



Newsletter Volume 5 – No -6 –June - 2016

Opening Comment: -What a wonderful reunion weekend we had at the Bosworth Hall Hotel & Spa [part of the Britannia group], situated in spacious grounds in Market Bosworth, we all seemed to enjoy ourselves. You will see all the details below the Chairman's report. I'm sure the Saturday will be remembered for a long time, thanks to Debbie and Brian for all the hard work they put in organising the day out. I would like to say a big thank you to Debs and Malcolm for offering to find a venue for us in 2017, they are both young and very busy, but are kindly finding time to meet our requirements; I will help them as and when they feel the need.

Kind regards, Alan.

Chairman's Chat: - Another reunion has passed and was a very enjoyable occasion so well organised, as usual by **Cliff**. The Hotel staff were very helpful and went out of their way to ensure that we enjoyed ourselves. The numbers were down but we still had a respectable number attending.

At our **A G M** on Sunday, **Cliff** had to stand down as **Secretary** on the advice of his Doctor and you will be aware that with the exception of our **Treasurer – Andrea** - all the other Officers and Committee members are well into their 80's! We asked for volunteers to take over the job of **Secretary** but we had no takers, because of this we decided that the **Association** could not carry on in the present format. I then put two options to the meeting:-

Option 1. HMS Kenya and Newfoundland meet every year, not on a formal basis but as a group of shipmates and friends and therefore they do not require a Committee. The weekend is virtually the same as at present, with the exception that they do not have an A G M on the Sunday. They have made an approach to us and would be pleased to have us join them.

Option 2. HMS Ceylon Association could follow the format of Option 1, but still remain for Ceylon shipmates, family and friends.

Alan agreed to continue publishing the Newsletter and will give some help to Debbie and Malcolm Marshall who have agreed to help find future venues.

The meeting overwhelmingly supported Option 2, therefore we will continue to pay our Annual subscriptions of £5 to Andrea, our Treasurer.

Enquiries are now ongoing for a suitable venue for our next year's reunion, and as soon as we can, will pass on the details in a Newsletter. I personally think that by adopting the new format we can continue meeting for many years to come.

I would point out that with the exception of not having an AGM on the Sunday that next year's reunion, will in all other respects be the same as in previous years. *Yours aye, Brien.*

Past Secretary's Piece: - **Post Now Vacant:** - Hello Shipmates, at the AGM I submitted my resignation as secretary, *very reluctantly* I might add! This was not planned by me, but was caused by my medical condition, so on the recommendation of my Doctor I had to unwillingly stand down. I would like to say a big thank you to all for the help and advice given in the past and for putting up with my quirky ways? I cannot name people, but they know who they are, with them always being there for me and cheering me up.
Cheers – ex-sec - Cliff.

Treasurer's Report: - Subs will as in the past be accepted, we need these to cover the cost of the newsletter, which happens to be our biggest outlay. Surely at £5 per head a year, ours has to be the cheapest subs of any association?
Yours, Andrea

Trip to Foxton Lock & Battlefield Line Preservation Railway.

Part 1 – Hotel to Foxton locks.

The coach was waiting at the given time to whisk us all away on an enchanting day out and we left the hotel on a dry but windy morning, along the country lanes to the M1 motorway, southbound, not knowing where we were being taken, turning off south of Leicester, through more country lanes and villages, past green fields to Foxton Locks. The coach was unable to take us to the locks as the lane was so narrow and had no turning area, but it was only



6-700 yards away, so off we set down a path to a bridge over which we had to cross to get to the footpath the other side, along the pathway to the locks was a metal horse being led by a metal boy, quite good. Along the bottom of the hedgerow were deposited the cinders from the longboat fires. Arriving at the locks which were very narrow, only a few inches either side of the longboat which happened to be in the top lock. A small café was situated nearby where tea, coffee, hot chocolate, biscuits or cake could be purchased, the



drinks were all very hot, much needed with the northerly wind whipping around the corners. The locks consisted of seven [7] stepped downward locks, each one having a pond in which the water from the lock entered as it was being emptied until the 7th and 6th locks had an equal water level, there being a pond for each lock, it was interesting to watch the longboat go down the locks . After about an hour it was back to the coach for the next leg of a surprising day out.

Stage 2 - Foxton Locks to Shackerstone Station: -

Leaving Foxton Locks the coach retraced its journey back to the northbound M1 and after leaving Motorway, the roads seemed to get narrower the nearer we approached Shackerstone Station, which is on the Battlefield Line; arriving at the station the coach parked as near to the platforms as possible. Once the train 'puff-puffed' into the station, the cry went up 'all aboard'. The carriages were of the 1960's type, four seats with a table in between, with all the table being set up with cutlery cream and jam. Once the train started to move, warm scones were delivered to each table, quickly followed by hot tea or coffee which was replenished regularly, the volunteers serving the food and drinks were helped by a young boy and girl, who were very helpful.

As well as our shipmates wives and friends, there was a couple from SICKA in southeast ALASKA, Peter and Christine Harrington, Christine being the daughter of shipmate David Evans, who came all the way from Seattle in the USA, with a broken ankle, all strapped up, David is 91 and he broke his ankle **Skiing of all things**; we all hope you are getting better David! Arriving at Shenton Station, the end of the line, the train stayed for 10 minutes allowing us to stretch our legs, then it was off back to Shackerstone Station passing a

number of dis-used Stations including 'Market Bosworth' which is 3 miles across the fields to the hotel. At Shackerstone Station we gathered for a group photograph, where many camera's clicked. Then it was back onto the coach for the trip back to the hotel. I'm sure you will all join me in giving Debbie and Brian a very big **Thank you** – all done in memory of her father for organising such a wonderful, interesting day out, it seemed everyone enjoyed themselves.



Photograph of a happy band of wanderers, taken by Gill Harrisonj.

Welfare: - (1). Past Newsletter Editor writes: - It is my happy duty to inform everybody that my latest change in medication seems to be taking good effect. At the reunion I was very much in pain most of the time and suffering a great deal of discomfort. I really must thank all the people – **far too many to name** – who seemed very concerned on my behalf; it is most gratifying to have such friends seeking my welfare! Shortly after the reunion I had a consultation with my Oncologist who advised, that because the PSA levels had risen to a high of 5.4 from 0.5 and that recent CT scans showed the cancer had not shrunk at all, that I should be put onto a new – **and apparently very expensive drug** - commencing 27th April. After four weeks, new blood tests showed the PSA had dropped to 0.3; a very satisfactory situation. Now I am permanently on this new drug, which is apparently doing me a power of good, with pain and discomfort levels dropping noticeably! My problem now being that an expected side-effect of severe fatigue has kicked in! However, all in all, a satisfactory situation and I look forward to next year's reunion, wherever it might be?

Yours aye,

Terry.

(2). John Wyeth's health has improved and he is now able to drive short distances; this of course is very beneficial to him.

(3). John Ling – after many visits to the Q A Hospital in Portsmouth with breathing difficulties, he finds himself now in an improved state. During this time, his wife Marie had a fall on the pavement from which she is now having to take time in an effort to get back to a state of normality.

(4). Cliff Pell - further to his earlier comments above, Cliff says that since he reluctantly gave up the job of Secretary, his Doctor is pleased in the manner his health seems to have improved; he looks better and says he feels better! We were all so sorry to lose such a very hard working and capable Secretary, but his health is more important.

(5). Alan Hadley – recently I had an operation to repair an Inguinal/Femoral hernia. I am not allowed to lift anything heavy for a month and my wife Diana is a very strict nurse! I am taking lots of painkilling tablets, **and very little alcohol!** Fortunately, Terry, even with his 'ups & downs' has kindly stepped into the breach to help me out in the writing of this newsletter while I recover.

A message received re a Crossed the Bar Shipmate: - Ronald Maxwell – 1924 – March 18th 2016.

Ronald joined the Royal Navy in 1942, aged 18 years, he did his initial training at what was Butlin's Holiday Camp, Skegness, re-named HMS Royal Arthur; from there he went to Portsmouth to finish his training. He joined HMS Ceylon in Glasgow 1943, funnily enough the first person he met when going aboard was his cousin. I remember him telling me he cooked for Captain Amery-Parks. He did gun training at Lamlash and Scapa Flow, after which he spent a short time on the North Atlantic Convoys. The Ceylon was sent to Devonport where the crew were issued with their Tropical Kit and on leaving Devonport they went on a patrol in the Bay of Biscay, then on to Gibraltar, then through the Mediterranean Sea and the Suez Canal before arriving in Bombay where a short stay was had for maintenance etc. From there they moved to Trincomalee to join the 4th Cruiser Squadron of the Far Eastern Fleet. Ceylon then spent some time on Escort/Convoy between the Island of Ceylon and Australia, spending time in Freemantle where leave was given. He was promoted to Petty Officer somewhere along the way, then sometime between the end of 1943 and early 1944 he was told to pack his kit and was transferred from the Ceylon to HMS Hawkins. He arrived back in England and in June took part in the D –Day Landings. HMS Hawkins was part of the American Fleet at UTAH beach. His job was to help bring Stores and Ammunition from the ship to the beach. After D-Day the ship returned to Falmouth where she was to be scrapped; Dad thought he was to be de-mobbed, but to his and the crew's surprise, they were drafted to HMS Nelson and this was to be his first peacetime goodwill cruise; he said it was a very good one too. ***Sent in by his daughter, Yvonne Scholes.***

In Closing: - Because of the health situation of Alan and the fact that he has been struggling along on an eight year old laptop operating Windows 7, I had to step in and help out. I was quite happy to do this, and will always be happy to advise and help in any way possible to keep our little information sheet going. However, I am not always feeling "up-to-speed"! See you next April hopefully.

Yours aye, Terry.

Written by Alan Hadley – abetted by Terry Randall.
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