I also handed her a Twenty pence piece.

She said, 'you gave me too much money.'

I said, 'Yes I know, but this way you can just give me £1 back.'

She sighed and went to get the manager who asked me to repeat my request. I did so, and he handed me back the 20 pence and said 'We're sorry but they could not do that kind of thing.'

The girl then proceeded to give me back 80 pence in change..

Do not confuse the girls at MacD's.

IDIOT SIGHTING 2

We had to have the garage door repaired. The GARADOR repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a minute, and said that we had the largest one GARADOR made at that time, a 1/2 horsepower. He shook his head and said, 'Lady, you need a 1/4 horsepower.' I



COLOUR SERGEANT F DRURY

Fred POX114338, was born on 24 June 1924 and crossed the bar on 20 November 2012 aged 88 years. He served from 1942 - 1947 obtaining the rank of CSgt.

Fred was born in Abbey Street in Hull in 1924 - one of nine brothers and sisters - and at a time when the main employment was the Hull Ship Repair Yards.

In Fred's early years he attended Saint Mary's Roman Catholic School in Hull followed by Courtney Street School where it is clear that his schooling and education were extremely important as he was an extremely intelligent and gifted man who found it easy to learn languages, speaking Italian and Russian.

Fred left school as WW2 started and his first job was in the Hull Ship Repair Yard with his Dad. One of the first tasks Fred was to undertake and which was to affect him greatly and possibly steered the rest of his life was when he and his Dad were asked to go out from the Repair Yard to a damaged destroyer just outside Hull which had hit a mine and lost about everything forward of the bridge was damaged - but more importantly when Fred got there he found the ship was still covered with the bodies of dead Sailors who had been killed in the explosion. A few weeks later Fred left the Repair Yard to look for other work.

On a very much lighter note another significant occurrence in the Ship Yard was whilst Fred was with his Dad working on a gantry which was suspended on wires over the side of the ship when the Skipper of the ship came down a ladder onto the gantry to see what they were doing. This made the gantry quite dangerous. Fred's Dad chose to give the Skipper several words of advice and instructions to remove himself immediately from the gantry. Fred and his Dad were later to discover their horror that the Skipper they had just told off was actually Lord Louis Mountbatten.

Fred loved swimming and would even recall that he was amazed anyone could be allowed to join the Royal

Marines and not be able to swim - and spent a huge amount of time teaching those who couldn't. As a youngster he was taught to swim by a chap called Jackie Hale who went on to become an Olympic Swimming Champion - no surprise then that Fred went on himself to become an accomplished swimmer and often represented Yorkshire at water polo. He also dedicated part of his early life to playing his other love which was rugby for which he had a number of cups and trophies.

It was on leaving the repair yard that Fred met a chap called John Holmes - they were to go on to become close friends - so much so that in 1942 they joined the Royal Marines together and whilst Fred chose to be a 'Portsmouth' Marine and spend his 'Marine' career at sea - John became an Officer in the Land Army and was sadly killed leading his men into an action in Holland.

As a Royal Marine, Fred spent most of his time on Landing Craft - which in real terms wasn't a landing craft at all, but was converted and bristling with guns to become very much a gun support vessel for other Landing Craft. One particular landing craft which Fred served on was sunk off Sardinia in which he lost a number of his mates. A drawing of one of Fred's LCs was donated by Fred to the Exeter Branch RMA and sits with pride of place on the Branch wall in the Club. He also served with 43 Commando RM in Sicily, Salerno, Albania, Greece, and the south of France. He also operated with Tito's forces in Yugoslavia.

Fred's younger brother David (although only ever known as Tony) joined the Royal Marines, but had to be discharged shortly afterwards due to a training accident which resulted in the amputation of his arm. Fred's father-in-law also served in the Royal Marine Artillery as did his son-in-law who served between 1967 - 1989 (Alan Hardy PO25337A).

Fred's intention on leaving the Royal Marines was to return to his home in Hull to fulfil his desire to become a police officer. However - this was not to happen as he met and married a local Devon girl he would spend the next 50 years with - and whom he only ever referred to as 'my Gladys'.

Instead of returning to Hull, Fred took a 'temporary job' in Exeter with the Devon General Bus Company working first as a bus conductor then a driver before finishing his time in the office - this temporary job lasted him for over 40 years.

As years moved on Fred constantly insisted on stimulating his brain and as a result he became a 'Silver Suifer' at a

time when 35mm film photography changed to digital - he was once again able to follow his passion for photography. On his many holidays he would take hundreds of photographs and upload them on to his PC and share them with anyone he knew.

He was also a dab hand at really difficult crosswords and would have dictionaries and reference books by his side to help him crack the most difficult ones. His mental agility remained extremely important to Fred right to the end and even as his eyesight began to fail he would have his favourite crosswords enlarged to A3 size to ensure he could still complete them.

Fred loved Malta as he spent quite some time there during the war, before moving on to the neighbouring WW2 campaigns. Ultimately, many years later, he was able to re-visit Malta on a National Lottery funded trip aimed at helping old veterans with closure.

After leaving the Corps Fred continued with his large number of pastimes which included running a judo club, ballroom dancing, and playing darts. However, his biggest love by far was supporting the Exeter Branch of the RMA - something he did almost every Thursday and Friday and attending the many formal and informal Branch events.

His funeral on Monday 3 December at the Exeter and Devon Crematorium was attended by his comrades from the Exeter RMA, the Branch Standards, Bugler Tom Cartwright from CTCRM, and a huge number of his family and friends

AH



"together for mutual support"

