



INDEFATIGABLE

OLD BOYS ASSOCIATION



2019 NEWSLETTER





INDEFATIGABLE OLD BOYS ASSOCIATION NEWSLETTER 2019

Greetings on behalf of the IOBA
Andrew, Steve, Tom, Richard, Ian & Tony



2019 Looking ahead to 2020, it is somewhat ironic that my message to you all last year focused heavily on change and whether we have learnt anything from the mistakes we have made along the way.

This year, I feel, will be no different as we embark upon significant changes both politically, commercially and even socially with potentially some interesting and even opportunist times ahead. What a way to end the year, did anyone foresee the landslide victory for the Conservative party in December? Once again, we face change and a period of uncertainty

before perhaps embarking on a period of stability before hopefully seeing a positive outcome for us all in the end.

I would like to take this opportunity to thank you all for allowing me the privilege of another term in office and for showing your trust and faith in my leadership. To represent your interests, I will always remain open to new ideas and once again in 2019 we have seen several changes proposed and acted upon by a committee of volunteers who work tirelessly behind the scenes to make our organisation a success. My thanks to you all for your dedication and commitment.

As I reflect upon another year as Indefatigable Old Boys Association Chairman I need to start at the beginning of 2019. I got a potentially challenging message in January from the Carreg Bran Hotel informing me that they were not able to accommodate us for our annual reunion dinner because they had previously booked a wedding reception and could not change this. A lot of emotion was exchanged during the next few weeks as I sought to understand where this had failed to be communicated with us and how we were to be compensated. This news was quickly spread to other members of the committee with the aim of finding us a suitable venue that would fit with our budget and still work

with the rest of the timetable for the weekend. I had several suggestions for alternatives but in the end, we felt that only one would be suited to all of us. Could I convince the Commandant at JSMTTC Indefatigable to let us use the school for our 2019 reunion dinner? Having, not dined in the school since 1985 I thought that the nostalgia of the moment would be quite fitting and simply asked the question. I got a very positive response, which then only left the catering to be established before going back to the committee and then the members with the arrangements. A few months of planning and organising were finally confirmed, and it had certainly been my hope that many who attended in 2019 would appreciate this special occasion as many of the other options would have proved a lot more costly and taken some serious logistical arranging. Given that we once again had military guests joining us from JSMTTC it was felt that a formal top table would work well albeit a little cramped in the small dining area that we were to use. Traditionally the guests are served first, but I was reminded by the Commandant of his regimental tradition in which all the men were served before the officers so thought that this too would be observed. Having port on the table and toasting the Queen was also something traditional so again thought that this would be appropriate for us also. Hindsight is a truly wonderful thing and, in my profession to knowingly accept risk is not always wise, therefore I take on board the feedback of those who thought that the formalities of the occasion were a little excessive and it is certainly hoped that future events will be a little less formal whilst still upholding our values and traditions.

I want to thank each one of you for making the evening a success and again for digging deep into your pockets to help raise such a staggering sum for our worthy causes.

The result of your generosity was never felt more then, when we made the trip north to present the agreed monetary value & Silver Cup to the most improved Sea Cadet Unit in 2019. A small number of us represented TS Indefatigable at the annual Sea Cadet Award ceremony in East Kilbride, but what a night that was. The gasp and sharp intake of breath from the assembled audience when we announced the sum of money donated reminded me of just how important a part we still play in the local communities. This truly was a moment of joy and such a rewarding experience that makes it all worthwhile. I trust that many of

you have had the opportunity to take a look at the pictures that have been posted on the website, as I am sure this is what Bill meant when he said to me that “being chairman is a rewarding experience”.

Whilst we bring hope and joy to many with our generosity there is also the other reflection from the year as we often have to say goodbye to those we have lost. I want to once again offer my thanks to those who made the trip to Exeter to pay our respects and pay tribute to one of our own who again was tragically taken from us so young. It is never easy to lose someone you love, but to know that they are never forgotten is made special for all who share in the unique values of what being part of the Indefatigable family brings. Thanks again to the current commandant, we now have a permanent reminder in the memorial garden at the old school as the old bench at the arboretum has been moved to the school and a new bench procured. My thanks to everyone involved who helped make this wish a reality.

A special thank you also to Mrs Diane Rotherforth who's original artwork has been put to such good use by our very own entrepreneurial shop keepers to create some stunning IOBA memorabilia and gifts. I take no credit for the Latte Mug idea but must admit they do make a fitting addition to the collection.

Another poignant reflection is that of the Merchant Navy Memorial Day especially if as in 2019 this falls on the same day as your wife's birthday. This was the second time I had attended the event and the first in which I had the honour of laying the wreath. A bitterly cold day did not dampen the reasons why we were there as once again we paid our respects to all of those who had given so much for the freedom and privilege we have today and continue to do so as modern merchant men.

On a personal note after almost 41 years at work I decided to retire in September 2019 to focus on the other passion in my life; Collecting British Stamps. Sadly, it did not last long as I was tempted back into industry by a Company based in Coventry with very strong manufacturing heritage and on December 9th embarked upon another challenging project. This will almost certainly be my last adventure in the workplace as I look to inspire positive change once again in the world of manufacturing and create another award-winning EHS Management system.

So, much to the delight of my good lady, the career as a stamp dealer will be put on hold for a while.

I often get a lot of interesting remarks when I mention “Stamps” but like any other antique art forms, these tiny insignificant pieces of paper not only have a place in our history but also act as source of investment to support my early retirement plans and securities for my family. I could go on about stamps and philately for a while so will pause there and leave you to guess the value of my collection. I will award a prize to the person who gets nearest to that value at our annual get together in June. – I will give you a clue - we are not talking in hundreds.

I hope to see as many of you as can make the 37th Reunion weekend 5th – 7th June 2020 as we once again share great memories and reflect on our traditions that have made us all everlasting “Inde” Boys

God bless

Andrew I. Butler

EDITOR'S NOTE

Firstly, I'd like to say that I hope you are all keeping well and safe through what will be a difficult period for all of us. The situation we find ourselves in is constantly changing, and the impact of the pandemic is being felt in almost every aspect of our lives.

The previous item, like many others in this newsletter, was written long before COVID-19 was declared a pandemic. This edition was always going to be delivered later than normal due to family commitments away from home (ie I was in France for two months!!) but events have delayed publication far more than was ever envisioned.

Lock-down is going to be tough for some but we were in effect on lock-down during our time at the old school so it's nothing new! Plans are already being made for the reunion in 2021, and if the situation improves we may hold an impromptu get-together later this year. And if you are stuck for something to do you could always write a piece for the next newsletter!

All the best

Tony Eastham

Newsletter Editor

ATLANTIC CROSSINGS

by Pat McNelis 57/58



December 10, 1958, I sailed from Liverpool on my first trip to sea on T&J Harrison's *Biographer*, all 6,922 tons of her. First day and night out were fine, but then we ran into a major North

Atlantic storm. A scheduled 14 day crossing to La Guiria, Venezuela took 21 Days. The storm became so intense we turned back twice and headed south towards the Azores to get out of the storm. After 10 days we were finally in calm waters. I was the junior seaman (Peggy) which entailed getting all the meals from the dumb-waiter, carrying the meals to the mess deck, and cleaning up afterwards. Easy enough job except that I was seasick for those 10 days. Accommodation was aft, and as the storm grew in strength lifelines were stretched from midships to the accommodations aft. Finally, as the storm worsened, we had to use the propeller shaft tunnel to get aft. A fine introduction to an Atlantic crossing. I once spent three days outside of New Orleans, whilst the Mardi Gras was taking place, on the *Biographer* in dense fog. We had no radar, so the captain dropped anchor and waited for the fog to lift. In hindsight, it had been a tumultuous trip, I believe it was not the fog, but the captains fear that he might never see some of his crew if he took the *Biographer* into New Orleans. I crossed the Atlantic, with Harrisons, a total of six times before I came ashore and began an apprenticeship as a Heating and Ventilating Pipefitter.

The next trip across the Atlantic was when I emigrated to Canada on board the *Empress of Canada* from Liverpool in 1968. Nothing memorable about the crossing except that we passed a massive iceberg. Obviously, my thoughts went back to the sinking of the *Titanic*. Other than two deck stewards thinking I was Alan Ball, the Everton and England World Cup winner – I was the same height and had red hair – the crossing was uneventful.

The next crossing was in April 2012 on the *Queen Mary 2* from Southampton to New York. My best friend from the *Inde*, Captain Sid Rawlings, Rodney number 67, 57/58, lived just outside of Southampton in Swanmore and we spent the night before we sailed with Sid and Jenny at their place. I told Sid that my goal was to get on the bridge of the *QM2*, and that I thought the best way was to seek out the deck officers to achieve my objective. But Sid said no, contact the pursers office, they are the ones that will get you on the bridge. With that in mind I approached a young lady on duty at the purser's counter and told her what I wanted to do. I informed her of Sid's theory regarding getting on the bridge, and what I thought was the best way. She laughed and said she was dating the third officer, to which I said, "I cannot lose". She then informed me that visits to the bridge were not allowed, and that I could observe the bridge from a viewing area behind the bridge. Second night out, the captain's



reception was held where passengers could have their photographs taken with captain Chris Wells. I decided that I would ask the captain himself if I could get on the bridge but he gave me the same response as the young lady at the purser's office. However, the next day there was a letter delivered to our cabin, from the captain's secretary, acknowledging my request, but informing me once again that visits to the bridge were not allowed. Fourth night out from Southampton my wife and I dined in the Todd English specialty restaurant, when near the end of our meal, the captain and the second captain sat at a table next to us. Under the pretext of asking the captain to thank his secretary for her letter, I approached the captain, and explained why I was interested in being allowed onto the bridge, and gave Captain Wells a brief history of my time at sea. Captain Wells had a great sense of humour, joking about how I would have been on the bridge, in my day, with my wellies and sou'wester on. Nevertheless, the following day there was a letter from the captain's secretary informing us that if we met her at 5:00pm, behind the bridge the next day, she would escort us on to the bridge.



What an experience, completely different to the bridges that I passed my steering certificate on. The steering wheel, which can be used in emergencies, is the size of a dinner plate. There is no

rudder, everything is controlled by joysticks that control the pods which drive the ship. The radar, charts, and range finders were amazing. I asked the third officer how far away an object on the horizon was. A few punches on a keyboard and the distance was shown. We spent 90 minutes on the bridge of the *QM2* with the third officer as a guide. An unforgettable crossing.

The second crossing on the *QM2* in July 2015 was uneventful, just a typical Atlantic crossing with moderate seas; another wonderful passage on an amazing Cunard liner. The third crossing in June 2017 was to be the most eventful. Very stormy seas, many passengers seasick. At the captain's reception on the second night out he referred to us as the survivors, the ones who had not succumbed to seasickness. I had by this time left all my seasickness days far behind. The storm increased in strength, and most of the outdoor areas were soon out of bounds. Probably the worse storm I had been in since my first trip to sea in 1958. However, the *QM2* is an ocean liner, 148,528 tons with stabilizers, whereas the *Biographer* was 6922 tons and no stabilizers. The stabilizers, and the design of the *QM2* reduced the rolling movement, but the pitching was still noticeable.

On May 28th, 2017 the 15th. edition of the Original Singlehanded Transatlantic Race (OSTAR), under the jurisdiction of the Royal Western Yacht Club of Plymouth, commenced, and on June 7, 2017, the *QM2* left Southampton for another transatlantic crossing. One of the yachts, the *Tamarind*, and the *QM2*, were destined to meet in mid Atlantic in dramatic circumstances. The Royal Western's website described the 2017 transatlantic race as being caught in a "*Perfect Storm*", 15 boats started, but only five finished. Three yachtsmen were picked up by the Canadian Coast Guard, some abandoned the race and limped into the nearest port, and the Mervyn Wheatley, skipper of the *Tamarind*, was rescued by the *QM2*. When we awoke that morning, Tuesday June 13th, we were informed that the *QM2* was diverting 200 miles off course to assist a distressed yachtsman. A



Canadian Coast Guard Hercules aircraft was circling above, and with the use of flares led the *QM2* to the *Tamarind*. This all happened around 10:00am so we were able to see the rescue unfold. The *QM2* positioned itself to protect the *Tamarind* from the wind, then an inflatable rescue craft was launched manned by an officer and two seamen. The rescue took about 30 minutes from the time the *QM2* was in position till the yachtsman was on board. A fine display of seamanship.

That evening at a reception, I met with the officer who commanded the rescue craft and congratulated him on a job well

done. He was very modest and stated that it was a *QM2* team effort and not just him. However, when Mervyn Wheatley was introduced to passengers in the Royal Court theatre the following night to give his account of what happened, the loudest applause was for the officer and the two seaman who actually went out on those stormy seas to rescue him. If you go on the Royal Western website you will see that Mervyn Wheatley is listed as an entrant for the OSTAR race for 2020 in his new 40-foot yacht, the *Arethusa*.

The most recent crossing on the *QM2* was following the 2019 *Inde* reunion, leaving Southampton on June 23, 2019. The crossing itself was uneventful, the calmest seas I have ever seen on the North Atlantic. Two events took place that involved the *Queen Mary2* that made the crossing interesting. Prior to boarding the *QM2* the next day we were having a beer at the Dancing Man Brewery pub, which is located on Quay road close to the cruise terminals in Southampton. There we met a young man and his wife from Brisbane, Australia. He was a ships pilot in Australia and had on several occasions piloted the *QM2* into Brisbane. We had a very interesting conversation with them whilst sharing a couple of pints. Secondly, we met a couple from Liverpool on board the *QM2* on the second day out. The man informed us that his father had been part of the deck crew on the original *Queen Mary*, and as a tribute to his father, they were going to visit the *Queen Mary* in Long Beach, California as part of their American vacation. Amazing what you discover when you strike up a conversation with total strangers.

Though I left after a very short time at sea, I have never lost my love of the sea. I was born in West Donegal, Ireland, close to the fishing port of Burtonport, and many of my cousins still fish the North Atlantic. Most of my vacations revolve around coastal communities, whether it be England, Ireland, Europe, or here in Canada. That is why we have always returned to North America by sea when we can, just to be at sea, not cruising for one day between ports, but to face whatever the Atlantic throws at us.

ON THE ROCKS

by I.N. Deboy

HMS CONWAY began her life as HMS Nile, built to a design by Sir Robert Steppings. The ship was launched in 1839 as a 2nd rate man of war at Plymouth Dockyard but was never commissioned and was laid up as an unfinished hull. In 1852, the ship was docked and fitted with a steam engine and propeller and in 1854 the ship joined the fleet in the Gulf of Finland blockading the Russian Navy. After seeing service in the Crimea, Bermuda and the Caribbean, she was allocated on loan by the Admiralty to the Mercantile Marine Service Association as a training ship. After having her engine removed and other adaptations for her new duties, she was renamed HMS Conway in 1876 and was positioned in the river Mersey off Rock Ferry. She was the third ship to have performed this duty.

During the early years of World War II Liverpool and its docks suffered devastating air raids and the ship came close to being sunk by bombs several times. It was decided to relocate HMS Conway to the more peaceful Menai Strait. On May 21 1941, HMS Conway began her first journey for 65 years. A day later she was moored at Glyn Garth to the west of Bangor pier.

The ship's next journey came eight years later. The demand for officer cadets had risen so the Conway's Captain Goddard needed to find an onshore site to help accommodate extra cadets. The site of Plas Newydd was chosen because it had space for playing fields, buildings for classrooms and a small dock.

After a false start the day before, the ship was moved successfully on 13 April 1949, in spite of what was obviously a great risk. Conway remains by far the deepest ship ever to have passed through the Swellies. Her draft was 22 feet and the underwater clearances were marginal. The overhead clearance under Menai Suspension Bridge, was estimated to be three feet, all depending upon the actual height of the tide at the time of

passing through. "I was glad when it was accomplished," Captain Goddard wrote. It created a great deal of interest amongst the North Wales seafaring fraternity who had declared the undertaking to be a foolish one. With the aid of two tug, the ship was moved along the Strait and through the Swellies to Plas Newydd. Her transit of the Swellies took just 18 minutes.

Four years later in 1953, the ship needed to be refitted in Birkenhead. Local pilots Richard Jones and his son John advised Conway's commanding officer, Captain Eric Hewitt RNR, who agreed three tugs were needed but they were overruled by Conway's management committee who insisted upon only two tugs as per the 1949 move, despite the fact that a north-easterly transit was always going to be an uphill battle.

The theoretical tides in the strait are well known - a rising tide approaches from the south-west, causing the water in the strait to flow north-eastwards as the level rises. The tide also flows around Anglesey until, after a few hours, it starts to flow into the strait in a south-westerly direction from Beaumaris. By the time this happens the tidal flow from the Caernarfon end is weakening and the tide continues to rise in height but the direction of tidal flow is reversed. What is termed 'slack' in the Swellies is actually a brief period of uneasy equilibrium between two opposing flood streams which typically occurs 1 hour 42 minutes before local high water. Where the theoretical tides become undone is when the local weather conditions are applied. The streams in the Menai Strait are affected by winds and atmospheric pressure in the Irish Sea. With a strong north or north-westerly wind both the rate and duration of the southwest-going ebb are increased and may begin up to half an hour earlier.

Captain Hewitt had very carefully planned the passage of the Swellies and had planned to arrive at the Britannia bridge at 09:20, the theoretical start of the 'slack'. But despite his otherwise careful planning, he neglected to take into account the weather conditions on the day. At 0800 as the wind was being

recorded in Conway's logbook as northerly force 1–2, only 13 miles away off Point Lynas it was being recorded by the Liverpool pilot boat as north-westerly force 6 and at Bidston Observatory on the Wirral gusts up to Storm Force 10 were being recorded.

Conway left the mooring at 0822 with the tugs Dongarth forward and Minegarth aft and arrived at Britannia Bridge at 0850. Jones the pilot, who could see that there was a significant discrepancy developing between the theoretical and actual tides, naturally advised to “keep her going” with the last of the northeast tide behind her. Instead Captain Hewitt had the ship brought up for half an hour to wait until 0920. Conditions in the Irish Sea had caused current in the strait to turn from south-west to north-east much earlier and the anticipated ten minute slack water did not materialise; the ebb set in immediately the flood ended at 0920.

With the ship extremely sensitive to the adverse conditions, the pilot advised going back but Captain Hewitt insisted on sticking to the plan even though the ebb tide was already setting against him. At 0940 the forward tug Dongarth was towing at full speed against the tide but was making no progress. Eventually, Captain Hewitt ordered the stern tug slipped and sent forward to assist the head tug but the heavy towing cable which had been brought aboard through the gun ports and secured to the aft mast below decks could not be slipped. Officers and cadets eventually cut it with axes and it was a miracle that nobody was killed – as it was, a lot of damage was caused to the cabins during this action.

With the stern tug Minegarth now secured to the bow of Dongarth – a dangerous practice, Dongarth almost capsized – the pilots worked the ship across the tide and into the eddy near the Anglesey shore just west of the northern pier of the Suspension Bridge. They wanted to hold her there in the safety of this until the strength of the tide had abated but Captain Hewitt ordered that the ship be put back in the channel. Almost immediately she was caught by an eddy and with no means now of controlling her stern, this disastrous sheer concluded in the ship being driven

ashore over flat rocks (The Platters) near the bridge. Contrasting with the 18 minutes she had taken to complete the inbound transit, the outbound ship had been 1 hour 7 minutes covering the 1200 yards from Britannia Bridge where the pilot had advised going back.

With her bows firmly aground and her stern subjected to the falling tide, she became severely hogged. Her seams opened, her back broke and when the next tide arrived the stern failed to lift and the ship flooded freely. Two days after the grounding, in the evening of 16 April 1953, surveyors declared Conway a total constructive loss. The ship was not insured.



Indefatigable to the rescue – IOBA Bernard Lavery asks:

“Are there any Inde boys who were in the party of 12 cadets who secured H.M.S. Conway when she ran aground in the Menai Straits in 1953? We boarded the vessel using an old scaffolding plank and found a mooring rope that we pulled up the bank into the woods and secured it around 3 large trees. The ship

reminded me of the Mary Celeste story – every one of the crew had disappeared, leaving their meals still on the mess tables. Job well done Indefatigable!!” *(I’ll bet there was nothing left on the tables, or anywhere else – by the time the Inde Boys departed! – Editor)*

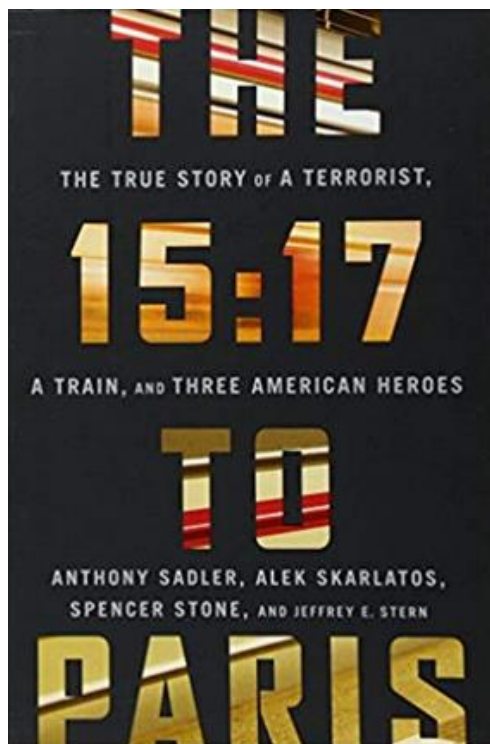


The hulk remained on the Platters for the next three years while the powers that be decided who was responsible for her. Conway school claimed that she was the property of the Admiralty. The Admiralty however would not accept

responsibility for a wreck that was not under their command when the journey started. *(Perhaps Conway school should have been charged with “Taking Without the Owners Consent?!! – Editor.)* Eventually, the Controller of Wrecks issued a contract to have her broken up in-situ and the bill was passed on to the poor tax-payer. But the story doesn’t end there, while she was being cut up, a contractor’s acetylene burner started a fire on board and the hulk burnt down to the waterline on 31 October 1956. The Controller of Wrecks judged that the contract had been fulfilled and paid the contractor in full – the equivalent of almost £800,000 in today’s money – a very expensive match! Nice work if you can get it!

But the most striking feature throughout this whole sorry event was that Conway’s management committee – whose actions in interfering with the day-to-day practicalities of the tow contributed directly to the grounding – simply walked away from it and continued to remain conspicuous by their absence. After all, it was central to their interests that many questions should remain unanswered!!

BOOK REVIEWS

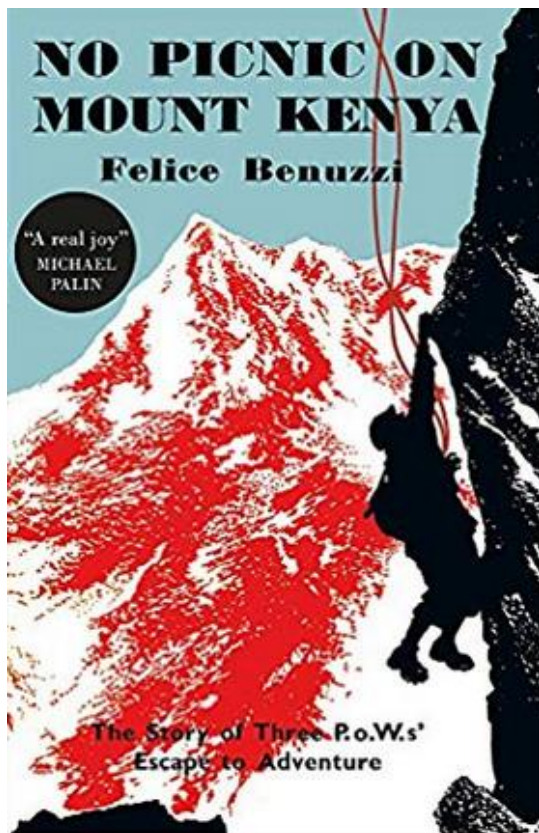


The 15:17 to Paris is an amazing true story of friendship and bravery, of near tragedy averted by three young men who found the heroic unity and strength inside themselves at the moment when they, and 500 other innocent travellers, needed it most. When I first saw this book I couldn't see how they could make 310 pages out of an incident that could only have lasted a matter of seconds ...

On August 21, 2015, Ayoub El-Khazzani boarded a train in Brussels, bound for Paris. He had an AK-47, a pistol, a box cutter, and enough ammunition to obliterate every passenger on board. Another major ISIS attack was about to begin. But

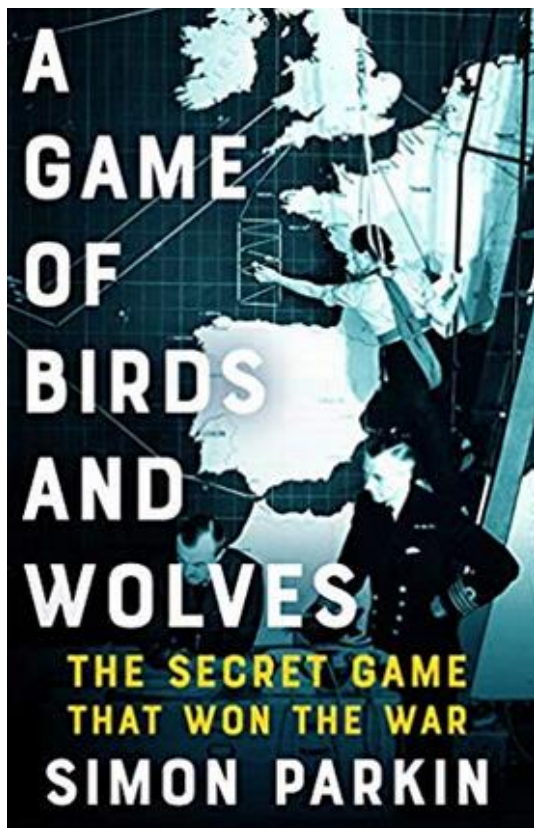
Khazzani wasn't expecting Anthony Sadler, Alek Skarlatos, and Spencer Stone. Contrary to the stories in the popular press at the time, none of the lads were US Marines, Stone was a martial arts enthusiast and airman first class in the US Air Force, Skarlatos was a member of the Oregon National Guard, and Sadler was a civilian. But their decision, to charge the gunman, and then overpower him depended on a lifetime of loyalty, support, and faith.

..... The book tells the story of how their friendship was forged as they came of age together in California: going to church, playing paintball, teaching each other to swear, and sticking together when they got in trouble at school. Years later, that friendship would give all of them the courage to stand in the path of one of the world's deadliest terrorist organizations.



An interesting Jailbreak yarn that doesn't involve Nazi's or plucky Brits! This is an amazing story about an Italian man, interned in a British POW camp during WW2, who decides to escape with the sole aim of climbing Mount Kenya which at over 17,000 ft., is a feat even the best equipped and prepared of climbers would find difficult. Benuzzi entered the Italian Colonial Service in 1938 and served in Italian-occupied Abyssinia (modern day Ethiopia) where he was captured by Allied forces when the country was liberated in 1941. He persuades two other inmates to join him and they break

out of the camp with equipment acquired and adapted from within the prison. Their only 'map' of the mountain was a sketch of it on the label of an OXO tin, they made crampons from old nails, rope from the sisal in their mattresses and food from their meagre rations. Not only do they have to contend with the mountain, they have to contend with the African wildlife too. And all because he loved the look of the mountain! Originally published in Italian as "*Fuga sul Kenya – 17 giorni di libertà*" [Escape on Kenya – 17 days of liberty] the English title comes from a quote by Vivienne de Watteville that "No expedition on the mountain was ever a picnic" about her 1929 visit to Mount Kenya. I won't spoil the book by telling you if they make the summit or not but after all this they then broke back in to captivity!!



By 1941, Winston Churchill had come to believe that the outcome of World War II rested on the battle for the Atlantic. On the top floor of a bomb-bruised HQ in Liverpool, the Western Approaches Tactical Unit – a group of unlikely heroes comprised of a retired naval captain and a clutch of brilliant young women, the youngest only seventeen years old – gather to form a secret strategy unit. Played on a linoleum floor divided into painted squares, it required model ships to be moved across a make-believe ocean in a manner

reminiscent of the childhood game, Battleship. Through play, the designers reveal the tactics behind the vicious success of the German U-boats and developed "Operation Raspberry," a counter-manoeuve that helped turn the tide of World War II. An Official Secret for 50 years, investigative journalist Simon Parkin brings these hidden figures into the light and shows the ingenuity, perseverance and dedication needed to defeat the Nazis in this gripping tale of war at sea. *A Game of Birds and Wolves* takes us from the sweltering fug of a U-boat as the German aces coordinate their wolfpack, to the tense atmosphere of the operation room as the British team plot battles at sea on the map. Slowly but surely the hunters became the hunted

With so much in the news about Corona Virus at the moment (and for the foreseeable future) we thought you might welcome a refreshing bit of good old

BREXIT!!

by Cynical Sid

31st Jan 2020, 23:05 GMT

Former European colony declares independence.

So to London, capital of what until a few moments ago was the European colony of Great Britain. At 11pm local time, this former coal and pop-music producer declared independence and shook off the manacles of frictionless free trade with its close neighbours. Many observers were concerned that triumphalist Brexiteers would attempt to perform the ritual bonging of the totemic local clock Big Ben, and thereby infuriate the vanquished subsidy-bloated Europhiles. But forecasts of violence were unfounded. To the untrained eye, the nationalistic fervour that has gripped Britain was a reaction to decades of London-centrism, nostalgia for Imperial weights and measures, and concern about Polish men in Everlast tracksuits poaching carp from their silted-up waterways.

After a night on the sparkling English pear wine, the insurgents appear to have gone back to ground while the outside world watches and wonders: what happens next? The dissidents' chief demand was to "take back control". While non-Brexiteers were too preoccupied with superfoods, Pilates timetables, and getting their kids into the right primary school to notice any lack of control, outsiders looked on awestruck as the Brexiteers managed to negotiate its return without one shot fired.

Linked to control has been sovereignty. Restored sovereignty will now be redistributed in the form of cashback. The European Super-state looks on with interest to see how the local yeomanry will respond; anecdotal reports suggest that some Leavers are living up to their name and taking theirs to Benidorm, but it

seems likely that most will keep it where it is safest: in a Slazenger hold-all under the bed. Boris Johnson has stepped into the power vacuum left by the 2016 insurrection. He has been flexing his diplomatic muscles by negotiating unrivalled post-Brexit trade deals. Emboldened, he has placed a defiant Union Jack in the centre of the trade negotiation roundabout. As of now, Britain can strike trade deals at will subject to Chinese approval.

The depleted but triumphant British trawlermen have made sure that the calamitous worldwide decline in fish stocks has been subordinated to their right to do the overfishing. In the coming months, as the despised colonialists are bussed out of the country past the M20 Lorry Park, the revolutionaries, from the ERG to UKIP, must come together and begin training the hundreds of thousands of care and medical workers who will soon be needed to fill the shortage in skills gap. They might also come up with a plan for the sheep farmers whose EU subsidies were the only thing between them and work as a barista; or indeed the Honda and Jaguar-Land Rover employees on shortened hours whose skills may just mean they now have to work behind enemy lines in the EU, to send us back the cars we need to keep our motorways jammed.

For the moment, calm prevails. While Britain continues to follow EU rules and will contribute to its budget for another year, the revolutionaries now feel free. Hence, while uncertainty still hangs in the air, the valour of the self-styled "Spartans" who engineered this David and Goliath victory can only be saluted. While the Europhiles were subsidising the poached-egg-and-avocado boom years, these soldiers of fortune inspired the nation's patriotic heart with references to Magna Carta, straight bananas and daily Bomber Command flypasts over primary schools.

As these Arthurian knights wake from their sleep of victory and check their smartphones to see if they are still in control, all they are going to need now is a Huawei charger.

INDEFATIGABLE CUP

by Steve Humphries

The winners of the 2018 Indefatigable Cup were T.S. Cunningham from East Kilbride in Lanarkshire. The cup and a cheque for £1100 were presented to the most improved Sea Cadet Unit by **IOBA Chairman Andrew Butler**. The IOBA were represented by: Tom Keyes 63/64, and Tony Eastham 75/76.

To quote the District Officer – *“East Kilbride are the little unit that does. If East Kilbride are aware of it then they are at it, if they can't do it yet they are working towards it.”* But rather than hear from the adults, lets give the Cadets themselves the chance to say what they think, in their own words:



“To me being a sea cadet makes me feel important. I like coming to cadets because I meet new people that I probably would never have met.” Alex

“Cadets is a place where we can be ourselves, it's a place of belonging. It gave me confidence to be me, it shaped me into who I am today. Everything I achieve and accomplish, somehow always links back to what happens at cadets. My friends are from school and my family is from cadets.” Mirren

“The sea cadets is my home away from home being here has helped in many ways it has given me courage and responsibility and friends being a sea cadet makes me feel important I really like going out on the loch.” Abigail

"To me cadets is a place where I learn valuable skills for the job that I have as well as for life but also a place where I can have fun and be myself with my friends." Ethan

"My favourite part is being on the water and gaining qualifications." Greg

"I enjoyed cadets because I made so many great friends and my confidence has sky rocket since I joined." Angus

Cadets have shaped me to who I am I can live life to the fullest I get to go to different places." Emma

East Kilbride is not an affluent area. T.S. Cunningham parade at the local TA Centre because they don't have a unit of their own. For the presentation night – which was very well attended – and for every parade night, they transform the TA drill hall with a portable ships mast, bunting, pennant and burgees. They erect displays and noticeboards and all of the other trappings required to create the illusion of a ship. And at the end of each night everything has to be put away again! Despite all this, T.S. Cunningham doesn't simply survive - it THRIVES!! IOBA members should be under no illusion; the monetary award has been very well earned ... and will be put to very good use.



SEA TIME

by John Bussell

From what I have been told by family, it was apparent from my early childhood, that I would want to go to sea. At that time, in the 50s and 60s, whatever your father did, you would follow in his footsteps. That was never going to happen, and my parents soon realised that my mind was made up.

So, throughout my early years in secondary school and a period in the Sea Cadets in Derby, TS Malaya, my focus was on going to sea. I think a lot of help was given to me through the school system, headmasters of my junior and senior schools helped, and I was given a choice of sea training schools to go to. At that time, my intention was to go into the Royal Navy, so looking through all the information of the sea training schools to attend, I plumped for the Indie. I think the term in this modern world, is a “no brainer”.

So, in 1964, I went for an eyesight test in Liverpool to see if I was suitable to go as a deck rating or catering. I passed, so a deck rating I would be. Then the papers arrived that I was to report the Seaman's Home, Canning Place, and Liverpool in May 1965. Leaving all my mates in my school was a wrench but I was excited to go and start my career. I travelled to Liverpool with my mother and brother and arrived at this imposing grey building, in my mind, resembling a prison. What a shock, as I am sure it was to the other “nozzers” who were also assembling in the home. I cannot really remember what happened during the rest of the day and night.

Next morning, the local boys arrived, and under the watchful eye of, I think Mr Snape and Bond, we got in a coach for the journey to the “Indie”. The roads were not as good as they are today, and it was a long journey, arriving at the school in the late afternoon. The welcome was again, not something I can really recall, except for the shouts from the residents, that we would regret it. I do not

think we were any different from any other intake; the priority was food on arrival. Not a lot was forthcoming.

We were assigned our divisions, I was assigned to Drake, and my dormitory for the first term was 19. I seem to recall that Vinnie Kearney was the leader of the dorm. Assigned to form 1A, which was a surprise as I was never an academic minded student. But obviously someone saw that I was clever, but just did not know it. (That may still be the case today?)

So, with mind set on going to sea, the learning process begins. I took to the practical side quickly, learning signals and ropework very quickly. I had already been playing drums before I arrived at the Indie, so I joined the band. Before I left, became the lead drummer.

Academically, was a mid-table student, maybe history being my best subject and maths way down the subject league. In term 3, those of us who wanted to enter the Royal Navy, were given information and shown a film on what training we would undergo when entering, I think it was Ganges. This information put me off entering the Royal Navy. When this was brought to the attention of Mr Wade, he was not too pleased. Neither were my parents. A suitable plan was made; I was to stay for another two terms, making a total of 5 terms, and leave in December 1966. If I was to take GCE's, I would have had to stay till summer 1967. This was not an option. Again, plans were made and I was to take 4 Royal Society of Arts exams, 2 in Arithmetic and 2 in English Language. (passed both Arithmetic and one English). So, I left Indie in December 1966 bound for Shell Tankers as a Deck Boy.

Life at the Indie: As many have written about this, I can only endorse what they have said. It was a hard time and massive eye opener to a life at sea. On balance, I think there were more good times than bad, as long as you toed the line and did not annoy the well-built lads. Tossing in blankets was common. I remember the morning routines, alternate days a dip in the pool or bog block. Cleaning school and then divisions after breakfast. School

was for the rest of the morning, lunch and mail delivery, Mr Bond's accuracy at flicking mail is well remembered clearly. Afternoons, school or seamanship. Dhobi once a week, remembered as being hilarious, flicking of towels etc. As always, constantly hungry and welcome food parcels from home were life savers. After the Duke of Edinburgh visit in 1964, the award scheme he set up was undertaken by some boys, I managed to attain Bronze award. The trip up Snowdon was done as part of this, a long hike, but a day away from school. Sailing in the new whaler was always good, but pulling the boats hard work. Taking the cutters out of the water was tough, but 140 lads and strong encouragement from the staff, made it happen. Sport was always a great diversion, which I liked, preferring sport to academics, so took to everything in the sport line. Swimming was my main sport, but I boxed at paperweight after Titch Harris left. Seem to remember the Sheer Legs rigging and the races between divisions. I am sure there are many that remember all these plus others that I have overlooked.



MV Hemicardium

After leaving, I think I had a week at home and then a telegram arrived for me to report to the Tilbury Dock office to join the "Hemicardium", I joined this ship with Trevor Wilcox, who also left the Inde at same time as me. So at least I knew someone. , and so commenced my seagoing career. I clearly remember the

Bosun, a small Scottish man, smaller than me and I was only 5'3", telling me to forget everything I had learned and that I would be shown how to do things the right way and more importantly, safely. Another important piece of information he passed on to me and I have used throughout my time at sea, was that every seafarer moans, and whilst he is moaning, he is happy. When he stops moaning, he is thinking and when he is thinking, he is dangerous. At 16, this went over my head and I thought he was crazy. Remember, this was the mid-60s. and we were rebels, rock music and flower power etc. The trip on the Hemicardium was a revelation, and I took to it like a duck to water. This first trip is still clear in my mind, all for £23/month and 2 and 3 an hour overtime. We went from Thameshaven on our trip, going to Rotterdam, Genoa, Pireaus, Houston, Cardon, Curacao, Cape Town, Jakarta, Singapore, Saigon, Singapore, Trinidad and back to Rotterdam, where I was signed off, I think 25th May 1967. What a voyage, all these exotic places, new foods, women and booze. I went home with a total of £64.

So, my 14 years with Shell commenced, and I was taught basic skills, tank cleaning bridge watch keeping, how to steer and stay safe. But it soon became apparent that I was a lot better than I thought I was. Shell spotted this, I thought I could shout and scream just as well as any other officer, so started my studies for my 2nd Mates certificate, still done under the feet and inches world. A setback, as it changed to metric and extra subjects added to the syllabus. But by 1974, I had my 2nd Mates certificate, after 4 attempts. By 1978, had my chief mate's certificate. At this time, I had the light bulb moment about what the bosun had told me on my first ship. Moaning is normal on board, food, overtime Captain hates us etc., but their minds are on the ship. It's when they stop moaning, for whatever reasons, that the problems start. When they are thinking, their minds wander and they may not be concentrating on their tasks, either their own job or working in a team. It is basically an accident waiting to happen.

It was soon apparent that I was getting bored with Shell, so I left and went to Royal Fleet Auxiliary, joining in April 1980 the Gold Rover. In 1981, started my Master's certificate which I gained in July 1982. Although the Falklands war was over, we went to Falklands in 1982 as support for the fleet, air force and troops stationed there. But again, as a Junior 2nd Mate with a Master's certificate, I was not going to advance far. It is likely I would have had a good career with them, but I am not one to sit on my laurels. Leaving RFA in 1984, went foreign flag with many different companies, gaining my first command in 1986, I had always wanted to be a Master before I was 40, so that was another achievement.



Gold Rover passing the 'Black Gold' to HMS Portland

In 1992, joined a chemical company based in Singapore, joining my first ship in early 1992. The type of ships they were operating suited me and I settled quickly, staying with them until 2002. During this period, I slowly progressed to working in the office in Singapore within the Safety and Quality section. Here we developed the ISM system for the ship, progressing to the ISO 9000 and 14000 standards. I found I took to auditing, so spent a lot of time visiting ships doing the Internal audits and attending ship vetting's. As I had already done my CDI accreditation and wanted to do ship inspections as a vetting inspector, I attended

the SIRE course and passed the exams for inspecting oil and chemical tankers.

It was clear within the company that there was not enough room for two full time persons on the quality department, so after setting up an association, I started working in the vetting world and again, took to this quite well. I branched out and set up my own company in Singapore in 2004, and this provided me with a suitable way of life for the next 10 years.

By 2014, living in Singapore was becoming too expensive and I decided to return to the UK to continue my inspections. As I had already set up a UK company, the transition was easy, but the moving expensive. It's amazing how much stuff you accumulate.

After arriving back in UK in 2015, went about getting contacts for inspections and settling into a small flat in London. Things went well until, early February 2016, was diagnosed with throat cancer. A total shock and turns your world upside down. Fortunately, it was a known cancer that was not caused by smoking, drinking or heredity based, but viral. Based on the hepatitis strains. Treatment started end February 2016 and complete April 2016. A few setbacks through this period but I was given the all clear July 2016 and have been in remission since then. So I was one of the lucky ones.

Since recovery, I have gone back to work, but given up SIRE inspections. I joined the Honourable Company of Master Mariners in 1999, and have become involved with the Company, joining the Technical Committee, mentoring a deck cadet, who has since gained their Class 2 certificate and will soon be doing Class 1. Became a Freeman and Liveryman of the City of London and am now attempting to become a Chartered Master.



Photo credit: Keith McCart

So, that's my life in a condensed version. It was wonderful to meet up with the old boys at the reunion in June 2018 and go to the school and reminisce. A good weekend!

COVID19 ... LATE NEWS

Steve Humphries

If, and it is a big 'IF', if the situation permits we will look at some sort of get-together at the National Memorial Arboretum later in 2020. There are no firm plans so I urge you to keep up-to-date via the web site or Facebook. For those without access to the internet please inform Tom Keyes by post and we will endeavour to notify you of any significant development.

<https://www.ts-indefatigable-oba.org/indefatigable-memorial-benches/>

THE GREAT GIGS IN THE SKY

by Helen Fletcher Rogers,

Hon Secretary, Friends of HMS Conway



What happened to the gigs is a long story with a sad ending. In 1974 when the ship [Conway] paid off, the gigs [...] were given to the Indefatigable. In 1995 Indefatigable also paid off and all her property was set to be auctioned. Haydn Lockwood (46/47) who lived locally decided to see if the gigs could be reclaimed and used in some way, even though they were in a pretty poor state. A surveyor thought one might be restorable but that the other was beyond economic repair. Haydn went to see the receiver, told a good tale and was given 24 hours to remove them. "From memory our Gigs were 32' loa and just under 5' beam so we had problems finding a suitable wagon so we used a static caravan transporter instead". He recruited friends, Old Conways' and a probation officer with a gang of lusty lads and packed [the two gigs] off for safe keeping in Birkenhead. Haydn started to raise money for their restoration, including seeking government initiative funding, although eventually a private donor said he'd fund the work. Haydn had to go abroad for 6 months and although the gigs were [left] in a secure site, when he got back they had disappeared. "I made some discreet enquires and decided that nothing would resurrect them and too much enquiry could muddy the water for other worthwhile projects. A sad ending although what we could have actually done with them is debatable" as they were in such poor condition.

by Tony Eastham

A detailed map of the British Isles, showing the United Kingdom and Ireland. The map is oriented with North at the top. Major cities are marked with red dots, and major roads are shown as red lines. The map includes labels for Scotland, Northern Ireland, and the Republic of Ireland. The English Channel is labeled at the bottom. The word "North" is written in a large, light blue font in the upper right corner.

As we go to press, plans are being made for the 14th presentation of the Indefatigable Cup to T.S. Tartar, in Finchley, North London. Since we started the Indefatigable Award in 2007, we have donated somewhere in the region of £12,000 (needs verifying) to the Sea Cadet Corps via their most improved unit. The maps show the distribution of the winning units around the country, as selected by Sea Cadet HQ in London.

MEMBERSHIP CARD & SHOP

by Ian Parr

Enclosed with the newsletter you should also find your IOBA membership card. We've allocated each member a unique membership number which can be used in conjunction with a new webpage being developed where member benefits can be found along with instructions for use. Please check out this webpage regularly as the benefits grow.





This is a selection of IOBA merchandise available in our on-line shop. Also, despite the reunion being cancelled, the two glass prizes will still be engraved, and raffle tickets will be on sale via the online shop. Please visit:

www.rolldovestudio.co.uk

and follow the Indefatigable link.

IOBA INCUMBENTS DETAILS

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select Indefatigable from top menu then the Inde shop link.

Robert Griffin Award Representative: Steve Humphries 75/76.

Web Master (Open ended position): Owen Sutton 91/95.

Standard Bearer (Open ended position): Marc Hardman 61.

Standard Bearer (Open ended position): John Aspinall 59/60.

Re-elections

Please be aware that the following positions will be open for election at the 2020 AGM:

Vice Chairman

General Secretary

Merchandise

In addition, applications are sought for the role of Robert Griffin Award Representative, (formally the Less Fortunate Member Rep.). This is an open ended appointment.

Members are urged to seek further information by contacting Richard Lawson, General Secretary. If required, election will be by a confidential vote.

EDITOR'S NOTE

In view of the unprecedented situation that we find ourselves in, a decision has been taken to postpone these elections. They will now take place on Saturday 5th June 2021. All incumbents have been asked to extend their tenure by one year.

Tony Eastham

Newsletter Editor

MINUTES OF THE 2019 AGM

by

Richard Lawson

INDEFATIGABLE 1864 – 1995

OLD BOYS ASSOCIATION 1983 – On-Going

IOBA 36th ANNUAL GENERAL MEETING held on Saturday 8th June 2019 at JSMTC Indefatigable

OPENING ADDRESS Andrew Butler 77/78 Chairman

My 3 years as Chairman has flown by and it's been such an honor and pleasure lead the Organisation. Although this is the 36th reunion it's a first for me holding the entire event at JSMTC Indefatigable. I would like to thank the Commanding Officer and his staff for agreeing to host our reunion year at such short notice and for all their assistance in making sure that the event will go without any hitches. It will be different and I asked that we all respect the venue. I would also like to say thank you to all for your support and on the behalf of the Committee I extend a warm welcome.

APOLOGIES FOR ABSENCE Andrew Butler 77/78 Chairman

Sir Michael Bibby (IOBA President), Mrs Pamela Brown (IOBA Honorary Member), Rev, Canon Bob Evans (IOBA Honorary Member), Neil Carroll (84/87), Graham Payne (61/63), Steve Spencer (63/64), Chris Hopkinson (53/54), Norman Walker (63/65), Will Gyte (65/66), Martin Bell (62), Ian Young (81/83), Clive Ellis (63), Martyn Hunt (82/85), Neil Jones (85/88) and John Farrell (49/50).

*The committee were asked to send a letter to Clive Ellis to send him our best wishes (Action. Chairman)

OBITUARIES RECEIVED 2016/2017 - Andrew Butler 77/78 Chairman

The Chairman with sadness, asked to record the names of Indefatigable Old Boys that had been notified to the Committee as having "crossed the bar" since the last AGM. They were:

Tim Ames (87/89)

Keith Ward (1958)
Gary Gray (65/66)
John Grounsell (46/47)
Nick Carter – Engineering Tutor

On the 8th June 1982 LCU Foxtrot Four from HMS Fearless was supplying equipment to the landing forces, when she was attacked and sunk by 4 Argentine aircraft. Despite the brave efforts of the crew to fight back, one of those who lost his life was Indefatigable Boy P.O. Robert Griffin RM who many were lucky enough to be at the school with in 75/76. RIP your duty is done!

All present were asked to stand for a minute's silence.

The Chairman also thanked the committee standard bearers for the commitment and dignity in carrying out their duty on such occasions.

2018 AGM MINUTES Andrew Butler 77/78 Chairman

The Minutes of the Last AGM held at JSMTc Indefatigable on Saturday 09th June 2018 were approved by Bill O'Leary and seconded by Russ Jones/Mark Hardman.

MATTERS ARISING FROM 2018 AGM MINUTES Andrew Butler 77/78 Chairman

The 2018 AGM Minutes were printed in the 2018 Newsletter with the following actions resulting:

Indefatigable Lifeboat. Phillip Masterson was unable to find a suitable boat shed to house the boat so it has been passed onto another Indefatigable old boy.

IOBA Old Bench. Old bench has been refurbished and is now located in JSMTc memorial garden. Brass plates for passed members will be able to be purchased soon. A thank you to Ian Parr for making this happen.

IOBA New Bench. A new bench has been purchased and a dedication ceremony will be held. Date and timing to be distributed when confirmed. Robert Luzmy offered to help out (Action. Vice Chairman).

Battle of the Atlantic Memorial. Little progress and the Committee will keep a watching brief.

CHAIRMAN'S REPORT 2018/2019 Andrew Butler 77/78 Chairman

The Chairman went on to report on the IOBA's affairs since the last AGM. Importantly everything remained in good order, with a supportive membership and healthy accounts, as would be confirmed in the reports from the Treasurer & Membership Secretary.

Marketing & Advertising. The Committee have been looking at creating membership cards and an example was shown to members. Benefits were also being looked at as well as improving the promotion of the IOBA via other channels e.g. Merchant Navy Organisation, Liverpool Museum and Sea Cadet Organisation.

Access to JSMTc. The Chairman reminded members that JSMTc was an active Ministry of Defence establishment and ad hoc visits were discouraged due to security reasons. The Commanding Officer has agreed that access will only be granted at the reunion weekend.

Armed Forces Day Prize. The IOBA commissioned a glass/crystal piece of work to be auctioned or raffled off at Careg Bran to raise funds for Help the Heroes charity. Thank you to Ian Parr for creating the piece.

The Year in Review - Highlights

Below are the key highlights of the past year;

Saturday 09th June 2018. IOBA 35th AGM and Annual Reunion

Saturday 30th June 2018. National Armed Forces Day – Llandudno, North Wales

Sunday 03rd September 2018. Merchant Navy Day:
Held in Liverpool Parish Church and was followed by a parade to the Pier Head memorial.

In attendance: Andrew Butler (IOBA Chairman), Tom Keyes (IOBA Treasurer), Ian and Debbie Parr (Merchandising), Marc Hardman and John Aspinall (Standard Bearers), Val Aspinall and Geoff Warr

Saturday 30th March 2019. IOBA Committee Meeting
The Committee met to discuss general issues affecting the IOBA

Thank You!

COMMITTEE MEMBERSHIP

At this point in the meeting the Vice Chairman took control as 3 x Committee posts were up for re-election. There was no other interest in the posts apart from those already sat in them:

IOBA Newsletter Editor (3 years). Tony Eastham was supported in his re-election by George Brown and John Aspinall

IOBA Treasurer and Membership Secretary (3 years). Tom Keyes was supported in his re-election by Andrew Butler and Will Jones

IOBA Chairman (3 years). Andrew Butler was supported in his re-election by Geoff Warr and Kev Gidney

Next posts up for re-election in 2020 are Vice Chairman & Archives Secretary, General Secretary and Merchandise. If any Member is interested in any post then please speak to the Chairman.

MEMBERSHIP Tom Keyes (63/64), Treasurer & Membership Secretary

- 257 Members as at 31 Dec 18
- 179 Paying Members (68%)
- 53 Life members (21%)
- 25 Honorary Members (10%)
- 27 Overseas Members (12%)
- 6 Members joined in the last year
- 7 moved to the delisted section after numerous attempts to make contact

New Members (up to 01 Jun 19).

Michael Thompson (86/90), David Clarke (91/94), Daniel Crawley (54/55), Aaron Hewitt (91/94), David Crimlis (78/80), John Bussell (65/66) and Graham Buckland (63/64), Ashley Stevens (86/89), Adrian Barker and John Mathews.

PRESENTATION OF 2018 ACCOUNTS Tom Keyes 63/64 Treasurer & Membership Secretary

The Treasurer ran through FY 2018 accounts providing details of revenue (£9,956) and expenditure (£8,320) and the balance in the bank as at 31 Dec 17 (£19,168.40).

If you would like a Summary of Accounts for 2018, please feel free to see Tom direct for a copy. The members asked if the amount given to the most improved Sea Cadet unit could be increased. The Committee agreed to look into this. (Action. Treasurer)

IOBA SHOP Ian Parr 74/75 Merchandise

The shop has significantly increased its merchandise over the past year and members are encouraged to visit the shop stall today and the online shop.

IOBA shop web site: www.rolldovestudio.co.uk/rolldoveshop/cat_603654-Indefatigable-old-boys-association.html

IOBA NEWSLETTER Tony Eastham 75/76 Newsletter Editor

In Feb 19, all paid up members should have received your copy (via mail or electronic version) of the 2018 'IOBA Newsletter'. If you have not received a copy, please see Tom/Steve/Richard/Tony and we'll get one to you. Thank you to everybody who contributed to the 2018 edition

Remember It's your stories that make it such a fascinating read

2018 Newsletter Costs;

Cost per person (incl worldwide postage) = £2.92 (2017 costs was £3.04)

Need contributions for the 2019 Newsletter

Assistant Editor (4-year appointment). Mark Palmer agreed to take up the post

IOBA MEDIA UPDATE Steve Humphries 75/76 Vice Chairman

IOBA Web site. A thank you to Owen Sutton (91/95) for his continued support of the IOBA Web site. New URL is <http://indeoba.com>

Instagram Page. IOBA Committee have launched an Official Instagram page that provides key information and photographs relating to IOBA and Indefatigable

IOBA QR Code. Code has been trialed and the Committee have decided to permanently purchase the code for marketing

KEY EVENTS 2019/2020 Andrew Butler 77/78 Chairman

Monday 24th June 2019. 13th Indefatigable Cup Winner Presentation at East Kilbride

Saturday 29th June 2019. National Armed Forces Day Parade in Salisbury

Sunday 1st September 2019. Merchant Navy Day Liverpool

Saturday 21st September 2019. IOBA Committee Meeting in Flore, Northampton

Saturday 13th June 2020. Date for the 37th Annual IOBA Reunion

Please check regularly on <http://indeoba.com> and **Instagram page** for updates, where you will find various activities the IOBA participates in.

AOB Richard Lawson 85/88 General Secretary

2018 Newsletter. The 2018 Newsletter is now on-line for all members to view

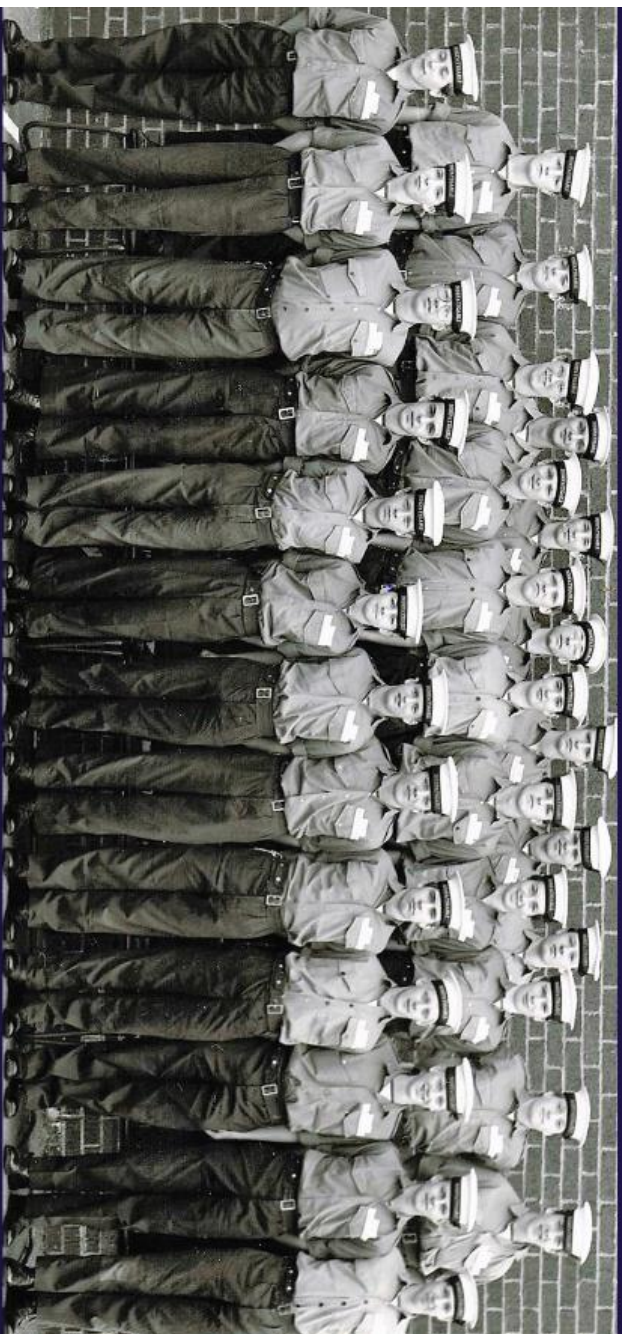
Membership Card. New Membership card to be included in 2019 Newsletter.

Indefatigable Bell. The Indefatigable Bell has been placed in its original position in the main corridor. Thank you to JSMTTC for making this happen.

Chess Board. To be put up for auction to raise additional funds for the Indefatigable Cup prize. Sorry chaps I can't remember who originally made the piece?

The meeting is now closed, thank you
Saturday: 08th June 2019 @ 1200hrs





HMS RALEIGH ATTENDEES 1982-1983