

# LAST OF THE WOODEN WALLS REPRINT

Edited by Rob Hoole

*“TONs had a well-deserved reputation for rolling, even on wet grass, but despite this and the privations of life in cramped conditions on board, the ships were very popular with all who served in them. Often unsung, certainly uncomfortable and sometimes in danger, the TONs went about their duties round the globe with the Royal Navy and in many other navies as well.”*

At the end of the Second World War it was generally accepted that the emphasis on mining had shifted from deeply laid moored mines to ground mines laid in the shallow approaches to ports and harbours. A design team was formed in Bath in 1947 and by 1949 had produced two designs of an advanced concept for inshore and coastal work.

The onset of the Korean War and discovery of new, highly sensitive, Russian magnetic mines accelerated production of the non-magnetic Coastal Minesweeper. The result was a very sturdy and flexible craft, with a double mahogany hull over an aluminium frame, with non-magnetic fittings, capable of undertaking ocean passages, and able to sweep both moored and ground mines.

TONs saw action at Suez (twice), Cyprus, in the confrontation with Indonesia, the Persian Gulf and in Northern Ireland. In addition to minesweeping and mine hunting, they carried out roles as diverse as patrol craft for fishery protection duties and to counter piracy, illegal immigration, and terrorist gun-runners. They acted as gun platforms and diving tenders and were the mainstay of the Royal Naval Reserve.

Published in association with the TON Class Association this superbly illustrated volume will appeal to a wide-ranging service audience, from the ex-National Service junior rate to the First Sea Lord. It will also be of interest to readers who may wish to learn more about such an important part of our proud post-war maritime heritage.

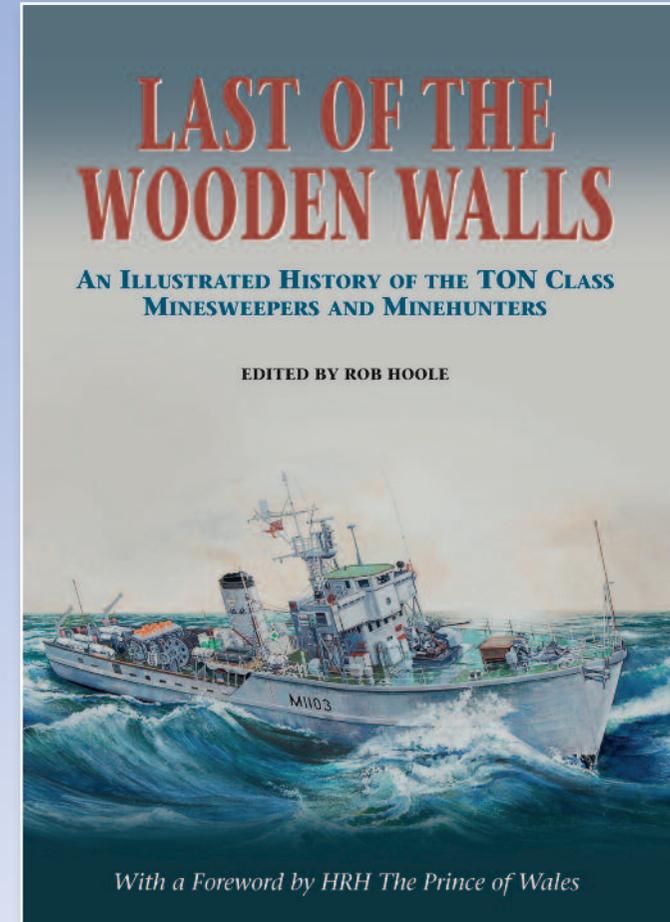
## ABOUT THE AUTHOR

Minewarfare & Clearance Diving Officer Rob Hoole's 32 years in the Royal Navy included service in HMS *Laleston* and HMS *Wilton*. He was also Staff Operations Officer of the Third MCM Squadron of TON Class minehunters based at Rosyth and the first Commanding Officer of HMS *Berkeley*, one of the Hunt Class vessels that replaced the TONs. The compilation of this book was a team effort and Rob is extremely grateful to his fellow members of the Editorial Panel for their tireless efforts and to all other TCA members whose support made it possible.

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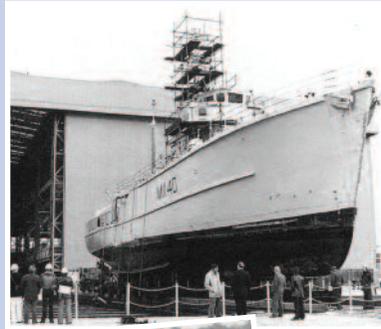
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Left: Sailors from GAVINTON in Cyprus

Below: GAVINTON on the synchrolift at HM Naval Base, Rosyth



Right: PICTON upriver approaching Kuching

Below: Streaming the Acoustic Hammer (AH) (Cdr Peter Wyatt RN)



**SYSTEMS AND EQUIPMENT**

**Deck and Rigging**  
The ship's deck is equipped with a variety of systems and equipment, including the Acoustic Hammer (AH) and other specialized machinery. The rigging is designed to support these heavy loads and ensure smooth operation.

**Acoustic Hammer (AH)**  
The Acoustic Hammer (AH) is a specialized piece of equipment used for underwater operations. It is mounted on the deck and is used to generate acoustic signals for various purposes.

**Projection Machinery**  
The ship is equipped with projection machinery, including the Acoustic Hammer (AH) and other specialized equipment. This machinery is used to project acoustic signals and is essential for the ship's operations.

**The Navigation System**  
The ship's navigation system is a complex of instruments and equipment that allows the crew to determine the ship's position and course. It includes a variety of sensors and processing units.

**Example of a double-page spread.**



Above: HMS ABDIEL alongside Suez Canal Company building at Port Said, Operation RHEOSTAT 1974

Below: HMS MULL OF KINTYRE with Seaward Defence Boats in the Far East

