



# CNOA

## Chatham Naval Officers' Association



## The CNOA Newsletter for November 2019

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Type 23 frigate HMS Montrose, working alongside the French Cassard-class frigate FS Jean Bart, has made a major drugs bust in the Arabian Sea. The two warships worked together to intercept a dhow carrying 94kg of heroin and 76kg of crystal methamphetamine – this haul of narcotics is estimated to have a street value of over a million US dollars. Narcotics smuggling in the region is linked to major criminal networks and terrorism.

The suspicious dhow was initially located by FS Jean Bart's helicopter and boarded by a team from the French ship who secured the vessel and conducted an initial investigation. Royal Navy and Royal Marines personnel from HMS Montrose then took over the search of the vessel and the team located and seized a large number of packages containing the drugs.

Ladies and Gentlemen,

The next meeting of the Association will be on **Friday the 8<sup>th</sup> November** in the Warfare Room, RSME HQ Brompton Barracks 19.45 for 20.00 when Glenn Jones will speak about the "A war of two halves, the Second Afghan War". The evening will then continue with refreshments and fellowship in the Officers Mess.

## Chairman's Flag Hoist:



Dear Fellow Members,

We are fast approaching our annual celebration and commemoration of the great naval victory achieved by Admiral Lord Nelson when he defeated the combined French and Spanish fleets off Cape Trafalgar on the 21 Oct 1805. The British fleet, although outnumbered, inflicted heavy losses on the enemy. This decisive victory over Napoleon's navy (and the Spanish) ensured that his designs on invading and conquering Britain were quashed.

For the next 100 years or so, the Royal Navy dominated the oceans of the world virtually unchallenged. This 'Pax Britannica' allowed, with the occasional hiccup, British trade to flow freely throughout the world on predominantly British built, owned and manned merchant ships. What wonderful days they were - at least for the maritime industry.

I was once chatting to a French Naval officer. Trafalgar came up and they genuinely do recognise the scale and importance of the British victory. He then summed up the problem they had on that day "We were never going to win", he said, "not with the Spanish on our side". I wouldn't comment!

Nelson defeated the Danish at the Battle of Copenhagen. He defeated the French fleet at Aboukir Bay (Battle of the Nile) and finally at Trafalgar. He achieved these victories using daring tactics, superior seamanship and gunnery and magnificent leadership. His ship's captains, his officers and the men loved him. These victories changed world history and for the better. Napoleon was a dictator and a warmonger who campaigned for European domination by France. Tens of thousands of people died as a result of his grandiose yet flawed personal ambitions. He was no hero despite what many French people claim.

Napoleon of course went on to his final defeat at Waterloo, a battle that ended his ambitions on land in Europe. Incidentally, the total firepower of all guns at Waterloo amounted to only 7.3% of the Naval firepower at Trafalgar. Warships of that time really were immensely powerful.

We remember Nelson with pride and can only aspire to have at least some of his qualities in our own lives (but not of course his weaknesses when it came to the ladies!).

"It is upon the Navy under the good Providence of God that the Wealth, Prosperity and Peace of these islands and of the Empire do mainly depend".

If only our school children learned some of our great history of which we can be so proud. Perhaps a few politicians could so benefit as well.

I look forward to seeing you at our Trafalgar Dinner on the 25th of October.

Yours Aye,

*Colin*

Colin Tozer  
Cdr RN (Rtd)  
CNOA Chairman

## 2019 / 2020 Future Speakers & Events:

Please note the date changes below to the second Friday of the month

**25<sup>th</sup> October: Trafalgar Night**

**8<sup>th</sup> November: Glenn Jones – A war of two halves, the Second Afghan War**

**13<sup>th</sup> December: Cmdre Bryant – The President's Address**

10<sup>th</sup> January: To be confirmed

18<sup>th</sup> January: New Year Luncheon

14<sup>th</sup> February: CNOA AGM – Agenda items to the Hon. Sec. please

13<sup>th</sup> March: Hannah Hockin - Carers UK

10<sup>th</sup> April: CNOA diary clash with Good Friday and Good Friday wins!

8<sup>th</sup> May: John Johnson-Allen – The loss of HMS Truculent

12<sup>th</sup> June: TBA

10<sup>th</sup> July: TBA

14<sup>th</sup> August: CNOA is on leave

11<sup>th</sup> September: Guy Bartlett - Planes

9<sup>th</sup> October: TBA

13<sup>th</sup> November: TBA

11<sup>th</sup> December: Cmdre Bryant – 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 5<sup>th</sup> of each month please.** Could other CNOA members also provide a short presentation for us? Yes, of course they could! Please let Jon Vanns know or email [contact@cnoa.org.uk](mailto:contact@cnoa.org.uk)

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

## **To understand the Second Afghan War we also need to consider the other Afghan Wars, before and after**

Since the early 19<sup>th</sup> Century Britain has taken a considerable military interest in Afghanistan and its inhabitants for a variety of strategic reasons. Ever wondered why? you can listen on Friday the 8<sup>th</sup> of November to Glenn Jones who will present "A war of two halves, the Second Afghan War".

## **Joint Warrior Exercise includes Anglo-French Combined Joint Expeditionary Force test phase From MoD Navy**

Joint Warrior, the major multinational military exercise which will boost the defensive capabilities of the UK and its Allies, takes place across Scotland and Northern England over the next two weeks. Joint Warrior is a biannual exercise that allows the UK's Royal Navy, Army, Royal Air Force and their allies to conduct joint operations involving different forces and units and against a range of current and future threats.

Minister for the Armed Forces Mark Lancaster said: "As we look ahead to the December NATO Leaders' meeting in London to mark the Alliance's 70th anniversary, Exercise Joint Warrior provides a timely demonstration of why it is the bedrock of our defence. A wide spectrum of allies and friends will come together, build understanding and sharpen our collective defence. We are stronger and safer together."

Although run by the UK, Joint Warrior is closely aligned to NATO training aims and is included in the NATO exercise programme. The nations taking part in Exercise Joint Warrior include Belgium, Canada, Denmark, France, Germany, Latvia, the Netherlands, Norway, Spain, Turkey, Japan, the United Arab Emirates, the UK and the US.

This autumn's exercise will also mark the first of five in which the Anglo-French military force, the Combined Joint Expeditionary Force (CJEF), will be able to test itself before confirming it is fully operational by next summer. This involved both UK and French battlegroups conducting offensive and defensive operations on land, sea and in the air. The aim was to represent a culmination of many years of UK and French cooperation. The UK and France took great advantage of the excellent



training opportunities that the exercise represents in order to achieve maximum efficiency in national training and validation programmes.



Chinook operating from HMS Albion during Exercise Joint Warrior © Crown Copyright MoD Navy 2019

Nearly 4,000 troops, 58 aircraft, 16 ships and three submarines from 12 NATO nations as well as Japan and the United Arab Emirates, will participate in the exercise. Since 2010, the UK and France have been working together to develop the CJEF to be an early intervention able to deploy land, air and maritime components together and number over 10,000 people with a range of capabilities. It is designed to take on any future crisis that is of common concern to France and the UK. The CJEF is complementary to NATO and the CJEF will conduct a maritime exercise – Exercise Griffin Strike – as part of the wider NATO exercise Joint Warrior.

## **425 Years Celebrated by the Hospital of Sir John Hawkins From Lt Cdr Stephen Small**

The Navy's oldest hospital, the Hospital of Sir John Hawkins, was founded in 1594 on the grant of a Royal Charter signed by Queen Elizabeth I to Sir John Hawkins who had been Controller of the Navy. Sir John had become concerned about the destitution of many of the veterans who had fought in 1588, against the Spanish Armada so he established a fund "to provide accommodation for the relief of disabled and needy mariners and shipwrights in service of the realm".

The Hospital of Sir John Hawkins is now comprised of almshouses, which originally accommodated needy and disabled ex-members of the Royal Navy and civilian workers from the Naval Dockyard at Chatham. However, since the closure of the dockyard in 1984, eligibility has been extended to ex-servicemen and women of the Army and RAF and former Merchant Navy sailors.

To mark the Hospital's 425 years of providing a safe berth for "needy mariners and shipwrights" a celebration Dinner was recently held onboard HMS Trafalgar, it provided an opportunity to both celebrate the event and raise funds

Sir John Hawkins had estates along the southern waterfront of the Medway, in Chatham, from where he had a clear view of the fleet at anchor in Chatham Reach. He resolved to set aside a part of his Chatham property to provide the land needed for the hospital.

Since its foundation in 1549, the hospital has been on the same site, in Chatham High Street. The original Tudor buildings were replaced by the current, Grade 2 listed, Georgian terraces in the 1790s and an extension was added in 1824, further alterations were made at the turn of the 20th century and again in the 1950s. An appeal was launched in 1982 which paid for the hospital to be completely renovated and divided into 8 separate flats for residents which were opened in 1984 by HM Queen Elizabeth, the Queen Mother. In 1994 the hospital was visited by HM Queen Elizabeth II to mark its 400th anniversary and in 2007 the flats were extensively modernised.



Gun deck dining on HMS Victory celebrating 425 years of the Hospital of Sir John Hawkins © Lt Cdr Stephen Small 2019

Recent research has revealed that a certain Henry Dawkins, veteran of the Battle of Trafalgar 1805 was admitted to the Hospital around the 1850s. The Battle of Trafalgar Roll identifies Dawkins as serving at the time of the battle aboard HMS Britannia, a first rate with 100 guns, as an ordinary seaman and his ships book number was 501. It has also been established from records at the National Archives, that two veterans of the Battle of Copenhagen 1801 (of Nelson's blind eye fame) were also admitted to the Hospital around the same time. A record from 1893/4 that shows Arthur George Dickens, Chief Bosun's Mate of 29 King Street, The Brook, Chatham as having been admitted to the Hospital and that he was the first cousin of one Charles Dickens, Author.

## **London Association of Reserve Naval Officers (LARNO), Lunch 9th October 2019 From Lt Clifford Mickleburgh**

Another very enjoyable lunch at the Victory Services Club (VSC) near Marble Arch took place with about 56 members attending. Our knowledgeable and distinguished guest speaker was Rt. Hon. Dr Julian Lewis MP.

Julian Lewis is the Chairman of the House of Commons Defence Select Committee - in which role he has consistently campaigned for the renewal of the Trident nuclear deterrent submarines and the raising of the Defence budget from 2 per cent to 3 per cent of GDP. He was elected Chairman the Committee by his fellow MPs, both in June

2015 and again in July 2017, shortly after becoming Conservative MP for New Forest East for the sixth time since 1997.

Previously, in September 2010, he had been appointed by the then Prime Minister to the Intelligence and Security Committee for a five-year term and, in October 2014, he was additionally elected to the Defence Select Committee. From November 2002 until May 2010, he had been the Shadow Defence Minister for the Royal Navy, the nuclear deterrent and strategic issues. He held that post continuously, except for a period as Shadow Minister for the Cabinet Office between September 2004 and the May 2005 General Election. Julian Lewis was appointed to the Privy Council in March 2015.



Julian Lewis speaking at the London Association of Reserve Naval Officers lunch © Lt Clifford Mickleburgh 2019

Julian's talk started with an explanation of how Select Committees work and their importance on being able to summon and question "witnesses". For example, an MP in the House might "fudge" an answer but there is little or no "wriggle room" when appearing before the Select Committee (my interpretation of his words). Julian then gave an in depth talk on the decision to retain HMS Albion and HMS Bulwark and then went on to comprehensively cover conventional, nuclear and cyber warfare, he also touched on intelligence and terrorism.

## **Remember the subs increased at the 2019 AGM?**

### **From Lt Cdr Ken Sprowles**

"Can you please publish another reminder in the newsletter about the annual subscription increase to £20 after agreement at the 2019 AGM. This month alone I have received 7 payments of £15. Members are requested to make the necessary change to their Standing Orders and those that have paid only £15 are requested to pay the additional £5 either by cash to the Treasurer at the next meeting or to the Secretary if the Treasurer is not available. If online payment is preferred the account details are :

Barclays Bank Sort Code 20-25-42 Account No. 93932702.

To date there are 18 members who have paid only £15.00"



## City Naval Club Lunch Report

### From Lt Clifford Mickleburgh

A City Naval Club lunch was held on Monday, 7th October 2019. The meeting was held in the magnificent "Common Room" of the Law Society in Chancery Lane with about 105 members attending at £59.00 per person



Members and Guests of the City Naval Club in the Common Room of the Law Society © Lt Clifford Mickleburgh 2019

Due to an urgent foreign commitment, our guest and speaker at the lunch, the Second Sea Lord regretfully had to withdraw. Rear Admiral Jean-Nicolas Gauthier of the French Navy kindly agreed to step into the breach and give us the view from across the Channel on the interesting times which we are experiencing here in the British Isles

Jean-Nicolas is well known to the CNC having been the speaker at the Trafalgar Bicentenary lunch in 2005 when he was the French Naval Attaché in London. Jean-Nicolas reflected on how the Marine Nationale is dealing with current geopolitical issues from the North Atlantic to the Pacific, often in co-operation with the Royal Navy ... and sometimes in spite of the debates raging at Westminster.

Contre-Amiral (Rear Admiral) Jean Nicolas Gauthier was a helicopter pilot, and has commanded LPD ORAGE. Other appointments have been the French Naval Attaché in London, the Senior Representative (and faculty Adviser) at the NDC in Rome and Deputy Senior Military Representative at SHAPE. Jean-Nicolas left the French Navy in 2017 to join Siemens where he is now the Regional Security Officer for West Europe and the Maghreb.

Future CNC lunches are currently planned, both onboard HQS Wellington, as follows:

CNC 108 on Monday 3rd February 2020 with the First Sea Lord

CNC 109 on Monday 1st June 2020 with the Rt Hon Penny Mordaunt MP

## Intrepid adventurer raises funds for Seafarers UK

### From Seafarers UK



Former soldier Jordan Wylie has become the first person in history to successfully row solo, unsupported and unarmed across the most dangerous body of water on the planet.

Jordan, one of the stars of Channel 4's *Hunted* and *Celebrity Hunted* rowed across the Bab-el-Mandeb Strait on 4 October, from Djibouti to Yemen and back, on a gruelling voyage that took him 13 hours and 42 minutes.



Jordan Wylie at one of the most inhospitable places to use a rowing boat, and survive to tell the tale © Seafarers UK 2019

One of Jordan's main motivations was to raise money for three charities, Frontline Children, Epilepsy Action and Seafarers UK and to help fund the building of a school for war refugees.

Read more about this incredible adventure by clicking on the link to the [Daily Mail](#) article and please [click here](#) to support Rowing Dangerously.

## **Some Nelsonian thoughts before the Trafalgar Night Dinner From Geoffrey Marshall**

Before we meet to celebrate the victory at the Battle of Trafalgar and the loss of Lord Nelson, some thoughts on how one of the victory's outcomes was viewed and reported at the time.

Nelson's body rested at Greenwich Hospital over Christmas 1805. In early January he lay in state in the Painted Hall at Greenwich for three days and an estimated 30,000 people paid their last respects. On Wednesday 8th January the body was escorted to the funeral barge by 500 naval pensioners. The barge and its crew were from the *Victory* and the mourners were led by two of Nelson's commanding officers, Admiral of Fleet Sir Peter Parker and Admiral Lord Hood, Governor of the Royal Hospital Greenwich.

Thousands of mourners lined the banks of the Thames to watch Nelson's body taken to the Admiralty in a procession of five barges. Four of the barges were covered in black cloth and, according to the programme, the middle funeral barge was covered in black velvet, the top adorned with plumes of black feathers, and, in the centre, upon Four Shields of Arms of the Deceased, joining in a point, a Viscount's Coronet.

The next day Nelson's funeral was held in St Paul's Cathedral. The official programme describes the mourners in procession on land as:

Forty-eight pensioners from Greenwich Hospital, Two and Two, in Mourning Cloaks, with Badges of Crests of the Deceased on the shoulders, and the Black Staves in their Hands.

Forty-eight Seamen of His Majesty's Ship *THE VICTORY*, Two and Two, in their Ordinary Dress, with Black Neck Handkerchiefs and Stockings, and Crepe in their hats.

Watermen of the Deceased in Black Coats with their badges.

Officers who attended the Body while it lay in State at Greenwich, in Mourning Coaches



# The Exploits of Captain Ginger

## From Lt Cdr Trevor Pratt

### Exploits of Captain Ginger Catania to Preveza Via Corfu June 2019



*Two Rock Bay, Greece*

There are several marinas in the large harbour at Catania, which is a busy commercial port. We used NIC as we had been there before and found it quite friendly with helpful staff. It's a large sprawl of a city and not somewhere we wanted to stay longer than necessary but it does have a wonderful fish, fruit and veg market where we bought tuna steaks and cooked them on the BBQ.

Malcolm and Frances joined us here and after two nights we left for Syracuse. It was another day with very little wind but we did hoist the cruising shute which carried us along nicely until the wind dropped.



*Catania Market*



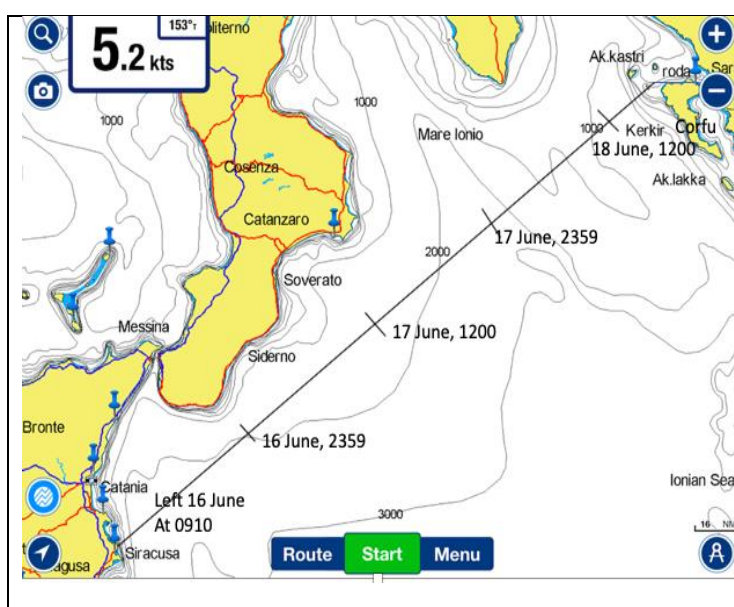
*Syracuse – The old city of Ortiga*

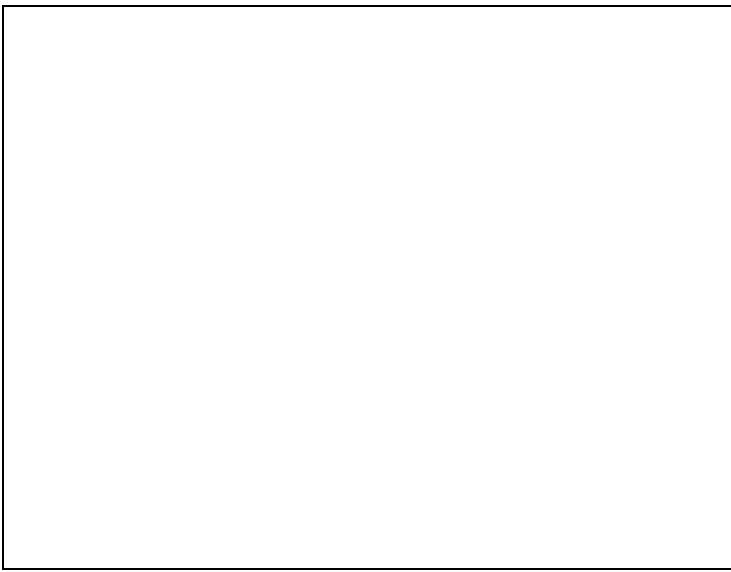
At Syracuse we anchored in the large sheltered bay along with about ten other boats and that evening took the dinghy to go ashore for a meal. The following morning we went to the fuel dock to fill up and then into the marina as we needed to do several shopping trips to re-provision the boat for a three-day passage to Corfu.

We left our berth the next day with a favourable wind, at least for the start of our journey and with sails set for beating into the wind we watched the landscape of Sicily disappear over the horizon. All we could see now all around us was the seascape, the occasional dolphin playing around our bow and a few other vessels on the horizon. The wind was light and not always taking us in the direction we wanted to go so we spent a lot of time under engine, the weather got warmer and on the second day we stopped for a swim.

The water was still “bracing” but refreshing and the nearest point of land was the seabed 2000 metres beneath us.

We made landfall on our third day but we still had way to go and it was evening by the time we anchored in the small bay of Imerolia on the north west coast Corfu.



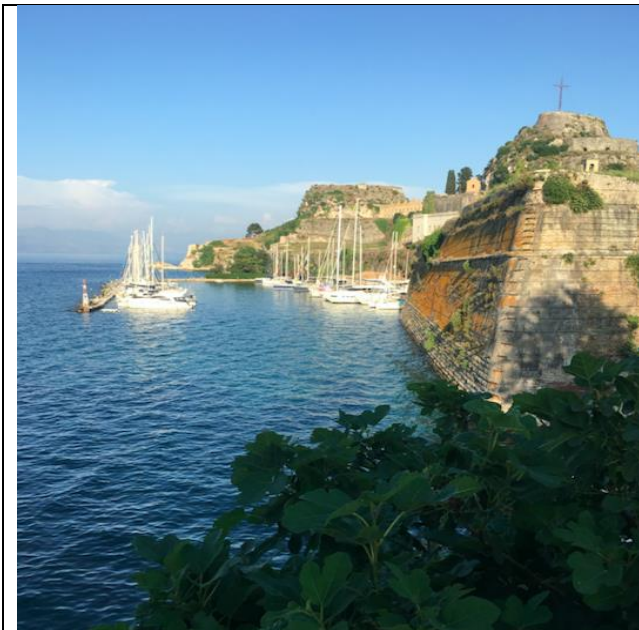


*Syracuse to Corfu*



*We stopped for a swim*

The marina at Gouvia where we had intended to check in is large and some way from the main town so instead we opted to go to Mandraki, a small marina run by a Yacht Club lying at the foot of the ancient castle. We spent a pleasant couple of days here swimming in the now much warmer water, walking round the narrow streets of the old town and doing a little sightseeing. Corfu has a small family soap making factory which we visited and had a conducted tour by the owner. Soap is still made in the same traditional manner, some of the tools and the stamp for stamping the bars of soap were ones used by his grandfather. It was a fascinating tour and of course we ended up buying soap!



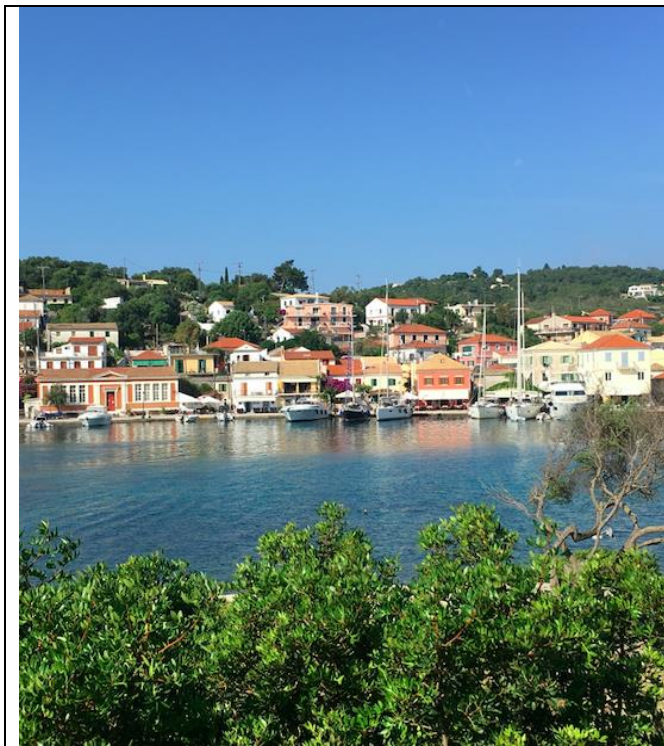
*Our marina Corfu*



*Soap factory*

The next day we left to head south to the island of Paxos where we berthed on the quay at Gaios. This is the main town of the island and well protected, lying in a narrow channel with two islands to protect it. This is a bustling holiday town, invaded by tripper boats by day and quieter by evening when they all leave. We had a meal ashore that evening, our first in Greece.





*Gaios Town Quay*



*Gaios and the island of Agios Nicolaos*

The following morning we left to anchor on the west side of the island of St Nicholas, to explore the ancient fortress. It was built in 1423 when Paxos was under Venetian rule to protect Gaios from pirates. Once back from our little expedition we set off to cross to the mainland to anchor in the lovely Two Rock Bay along with a number of other boats. It was a perfect setting, we swam in the clear blue water and had a bbq onboard in the evening



*Two Rock Bay*



*Lefkas Canal*

Our journey south took us through the Lefkas canal, which was started in 650BC and separates the island of Lefkada from the mainland. It has a swing bridge, which opens on the hour, sounds a klaxon and boats motor through the narrow channel at high speed!

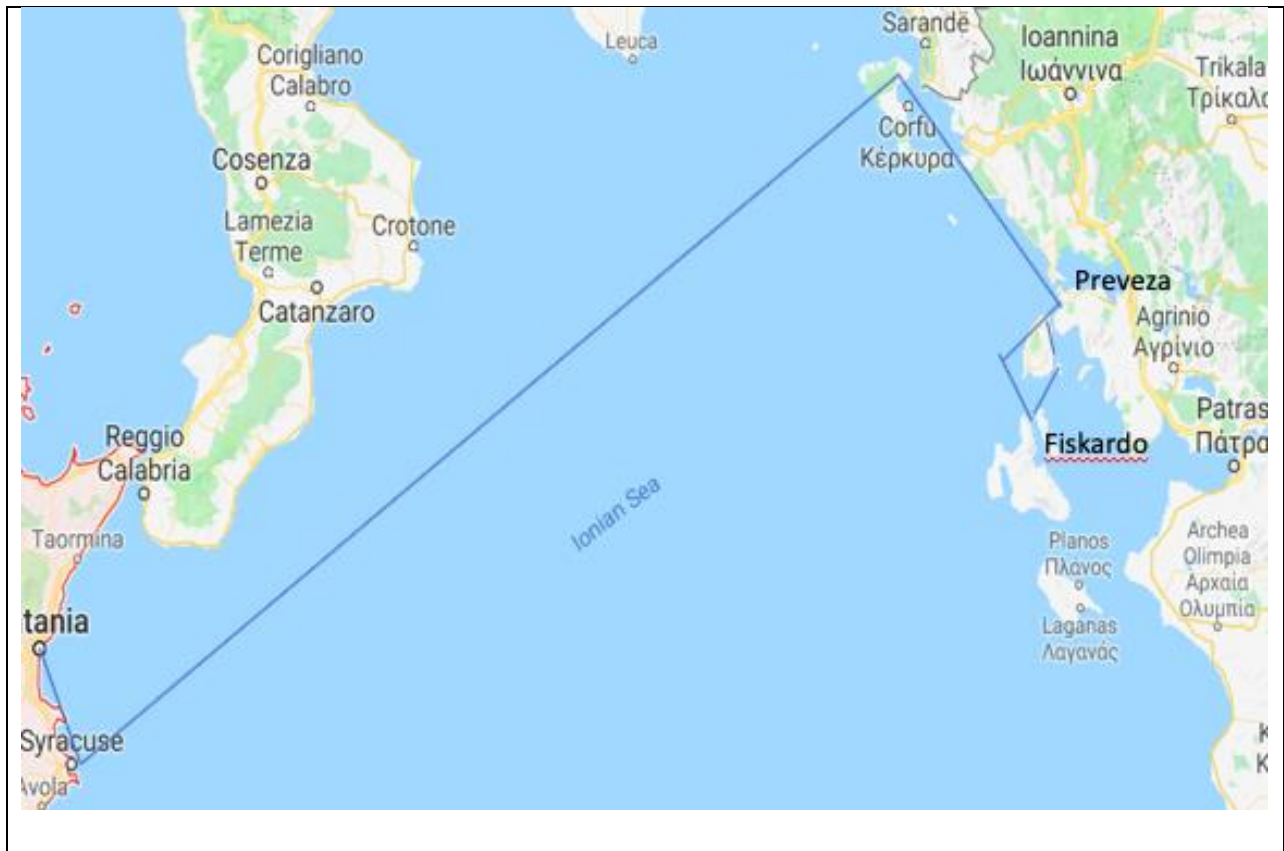


We were now in an almost landlocked sea area bounded by the mainland and the islands of Lefkada, Kefalonia and Zakynthos which makes for good sailing.

We had a few days in hand to potter about amongst the islands; anchoring in isolated coves, mooring on a restaurant pier and eating local food in the evening.

We gradually made our way to Fiskardo to drop off Frances who was flying home from Kefalonia then back to Preveza to say farewell to Malcolm and welcome David. We had done the long passage from Sicily and were now relaxing!

*Eating and drinking!*



*Catania to Preveza via Corfu*



# **Dawn Owl – Journal for August 2019**

## **From Lt Clifford Mickleburgh**

*Journal for August 2019*



***Royal Cinque Ports Yacht Club***



***Cruising Association***



***Barney***

The intention is to head for the Strepv-Thieu boat lift, the Ronquiere inclined Plain, and then on to Brussels, Charleroi, Liege, Maastricht, Nijmegen on the Rhine and south to Koblenz and east up the beautiful Moselle to Luxemburg and return to Sneek in Friesland and leave the boat there for the winter.



**Thursday, 1<sup>st</sup> August** - Slipped early from Valenciennes in France for Belgium and made it as far as Mons where we were stuck for the night between two locks

**Friday, 2<sup>nd</sup> August** - slipped early and followed a barge up to the lock only to find that we both had to wait 45 minutes. We then followed the barge, the key to having the locks open is to stay with the barge to the Strep-Thieu boat lift [French: *L'ascenseur funiculaire de Strépy-Thieu*]. With a height difference of 73.15 metres [240 feet] between the upstream and downstream reaches, it was the tallest boat lift in the world upon its completion, and remained so until the Three Gorges Dam ship lift in China was completed in January 2016



The boat lift was designed to replace a system of two locks and four 16-metre [52 feet] lifts dating from 1888 to 1919. The canal itself began operations in 1879 and its locks and lifts were able to accommodate vessels of up to 300 tonnes. By the 1960s, this was no longer adequate for the new European standard of 1350 tonnes for barge traffic



Construction of the lift commenced in 1982 and was not completed until 2002 at an estimated cost of €160 million

The four older lifts on the Canal du Centre, which became bypassed by the new Canal du Centre, are on the UNESCO World Heritage list, because of their architectural and historical value

We then pressed on to the Ronquières Inclined Plane. This is like a railway where “tanks of water” [caissons] mounted on wheels [like a train] lift boats up and down through 67.73 metres [222.2 feet] over a length of 1,432 metres [4,698 feet]. It can carry one boat of 1,350 tonnes or many smaller boats within the same limits



Each caisson has a 5,200 tonne counterweight running in the trough below the rails, which permits the caisson [tank of water] to be moved independently of the other taking about 22 minutes



It was opened in April 1968 to reduce the delays incurred by 14 locks

We arrived at 16.30 to find it open but not working, no reason, just not working, maybe tomorrow, who knows ?

**Monday, 5<sup>th</sup> August** - We were up early and John went to see if the Littre sluis [lock] to Brussels was open, which indeed it was, and he then advised us that the Ronquieres inclined Plane was indeed open and that the their notice [or lack of notice] was wrong. We returned to find ourselves the only boat going up in the “tank”. We then followed a barge to take advantage of using the same sluis. The canal to Charleroi is busy with scrap iron and redundant factories. Charleroi also used to provide coal for Paris and so it was a very busy waterway. We eventually secured by the Mornimout sluis a few miles west of Namur, and



A “boat” made from empty plastic bottles



One of the many redundant factories



enjoyed and took pleasure in the Canada geese flying in “flights” at dusk like the Red Arrows for their nights rest, there must have been about 300 in total, it was just fascinating watching them land as the sunset and dusk set in



**Tuesday, 6<sup>th</sup> August** - Another early start at 07.15, we were anxious to get on as I still hoped to make Koblenz on the Rhine.

We passed through Liege on the R Meuse where it poured with rain and the wind howled. After a long day we eventually secured in Maastricht at 20.30 and rafted up alongside another boat. We just had time to go ashore and catch up on the shopping. Prime Minister John Major signed the Maastricht Treaty on 7<sup>th</sup> February 1992 to further European integration. It is a university city and is distinguished by its medieval-era architecture, rich church artefacts and has a vibrant cultural atmosphere in the cobbled streets of the old town. There are festivals most weekends in the summer



**Wednesday, 7<sup>th</sup> August** - An even earlier start at 06.15, again anxious to press on. Today we had sunshine and a warm and gentle SW breeze. I was anxious to catch up as I still wanted to go south up the Rhine to Koblenz. As the day progressed Plan E took over and I decided to make for Arnhem and then change plans and go and visit the south east of the NL's where I had not yet visited

We again stopped the night at the peaceful municipal harbour of Mook, about 15km south of Nijmegen, with the village church for a backdrop and enjoyed watching the sunset



**Thursday, 8<sup>th</sup> August** - we slipped at a sensible hour heading for Tolkamer on the Rhine at the border with Germany to take on fuel. It was expensive and I only took on sufficient to get to Amsterdam. The Rhine is very busy here with all types and sizes of barges plying their way from Antwerp, Rotterdam and Amsterdam to various parts of Europe. The current was running strongly at about 7kph





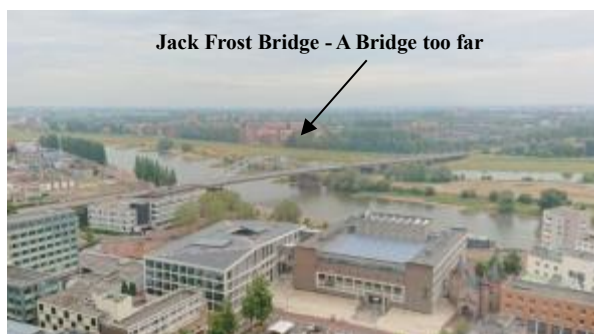


pendulum ferry” - used on rivers with a good flow. The nearest small boat is anchored and the ferry by taking down the slack on the relevant line propels itself across the river

**Friday, 9<sup>th</sup> August** – Having bought croissants from the Jumbo [supermarket] and taken on sufficient fuel, slipped and proceeded down the Rhine with the current so we were making 17.1kph as opposed to 8.6kph coming up. At Arnhem John, Barney and I went for a walk and found the Eusebius Tower which was still open and we were able to go up in the lift for a spectacular view at 73m of Arnhem and the Jack Frost Bridge. We were also amazed at the quality of the shops in Arnhem which were very up-market



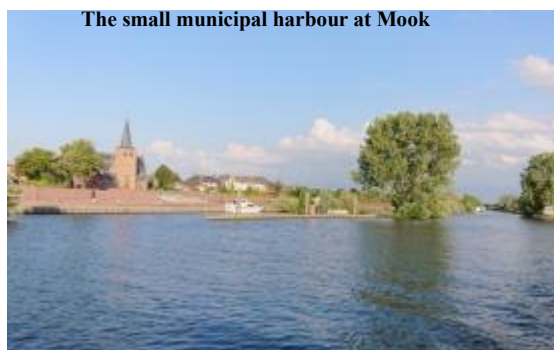
Barney enjoying the view from the glass pod



Jack Frost Bridge - A Bridge too far

**Saturday, 10<sup>th</sup> August** - John left in the morning to catch the train to Frankfurt and his flight home. I spent the day “make and mend” getting the boat sorted for the arrival of John and Pam Fullagar

**Sunday, 11<sup>th</sup> August** - John & Pam Fullagar arrived at Arnhem by car with lots of goodies and a large bag of food for Barney. Once sorted and settled we slipped and made our way back up to the mighty Rhine which was flowing at 5 to 8 kph, so we were whizzing down at 17kph into the lock at Nijmegen and on to Mook for the night



The small municipal harbour at Mook



Wilhelminakanaal

**Monday, 12<sup>th</sup> August** - Mook is a very pleasant stop and there is room in the harbour for 3 or 4 boats. There is also a restaurant / take-away where we were able to treat ourselves to ice-cream to go with our dessert. Next morning we slipped and made our way west along the R Maas stopping at Grave, a town that was fought over many times in the past. On a previous visit it was alive with live music and choirs on every street corner



We continued along the R Maas to the Zuid Willemvaart [waterway] through 5 locks to Veghel where we made our way up a long narrow industrial canal to a delightfully secluded harbour at the end, which looked full but there was enough room for me. The old steel works and factories were all converted or being converted to smart shops and restaurants



**Tuesday, 13<sup>th</sup> August** – The factory / steelworks housed a very swish upmarket “Jumbo supermarket” and so we were able to top up with food and a little wine. We slipped late morning and continued west towards Tilburg stopping for lunch alongside on the way. We then joined the Beatrixkanaal to Eindhoven only to find that it was a “dead-end” and we made our way 3km back up the canal to a small marina to find a very helpful harbour master. It was too far out of town and so we decided to leave next morning for Tilburg.

*Some of the canals are quite narrow and there was not much room to pass*



**Wednesday, 14<sup>th</sup> August** - Tilburg was about 5hrs further west. On the advice of the knowledgeable harbor master we booked two “trike-bike taxi’s” to take us to the Textile Museum where we were able to discover that weaving is quantitatively the largest discipline within the textile industry with highly-modern, computer-controlled looms. We were able to watch the old machines powered by steam engines with the gentle thumping and repetitive sound and you can imagine the smell of wool and oil pervading the atmosphere. Dare I say it, disentangling, oiling and mixing the wool required considerable strength and must typically have been “men’s work”. Eventually the wool was spun into yarn with a spinning machine





The “Trike-Taxi”



Steam Engine for the textile mill



Loom



Sorting the crude wool

An interesting day and an enjoyable “trike-ride” taking in the sights of Tilburg



The Bauhaus Tapestry - This fine tapestry took its inspiration from the centuries-old Bayeaux Tapestry as well as more recent textile stories

**Thursday, 15<sup>th</sup> August** – We slipped and continued west to Breda, but gave it a miss as it

did not look very inviting and there was no safe or suitable place to moor and so decided to make for the old town of Oudenbosch and made our way up a twisting narrow canal and found ourselves in a delightful “cul-de-sac” known as little Rome for its replica of St Peter’s [the Vatican Basilica] built in AD MCMXCII [1892]. The dome is 63m high and we ventured the 70 steps up to the inside of the dome

Mass is celebrated here at 11.00 each Sunday







**Fri day, 16<sup>th</sup> August** – From Oudenbosch along the Dintel [waterway] to Dintel and out into the the Volkerak [Meer or Lake] and made for the sluis [lock] which we entered with 28 other boats. Although cosy, there was still room for more !

I have said before that Willemstadt is one of my favorite harbours and I always enjoy securing alongside the Town Quay where you can see all the comings and goings of life. There is also a beautiful windmill and a clarion of bells



The “cosy” Volkerak sluizen with 28 boats all huddled together !



Could this be two juvenile burglars and gosh, another one seems to have slipped and is struggling to survive the algae covered water! Will any of them need an AA ?

We also had time to visit the Mauritshuis built in 1623 and it became the residence of the Governor of Willemstad, the highest military commanding officer of the fortification. It was severely damaged by the French in ensuing battles and became a

military hospital or infirmary in 1828. In the Great War it served as a carrier-pigeon station for the government. It then became a municipal building accommodating the Council Chamber and the Mayor's office. It is now used for weddings, receptions, presentations and suchlike. In the attic there is a fine museum



Willemstad is a lovely, small historical town with well-preserved fortifications. It lies to the west Hollands Diep, close to the Haringvliet and Volkerak. There is a chandlers and restaurant alongside and a good supermarket just 200 metres away



The main Reception Room  
Bridal gowns up to 1998



An early fire pump  
A seamstress always on hand



**Saturday, 17<sup>th</sup> August** - we left mid-morning and made our way, in miserable, damp and breezy conditions, up the Hollands Diep and the Dordtse Kil [waterways] to Dordrecht and waited for the bridge [Brug] to give us access to the KDR&ZV [The Royal Dordrecht rowing and sailing club] marina where it was now tipping with rain both vertically and horizontally. Dordrecht is important as it forms the confluence of the three great rivers the Waal, the Lek and the Maas which gives access to the busy Port of Rotterdam and so it is very busy with

barge and sea-going shipping traffic. It also forms part of the “mast-up” route through the Netherlands going from south to north and vice-a-versa and yachts have to wait for the road and rail bridge to open

The lifting rail and road bridge





**Sunday, 18<sup>th</sup> August** - John and Pam made their way to the station to retrieve their car from Arnhem and begin their journey home. Barney and I left Dordrecht to make our way east back to Arnhem to join the river IJssel which is a very fast flowing river north to the IJsselmeer. I made



my way up the river Lek and crossed the Amsterdam Rijn canal to join the Neder Rijn to avoid fighting my way up the Waal [which becomes the Rhine at the German border] where the current can be between 5 & 8kph. I was intending to stop at Rhenen when suddenly I was “rudely” hooted at only to discover it was my “partner in crime” James [and Carol] Littlewood in their boat *Paddington V* moored quietly on a free mooring by Elst. We enjoyed the evening together catching up

**Monday, 19<sup>th</sup> August** – I slipped mid-morning and had to pass through one sluice and continue to Arnhem where I was able to make a quick stop to download emails and then I was off to the R IJssel a fast flowing river to the IJsselmeer. You will recall that the IJsselmeer was formed when the *Afsluitdijk* a major dam and causeway closing off the Zuiderzee from the North Sea in 1932 and eventually creating a fresh water meer [lake]. I spent the night in the small harbour of Veesen



**Tuesday, 20<sup>th</sup> August** - Left Veesen early for Hattem a picturesque and attractive village



village with a working windmill where you can often see wheat being ground. There is also a bakery where you can go and learn how to make bread and of course there is the Chocolate shop where you can actually see the



chocolates being made. It is a “*must stop*” so that I can get Mary, my wife, chocolates

From Hattem, just a short trip through the Zwolle sluis to take on a little more fuel and then on to Kampen formerly a Hanseatic city. It is famous for the Kamper Kogge, made of deep dark brown oak, with one mast and a sail. On top of the ship towers a ‘castle’ that is reminiscent of the Vikings. The Kamper Kogge is not an everyday appearance in this day and age. The Black Lady of Kampen, as she is affectionately called, happens to be the oldest [reconstructed] sailing vessel in the Netherlands. It is an exact reconstruction of an authentic Cog from 1340, discovered after the reclamation of the Flevopolders - the former Zuidersea



The Kamper Clogge



The Netherlands is frequently associated with “polders” as the Dutch engineers became noted for developing techniques to drain the wetlands and make them useable for agriculture and other development. There are some 3,000 polders nationwide. By the 1960’s about half the country’s land had been reclaimed from the sea



Tradition / folklore has it that when a “cow” is hanging from the New Tower in the summer it indicates that grazing in the vicinity is available !

**Wednesday, 21<sup>st</sup> August** - slipped just before lunch and made passage down the IJssel north and west to the Randmeren a series of lakes or waterways between the original coast of the Zuiderzee and Flovoland which was the first polder to be reclaimed from fresh water

My first stop was Elburg which used to be a busy fishing port on the Zuiderzee and whose fort, unlike Wilemstad, was built in the 14<sup>th</sup> century with a squar'ish protecting wall. In beautiful weather I tied up along the Town Quay where you could see the comings and goings of all and sundry. Later Trevor and Angela from the UK secured alongside and we had an enjoyable couple of days. The town itself was full with the hustle and bustle of markets, music, people enjoying a meal and a drink in the open air, ice-cream with an air of prosperity and everyone happy. A plus point for me was that the harbour dues included everything: water, electricity, showers, wifi, washing and tumble dryer and so I was able to catch up with four lots of dhobyng. I stayed for two days



Festive life in Elburg, music, street cafés,



Colourful and interesting streets and Dutch Botters

**Friday, 23<sup>rd</sup> August** - As I slipped Elburg harbour I came across two policeman on duty! I am sure that I read somewhere that one of our Chief Constables says we must give the frontline police the equipment that they need ? Here in the Netherlands I have now seen yet another “pair” of “bobbies on the beat” chasing felons on their PWC’s [Personal Water Craft], just what we need on the River Medway !



Two policeman on Jet Skies with one taking a picture of me taking a picture of him

I eventually moored at Huizen a former fishing village of the Zuiderzee. Fishing has now disappeared. I stayed one night in the Municipal Harbour where there was a large, modern Lidl supermarket 250 metres away. The harbour was vast and next morning Barney and I ventured the 25 minute walk to the town centre where there was a colourful market





Huizen's colourful and vibrant Saturday Market

**Saturday, 24<sup>th</sup> August** - slipped just before lunch heading for the Markermeer and Amsterdam. The weather was beautiful, 31° with a light NE breeze, but not enough for those wishing to sail, so they had to motor. Having gone through the Orangesluizen lock I made my way down the North Sea Canal to the Amsterdam marina and found myself a berth on the breakwater, which meant I was able to watch the shipping activity visiting and plying this major canal [Amsterdam to IJmuiden and the North Sea]



Approaching the Holland Bridge to the Markermeer



The busy Orangesluizen lock to Amsterdam



Boats everywhere on the Markermeer

and islands to visit and stay at for free !

**Sunday, 25<sup>th</sup> August** - Barney and I spent the day in Amsterdam, the capital of the Netherlands with the Rijks Museum, Anne Frank House and the Van Gogh museum to name just a few of the many attractions. That night I treated myself to a meal at Loetje's



**Monday, 26<sup>th</sup> August** – Having had a pleasant and relaxing couple of days in Amsterdam I slipped and made my way west to Zandaam to refuel and through the lock and north to Alkmaar which is a real tourist trap, sadly I was to be disappointed. On reaching the town centre I requested a bridge opening which happened very quickly but the next one I waited and waited and got fed up waiting so I tied up in the small town centre marina by the Police station and had to enjoy all the “horrors” of the funfair. The noise level was awful but I



was now committed to staying, the noise went on until mid-night and every nook and cranny of the town was filled with “attractions” !!! The town is famous for the cheese-market which is held each Friday in the summer. There are many impressive medieval buildings and a labyrinth of small canals. There is also a National Beer museum. By the following morning I had had enough of the funfair and the bridge that wouldn’t open yesterday opened on request this morning







Typical Dutch Houses at Zaanstad



Alkmaar – Canal side cafes

**Tuesday, 27<sup>th</sup> August** - I was meeting Dutch friends at Medemblik and I made my way north towards Den Helder, home of the Dutch Navy, and then locked out into the Waddensea and made for Den Oever through the shallow channels and then locked into the IJsselmeer which is now freshwater and a paradise for sailing. It is only 4 or 5 meters deep. There are five islands to the north of the the Dutch coast: Texel, Vlieland, Terschelling, Ameland and Schiermonnikoog which I visited two years ago. The Wadensea dries out at low water and is about the “Riddle of the Sands”, it is inscribed as a UNESCO World Heritage Site. I rafted up alongside another motor-boat in Medemblik at 18.20, by dusk the harbour was full



An almost empty Medemblik Harbour



Two old fishermen reminiscing at the harbour entrance

**Wednesday, 28<sup>th</sup> August** - another lovely day after a little rain in the night and by 10.00 most boats had left to enjoy sailing on the IJsselmeer. My friends Ans and Leo arrived and surprised me with their new friend “Kaas” a 10 week old labrador puppy who got on famously with Barney. We chatted and caught up with the latest news and went on a tour of the surrounding area and then came back to Medemblik for lunch



Castle ‘Radboud’



City hall the ‘Stadhuis Medemblik’

The castle ‘Radboud’ was built in 1288 but it went into a state of neglect and decline. It was later in 1661 used as a church. It was then a practice ground for the ‘schutterij’ which was a special citizens militia group installed in every city. It has been thoroughly renovated and the castle is now a fine building where you can discover Medimbliks long past. The city hall is from 1940 and is built in the traditional style of a 17<sup>th</sup> century stair-step gabled house and is located by the steam railway that runs to Hoorn and back

**Thursday, 29<sup>th</sup> August** - a short trip across the IJsselmeer to Hindeloopen an attractive former old fishing village. There is also a vast modern marina, which I don't use as it is akin to being in a car-park. So here I opted for the town quay where you can see the comings and goings of one and all. The streets are all narrow and cobbled with pretty houses. In the graveyard of the village church there are eleven graves of Commonwealth airmen who were shot down over the IJsselmeer during the Second World War, immaculately maintained by the Commonwealth War Graves Commission. That evening I was able to capture a beautiful sunset over the IJsselmeer



War Graves tended by the Commonwealth War Graves Commission



**Friday, 30<sup>th</sup> August** - Slipped this morning on the last leg back to Sneek where the boat is kept, serviced and looked after during the winter. I made my way up to Workum aother former fishing port on the IJsselmeer, although it is probably best known for having a museum dedicated to Jopie Huisman who was a scrap metal merchant. I had to go through a sluis [lock] €5.00 and then on through 3 lifting bridges. I had also changed Barney's visit to the vet for Saturday morning to Friday afternoon to have



his Pets Passport suitably endorsed to enable me to return to the UK with him. With the lovely weather I left shortly after to make for Wousend a pretty and attractive village not too far from Sneek



The sluice at Workum €5.00



and one of the three lifting bridges

**Saturday, 31<sup>st</sup> August** - I left to return to Sneek from Wousend, journey's end for another year. Barney and I, occasionally with friends, have journeyed 2,041 miles. I was dissappointed that I couldn't go south from Paris but there was insufficient water in the Canal de Bourgogne south of Paris and the Rhone-Rhine Canal running along the base of the Alps, a number of locks were closed. So I had to go from Plan A, B, C, D, E to F and even then the French locks caused problems before returning to Belgium which meant that I wouldn't have time to go up the Rhine to Koblenz and Luxembourg



The church is a very smart restaurant - Wousend



Typical Farmhouse in Friesland



## **The Newsletter Editor has only 3 CNOA Newsletters left to go!**

### **From the Newsletter Editor**

After editing the February 2020 edition of the CNOA Newsletter, and so having done it for more than seven years, I will pass the role to another willing CNOA member. This will allow me to deliver some additional marketing support for a couple of "good cause" organisations that really do need some help in communications, fund raising and attracting more supporters.

The new CNOA Newsletter Editor may not have all the digital skills needed right now but for the right person there is time for the new CNOA Newsletter Editor to acquire the necessary skills. They can be very useful for years to come in many other activities, could even be life enhancing. One's children and grandchildren may even think but never say "How did you do that?, Respect."

Few would deny that much of UK society is going digital. If you think online tax returns to HMRC and vehicle licencing are game changers, before that happened farmers were required to do their livestock census online each December. So, do you want to learn and practice some more digital skills?

Most members will have use of the Internet with a full sized screen (very useful when designing the Newsletter pages). Building the CNOA Newsletter using a phone screen could be interesting. Having access to an up to date licence for Microsoft Office would also be good as it allows the Newsletter to be built in Word but sent out as a smaller and secure .pdf file.

Building on the digital basics that most have, the right person will be introduced to some very useful information sources (ever wondered where the CNOA Newsletter images and news items come from, you just have to know who to ask). The distribution list is held securely on the web, the Hon Sec helps to keep it up to date and the Newsletter distribution is easy and fast powered by one of the best known names in consumer IT.

The website [www.cnoa.org.uk](http://www.cnoa.org.uk) is based on some older web platform technologies and is already being upgraded to use some much newer, more "user friendly" tools make updating the website very easy. It's another skill set that opens many other doors.

Some members already receive from friends emailed news items/holiday reports in all sorts of different formats that can send the cursor (sorry, the Mouse pointer) all over the place and the PC seems to have a mind of its own. Fear not, the new editor will be shown how to easily "re-format" most things that arrive by email or are taken from a website so they behave themselves while being used to build the CNOA Newsletter.

Interested to know more? Just click on [contact@cnoa.org.uk](mailto:contact@cnoa.org.uk) Could even be life enhancing.



**A 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](http://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  Tel. No:-  E Mail Address:-		BUSINESS ADDRESS  Tel. No:-  E Mail Address:-	
RANK	TYPE OF COMMISSION	SPECIALISATION / AWARDS & QUALIFICATIONS	
BRIEF CAREER DETAILS			
<p><b>General Data Protection Regulation:</b> - 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.</p> <p style="text-align: right;"><b>SIGNED</b>.....</p>			
PRESENT OCCUPATION			
PROPOSERS NAME	PROPOSERS SIGNATURE	HOW LONG KNOWN	
SECONDER'S NAME	SECONDER'S SIGNATURE	HOW LONG KNOWN	