



### EDITORIAL

On the 7th of this month 10 members and guests enjoyed a visit to Shoreham Fort when they were given a conducted tour of the Fort and its exhibits by Gary Bains the curator of the Fort. on completion of the visit members assembled for lunch at The Sussex Yacht Club. Our next event will, of course, be the Trafalgar night dinner which will take place on **SATURDAY 28th OCTOBER at the HOVE CLUB (1830 for 1900)**. The Principal guest will be **Rear Admiral James Parkin CBE**. Admiral Parkin is currently Assistant Chief of Staff for Joint Plans as well as Controller of the Navy. Details of booking for this event are attached.



I would like to draw members attention to the procedure of booking and paying for events. Our Secretary Ray Wright sends out the calling notices which I attach to the Newsletter and thereafter all correspondence relating to the event **MUST** be directed to Ray. I have no further part in this. There have been several occasions, in the not too distant past, when I have had to field returns and this has resulted in confusion, especially when deadlines are close.

### OBITUARY

#### COMMANDER NEVILLE DUTTON RD\* RNR

Neville Dutton joined the RNR in February 1965 as a Sub-Lieutenant in the Supply Branch having served as a Cadet in several ships in the Royal Navy. After transferring to HMS SUSSEX, he continued as a Supply Officer, and was promoted to Lieutenant in 1968, then transferred to the Naval Control of Shipping (NCS) branch in 1976. He was promoted to Lieutenant Commander in 1976 and to Commander in 1981.



In November 1982 he moved from the NCS Branch to becoming part of the command of Sussex Division, serving as XO until 1985, then as CO until 1989. This could have been a challenging appointment for Neville as it had been the usual practice to appoint a Seaman Officer in command of a Division whose primary purpose was to act as a Sea Training Centre, but he responded to the demands with commitment and dedication, winning the loyalty and affection of everyone, especially as his wife, Susan, was very ill throughout his period in command. Neville also continued his work in the NCS Department, serving in exercises at Milford Haven, Muscat and Hong Kong. He retired from the RNR in February 1989, having been awarded the Reserve Decoration and Clasp as fitting recognition of his many years of service.

In civilian life Neville worked as a graphic designer, teaching at Northbrook College in Worthing for many years. His artistic talents were fully displayed in his many paintings and drawings on naval subjects. His work was exhibited in London and sold by well-known auction houses, and two of his paintings showing HMS WAST-WATER were used as illustrations for the book, **Signalman Jones**, (by Tim Parker) the biography of Geoffrey Holder-Jones, a member of SANO who served throughout the Second World War on armed escort trawlers, including command of the ship of that name.



*Painting: Admiral Lord Nelson re-joining HMS VICTORY for the last time at Portsmouth on 14th September 1805 'Joining Victory' by Neville Dutton 2015*

After Neville retired from the RNR, he met Margaret again (they had known each other many years previously) and they married and had a blissfully happy life, first in Loxwood (although he did get very annoyed about the aircraft on the Gatwick flight path!) then in Shalford.

Neville was a fine friend and a model Naval Officer; he was kind, generous and loyal. The world is a poorer place without him, and everyone in SANO sends their condolences to Margaret, Georgina and all his family and friends.

Ian Wright

## PROGRAMME OF EVENTS

DATE	TIME	EVENT	VENUE	SPEAKER	TOPIC
Sat 28th October	1830	Trafalgar Night Dinner	Hove Club	RA James Parkin CBE	
Sat 25 <sup>th</sup> November	1100	Lecture/ Lunch	Hove Club	Bill Paterson	MET Police/FCO

## TAILPIECE

Remember those nav. course problems, which involved working out the depth of water in a certain place at a certain time? Here's one for you to ponder on.

*“On 29th August 1782 HMS ROYAL GEORGE was anchored at Spithead loading provisions through the lower gun ports. According to the author of a book on ‘naval blunders’, this was the fault of the Captain for allowing loading through the lower gun ports to continue on a rising tide”.*

Right or wrong? Try it on your grandchildren but you can provide the prizes!  
Best wishes, Bob