



CNOA

Chatham Naval Officers' Association



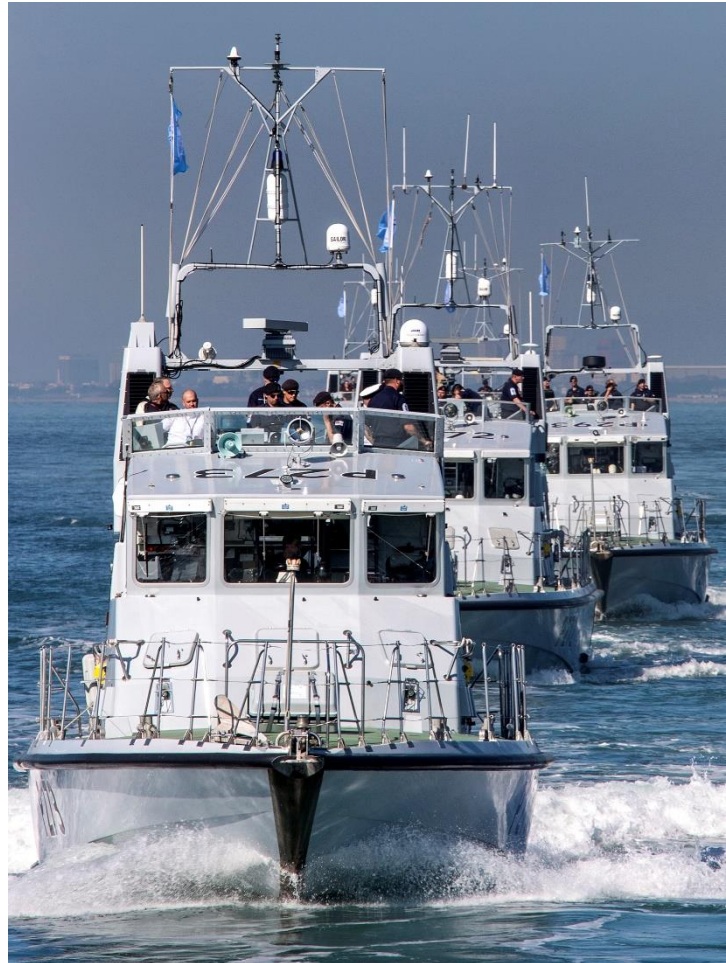
The CNOA Newsletter for May 2019

Email: contact@cnoa.org.uk

Website: www.cnoa.org.uk

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HMS PURSUER leading other P2000 class patrol boats on the Solent as part of their annual squadron exercise. The 1st Patrol Boat Squadron have five ships based in HMNB Portsmouth while the others are based around the UK, with two in Gibraltar, and affiliated to allocated universities.

As well as providing training and maritime experience for the university students, the patrol vessels provide support to wider Fleet tasking and often take the role of attack craft in maritime exercise around the UK and Europe.

Commanded by Lieutenants with a small Royal Navy ship's company, university students also crew the ships to learn about the Service and to enjoy the camaraderie of working in a small team. Photo © Copyright MoD Navy 2019

Ladies and Gentlemen,

The next meeting of the Association will be on **Friday the 10th of May** in the Warfare Room, RSME HQ Brompton Barracks 19.45 for 20.00 when CNOA Member, Rev. Keith McNicol will talk about a village of Peace in the midst of conflict. The evening will then continue with refreshments and fellowship in the Officers Mess.

Chairman's Flag Hoist:



Dear Fellow Members,

This week, my wife Susan has been drafted to North London as 'additional for grandson-sitting and other diverse domestic duties'. As it happens, the lad is a bit of a 22month old handful, the 'terrible 2s' having arrived in his case at 18months of age. It might be because he is half Italian. Needless to say, we only half-jokingly blame his Italian side for all of his shortcomings and we are certain his Italian family blame his English side for him being their "most difficult grandchild" (how dare they!).

It's funny how families have different outlooks and come to different conclusions about life, child-rearing and its travails. What is common amongst us all though is that we step forward when our children need help. We might hand out money, our DIY expertise or perhaps most importantly of all, just give our time when we are needed. In our case and I suspect for most of us, it has been all 3.

I can hear you thinking 'what's all this got to do with the CNOA?' Well, I think we can easily draw parallels. The Navy and indeed the wider maritime community is in many ways like a family. To be successful, every unit whether it be a ship or a shore based organisation needs its members to be mutually supportive, offering friendship and time to one another as well as professional expertise. For our association, this translates into supporting our functions, attending our meetings, paying our subs (you know who you are!) and above all else offering the hand of friendship. I appreciate that not everyone can do all of these things, but I hope those of you who are able can play their part in this and help the CNOA to continue as a success.

Despite the miserable wet weather today, I am able to see new life bursting out all over my garden. Spring bulbs have been out for weeks but now many of my trees and shrubs are showing that lush, fresh green growth that makes this time of year so wonderful. Even our fox was helping us out today when I watched it trot across our garden with a huge rat in its jaws. On balance, I think I would rather have the foxes at the bottom of our garden than the rats that live beneath our next door neighbour's decking. Nature is truly a blessing!

I look forward to seeing you at our meetings and of course at our next major function, our Ladies and Guest Night Dinner to be held in the RE Officer's Mess at Brompton on the 28th of June.
Yours Aye,

Colin

Colin Tozer
Cdr RN (Rtd)
Chairman

2019 Future Speakers & Events:

Please note the date changes below to the second Friday of the month
12th April: David Doré – The broken promise "In the footsteps of Lawrence"
10th May: Rev. Keith McNicol – A village of peace in the midst of conflict
14th June: Parish Notices followed by a social evening
[28th June: Ladies & Guest Night](#)
12th July: Martin Watts – The Royal Marines and the war at sea 1939-45
9th August: CNOA Summer leave – No meeting
13th September: Lt Cdr Iain Shephard – ASW in the Royal Navy
11th October: Brian Maplin – Hovercraft

25th October: Trafalgar Night

8th November: Glenn Jones – A war of two halves, the Second Afghan War

13th December: Cmdr Bryant – The President's Address

Additional events will be included as details become available. As always, we are most grateful to those who send items for this Newsletter. **All such contributions by the 5th of each month please.** Could other CNOA members also provide a short presentation for us? Yes, they could! Please let Jon Vanns know or email contact@cnoa.org.uk

Derek Ireland (Hon. Secretary) and Graham Storey (Newsletter Editor)

Hard to believe but true From Lt Cdr Jon Vanns

Oasis of Peace is a village in Israel in which Jews and Arabs live equally together. Children are taught bilingually. Students study conflict resolution to MA level, it is a hopeful community amid ethnic and political tensions.

CNOA Member, Rev. Keith McNicol will present a thought provoking situation and open up some interesting ideas. Your seat is already booked for Friday 10May2019, see you there.

New Royal Navy facility for Operations East of Suez From MoD Navy

A new era in Royal Navy operations in the Middle East began today (11Apr2019) with the arrival of HMS Montrose in Bahrain, ready for a three-year mission.



HMS Montrose at the Royal Navy's new support facility in Bahrain © Copyright MoD Navy 2019

After an epic six-month, 47,000-mile journey from her home in Plymouth, the frigate sailed into the Royal Navy's new support facility in the Gulf Kingdom, the hub of Britain's naval operations east of Suez.

From Bahrain HMS Montrose will conduct regular patrols dealing with drug trafficking in the Indian Ocean, where HMS Dragon scored a record-breaking eight drug busts over the winter, supporting counter-terrorism and counter-smuggling operations, and work with Middle East and allied navies to ensure the safety and security of this key region through which a significant amount of the UK's ship borne imports and exports need to pass unhindered by others who would prefer to restrict such trade.

Instead of returning home to the UK after a six to nine month deployment, Montrose is being stationed in Bahrain until 2022 to ensure a permanent presence in the region. This avoids the need for warship deployments each requiring a lengthy passage to and from Britain, allowing the total transit times to be better spent on patrol in the Middle East.

Seafarers UK – Sailor to circumnavigate the UK, visiting every Harbour Master, in aid of Seafarers UK

From Seafarers UK



Retired businessman Mark Ashley-Miller, 56, sets out from Dartmouth today (29 March) to circumnavigate the UK and visit every Harbour Master on an epic two-year voyage.



Mark is sailing his 34ft ketch 'Good Dog' from harbour to harbour in a clockwise direction around the UK, with the aim of meeting as many Harbour Masters as possible and asking them questions in order to gather a unique record of them, their harbours and their work. He is doing this in support of Seafarers UK, raising money for the charity and awareness of mental health in the maritime industry.

To sponsor Mark, please visit his fundraising page:

<https://uk.virginmoneygiving.com/HarbourMasterSailingChallenge>

Or follow his journey on Instagram: <https://www.instagram.com/harbourmastersailingchallenge>

And, Seafarers UK is funding SeaFit, a joint initiative from the Seafarers Hospital Society and the Fishermen's Mission, working in partnership to deliver sustainable improvements in the health and wellbeing of fishermen and their families around the UK. The two-year programme covers numerous aspects of mental and physical health and wellbeing and provides a range of services direct to communities completely free of charge.

These include Health checks at the harbour side, Health trainers in the community, Dental checks with some initial treatment, Access to mental health and wellbeing support to complement Big White Wall and Development of a network of physiotherapists trained to meet the specific needs of fishermen. For further information visit <https://seahospital.org.uk/seafit-programme/>

Places currently available for the 2019 CNOA Guest Night
From Cdr David Houston



Chatham Naval Officers' Association

Event: Ladies and Guest Night Dinner - 2019

Venue: Royal Engineers Officers' Mess Brompton Barracks

Date: Friday 28th June 2019 Time: 1915 hrs For: 2000 hrs

Dress: 2B (or 2BW) Mess Undress or Black tie Dinner Suit, miniature medals and neck decorations

Ladies: Long Skirt/dress preferred

(Please print names.)	First Name	Rank/ Title	Car No.	Accom Req	(A) Veg (B) Celiac (C) Soft Drinks
Member's Name					

Guest Name/s					

Dinner Cost per Head: £ 49.00. (Wine included and served by staff at the Table, as are soft drinks for those not taking wine at the meal)

Accommodation - Cost pp including Bed & Breakfast: approximately £20 Yes / No

Members wishing to have accommodation will need to pay the mess directly. Reception will take an imprint of your credit card to cover all costs over and above the dinner itself.

Cheque enclosed for the sum of: £ Payable to: CNOA

Signed Date:

Please return this form together with cheque to: Commander David Houston,
Landway House, Northfleet Green, Gravesend, Kent, DA13 9PN Tel: 07719378993

No later than 7th June 2019. However the List will be closed if the permitted numbers are achieved prior to that date

Call for CNOA members to present more 45 minute talk slots
From Lt Cdr Jon Vanns

We all know that collectively, the current CNOA members have had a lot of interesting experiences, some of which we can talk about. Most of us also remember that each of us had a prepared one hour talk on a relevant service matter ready for whenever the training schedule went pear-shaped. Please let Jon Vanns know what talk subject you can provide for the members and then arrange with Jon when it will happen. It's not difficult and it provides great variety for the talk programme.

Book your places on the 2019 P&O Cross Channel Ferry Trip

From John Fullagar

Join us for a mid-week channel crossing aboard the P&O Ferry PRIDE OF KENT on Wednesday 19th June 2019. Check-in time at Dover Docks is mid-day for the 12-55Hrs sailing to Calais.

Note: Check-in closes 30 minutes before departure.

Once onboard sit back and relax in the Club Lounge and enjoy a complimentary glass of champagne. Complimentary tea and coffee are also available. The menu for your meal on the return sailing will be available once we are onboard.

Bridge visits have been arranged for those who are interested on the outbound leg, this is dependent on the weather, and the captain’s discretion.

Order your duty free wines, beers and spirits in the onboard shop and your order will be delivered to your car during the vessel’s turn-round in the Port of Calais.

Lunch will be served in the ships restaurant while sailing back to Dover

ETA at Dover 16-30 Approx.

Please PRINT names and car details for every person travelling.

Forename	Surname	Vehicle	
		Make	Registration No.

Application forms and cheques should be sent to: John Fullagar, 27 Hunters Way, Darland, Gillingham, Kent ME7 3BS (07780266643) e-mail johnfullagar47@hotmail.co.uk

PRESS RELEASE – NEW BOOK

Immediate release – 11th April 2019

Publication: 15th April 2019

FORGOTTEN FEW

by Paul Beaver, published by Beaver Westminster at £9.95. 80 pages



Telling the story of more than 50 naval pilots in the Battle of Britain

Missing from the official accounts for more than 20 years and completely side-lined in the popular memory of the Battle of Britain, this is the story of 57 Naval airmen told through their individual biographies. Some of the pilots flew in Fighter Command squadrons, others in Naval squadrons defending the Scapa Flow naval anchorage in Scotland; somehow missed off the fighter cover plot for 1940. Paul Beaver explains how and brings their lives, often short, into focus.

Paul says: “I have found their stories compelling. Take 23-year-old Dickie Cork for example. He was so rated by Royal Air Force legend Douglas Bader that he wanted Cork as his wingman. He was right to do so, Cork became an ace within days.”

Not all the pilots were as old as Cork. Midshipman Peter Patterson, who also flew with Bader’s No 242 Squadron was not even 20 years old when he crashed into the sea without apparent reason.

Paul has been able to draw on private letters from the pilots, previously untapped primary sources and contemporary accounts of air combat. He describes the fighters used by 804 Naval Air Squadron, the ungainly, slow Sea Gladiator biplane, and records one of the fruitless but hair-raising sorties chasing after a *Luftwaffe* ‘bogey’.

No stranger to the period, Paul has researched their stories with the help of key organisations such as the Battle of Britain Memorial Trust and the London Memorial. With two leading specialist historians, Geoff Simpson and Matt Wills, Paul has worked through each biography to add detail and iron out ambiguities.

The book will be launched at RNAS Yeovilton Air Day. Proceeds will go to the NavyWings charity which supports the RN Heritage Flight.

The Pacific Exploits of the Captain of Captain Ginger

From Lt Cdr Trevor Pratt

A tale of two boat charters in the Pacific

.... The next day we were due to meet Sarah and Dave for our boat charter in the Bay of Islands.



Rustic Gate



Pula the pet pig

We had rain on the first day and night with sullen grey skies, so after loading the boat with provisions we decided to stay put in the marina. The next day was an improvement and we slipped our berth and headed up the channel to anchor for lunch at Robertson Island. Lieutenant Cook landed here in 1769 and the cove to the left of the bay is named after him.



Our Beneteau 34 - S/Y Alomar



Roberton Island

The day was still cloudy and overcast, not as in the photo! Early in the evening we sailed across the bay for a night time anchorage in the very sheltered Manawaora Bay. Here we managed to get a line caught round our propeller, but fortunately Sarah was able to clear it the next day and we were on our way again. This time to Moturua Island, which is a wild life sanctuary and walked the trail around the island which comprises seven hills, two summits and it took us two hours. The views were fantastic but returning in the dinghy seemed to take longer than going ashore!



Typical view of Bay of Islands

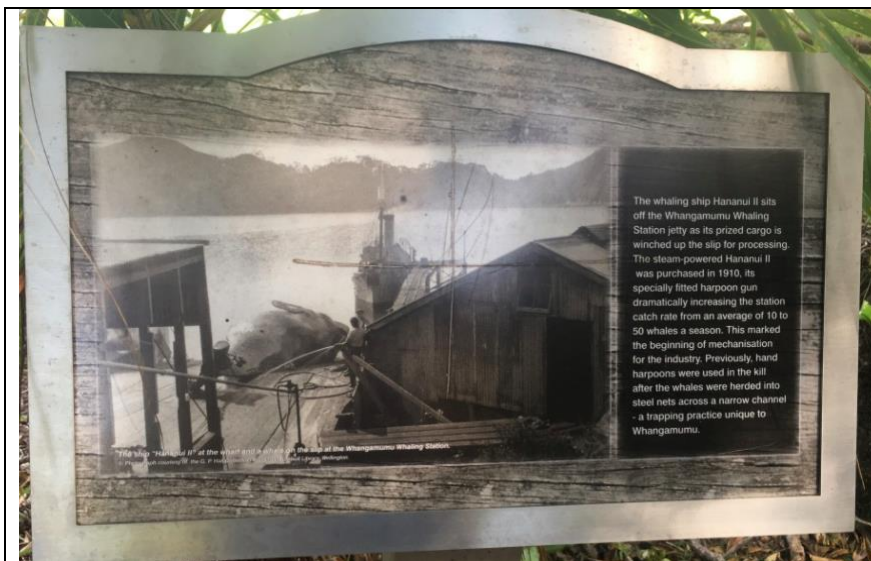


Didn't seem this far going ashore

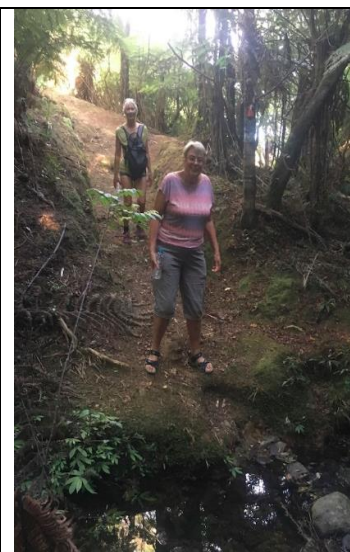
We moved to a more sheltered anchorage in Parekura Bay to spend the night. By now the weather had improved but we still had strong wind forecasts so had a lazy morning at anchor the next day before going to Paradise Bay. All the islands have these amazing well maintained and signed trails. Here we walked in a big loop in the inevitable up hill and down dale fashion before returning onboard for a BBQ in the evening.

We wanted to go outside the Bay of Island and visit an old whaling station, so the next day we went through the Albert Channel and with winds gusting 25-30k sailed fully reefed for Cape Brett; but the wind was increasing and the seas getting higher, so we turned back and headed for the shelter of Oke Bay where we spent a peaceful night.

If at first you don't succeed etc....The next day we made it to Whangamumu and the ruins of the old whaling station although our passage was not an easy one; the seas were still 2-3m and we fought a head wind of 18-20k once round Cape Brett. Inside the very sheltered horseshoe bay our anchorage was well protected and we went ashore to explore the remains of the old whaling station and climb the inevitable summit, aptly named The Lookout.



The Old Whaling Station Whangamumu



Tramping

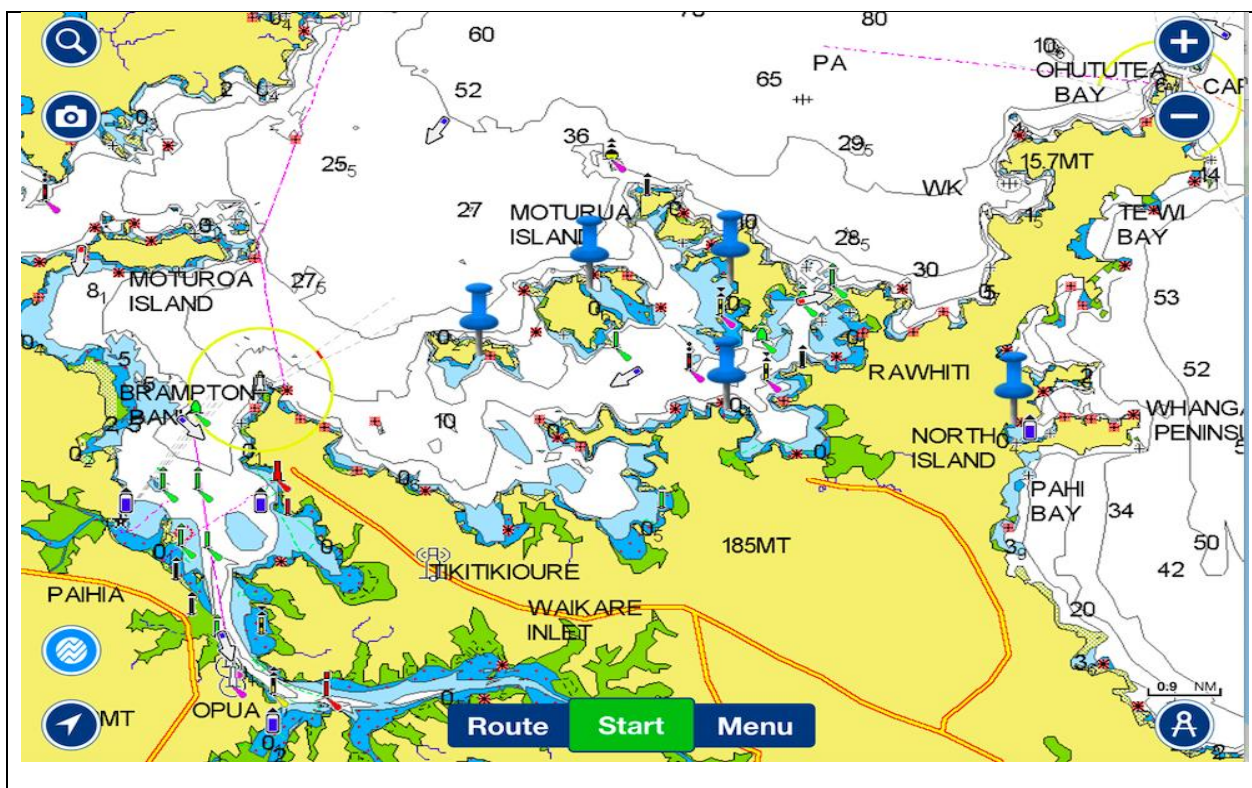
Thursday 27th February and our last day of sailing, still strong winds but this time we were not bashing into them and sailed at 5 knots under the jib, round Cape Brett, back through the Albert Channel to anchor in Paroprenui Bay where we had intended to stop for lunch but ended up staying the night as it was so pretty. The next day was a longer trip than planned to get back to our base at Opua where we arrived at 1130 (due back at 1200!)



Joycie has completed BBQ training



Sarah is still practicing falling out of a kayak



The Bay of Islands is a great cruising area, lots of anchorages and plenty to keep you occupied

That evening we drove to another farm Airbnb which even had its' own banana plantation. We arrived in the evening, had a BBQ on the deck and spent the next day relaxing and recovering before driving to Auckland to spend time with Beverley at her home near One Tree Hill. On our way we diverted to drive along the coast to Busby Head, where we walked to the 2WW gun emplacement which was built into a rock and camouflaged. Smugglers Cove was a delightful beach.



The WW2 gun emplacement



Smugglers Cove

The journey took longer than expected and we didn't arrive In Auckland until early evening just in time for wash and brush up before dinner.

The following day we walked to the summit of One Tree Hill to look down on a panoramic view of Auckland. In the afternoon we drove to the west coast, a wild and windswept coastline popular with surfers. At Paikea Bay we visited the Gannet Colony, and the smell lingers still! Then along the scenic route to Piha, another desolate and wild undeveloped beach.



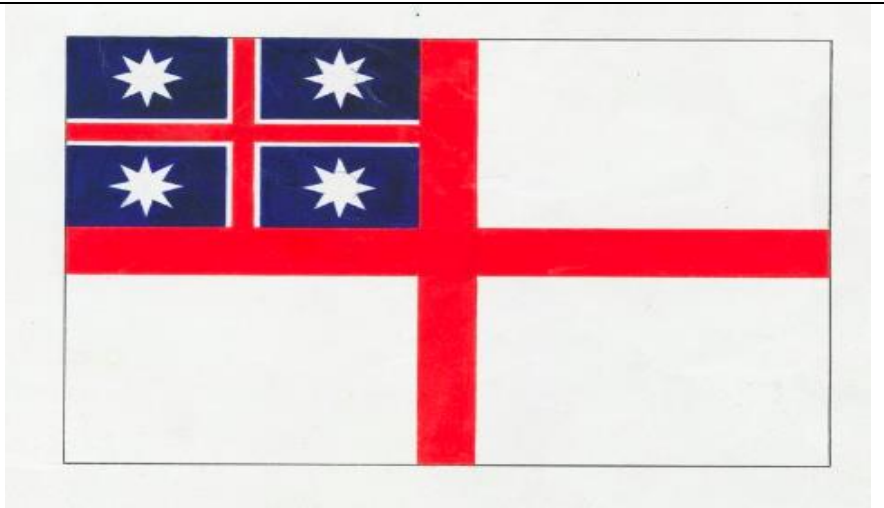
The Gannet Colony



The smell!

We came across this flag whilst sailing, which is still a legal New Zealand Flag and the first flag worn by New Zealand merchant shipping.

James Busby invited Maori Leaders to choose one of three designs at a meeting at Waitangi on 20 March 1834. This design was adopted as the first National Flag.



Our visit to New Zealand was a fleeting one, but we had packed a in a lot during our short stay and the following day it was time to fly to Tahiti and the next stage of our adventure - but more of that later.....

..... We were joined by Susanne, so the whole crew were at last together; from our planning in November we had actually made it.

The following day we joined our boat, a Jeanneau Sun Odyssey 439. It was a busy day with provisioning for eight days, technical briefing, chart briefing etc. but finally the boat was ours and we were able to leave. As it was late afternoon by then we chose to motor round to the town quay to do provisioning for the fridge and have a quiet evening getting to know the boat.

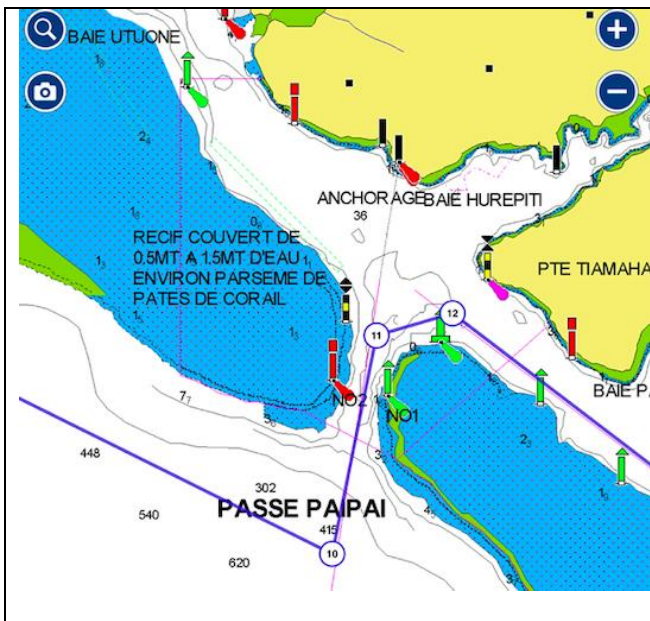


Simple Meals



Our first night

The following day we made an early start for the 40nm passage to Bora Bora, first having to navigate our way around the north of Raiatea through the navigational channels in the lagoon taking care to miss the shoal patches and coral heads; then our first transit through a pass in the coral reef. We were sailing in company with another boat skippered by Leslie and it was comforting to have some-one following in our wake.



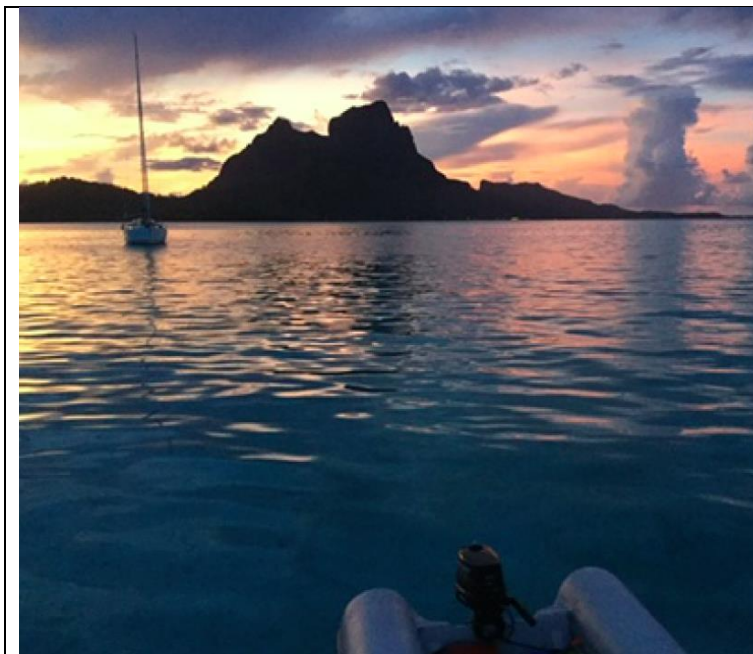
Our first transit through the coral reef



MaiKai Yacht Club

A large swell was running as we entered the open sea and once clear of the reef we set sail and made good progress with 15-20 knots of wind. As we approached Bora Bora Leslie's boat had an engine problem so instead of our planned anchorage we picked up a mooring buoy at the MaiKai Yacht Club. All turned out well in the end, engine problem fixed and both crews were able to meet in the Yacht Club Bar for Happy Hour!

No anchoring zones have been introduced in the lagoon but we were able to motor clockwise round the island to anchor in the south east bay of the lagoon. It was quite shallow, sometimes going down to less than half a metre beneath the keel and when we anchored we were in 2.2m of crystal clear pale blue water on a white sand bottom. Here we had a BBQ in the evening and took the dinghy to snorkel on the reef. The island is famous for luxury tourism and the many hotels built on the reef are complexes of bungalows on stilts.



Sunset – the distinctive peaks of Bora Bora



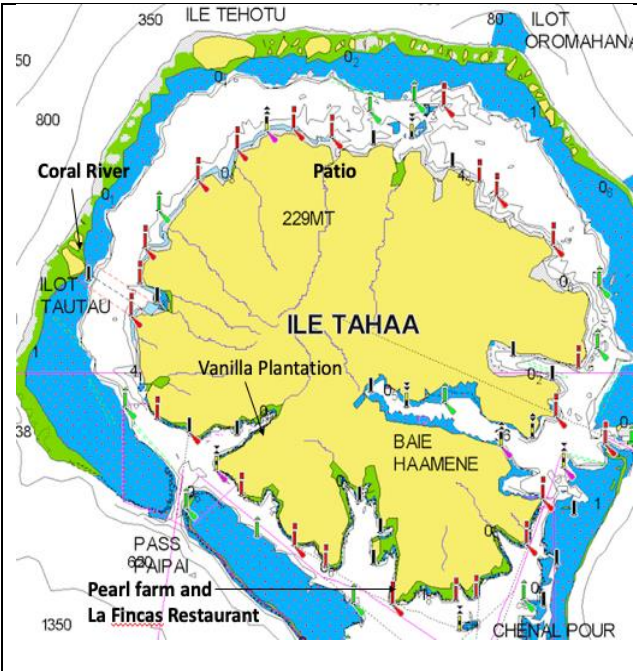
Hotel bungalows on stilts

There is no continuous passage round the island as the lagoon to the south is shallow. Therefore, the next day we retraced our steps to enter the large bay, passing two cruise ships, to pick up a mooring a buoy outside the Bloody Mary Restaurant – another must when visiting Bora Bora.

	An up-market restaurant, built in eco fashion, following traditional lines with high ceiling and sand floor. This combination keeps the building cool. It has a unique menu – there isn't one! Instead you go to a cold counter select the raw fish or meat of your choice and that's it. The next you know it's cooked and served at your table. A great atmosphere with a background of traditional music
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Bloody Mary's

The next day it was time to make the return passage to Tahaa and Raiatea, two islands within the same lagoon. This time we had a light head wind so ended up motoring all the way, entered the lagoon through the same pass and headed north to anchor on the west side of Tahaa opposite a bungalow hotel. This area, between the outlying atolls, is a favourite snorkelling spot for seeing the coral and a great variety of fish. As the sea breaks over the coral reef it creates a current between the atolls so you get swept along with no effort at all. That night we spent on a mooring buoy at the small village of Patio on the north of the island.

	
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Our stay on Tahaa

Noah our guide Pollinating the Vanilla Flower

Tahaa is a lovely unspoilt island with a number of Vanilla Plantations so a 4x4 tour of the island and to see how vanilla pods are produced was deemed a must. Noah our host was very knowledgeable, he

took us to a Vanilla Plantation and showed us how to pollinate the flowers, which have to be done by hand. Growing new plants from cuttings takes five years before they are ready to yield pods. We had a picnic on the peak, only accessible by 4x4 and even had to use a machete to cut through the undergrowth but worth it, as we had splendid views of the island. Our tour continued after lunch and we visited the only Rum Distillery on the islands, a very small family business which has won major awards in the industry.



Off Road



Rum Distillery

We went to visit the Pearl Farm on Punta Taomaro and were given a conducted tour of this small family business. It was fascinating to see how the oysters were grown and how the small seed pearl is inserted. This is harvested after a year and another seed inserted. The oyster is worked for five years and each time the inserted seed is larger than the last one. At the end of its working life the oyster is eaten and the shell polished and used by Artisans. No waste!

That evening we joined Leslie and crew for our last supper at La Ficas Restaurant for a traditional Polynesian meal. The food is cooked slowly on lava rocks for about six hours under a covering of palm leaves and damp sacks. The process was described as we helped peel away the layers of coverings to reveal dishes of food.



Polynesian Cooking



Polynesian Food and Music



After Dinner Show

After dinner we had a show of Polynesian dancing and a display of fire dancing.

The next day we were up early to get the boat back to the Dream Yacht Charter Base at Utoroa where we tied up to a mooring buoy outside the marina. A crew came out to take the boat to the Fuel Dock and then to berth it in the marina. What a great service – or perhaps they just didn't trust us!



The Crew: Me, Joycie, Fran, Susanne and Rohan

Once they had inspected the boat, including an underwater inspection, and we had completed the paperwork, we were free to go our separate ways. The end of our sailing adventure but not the end of our trip.....

Brian Bissell to abseil from building for charity, yet again! From The Lord Mayor of London's Appeal 2019

One of our members, Brian Bissell, has a track record of raising money for charities. Please help Brian by clicking on <https://www.justgiving.com/fundraising/brian-bissell> for more details.

A final note from the CNOA Hon. Secretary

If you enjoy the CNOA activities, why not extend an invitation to a like minded serving or retired officer? or ask them to look at cnoa.org.uk



CHATHAM NAVAL OFFICERS' ASSOCIATION

President: Commodore Barry Bryant CVO RN

Chairman: Cdr Colin Tozer RN (Rtd)

APPLICATION FOR FULL MEMBERSHIP

SURNAME		FORENAMES		DATE
HOME ADDRESS		BUSINESS ADDRESS		
Tel. No:-		Tel. No:-		
E Mail Address:-		E Mail Address:-		
RANK	TYPE OF COMMISSION		SPECIALISATION / AWARDS & QUALIFICATIONS	
BRIEF CAREER DETAILS				
General Data Protection Regulation: - I agree that all the above details may be maintained and kept by the CNOA and RSME for the purposes of membership records and security. I agree / do not agree (delete as applicable) to my details being published in a membership booklet. SIGNED.....				
PRESENT OCCUPATION				
PROPOSERS NAME	PROPOSERS SIGNATURE		HOW LONG KNOWN	
SECONDEES NAME	SECONDEES SIGNATURE		HOW LONG KNOWN	