



OCAAA Newsletter Spring 2014

Chairman's Report

Mike Ketley

The career achievements of Artificers after their time in the R.N. are many and varied, and sometimes astonishing. It is my experience that in retirement too, people often acquire new skills and achieve new goals. Typically, an older couple, both good friends of mine, mastered the essentials of computing and soon delighted in making skype calls to Australia and dabbling in desk top publishing. The wife, realising that her husband's health was not what it might be, decided to learn to drive, this at the age of seventy. She passed her driving test first time and now, ten years later and widowed, she is still driving. I could quote other examples and I am sure you could as well.

The point is that age is simply a number. We all get old, there is nothing we can do about it, and we may not be as able as we once were. However, we don't have to be old. Life is for living; get old, but don't be old!

On this tack, it is not too late to book for the Reunion in Chatham, Friday 9th May - Sunday 11th May. Go on, you're not too old to shake a wicked hoof as well as enjoy your favourite tippie and swing the lamp! Details are on pages 3 and 4. I look forward to welcoming you.

Please feel free to contact me by email, post or telephone:

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Very best wishes,

Mike

Secretary's Report

During the last few months we have seen eight new members who have all joined from the website, and are on email. This takes our membership serial numbers to 800 + although we have 460 live members around the world.

I am currently working to put together an agenda for the AGM in May and would ask all members if they wish to add anything to the agenda for discussion at the meeting. All items will be reviewed before being added to ensure that it is relevant and can be discussed as a collective forum. We look forward to seeing as many there as possible.

Phillip Alder

O C A A A MEMBERSHIP UPDATE

The Association maintains a confidential database of members, with brief information on contact details.

In order to keep members up to date on future events and changes, or matters which may be of special interest, it is important that the information we hold is accurate.

If your details change
Name / Address / Telephone / Email /
Wife or Partner / etc
Please contact the Secretary
Phillip Alder:
sec.ocaaa@yahoo.co.uk

A Membership List is available to members by email or post (1st class stamp please)

News From Scotland

Lionel Fisher

OCAAA Scottish Representative

MOD Caledonia The establishment is now quite a busy place, with more and more naval presence. This is due to the slow build up of HMS Queen Elizabeth's ships company. All messes are filling up and it is great to see naval uniforms about the place again.

The BSS As reported last autumn the old BSS has been demolished. After two Local Council objections to Babcock's application to install accommodation modules on the site, a referral to the Scottish Government has seen the objections overruled. Consequently accommodation modules (ex London Olympics) will be installed on the site to accommodate workers on the carrier project. The site will never be the same.

FA / OCAAA Reunion Lunch The next reunion lunch will take place on Saturday 26th April 2014 at the Rosyth Civil Service Club, between 12.00 and 16.00. Application forms (if not already held) and full details can be obtained from Des Goodwin or Lionel Fisher. Hope to see many of you there.

Tartan Tiffs Ball Arrangements for this event, on the weekend of 3rd - 5th October, are well advanced. The Ball, replacing the lunchtime reunion, will be held at the Carnegie Conference Centre, Dunfermline, on the 4th. October (18.30 for 19.00). Other planned activities include a presentation of the 'carrier build', either in Caledonia or the Dockyard, followed by a viewing of the ship. HMS Queen Elizabeth will probably be afloat at this time and the construction of HMS Prince of Wales underway. Full details will be published as soon as Des Goodwin has completed the arrangements.

Badges Many thanks to those who have provided badges. I have most now but would like any band drummers who have [drummer's badges](#) to offer them for the OCAAA display boards. Please contact me if you can help.



OCAAA Newsletter

Thank You!

All Members who have contributed articles and pictures for the Newsletter. With your help there have been three issues during the past year 2013 - 2014, with a wide variety of interesting items.

Please do search documentation you may have stored away, plus of course the creaking grey cells of memory, and forward material via email or snail mail to me; details are on the front page.

With your support, newsletters will continue to arrive on your computer screen or doormat. If you send articles or pictures by post, I can copy them and return the originals.

Mike Ketley

**We remember our friends who have
'Crossed the Bar'**

Edward 'Ted' Holmes	OA Anson	1952
George Wallis	Drake	1938
Ron Coombs	Exmouth & Duncan	1946
Alistair 'Jock' Dow	S52	1965
Allan Greenbanks	S47	1964
Anthony 'Tony' Hinde	S2	1948

A prayer:

Almighty God,

Let the pain of our grief be tempered by fond memories as we give you thanks for our loved ones now departed. May we always remember their loyalty and devotion to family, friends and nation. We rejoice to have shared this life and enjoyed their love, and leave them in your eternal love and care; through Jesus Christ our Lord. Amen.

New Members have joined us since the last newsletter. We welcome to the Association:

Robert Piggott	S59	1967
Roger Holness	S21	1955
Martin Bright	S61	1968
David Wilson	S55	1967
Cliff Fiander	S43	1962
Terrence Kempster	S22	1956
John Welford	S20	1954
Allen Clarke	S48	1964

UPDATE FROM THE REUNION SECRETARY

Where possible we have been requested by the Maidstone Hilton to pre select our choices for the Reunion Dinner Dance.

IF YOU HAVE ALREADY MADE YOUR BOOKING Please select your choice by email Paula.Seager@Hilton.com or telephone 01622-734322 and follow prompt. NB YOU are part of a MULTI Group booking.

MENU

Tomato and Basil Soup
Chilled Melon (with trimmings)
Smoked Chicken Strips, Duck Breast, Leek Salad and Dressing

Breast of Chicken
Loin of Pork
Poached Salmon Fillet
Vegetarian Wellington

Selection of Potatoes & Vegetables

Chocolate & Rum Truffle Tort
Apple & Cinnamon Pie
Tropical Fruit Salad

Coffee/Tea and Mints

On checking in you can select your table for the Reunion Dinner and also select your wine!

A Coach has been ordered for the Saturday trip to Chatham Dockyard. This will make 2 trips, 9.45 and 10.45 returning at 2.45 and 3.45.

**For those of you undecided whether to attend this fantastic Reunion Event
the guaranteed accommodation cut off date is Sunday 13th April.**

**Bookings can still be made after this date
but will depend upon accommodation available**

(to date 101 Members / Wives / Partners have booked)

Full Details of the Reunion - including the cost, how to make a booking,
the programme and local attractions are on the following page of this newsletter
IF YOU HAVE NOT YET DONE SO - GO ON, BOOK NOW!
IT WILL BE A THOROUGHLY ENJOYABLE WEEKEND

Don Smith

OCAAA REUNION

Friday 9th - Sunday 11th May 2014

Hilton Maidstone
Bearsted Road
Maidstone
Kent
ME14 5AA

Booking details were published in the last newsletter and are repeated here.

**PLEASE MAKE YOUR BOOKING
AS SOON AS POSSIBLE**

THE COST

The rate for the standard weekend with double occupancy is £252.50, this includes B&B and the gala dinner dance. The rate for single occupancy is £202.

For anyone wishing to stay one night only, to include the gala dinner dance, the double occupancy rate is £167.50, single occupancy will be charged at £122.

For anyone wishing to attend just the dinner dance, the rate is £30 per head.

For a one off payment of £25, delegates may reserve a deluxe room. This will include slippers, towelling robe, spring water, and a view overlooking the courtyard gardens, as opposed to the car park.

Delegates in possession of Hilton Honours will have their own booking-in system. However PLEASE inform Don Smith of your intentions so that your names may be included in the list of members who are attending the reunion.

BOOKING

Telephone: 01622 734322

Email: Paula.Seager@Hilton.com

Magic Group Code: GOCAA

CHECKING IN

On arrival please book in at main reception. From there please make yourself known to yours truly (Don) and/or a Hilton associate when you will have the opportunity to select your table for the dinner dance and order your wine. Tea, coffee and biscuits will be available.

PROGRAMME

Saturday 10th May

9.45am & 10.45am

Coaches to Chatham Dockyard

2.45pm & 3.45pm

Coaches return to Hilton Maidstone

The dinner dance will take place in the evening. Discounted wine and bar prices!

Sunday 11th May

The Biennial General Meeting will take place in the morning.

IN AND AROUND CHATHAM

The Historic Dockyard is the main attraction in Chatham. The former naval dockyard is an award winning Maritime Museum. For all ages, with naval connections or not, the dockyard is a great day out.

The Ancient Town of Rochester is nearby and is well worth visiting. In addition to the Cathedral, Castle and Museum, there are narrow streets and small shops. If you like second-hand bookshops, Rochester is a must.

Leeds Castle and **Sissinghurst** were mentioned in the last newsletter. Both are a short drive and both make enjoyable visits. Sissinghurst is a National Trust property with beautiful gardens.

Hever Castle, once the home of the Boleyn family, was later owned by Anne of Cleves, fourth wife of Henry VIII. In the 20th century it belonged to William Waldorf Astor. Hever is now a conference centre, but the castle and grounds are open to visitors.

Canterbury is a 30 minute drive. The Cathedral is magnificent.

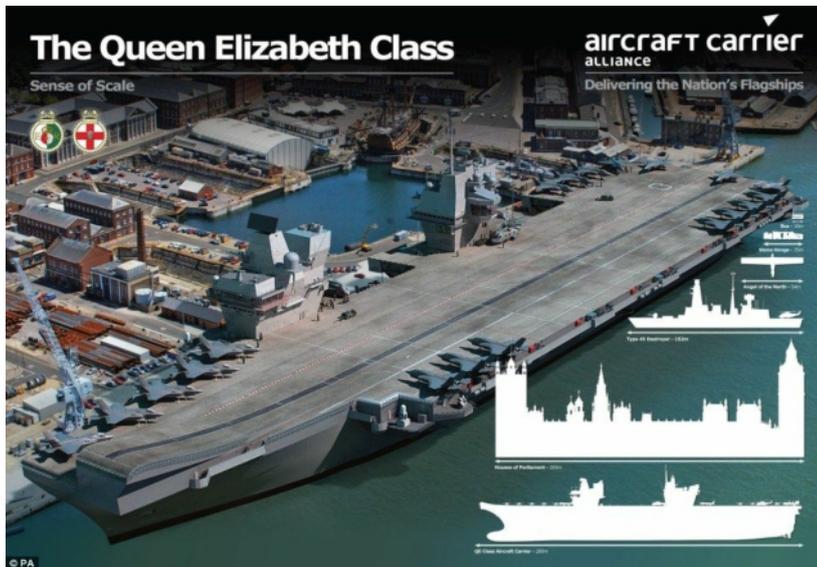
Bluewater Shopping Centre should satisfy any craving for retail therapy and is easily reached. Bluewater is huge and has all the top names in consumer goods and fashion. Another good shopping centre, Lakeside, is on the other side of the Thames.

**All this plus the hospitality of the
Hilton Maidstone and the OCAAA**

NOT TO BE MISSED!

*Footnote from Don Smith (S21) Slops Master &
REUNION SECRETARY:*

On May 10th 1954, 178 schoolboys assembled on the small parade ground at 'Fisgard' to embark on a career in the Royal Navy. They became Series 21 which will be SIXTY, yes SIXTY! years young on May 10th 2014. I didn't realise the significance of the date until after I had booked the date for the Reunion.



We look forward to the launch event for HMS QUEEN ELIZABETH next summer, which will be a real moment of national awakening. Why? Because she will be the first of two 'big deck' aircraft carriers capable of delivering a full spectrum of diplomatic, political and military options. Instruments of national power - symbols of national authority on the world stage - national icons. The Navy 'back in business.'

Admiral George Zambellas, the First Sea Lord, speaking to experts from defence and maritime industries on 10th September 2013.

As reported in the stop press of the last newsletter, the committee had the privilege of visiting HMS Queen Elizabeth after our meeting in October 2013. We are grateful to Captain Simon Petit (Senior Naval Officer) and his staff for the arrangements. Our guides, Warrant Officers Nolan and Jones were extremely knowledgeable and gave us a comprehensive and enjoyable tour of the ship; our thanks to them.

The quote (above right) from the First Sea Lord sums up the importance of the two new Aircraft Carriers to both the Royal Navy and the Nation.

From the bottom of the dry dock, the bridge, the overhangs of the flight deck and the flight deck itself, HMS Queen Elizabeth, now building at Babcock in Rosyth Dockyard, is absolutely huge. Her sheer size is also apparent inside the vast hangar and when looking down from the bridge wings. A typical comment from a committee member:

Standing on the jetty, the overhang of the flight deck was staggering, so much so that lifeboats / tenders will be carried inside the ship, being raised and lowered through hatches which open from the underside of the overhanging flight deck.

Some novel design features in propulsion and systems had us scratching our heads, but there is no doubt that this ship and her sister, HMS Prince Of Wales, will be formidable additions to the fleet when they are fully equipped and operational. Onboard facilities include a hospital suite complete with a ward and operating theatre and with its own independent and sustainable power supply. *(a far cry from the antiquated operating theatre on the supposed 'hospital ship' as well as Royal Yacht, Britannia, visited the day before the guided tour of Queen Elizabeth. Britannia remains in pristine order and is well worth visiting if you are in the Edinburgh area.)*

Admiral Zambellas did not mention technical details of the carriers. The following is from Babcock's own material in the public domain:

The Queen Elizabeth Class, the biggest and most powerful surface warships ever constructed for the Royal Navy, will be utilised by all three sectors of the UK Armed Forces and will provide eight acres of sovereign territory which can be deployed around the world. Both ships will be versatile enough to be used for operations ranging from supporting war efforts to providing humanitarian aid and disaster relief.

Design

HMS Queen Elizabeth and HMS Prince of Wales will have increased survivability as a result of the separation and distribution of power generation machinery throughout each ship. The class has been designed with twin islands, which separates the running of the ship from the flying operations resulting in greater visibility of flying operations.

The highly mechanised weapon handling system enables a streamlined crew to operate a vessel much larger than the carrier which it replaces, meaning that each ship will have a **total crew of 679**, only increasing to the **full complement of 1,600** when the air elements are embarked.

Affordability of through life support has also been a key driver in adopting a commercial design. Key operational spaces can be readily reconfigured and additional equipment inserted in a cost effective and timely manner to suit the future requirements of the Armed Forces and the nation.

The ships will use an electric propulsion system that enables the prime movers to operate more efficiently and therefore burn less fuel, saving running costs.

Crew Facilities

There will be four galleys on board and four large dining areas which will be manned by 67 catering staff. The largest dining room has the capacity to serve 960 crew members in one hour.

Each ship will have an eight bed medical suite, operating theatre and dental surgery, which will be managed by 11 medical staff. These facilities can also

be augmented to suit the requirements of every individual mission.

Crew facilities on board both ships will include a cinema and fitness suites in order to provide crew members, some of whom will be away from home for months at a time, with a good range of recreational activities. Crew members will have personal access to e-mail and the internet (when satellite communications equipment is not being used for operational purposes!).



Key facts about the Queen Elizabeth Class

The QE Class Aircraft Carriers will be the largest surface warships ever constructed for the UK and represent a step change in joint capability.

The ships will be 65,000 tonnes at full displacement - over three times the size of the Invincible Class aircraft carriers.

Length: 280m - 90m longer than the existing aircraft carrier.

Width: 70m - twice the width of the existing aircraft carrier.

Height: 56m from keel to masthead, which is four metres taller than Niagara Falls!

Range: 8,000 to 10,000 nautical miles.

Propulsion: Each ship has two propellers which together will output some 80MW of power - enough to run 1,000 family cars or 50 high speed trains. The two propellers will weigh 33 tonnes each - nearly two and half times as heavy as a double decker bus and one and half times as high.

Power: 2 x Rolls-Royce MT30 Gas Turbines and 4 x Diesel Generator Sets giving total installed power of 109MWe 110MW - a power station on board each ship large enough to provide all of Portsea Island with power.

The anchors will be 3.1m high, each weighing 13 tonnes - almost as much as a double decker bus

The on-board water treatment plant will produce over 500 tonnes of fresh water daily.

Each of the two huge aircraft lifts can move two Joint Strike Fighters from the hangar to the flight deck in 60 seconds. They're so powerful that together they could lift the entire ship's crew.

Up to 40 aircraft, both rotary and fixed wing will be carried. It is predicted they will routinely operate with 12 Joint Strike Fighters Weapons: Designed to receive the latest generation of the Phalanx close-in weapon system for defence of the vessel, each ship is also designed to receive 30mm guns and mini-guns located to counter asymmetric threats.

You can catch up with the build progress and update of the project by visiting the website:

www.aircraftcarrieralliance.com

Over A Barrel or What ?

A follow up to the article by John Lunn on the visit of HMS Hermes to Villefranche published in the previous newsletter:



Deryck Swetnam writes:

I was a denizen of 2BC1 mess on the Hermes when John Lunn wrote to Prince Rainier.

None of us knew about it until the Senior Engineer called a meeting in our mess and told us about it, saying that 'The Ambassador is very unhappy about the whole incident.'

What John didn't go on to say is that the Mayor of Villefranche heard about it and thought that it was a very good idea, so like it or not the ship had to put on a children's party in Villefranche.

Reminiscences of a 1946 Fifth Class Tiff

Dave Whittle, Benbow 42

January 1946 and a newly minted ERA 5 arrived at the twin gates of Chatham Dockyard and Barracks: Having entered the right hand gate and presented my documents, I was directed to the joining block a few hundred yards up the road. As I crossed over to the pavement and started walking, I heard confused shouting behind me, but I pressed on until pounding footsteps of a patrolman and his bellowed: "get off the pavement, it's for officers only!" The first 100 yards of pavement was the preserve of officers from the nearby wardroom; the separation of officers and men was still being maintained.

The barracks was bursting at the seams with ratings being demobbed. The joining routine was so long it took a couple of days to get round to all the windows and have your card stamped. In the ERAs' mess I met up with others from my division who had been allocated Chatham. The food was appalling; the much derided Caledonia fare began to assume an aura of haute-cuisine!

The overcrowding was very apparent at night. There was nowhere to sling a hammock; I spent the first night dozing on seating in the mess, unfortunately shared with some very hungry insect life. Eventually we found space for our hammocks in the attic under the eaves, but we were not the sole occupants. The rats were undeterred by our presence!



Each day we reported to the ERAs' regulating office in the hope of a draft, but appointments were few and far between; ships were being decommissioned and put in reserve. One by one in alphabetical order we were slowly dispersed to ships. I lingered on in barracks until July when I was drafted to HMS Leander, lying in Portsmouth and soon to depart for the Mediterranean. Here I met up with classmate Bob Hawtin and John Chichester-Constable, a former Chief Hook of Anson division and now an ERA 3.

As a fifth class, boiler room watchkeeping was a shock; cleaning sprayers, drawing boiler water samples, connecting up and shutting down, all amidst deafening noise. I particularly disliked shutting down, as it entailed going up to the boiler uptakes to close the master valves. The glands all leaked, air was in short supply and it was very hot.

On arrival in Malta I quickly signed up for a double-breasted doeskin suit from Greenbergs Naval Tailors;

the standard issue serge was not high fashion. I have since bought much better suits off the peg.

The 1946 Autumn cruise involved a lot of exercises and many visits to Greek Islands. A political decision was made to make a show of strength in the Corfu Channel. The Albanians were averse to shipping sailing close inshore despite the channel being an international waterway. In the ensuing demonstration, HMS Volage and HMS Saumarez struck mines. There was considerable loss of life; one of my Caledonia classmates was killed and another, Ted Tarrant, was badly burned. Ted spent a year in hospital; his reward was a loss of twelve months' seniority.



In 1947, Italian heavy ships which had been interned in the Bitter Lakes were released. Two of them anchored off Catania, Sicily. Leander was given guard duty and for two weeks swung at anchor with no shore leave. At the close of the year Leander made prolonged visits to Trieste and Athens, providing visible support for governments under threat. Tito had his eye on Trieste and there were demonstrations of intent in the surrounding hills; large fires at night and white-painted rocks spelling out TITO by day. The matter was eventually settled; the Italians got Trieste and Tito got Split.

The Greek royal family had close ties to the British monarchy. The British Army had helped to suppress an uprising of communist activists. There was a continuous R.N. presence in Piraeus. Leander took its turn. It was one of the better runs ashore. After a year I was promoted to Acting Fourth Class, backdated to January 1st 1947. The back pay disappeared in an alcoholic haze, with monstrous hangovers, acquired mainly at the ERAs' Club and other less salubrious bars. At about that time I changed from 'U A' to 'G'. Life was looking up and dinner became edible, the taste-buds numbed!

Postscript:

It is strange to think that the R.N. presence in the Med immediately post-war was numerically greater than the active strength of the navy today. Our principal watering holes in Malta were the ERA's Club off Crucifix Hill, the row of bars up the hill beyond the Granary and of course the infamous Strata Strada, Straight Street, known to all as 'The Gut.'

continued ...

In the ERAs' Mess at Chatham Barracks there hung a photograph of the first passing out of Artificer Apprentice hook boys of HMS Tenedos, circa 1908.

Above the bar in the ERAs' Club was a pen and ink drawing entitled 'Strata Strada The Street Called Straight.' It depicted a sailor very much the worse for wear, propping up a wall and looking down The Gut.

I wonder if either of these two pictures has survived? Perhaps a member of OCAAA might have some knowledge.

If anyone can shed light on what happened to the pictures mentioned above by Dave, please let me know (Ed).

ADMIRABLE ADMIRALS

The series continues with Exmouth Division, named after Admiral Edward Pellew, Viscount Exmouth.



Admiral Edward Pellew
1st Viscount Exmouth, GCB
1757 – 1833)

Edward Pellew was born at Dover, the second son of Samuel Pellew, commander of a Dover packet. The family was Cornish, descended from a family which came originally from Normandy, but had for many centuries been settled in the west of Cornwall. Pellew entered the Royal Navy in 1770.

Although not from a privileged navy family, Pellew was especially understanding towards young officers of a similar background to his own. His ships' crews greatly admired him, for his kindness and for his ability; if some of his fellow-officers loathed him, many others swore by him.

Much of his sea-time was spent blockading enemies, usually French, in one sea or another. If he enjoyed an occasional peccadillo on distant stations, he and his wife were successfully married for more than 50 years. He was magnanimous to his French opponents, always considerate to his men, and generally kind. Pellew fought minor battles in the Great Lakes (during the war of 1812), then in the Mediterranean and in the Indian Ocean.

At the start of the French Revolutionary War he was a frigate captain on the Channel station and after a fierce single-ship fight obliged a French frigate to surrender. It was the first British victory of the war and it was the making of him. He was knighted, promoted and entertained by George III at St James's Palace; he was presented to the prime minister, William Pitt.

The assault on Algiers in 1816 brought Pellew to final heights of fame. It was the climax of a campaign against the Barbary States, the semi-independent Muslim princedoms of North Africa, which had for years preyed on the sea-traffic of the Mediterranean, and held thousands of Christian prisoners in slavery for ransom. When Pellew sailed into the port of Algiers with a vengeful fleet of 23 sail, he was, it was believed, fulfilling not simply a British need, but a Christian duty. It was a terrific action, fought at close range between the warships and the massed guns of the fortified port, amidst the fury of the battle, the explosions, the fires, the devastation on shore and the whistle of the rockets overhead. Pellew's success was absolute. The Dey (Ruler) of Algiers was forced into a submissive treaty. Several thousand prisoners were set free. For this action Pellew was created 1st Viscount Exmouth on 10th December 1816. Following his return to England he became Port Admiral at Plymouth from 1817 to 1820, when he effectively retired from active service. He continued to attend and speak in the House of Lords. In 1832 he was appointed Vice-Admiral of the United Kingdom.

Pellew bought Bitton House (then called West Cliff House) in Teignmouth in 1812 and it was his home until his death in 1833. Bitton House is now home to Teignmouth Town Council. The museum in Teignmouth has a collection of artefacts which belonged to him.

The Sir Edward Pellew Group of Islands in the Gulf of Carpentaria are named after Pellew. Other Australian geographical features include Cape Pellew (adjacent to the islands) and Exmouth Gulf. Pellew Island, Jamaica is also named after Edward Pellew.

Admiral Pellew is featured as the Captain of *Indefatigable* (*the ship he took command of in real life in 1795*) in some of C. S. Forester's fictional Horatio Hornblower novels; in the television adaptations, as portrayed by Robert Lindsay, he is given a more prominent role. As a midshipman, he appears in the novel *Jack Absolute* by C. C. Humphreys.

There is a wealth of information available on Edward Pellew, including an excellent biography: 'Commander - The Life And Exploit Of Britain's Greatest Frigate Captain' by Stephen Taylor (Faber & Faber 2012).(Ed)

HMS Pellew

There have been two ships named HMS Pellew. The first was an Admiralty M-class Destroyer, launched in 1916, sold in 1921 and scrapped in 1923. The second was a Blackwood class Type 14 Frigate launched in 1954 and sold for scrap in 1971.



HMS Pellew

Another ship intended to be named HMS Pellew was a destroyer ordered in 1942. The order was cancelled and transferred to another shipyard, and she was launched in 1944 as the C-class destroyer HMS Carysfort.



OCAAA NEEDS YOU!

OCAAA Treasurer

Alan Williams has for some years been our efficient and willing treasurer, and valued member of the OCAAA committee.

Alan will be stepping down after the biennial meeting at the end of the 2014 Reunion with our thanks for all he has done for the Association.

Please consider whether you might succeed Alan as treasurer and contact him directly, or Mike Ketley, by telephone or email.

OCAAA Webmaster

Phil Price rebuilt the website to a very high standard and has continued to maintain the site. However, his day job is very demanding and time consuming and Phil needs to pass the webmaster baton to a successor. Phil also serves on the OCAAA committee. If this might fit your skill and time, please let Phil or Mike know

Artapp Ye Scribe



*N*ow hear Ye!

*T*hose in peril on the sea, and indeed all adrift on Ye ocean of life, are surely the more endangered by swin-ging kut-baks in Navee Armee and Air Forse decreed by Ye Minister of defence of Ye Realm and Ye Minister of mune in Ye state coffers.

*M*ethinks reservist replacements will needs be rem-ark-able members of ye species, both male and female, as will Ye six hundred and seventy nine ship's company of ee-nor-mouse carriers Q E and P of W. Scribe doth deign to suggest that re-dun-dant Members of Parliament be drafted to supp-le-ment min-i-mal crew and keep Ye heads free of ordure. Al-ter-nat-ive-ly bring bak Ye tot!

*D*o I hear nos-tal-gic cries of 'when I was in Ye Andrew 'twas a different story?' Ye bea-ting heart of this ancient steamy, now quill bearer, doth echo said cry. How for-tu-nate were Ye Boy Arts in days of yore!

*M*any are memories that linger still, though some have been mislaid with passage of time. Those in need of a refresher course, hasten to Ye Reunion in Ye merry month of May where much grog and lamp-swinging will surely be lineament to Ye grey matter.

O C A A A Committee Contact Addresses

All can be contacted by email via our website: <http://www.o meta .org>

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Treasurers Report (1st March 2014)

The Association continues the year in a financially sound position. A summary of the financial year to date is set out below. There are three major reasons for the reduction in the cash level from the start of the financial year – purchase of two Boy Art videos for the website from the Imperial War Museum (£204), newsletter production and distribution costs (£300) and the purchase of O meta pens (£242). The next formal, independent audit of the Associations accounts will be held at the end of March 2014. The expenditure on the Deposit A/C was an online transfer to the Current Account.

Accounts as of 1st March 2014:

O meta Deposit Account	£4625.79	*(£5122.66)
O meta Current Account	£ 436.19	*(£ 556.84)
Total Cash Funds	- £5061.98	*(£5679.50)

** (position at start of financial year)*

Cash Flows on Accounts:

Current Account:	Income:	£841.50	Expenditure:	£962.15
Deposit Account:	Income:	£ 3.13	Expenditure:	£500.00
Change in cash position over year to date:		- £617.52		

Cost Value of Slops held (at average purchase price costs from April 2012)

(held by Slop Master)

£1401.25

*(£1208.68) *(position at start of this financial year)*

Total Assets (incl. Slops at cost) £6463.23
*(£6888.18) *(position at start of financial year)*

[Alan Williams](#)

Treasurer