

INDEFATIGABLE

OLD BOYS ASSOCIATION



2021 NEWSLETTER





INDEFATIGABLE OLD BOYS ASSOCIATION NEWSLETTER 2021

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



2021 I doubt that even the most pessimistic member of the IOBA would have anticipated the current situation. Who could foresee that in early 2022 we would all have become so familiar with the geography of Ukraine? It is heart-breaking to see the daily images of refugees and the destruction being caused. Let us hope that by the time this newsletter reaches you that common sense has prevailed and that at least a cease-fire is in place.

So, where to begin? After such a devastating year for everyone across the globe due to the effects of the Covid -19 Pandemic, I only want to dwell in the past for a short period, specifically to pay tribute to all of those front line workers who have sacrificed so much in the face of the unknown. A special thank you also to the scientists who developed a vaccine that has eased the burden on our NHS. I recall starting my 2019 newsletter with the line “looking ahead to 2020” and as I take a moment to reflect, I don’t think any of us could have predicted what we were facing. Sadly, for all us “Inde-boys” that meant we were unable to attend any of the events we had planned during the year. Including our own much-loved reunion back at the school in Llanfair PG. That time of the year when we old boys come together in our own unique way to recall the start it gave us or to reminisce about the past but most of all to never forget.

Having enjoyed such a welcome up in East Kilbride, Scotland with the Sea Cadet Unit the previous year, we were looking forward to celebrating once again with the 2019 winner TS Tartar in Finchley North London, but sadly that event along with our own Reunion Dinner was cancelled due to the increased risk from the

virus. I am sure that you will all agree, we had very little choice. We were however able to send them a plaque to celebrate their success and also a cheque for £1000. Congratulations to everyone at TS Tartar, Finchley on their success, it was such a shame not to be able to celebrate that success in the usual manner. The Annual trip to Liverpool for the Merchant Navy Memorial Day in early September was another event that sadly I, along with many other committee members were unable to attend and lay the wreath on behalf of the IOBA at the Pier Head. Let us hope that our fondness for the event and the subsequent walk through the Docks can be repeated again soon.

On a more positive note, I'm very proud that when lock-down restrictions were eased we were able to move ahead with little delay in planning, and indeed holding, a reunion weekend – all be it a scaled back event. It is testament to the dedication of the committee that the event went ahead despite the ongoing problems. But that is the Inde way – “get stuck in and get the job done”!

It is my understanding that this year will see many of our long serving committee members stand down, and I would like to take this moment to thank them each for their dedication and commitment to our cause. While this is not good news, it is also an opportunity to bring new blood, with new ideas, into the committee. I'd like to encourage any of you, no matter where you are, to consider standing for any of the vacant posts.

As you all know I have spent the last 20 years of my career dedicated to the preservation of life as a Chartered Health and Safety Professional, I wanted to take this opportunity to share the news that I started a new position with a luxury yacht maker on 4th Jan 2021. I am looking forward to seeing out the final chapter of my professional career almost back where it started. In 1978 I joined the Royal Navy and went to sea, I am now responsible for

the safe manufacture of Luxury Yachts that enable others to also enjoy all that the ocean has to offer, albeit in far more luxurious surrounding than that of a Royal Navy 'O' Class Submarine!

I also hinted in my previous message of my love for British Stamps and in particular the pre-decimal period of early QEII. Having amassed so many over the years I started to trade on eBay. One advantage of the virus being that on-line is the only place to buy stamps these days as all fairs and other events have been cancelled. I did not expect to have had such a successful 2020 but I have been able to pass on my philatelic experience to many new customers and those who have not picked up their albums since they were schoolboys. With limited ability to socialise many have returned to the hobby that gave them such pleasure in their early years and for my part it has enabled me to enjoy what has become more than just a hobby but has given me a source of income as I consider moving into retirement... that thought is on hold for now as the thought of sea trials in a luxury yacht is somewhat more appealing...TBC

I would encourage each and every one of you to consider how your time at the Inde has helped shape your careers and share with us the stories that have made the difference for you since you left the school. How have you coped during 2020/21 and what have you done differently to pass the time especially those who have been in isolation.

So, let me end this welcome message with one of hope. Hope that we all enjoy the good times together once again and that we will be able to come together, socialise in the traditional way and celebrate as a collective, united body fighting on as only proud Inde-boys know how...

God bless you all

Andrew I. Butler – Chairman Indefatigable OBA

38TH REUNION AND AGM – SATURDAY 11TH JUNE 2022

The 38th reunion and AGM will take place at Carreg Bran Hotel on Saturday 11th June 2022.

Agenda for the weekend:

Friday 10th June:

Vibrant Shirt Night at the Carreg Bran Hotel in aid of Prostate Cancer.

Saturday 11th June:

09:00 Reunion Day. Meet at Carreg Bran Hotel for initial check-in, then down to JSMTTC Indefatigable at 10:00

12:30 - 14:00 Lunch at the Old School JSMTTC Main Building. Hot & Cold Self-Serve buffet, including Vegetarian Option. All guests are to be off the JSMTTC site by 16:00

18:00 - 19:00 Pre Dinner drinks at the Carreg Bran Hotel

19:00 Reunion Dinner. Hot Carvery, including Vegetarian Option.

Dinner Menu (tbc). Includes two bottles (White/Red) of House Wine per table.

Starters;

- Leek & Potato Soup with Croutons served with a Warm Bread Roll. (V)
- Southern Fried Chicken Strips served with Sweet Chilli & Dressed Salad.
- Classic Prawn Cocktail served on a Bed of Salad with Wholemeal Bread.
- Fan of Melon with Seasonal Fruit Compote.

Mains;

- Roast Striploin of Welsh Beef.
- Roast Chicken Breast with Homemade Stuffing.
All the above are served with Roast Potatoes, Creamy Mashed Potatoes, Roast Parsnips, Buttered Seasonal Vegetables, Cauliflower Cheese, Yorkshire Pudding & a Rich Roast Gravy
- Poached Salmon with Stem Broccoli served with New Potatoes & Hollandaise Sauce.
- Brie & Mushroom Wellington with a Rich Tomato Sauce.
(V)

Desserts;

- Homemade Sticky Toffee Pudding with Toffee Sauce served with Custard / Cream or Ice Cream.
- Homemade Raspberry & White Chocolate Cheesecake served with Fresh Cream & Coulis.
- Homemade Strawberry Shortbread & Chantilly Cream Stack.
- Cheese & Biscuits Board.

The cut-off date for bookings is Saturday 28th May 2022.

Payments by Cheque;

£40.00 = Lunch & Dinner.

£25.00 = Dinner only.

£15.00 = Lunch only.

Cheques made payable to the 'Indefatigable OBA' send to;
Tom Keyes.

IOBA Treasurer
4 Edison Drive,
Upton Grange,
Northampton.
NN5 4AB.

Email: emailtkeyes@gmail.com for more information.

Payment by PayPal; includes a 10% 'PayPal' fee;

£44.00 = Lunch & Dinner.

£27.50 = Dinner only.

£16.50 = Lunch only.

Full PayPal details can be found on the web site:

www.ts-indefatigable-oba.org

SATNAV address

JSMTTC Indefatigable: Llanfairpwll. Anglesey – LL61 6NT

Carreg Bran Hotel: Church Lane, Llanfairpwllgwyngyll, Anglesey, LL61 5YH (01248 511577)

Prizes for the raffle are very much appreciated. Raffle tickets will be sold BEFORE and not during dinner on the day.



**YOUR
NEWSLETTER
NEEDS YOU!**

If you think this year's newsletter has lost weight you would be right – it is starving to death and only a diet rich in stores of your activities and events can save it. We are not asking for '5-a-day', but a few morsels wouldn't go amiss! It is

the job of the editor to sort out any spelling, grammar and formatting, we are just asking you to get your experiences down on paper.

THE INDEFATIGABLE ON THE RIVER MERSEY

by John Aspinall

There's a river that's known as the Mersey,
That's well known for shipping and trade,
And four ships lay int' river,
For seamen that they had to train.

Captain Clint and James Bibby,
In eighteen sixty four,
Loaned a ship from the Navy,
For sailor's orphans and lads who were poor.

A nice little ship was the 'Indie',
'Indefatigable' was its proper name,
The others were called 'Clarence' and 'Akbar'
And 'Conway' was another the same.

Now the lads who went out to learn sailing,
Were usually pitiful and small,
But when they had finished their training
They were skilful, manly and tall!

They'd sail away on the ocean
On ships that were big or were small.
They'd take no notice of weather,
In typhoons, gales or in squalls.

They sailed all over the ocean,
To lands that were near or were far;
To countries like New Zealand,
Canada, Spain and Qatar.

When they were on deck and were working,
They'd get the job done in a rush,

But ashore in a bar they'd be drinking
And do things that could make you quite blush.

Then when they were home they'd go courtin',
To find a young lady to wed,
But some of them were just hoping,
To get some to sleep in their bed.

But soon they'd have to go back sailing,
And whichever ship they were on
In port they'd sometimes get a letter,
And they'd find it was just a 'Dear John'.

When war came and bombs fell in't river,
The ships had to go; dos't see?
The 'Indie' it went to North Wales,
To a holiday camp that was free.

The boys did'nt like it much in't mountains.
The winds were howlin' and cold,
And the dorms and ablution blocks were decrepit
And really, really quite old.

But soon the war was over
And folk wanted their holiday camps back.
They didn't mind the accommodation,
Because holidays was what they had lacked.

So the 'Indie' had to move again,
To find another place, see!
So it went down t' Menai Straits;
To a place called Llanfair PG.

And there the story is ended,
As the school closed in nineteen ninety five.
It seems lads lost interest in sailing,
And we've let all that history go by.

FAMILY TREES

by Tony Eastham

I never had the opportunity to meet my maternal grandfather; he died seven years before I was born, aged only 46. I'd seen a couple of grainy photos of the man but I didn't really feel a connection. Many years later aged 36, I had reason to visit my great-uncle who I hadn't seen for probably 20 years (we weren't a close family). When I introduced myself he shocked me when he replied *"Oh I know who you are lad; I could see 'our John' when you walked down the drive"*. I decided then and there that I had to find out more about this 'our John' that I looked like, and so began my interest in family trees.

I wouldn't describe my family as exceptional and yet some of the stories I've uncovered have given me that '**WOW!**' feeling:



In 1878 one of my maternal great-grandfathers joined the 1stBt. Loyal North Lancashire Regiment (The Loyals), serving in South Africa, Gibraltar and India before retiring as a Colour Sargent after 22 years. He worked as a clerk in Blackburn Town Hall until 1914 when, at the age of 52, he rejoined his old regiment and disembarked at

Le Havre, France 16th August as a part of the vanguard of the BEF. While doing some research at Fulwood Barracks in Preston I visited the chapel where his battalion's colours were laid-up for safekeeping in July 1914. Colour Sargent – was he the man who put them there? He served right through the war and died in 1941, and according to my mum he had a full military funeral.

WOW! (*Note to self; more research required*)

A paternal 2nd great-grandfather was a 'farmer of 180 acres' in the 1881 census but by 1891 he was just a farm labourer. Clearly something catastrophic had happened in the intervening 10 years but I couldn't find out what. That was until I met up with a distant cousin who told me that the family had emigrated. Suddenly, I recalled my grandmother telling me the story of Tomas and his wife, and five children all aged under ten, going to Vancouver ... but that they came back "when the Red Indians

stole their food”!! Armed with this, I searched the Liverpool passenger records and eventually found them in 1883; all the names and ages and the destination matched. **WOW!**

Some people are interested in pushing their family trees back as far as they can but I'm more interested in who the people were and what they did. A great-uncle joined the Kings Own Scottish Borderers (KOSB's) and was killed in the Battle of Loos, 25th September 1915. Through the regimental war diary I could follow his progress south through France, from disembarkation, all the way to his date with destiny. He was originally buried in the civil cemetery in Loos along with a Lt J.Scott and five other enlisted men from the 7th KOSBs but the bodies were later moved to the military cemetery at Dud Corner. I recalled seeing the name of Lt J.Scott from the regimental war diary; he was in charge of the machine-gun section and during the journey south he had been detached to examine a captured German machine-gun. It is likely that my great-uncle was manning a machine-gun in a fixed position at the start of the battle and these positions would have been high priority targets for the German artillery. From the grid reference for where the body was found (they were all found together) I was able to identify the probable location and during a visit to the battle fields I stood (give or take) on the exact spot. **WOW!**



The Clint Family Tree

A few years ago I thought it might be good if the IOBA could arrange for a Blue Plaque to be placed on the house of **John Clint**, (*photo left*) the founder of TS Indefatigable. To find his house I searched the census records but I quickly discovered that the house had been

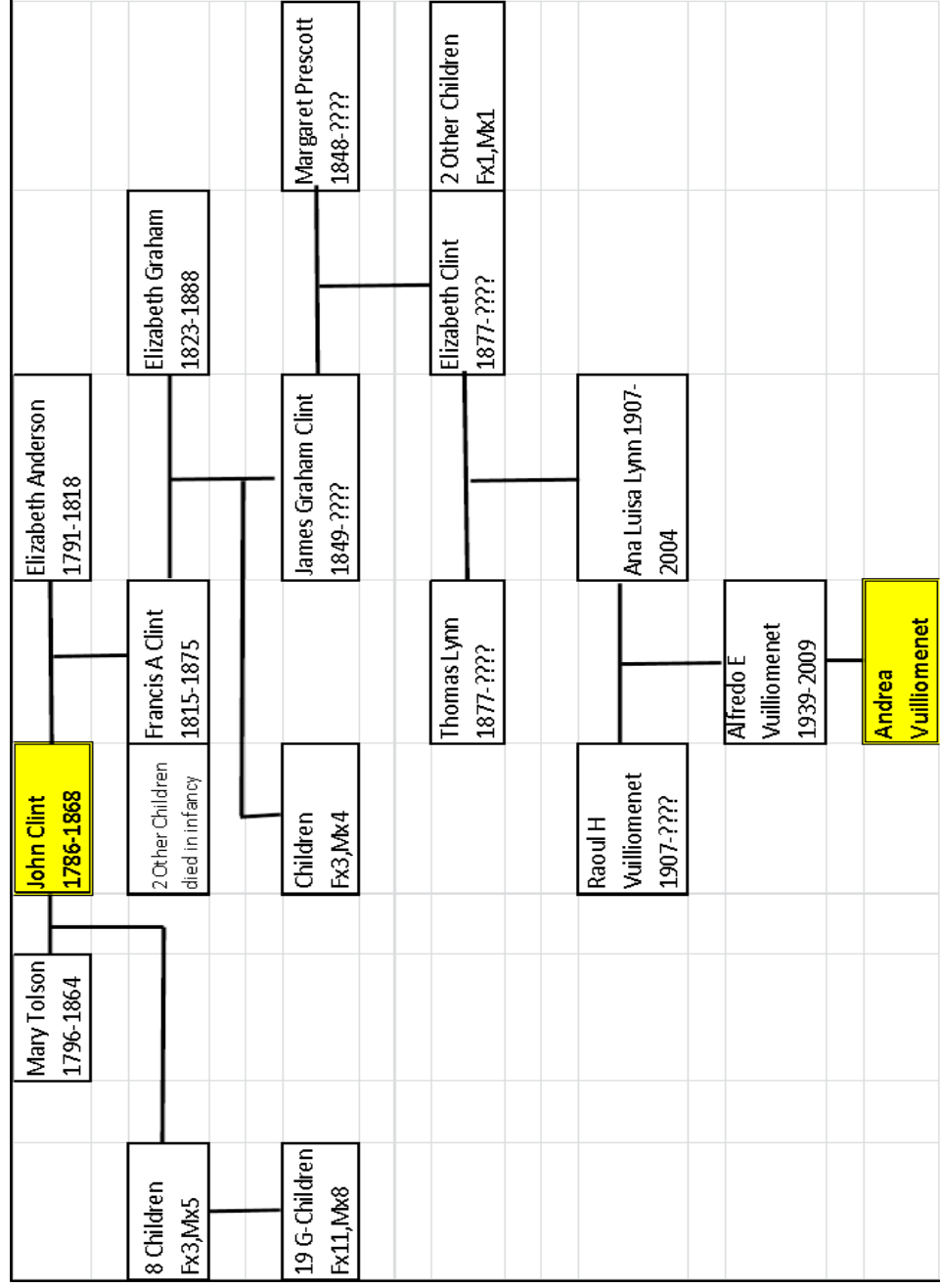
demolished during some thoughtless urban redevelopment in the

1970's. However, I did find some interesting facts about John Clint and his family:

- John was a Geordie, born in South Shields in 1786 to Thomas Clint and Mary Blakey and he had at least one older sister and two younger brothers. He married Elizabeth Anderson, a local girl, in 1814 and had three children, all boys - Elizabeth died in 1818 possibly whilst giving birth to the last child. John married again in 1822, to Mary Tolson, a Cumberland woman from Dearham near Maryport and had a further eight children. When he died 26 Feb 1868 he left £18,000 in his will (~£2.1m today).
- John's eldest son, Francis Anderson Clint was sent by his father to Buenos Aires for four or five years for business training with the MacAlisters. He too became a ship-owner and amongst other things was a prominent Councillor and member of the Watch Committee (a forerunner of the Police Authority). Clint Road in Liverpool 7 is named after him. He left a personal fortune the equivalent of £3.6m at today's prices.
- But things were not all rosy in the Clint household! One of Francis' eight children, Alfred, in 1905 at the age of 47 was admitted into the Poor House in Camden. Fortunately for him, he was released the same day into the care of his older brother (George Frederic Clint – who went to Prep School with Joseph Bruce Ismay of RMS Titanic infamy!).
- By the early 1900s the family had moved away from shipping and had diversified into sugar refining, general merchants, brokerage and farming, the latter being remarkable as it involved long trips to Montevideo and Buenos Aires and possibly even emigration. But, at this stage, research dried up and I resigned myself to having to wait for the 1921 census to be published, sometime in 2021.

Then, out of the blue, the IOBA received an email from Andrea Vuillienet – a direct descendant of John Clint – with connections to South America!! After a few clicks on the internet, and several strong coffees later, one branch of John Clint's family was up to date. Now that was worth a **'WOW!'**

(NOTE: If I have learnt one thing from this project it would be the importance of always using the correct font!! – you either know or you don't)



WE'RE DOOMED!!

by Capt. Bryan Austen Smith



1975 and MV Manapouri was homeward bound from New Zealand to UK, with Sheerness as the first discharge port. We had a few hours to waste waiting for another New Zealand Shipping Company ship to come off our berth, so we headed into the general anchorage just downstream from the wreck of the Richard Montgomery – the ‘Doomsday Wreck’ – a WW2 Liberty Ship that sank with 1500 tons of TNT on board.

The other ship sailed and we weighed to go in when the Chief Officer called up on the walkie-talkie to say that there was a shell on the anchor! What, crab, I asked? No, about two feet long and explosive. A brief pause for thought and I asked him what he was going to do about it? He said he was coming up to the Bridge to talk to me about it.

At this point we were under way so I asked the pilot to just hold position while we considered our options. Thinking that the Harbourmaster might be none too pleased if we came alongside

his wharf with this extra bit of cargo, we abandoned that idea and, thinking also that dropping the anchor back on the bottom to dislodge the shell might have undesirable consequences we abandoned that idea too. This only left the option of going back to anchor and seeking help. This we did, very gingerly, walking the other anchor onto the bottom and then paying it out until it held.

At least help should not be too long in coming as Chatham Dockyard lay just round the corner and up the Medway from where we were. But it appeared that, while Chatham may have been pre-eminent in the days of Elizabeth I and Henry VIII, it had slipped a bit since then and the nearest marine bomb disposal squad had to come from Portsmouth, three hours drive away. So much for berthing that night!

The team arrived at the anchorage at about 2200hrs, removed our passenger without fuss and came up to the bar for a beer and a thank you. They actually didn't think that our shell had come from the Richard Montgomery, which rather spoils a good story. They also said that No, they weren't going to defuse it and give it back to us to mount behind the bar, which was a pity. Instead they would take it away to be detonated at the end of the month along with all the other unstable nasties that they had collected.

We berthed next morning and I was happy to hand an intact Manapouri back to Commodore Guyler, after his voyage off.

It was determined that if the wreck of Richard Montgomery exploded, it would throw a 300 metre wide column of water and debris nearly 3,000 metres into the air and generate a tsunami 5 metres high , up the Thames estuary. In July 1967, Kielce, a similar wreck off Folkestone exploded with a force equivalent to an earthquake measuring 4.5 on the Richter scale ... Kielce had "just a fraction" of the Richard Montgomery load.

With grateful thanks to Reg Vincent for bringing this story to my attention – Tony Eastham, Editor.

GERALD CORRALL RIP 49/51 by Stephen

Corrall



In 1942 at the age of seven, Gerry was evacuated from Leyton, East London to Newlyn Cornwall, where he was lucky enough to spend the war years with his grandmother.

After attending Tolcarne School, Newlyn, he started at Penzance Grammar School in 1946. After having lost his father, Luke Noel Corrall, in 1943 on HMS Dasher during an 'unexplained explosion'*, Gerry was drawn to the sea and left school in 1949 at just fourteen, to

join the nautical training school *TS Indefatigable*, Anglesey.

After two years he completed his seamanship training and, still too young to join the Royal Navy, took up his first post with the Merchant Navy in 1951 on the SS Empress of France. In late 1952 Gerry joined the Royal Naval Fleet Air Arm, specialising in aviation electronics, communication, and radar. During his career he was stationed at Lossiemouth and Culdrose, and also served at sea on aircraft carriers and destroyers including HM Ships *Ark Royal*, *Eagle*, *Albion* and *Bulwark*, working on fixed wing and rotary aircraft including Sea King helicopters, Buccaneer, Phantom and Gannet. During this time Gerry also focused on his formal education, attaining six O'levels. He left the Navy as a Senior Chief Petty Officer in 1975 after twenty-two years of service.

After a short spell with Marconi-Elliot as a Quality Assurance Engineer, Gerry joined Camborne School of Mines as an Electronics Technician before joining Cable and Wireless, Porthcurno in 1981 as a lecturer in telecommunications. During

the next five years he studied with the Open University, achieving a BA Hons Degree in 1985.

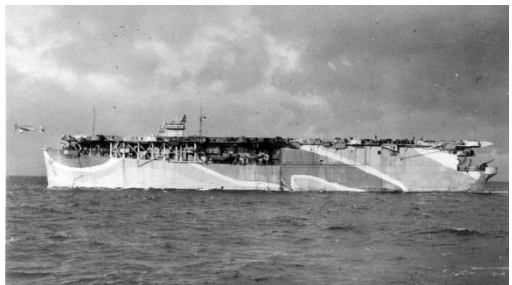
After leaving Cable and Wireless in 1986, Gerry continued using his lecturing skills with Cornwall IT Centre, and later as an IT technician at Humphry Davy School. He also ran his own business, *Beeble Microelectronic Services* and gave private tuition. He had a wide range of interests, including singing with Marazion Apollo Choir and he was a keen philatelist. He served on Praze Parish Council and later took up Warden duties with Crowan Church.

Gerald crossed the bar on the 5th July 2020, at West Cornwall Hospital, Penzance, and a small family service was held at Crown Parish church, Praze-an-Beeble. Following the lifting of Covid19 restrictions, a memorial service was held on the 20th October 2021 at the same church and was followed by light refreshments at the St Aubyn Arms.

Eight Bells GERALD NOEL WILLIAM CORRALL your duty is done.

* The HMS Dasher 'Unexplained Explosion' – by Tony Eastham

HMS Dasher was an Avenger-class escort carrier, converted from an American merchant ship. She carried Hurricanes and Swordfish aircraft and was intended as a cheap ('Woolworths' Class)



convoy escort. On the 27th March 1943, in the Firth of Clyde, she suffered a major internal explosion and sank.

It is now widely accepted that the explosion was caused by the inadvertent ignition of aviation petrol. No evidence for an external cause of the explosion, was found. The inadequate safety provisions in ships of this class were noted and numerous. In wartime it is understandable that such a massive disaster – in coastal waters and without enemy action – was kept secret for the sake of public morale, but there are suggestions that the true reason for secrecy was to avoid any criticism of shoddy conversion work in the American shipyards. Significant changes were implemented on the Avenger-class carriers following the disaster, including reducing the amount of aviation petrol stored on-board by half, modifications to the fuel distribution system, and the fitting of asbestos fire curtains within the hangar, in accordance with British practice.

Of the 528 crew, 329 were killed yet only 23 received an official burial. Considering the location of the accident – sheltered coastal waters and with rescue vessels quickly on the scene – this number appears suspiciously low. Also, local residents recall seeing about 50 bodies laid out on a tennis court. It has been suggested that the bodies were buried in a mass unmarked grave in Ardrossan cemetery although, so far, no evidence has been produced.

HMS Dasher connection to 'The Man Who Never Was'.

Inspired by Basil Thomson's fictitious detective mystery 'The Milliner's Hat', and the real-life (death?) misfortune of Paymaster Lieutenant James Turner in September 1942, Operation Mincemeat was one of the most successful deceptions by Britain during World War II. A body carrying faked secret documents was set adrift off the coast of Spain in April 1943. While the real landings were planned to take place in Sicily as Operation Husky, the documentation carried by the corpse contained plans which detailed landings in southern Europe. Thousands of Allied lives were spared when Germany diverted its forces from Sicily to defend Corsica, Sardinia, and the Balkans. Later estimates put the number of lives saved as being in the order of 30,000. The architect of this grand deception, Lieutenant Commander Ewen

Montagu, aided and abetted by a young naval intelligence officer called Lieutenant Commander Ian Fleming, estimate the whole operation cost about £200!

The success of Operation Mincemeat was dependent on the provision of a believable, genuine corpse. Previously, the story had centred on the belief that the corpse was that of a homeless Welsh alcoholic called Glyndwr Michael – the man who never was – who poisoned himself accidentally by eating rat poison smeared on bread. Although the story was widely circulated and made into a Hollywood film, it is difficult to accept, that the physical condition of the body of a starving, homeless alcoholic who had been poisoned, would be accepted by a suspicious enemy, as that of a serving Royal Marine Officer who had drowned, completely damaging the credibility of the deception. Also, Glyndwr Michael died in January 1943 and would have needed to have been undetectably preserved for somewhere around three months. Even deep-freezing the body would have resulted in easily detected signs, proving that it had not perished by drowning.

As distasteful as it may sound, what was required was a ‘fresh’ dead body that had died from drowning.....**Enter** John Melville!

John Melville served on HMS Dasher and was originally believed to have been buried with full military honours in Ardrossan, having lost his life in the disaster. It now appears that Mr Melville's body may have played the central role in Operation Mincemeat. ‘Fresh’, well-fed, well-groomed, and apart from having drowned (!) in otherwise good physical condition, Mr Melville's body was perfect for the deception.

After Mr Melville's body was recovered from the Firth of Clyde it was carefully dressed in the uniform of a Royal Marines Courier, the fictitious Major William Martin, ensuring details such as labels and ‘pocket litter’ were all correct. Finally, the courier's all important leather briefcase containing the false plans was attached to the body by a security chain. The body was packed in dry ice, in a special canister, identified only as secret

meteorological equipment and placed on board the submarine HMS Seraph. On April 29, 1943, HMS Seraph departed Greenock for a location off Huelva on the coast of Spain, chosen in the knowledge that an active German agent was stationed there. On April 30, 1943, the canister was opened, and Major Martin's body was gently pushed into the sea, leaving the tide to carry it ashore.

Scroll forward 61 years..... In October, 2004, John Melville's daughter, Isobel Mackay travelled from her home in Galashiels to attend a memorial service dedicated to her father on board the current HMS Dasher. At the service, Lieutenant Commander Mark Hill said "In his incarnation as Major Martin, John Melville's memory lives on in the film, 'The Man Who Never Was'. But we are gathered here today to remember John Melville as a man who most certainly was"



Fierce debate surrounds the true identity of Major Martin but perhaps the truth lies somewhere between the two: Glyndwr Michael the tramp, and John Melville of the Royal Navy. Perhaps, just perhaps, Glyndwr Michael was the original body kept on ice from January to March 1943, until the fortuitous sinking of HMS *Dasher* provided an alternative and more convincing corpse in the shape of John Melville? You decide!!

MINUTES OF THE 2021 AGM

by

Tony Eastham

ANNUAL GENERAL MEETING held on Saturday 24th June 2021 at Carreg Bran Hotel, Llanfair PG. Meeting commenced at 10:05.

WELCOME AND OPENING ADDRESS Andrew Butler 77/78 Chairman

In addition to welcome and opening address, the meeting was given an update on the condition of Debbie Parr after she was taken ill the previous day.

APOLOGIES FOR ABSENCE Andrew Butler 77/78 Chairman

Steve Spencer, Ian Young, Bill O'Leary, Adam Meacham, Debbie Parr, John Pudney, Martin Lynch, Richard Lawson, Malcolm Williams, Lt Col Jen Painting (CO JSMTTC), WO1 Ashley Allen (RSM JSMTTC)

OBITUARIES - 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:

Stephen Othen – Apr 2020 – Captain RM, English teacher 1977

Ian Haughton – June 2020

Gerald Corrall (49-51) – July 2020

John Farrell (49-50) – Nov 2020

Darren Edward Grey (88-92) – Feb 2021

Rosie Simpson (Wife of Jack Simpson – Feb 2021

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

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

2019 AGM MINUTES Andrew Butler 77/78 Chairman

There was no AGM in 2020. The Minutes of the previous AGM held at JSMTTC Indefatigable on Saturday 8th June 2019 were approved.

MATTERS ARISING Andrew Butler 77/78 Chairman

The 2019 AGM Minutes were printed in the 2019 Newsletter with the following actions resulting:

Membership Card – These were produced and were included with the 2019 Newsletter to all contactable members.

Indefatigable Bell – The bell is now in its original position in the main corridor. Thank you to JSMTTC for making this happen.

CHAIRMAN'S REPORT 2021 Andrew Butler 77/78 Chairman

Access to JSMTTC: The Chairman reminded members that JSMTTC 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

SEA CADET AWARD 2019/20: Finchley Sea Cadet Unit – 'T.S. Tartar'. (See report by Vice Chairman). The 2020/21 award has been cancelled due to the impact of Covid19 restrictions on Sea Cadet activities. The award will resume for 2021/22.

John Clint Descendant: The association have been contacted by a living relative of Captain John Clint (Founder of the TS Indefatigable).

JSMTTC Guests: Due to Covid19 restrictions, Jen Painting (CO JSMTTC) and WO1 Ashley Allen (RSM JSMTTC) would not be able to join us for Dinner. Instead we will be joined by Major Russ Reid (Senior Officer Training) and WO2 Daniel Meehan & his wife Amy.

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

The Treasurer ran through FY 2019 and 2020 accounts as follows:
Starting Balance Jan 2018 = £17,532.65

Revenue FY 2019	£9,956
Expenditure FY 2019	£8,320
Balance in bank as @ 31 st December 2019 =	£19,168.40

Starting Balance Jan 2020 = £19,695.42

Revenue FY 2020	£2491
Expenditure FY 2020	£2152

Balance in bank as @ 31st December 2020 = £19,647.62
For further details please contact Tom directly.

Membership Update

259 Total Members @ 31st December 2020.
184 Paying members (68%)
52 Life Members (21%)
23 Honorary Members (10%)
28 Overseas Members 11% (out of UK)
6 Members joined last year.

IOBA SHOP Ian Parr 74/75 Merchandise

The memorial bench at the National Arboretum has been replaced with a new bench. The old bench has been moved to JSMTTC and has been renovated. Memorial discs, for placement on the bench at JSMTTC may be purchased by contacting ianparr1959@hotmail.com

IOBA NEWSLETTER Tony Eastham 75/76 Newsletter Editor

The Newsletter was not produced in 2020. This was a decision taken by the editor based on the following:

- There was no AGM and therefore no minutes for publication.
- The IOBA didn't undertake any official activities so there was no news to publish.
- There were no articles received from the membership for publication.
- Many, if not all of the printers were furloughed making finding a printer extremely difficult.
- The health implications for the editor associated with printing and posting during lock-down.
- With the fundraising opportunity of the AGM cancelled it was thought prudent to, if possible, avoid the printing and postage costs (~£550).

Items for publication are desperately needed. Don't worry about spelling or grammar; the editor will sort this out. And please keep any formatting to a minimum. **We need your articles.**

NATIONAL SEA CADET AWARD, ARCHIVES & WEB SITE Steve Humphries 75/76 Vice Chairman

Sea Cadet Award 2019/20: Finchley Sea Cadet Unit – 'T.S. Tartar' . It was with deep regret and disappointment that we had to cancel our attendance of the 14th SCC 'Indefatigable Award' for 2019 on Friday 22nd May 2020, due to COVID-19 restrictions. We of course sent on our hand engraved glass plaque, plus award monies. We are very happy for the Unit to use the trophy in the future at maybe one of their gala events later in the year, once the pandemic is over.

The award for 2020/21 was cancelled by MSSC HQ due to covid restrictions, and will recommence with the 2021/22 award winner being announced in December 2021.

Web Site: www.indeoba.com is on-line 365 days year. Anyone with items for the web site ,please send them to Steve Humphries for approval and uploading.

Facebook:

<https://www.facebook.com/groups/319157961925197>

A private group currently has 326 members (9th July 2021) and is the Official Facebook page for the Indefatigable Old Boys Association (IOBA). It has been designed to complement the IOBA Web site. The aim is to focus on the workings of the IOBA and its core values as stated in the Constitution.

COMMITTEE MEMBERSHIP Andrew Butler 77/78 Chairman

IOBA President & Committee terms:

No Date – President: Sir Michael Bibby.

2019 – 2022 Chairman: Andrew Butler 77/78.

2017 – 2021 Vice Chairman: Steve Humphries 75/76.

2017 – 2021 General Secretary: Richard Lawson 85/88.

2017 – 2021 Merchandise: Ian Parr 74/75.

2019 – 2022 Treasurer & Membership : Tom Keyes 63/64.

2019 – 2022 Newsletter Editor: Tony Eastham 75/76.

2019 – 2023 Newsletter Assistant Editor: Mark Palmer 1980-82.

No Date – Web Master: Owen Sutton 91/95.

No Date – The Robert Griffin Repersentive: Steve Humphries

No Date – Standard Bearer: Marc Hardman 1961.

No Date – Standard Bearer: John Aspinall 59/60.

Election of Committee

The following roles were open for election:

Vice Chairman nominations:

Richard Lawson

Martin Hunt

Mark Palmer

Martin Hunt was elected following a vote.

General Secretary

Richard Lawson was re-elected unopposed.

Merchandise

Ian Parr was re-elected unopposed.

Archivist & Website (new role)

Steve Humphries was elected unopposed.

KEY EVENTS Andrew Butler 77/78 Chairman

Due to the pandemic, key events will be published via IOBA official media sites - please keep watching the IOBA web site and Official IOBA_on Facebook.

Merchant Navy Memorial Day 3rd September 2021. We are awaiting confirmation of the service in Liverpool which may be Sunday 5th September

AOB**IOBA Southern Branch**

Martin Lynch 74/76 requested approval for affiliation of the new Southern IOBA Branch. Approval was granted, with the request that the group avoid using terms that may suggest a split or a rival to the IOBA.

The meeting closed at 11:12.

