

Tony Dyer

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I was born on 11th March 1943 in the Victoria Nursing Home in Plymouth, Devon and my home for the first 16 years of my life was in the Peverell district of the city, where I lived with my mother and father. My birth date was two years before the end of World War II and my home city was being heavily and randomly bombed by the German Luftwaffe at the time – miraculously, although several houses in my area of the city were destroyed, my home survived, and so did my family. I had a half brother Trevor and a half sister Joyce, but both died in 2012. My Father John Henry Dyer was a garage proprietor but worked in the Royal Navy Dockyard during the war years, and my mother Margaret Sarah Dyer an interpreter for the deaf and dumb.

I went to school from the age of 4 at the Busy Bee Nursery School at Mannamead in Plymouth. From the ages of 5 – 11 I attended the Hyde Park Junior School at Mutley, Plymouth, and on passing the 11+ examination attended the Plymouth Public Secondary School for Boys in Cobourg Street, until the age of 16. I am still friends with some of my fellow pupils from both Junior and Senior Schools.



Plymouth Public Secondary School



Hyde Park Junior School, Plymouth

On 14th September 1959 at the age of 16 I joined the Royal Navy at HMS Fisgard, Torpoint, Cornwall as an Engine Room Artificer Apprentice. I later transferred to HMS Caledonia in Rosyth, Scotland to complete my naval training. Then followed a number of naval appointments:

1963 – 1963 HMS Wizard (Type 15 Frigate)
1963 – 1965 HMS Eagle (Aircraft Carrier)
1965 – 1967 HMS Pellew (Type 12 Frigate)
1967 – 1967 HMS Osprey (Portland Ship Maintenance Base)
1967 – 1969 HMS Hecate (Ocean Survey Ship)
1969 – 1971 HMS Tamar (Hong Kong Shore Base)
1971 – 1971 HMS President (Royal Naval College Greenwich (Officer training))
1971 – 1972 HMS Thunderer (Naval Engineering College)
1972 – 1974 HMS Ark Royal (Aircraft Carrier)
1974 – 1977 HMS Mermaid (Frigate)
1977 – 1979 HMS Pembroke (Chatham Ship Maintenance Base)
1979 – 1982 (HMS Rhyl (Type 12 Frigate)
1982 – 1983 HMS Nelson (Naval Dockyard, Portsmouth)
1983 – 1983 HMS Keren (Ro-Ro Ferry)
1983 – 1986 HMS Nelson (Naval Dockyard, Portsmouth)
1986 – 1989 HMS Cardiff (Type 42 destroyer)
1989 – 1990 HMS Sultan (Gosport Shore Base)
1990 – 1991 HMS Centurion (Naval Personnel Drafting Division)
1991 – 1993 HMS Southampton (Type 42 Destroyer)
1993 – 1995 Ministry of Defence Procurement Executive, Bath

During my 36 years serving in the Royal Navy I was promoted through the ranks to Commander Royal Navy. I value regular reunions with both former ratings and officers who joined, trained and served with me over my many years of dedicated service to the Crown. Notable achievements whilst in the navy were being appointed as the Commanding Officer and Captain of HMS Southampton, being a Rear Commodore in the

Royal Naval Sailing Association, achieving the rank of Commander against considerable competition, something only 1% of those who joined with him attained. At that time Commander was the ceiling in my list of Royal Navy officers, so it was impossible to go further. I also took pride being the President of the Special Duties Commanders' Association for over 20 years.

On resignation from the Royal Navy in October 1995 I first worked for a London based company, Serco Ltd, a task management company, as a Business Development Manager. Later I resigned from Serco Ltd and took a job with a Manchester based company, Cussons Technology Ltd as the Marine Division Director. During the full period 1995 until 2004 I also worked as a self employed Marine Consultant and travelled the world in that capacity.

I have always travelled widely in the world, both whilst in the Royal Navy and afterwards as a civilian businessman. During my naval career my ships took me to the western Atlantic for much of the time in the United States and Caribbean islands, to South America, to the Baltic, The Mediterranean, to western Africa, and the Middle and Far East including the Gulf States, Indonesia, Singapore, Hong Kong, Thailand, Japan and the Philippines. As a businessman, I travelled to do business with my clients in China and India on several occasions, to Poland, Germany, Belgium and France in Europe and to Canada and the United States. As a tourist I also found myself in faraway places, spending my second honeymoon in Mauritius in the Indian Ocean, and vacationing in the United States and Australia on several occasions.

My homes have been in Plymouth (Peverell, Tamerton, Crownhill and Plympton), Wyke Regis (Dorset), Herne Bay and Deal in Kent, and in the Portsmouth area (Cosham/Drayton, Emsworth and Cosham/Norharbour). Overseas I lived in Singapore and Hong Kong, each for 1 year.

I have been married twice (Gillian and Sue) and have two children (Anne & Ian), two grandchildren (Jessica and Katie) and two great grandchildren (Max & Ellis).

I purchased *Tradewinds of Emsworth I (TW1)*, a Moody 28 Yacht in 1996, and sailed mainly the south coast of England, including trips across the English Channel to France and the Channel Islands.

In 1999 I purchased *Tradewinds of Emsworth II (TW2)*, a Moody 35 Yacht. Initially I sailed the south coast of England and channel destinations, but in 2004 embarked on a long voyage to the Mediterranean via the rivers and canals of France. In the years following I have sailed the Mediterranean coastal waters of France, Spain, The Balearic Islands, Italy, Croatia and Greece.

In 2001 I also purchased *Tradewinds of Emsworth III (TW3)*, a Beneteau 40 yacht, which I had delivered to the British Virgin Islands in the Caribbean. In the years that followed I sailed to most islands of the Leeward and Windward Antilles as far south as Grenada. I sold this boat in 2017.

Until 2017 when TW3 was sold, I lived aboard TW2 during the summer months in the Mediterranean and aboard TW3 during winter months in the Caribbean. For many years during the autumn of each year I usually travelled to North America to visit friends. Since the autumn of 2016 I started spending my time in Europe (mainly Spain) For a few weeks in the spring I visit family and friends in the UK, travelling the length and breadth of the country to keep in touch and to renew relationships and friendships that would otherwise lapse.

Over the years I has enjoyed participating in several sports, including basketball, rowing, tennis, windsurfing, dinghy sailing and yachting. I also enjoy occasional visits to the gym, mainly during visits to the United States and on the publis beachfront equipment provided in many Spanish destinations.

From an early age I was passionate about cars, and changed my first engine when just 17 years of age. I passed the UK Driving Test also when 17, having bought my first car, a 1938 Morris 8 convertible shortly before. Over the years I also owned two Ford Zephyr 4s, a Ford Cortina, a Morris 1100, two Mercedes, two Audis, a Singer Gazelle convertible, a Sumbeam Alpine sports convertible, a Rover 2000, a Triumph 2000, a Triumph 2.5pi, a Volvo 343, two Vauxhall Cavaliers, an Austin Healy Sprite, a Morris Minor, a Ford Anglia and an Austin Devon.

A special message to the readers of this page:

I hope that this page has been of interest - please realise that it fulfils my wish to develop the understanding of my family and friends so that they can see that my easily taken decision to leave home and join the Royal Navy at the tender age of 16 turned out to be one of the most significant decisions of my life. The decision to go to sea led to a lifetime of travel, and all the experiences and personal education that stemmed from the

opportunity to see so many different cultures and geographic locations. During my travels I have come across all sorts of people from every different class and background, rich and poor, and have learnt to understand, appreciate and recognise the great value attached to being born into western civilisation in a truly democratic country. Such good fortune at birth facilitated complete opportunity of choice, which resulted in a great life and personal success. If only all the people of the United Kingdom and wider first world countries realised how lucky they were to be born or been accepted into such a society where opportunity and freedom of choice is there for all to take. And, even if they do not have the ability or skill to succeed, because not everyone can, the welfare state will look after them and ensure that they will not live in such total poverty as I have seen in so many parts of the world.