



# CNOA

## Chatham Naval Officers' Association



## The CNOA Newsletter for April 2021

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Monitoring the submarine © Crown Copyright MoD Navy 2021

### ROYAL NAVY TRACKS SURFACED RUSSIAN SUBMARINE IN WATERS CLOSE TO THE UK

Royal Navy patrol ship HMS Mersey has tracked the movements of a surfaced Russian submarine as it sailed through waters close to the UK.

The River-class offshore patrol vessel was on watch as the Kilo-class diesel powered attack submarine RFS Rostov Na Donu sailed through wintry seas in the North Sea and English Channel on its journey from the Baltic to the Mediterranean.

Mersey reported on the movements of the Russian Black Sea Fleet submarine, so that NATO Allies could track her progress as she continued her onward journey.

## Chairman's Flag Hoist



Dear Fellow members,

Following our well attended AGM, I am delighted that we have now sent charitable donations to Kent Branch MSSC, Seafarers UK, The Royal Engineers Association and Sir John Hawkins Hospital; as we get acknowledgements, they will appear in our newsletter. Thank you again for your generous support of our fundraising ideas. As many of you will be aware, we sometimes share the RSME with the Royal Engineers Association who have kindly invited us to

meet with them in the future.

I am delighted many of you have had your Covid-19 vaccination; let us hope this is the path to a return of face-to-face meetings. We have provisionally been given permission to use the Officers Mess for a Trafalgar dinner on 29th October and I know many of you will be looking forward to that event. In the absence of a Social Secretary, the committee will be working as a team to produce this event for you.

I am delighted that Dr Martin Watts has joined the committee as Hon Sec. We welcome his skills and support in modernising our communication methods. We continue to search for correct emails for around ten members and chase a few others for membership fees, over several years in some cases. This cannot continue and I will sadly be forced to remove non-paying members from our strength once the committee has reviewed each name. I appeal to members again to set up standing orders with their banks for membership to cut on the admin burden.

Many of our chaplains have been busy supporting their local nautical communities, in particular the Sea Cadet Corps. God's Exocet and his team have been attending weekly virtual training, offering support and comfort to hundreds of cadets over the past six weeks. David Houston led the recent funeral service for our late friend, Derek Ireland.

Our thoughts and prayers go to Geoffrey Marshal and his family; Geoffrey is in hospital following a stroke. Thoughts are also with Prince Philip as he recovers from an operation. Finally, I wish Suzanne Wood, our Newsletter Editor, a speedy recovery from Covid-19.

Yours Aye,

*Jon*

Jon Vanns  
Lt Cdr (SCC) RNR  
CNOA Chairman

## Future Speakers & Events

### Subject to revision

9 April:	Glen Jones – Third Afghan War
14 May:	Derek Goodwin – The development of marine propulsion systems; its effect and influence on the Ocean liner and Cruise ship
11 June:	TBC
9 July:	TBC
13 August:	No meeting – summer leave
10 September:	Tony Holding – CCF officer
8 October:	David Brown – Wrecks of the Kent coast
29 October:	<b>Trafalgar Night Dinner (provisional)</b>
12 November:	Reflections of a marine engineer sales manager
10 December:	Christmas Social with the President

Additional events will be included as details become available.

As always, we are most grateful to those who send items for this Newsletter. Please email [contact@cnoa.org.uk](mailto:contact@cnoa.org.uk) with articles, news items and photographs.

*Suzanne Wood* (Newsletter Editor)

## Royal Navy leads international task force on Baltic mission

### From MoD Navy

The Royal Navy is leading an international task group of half a dozen warships on a security patrol of the Baltic.



HMS Lancaster sails in the Baltic in close company with Lithuania's LNS Jotvingus (top) and Latvian Ship LVNS Jelgava (centre) © Crown Copyright MoD Navy 2021

Frigates HMS Lancaster and Westminster, tanker RFA Tiderace and vessels from all three Baltic states – Latvia, Lithuania and Estonia – have joined forces for a concerted demonstration of Britain’s commitment to the security and stability of the region.

The deployment is another test of elements of the UK-led Joint Expeditionary Force (JEF) – a partnership of nine northern European nations committed to working together on operations as varied as warfighting through to humanitarian assistance and defence engagement.

“Some of the UK’s closest and most steadfast Allies are found in the Baltics. This deployment is both the latest example of a long and proud history of defence cooperation and a clear demonstration of the capability of the UK-led Joint Expeditionary Force,” said Defence Secretary Ben Wallace.

“As the first maritime patrol of made up of exclusively JEF nations, we are ensuring our ships and people are ready to operate in challenging conditions alongside our Estonian, Latvian, Lithuanian and Swedish allies.”

The Royal Navy ships have been joined by Estonian minelayer Wambola, Latvian patrol vessel Jelgava, and from Lithuania minelayer Jotvingis and patrol ship Selis, plus aircraft from the Swedish Air Force, with the focus on maritime security and freedom of navigation in the Baltic.

“It is a real privilege to command the first task group of this type and I have been impressed by the capabilities on display from our partner nations,” said Commander Will Blackett, Commanding Officer of Portsmouth-based Lancaster which is flagship of the naval force.

“My ship’s company are continuing to deliver success on operations against the hugely challenging backdrop of the Coronavirus pandemic.”

His ships conducted a series of combined manoeuvres to test collective seamanship and get used to working together as a united task group, all played out in unrelenting sub-zero temperatures.



AB(Sea) Sam Siddell clears snow from one of Lancaster's signalling lamps © Crown Copyright MoD Navy 2021

“It is hugely exciting to be working with allied navies on live operations and a real privilege for me to experience,” said HMS Lancaster gunner Able Seaman James Hearn.

Lancaster’s Wildcat helicopter is flying patrols by day and night, in particular making use of its cutting-edge thermal imaging camera to refine identifying shipping in the Baltic, as well as practising secondary duties such as search and rescue and winching.

The weather in the Baltic in March – glorious sunshine one minute and a few hours later the aircraft is flying through snow squalls – places demands on the aircrew as well as the engineers maintaining the helicopter.

“The mission has proven the operational utility of the Wildcat aircraft in a cold Baltic Sea environment,” said Petty Officer (Air Engineering Technician) David Shears.



Lancaster's flight deck handlers lash her Wildcat to an icy flight deck  
© Crown Copyright MoD Navy 2021

The British ships underwent a week of 'full-throttle' individual and combined training in the North Sea on their way to join their Baltic allies.

The workout has covered firefighting, medical training, damage control, ships sailing in close formation, refuelling at sea, gunnery, air defence, and intensive training with helicopters – plus adjusting to sub-zero temperatures and snowstorms as the ships pushed deeper into the Baltic.

Some of Lancaster's 200 crew are relatively fresh out of training, such as marine engineer Gareth MacGilvray, experienced his first deployment as he grapples with maintaining hi-tech machinery at sea.

"Training on a live warship is a lot harder than during basic training and there is little room for error so you definitely need to be on your 'A' game the whole time!" he said. "It was a hard week but I'm proud of what I achieved."

## Responses from our charitable donations By Lt Cdr Suzanne Wood

As the Chairman mentioned in his Flag Hoist, we are delighted to have been able to send donations to our four selected charities: Seafarers UK; Kent Branch, Marine Society and Sea Cadets; Sir John Hawkins Hospital; and the Royal Engineers Association.

The following is the correspondence that has been received (at time of publishing), acknowledging our donations. It's nice to know that our fundraising efforts have an impact, especially in a year when so many opportunities to raise funds have been cancelled.

Thank you all for helping us to continue this worthy effort.

## Medway Branch, The Royal Engineers Association

From: Mr Glenn Scarborough – Branch Chairman

# Medway Branch The Royal Engineers Association

(Registered under the Charities Act 1992 and a charity registered in Scotland)

Patron: HER MAJESTY THE QUEEN



All correspondence to:

The Chairman  
Medway Branch RE Association  
C/O 6 Pirbright Close  
CHATHAM  
Kent  
ME5 8SQ

Telephone: 01634 685369

01 March 2021

Lieutenant Commander Jon Vanns MCGI  
Chatham Naval Officers Association  
8 Fairfield Ave  
Tunbridge Wells  
Kent  
TN2 3SD

Dear Jon,

On behalf of Medway Branch of the Royal Engineers Association I would like to thank you and all the members of the Chatham Naval Officers Association for your exceedingly kind donation of £200. We are most grateful to receive this generous donation and the money will be placed in our Charity Fund and will be donated to Macmillan Nurses, our chosen charity for 2021.

Please pass on our thanks to your members and I hope that you all stay safe and well and that things get back to normal in 2021.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'Glenn Scarborough'.

**Glenn Scarborough**  
Chairman, Medway Branch REA

**Tel: 01634 695369**

# Sir John Hawkins Hospital

(Registered Charity No. 213213)



Governors' Mailbox  
Hospital of Sir John Hawkins  
High Street  
Chatham, Kent  
ME4 4EW

e-mail: [hawkinshospital@yahoo.co.uk](mailto:hawkinshospital@yahoo.co.uk)  
web: [www.hawkinshospital.org](http://www.hawkinshospital.org)

Lt.Cdr. Jon Vanns RN,  
8 Fairfield Avenue,  
Tunbridge Wells,  
Kent,  
TN2 5SD.

*Dear Commanders*

Many thanks for your association's continuing generous support for the hospital; as you can imagine, the last year or so has been difficult and expensive and a donation of £200 out of the (navy) blue is an unlooked for boost.

The virus has brought all sorts of extra costs in its wake, in terms of protective kit and sanitiser and the long hours that Paul, the caretaker and his partner Eddie, are putting in to keep infection at bay. They also have the invidious task of being the 'fun inspectors' and implementing the governors' policies, face to face with the residents. As the restrictions have worn on the residents have become increasingly scratchy and inevitably Paul and Eddie are the ones in the firing line. We are incredibly lucky to have the pair of them, they are able, calm and sensible with infinite patience and I cannot imagine what it would have been like without them.

And thanks to the pair of them, thus far all the residents have come through – the oldest is 92 – and it looks as though the end is in sight, assuming we can persuade them all to get jabbed. The governors have been banging on about 'collective responsibility' and hope that the message will convince any covert anti-vaxxers to do the right thing. Once we can all get together again we shall have a survivors' party and count our blessings.

*Prominent among our blessings is the kindness of people such as those of your association that support our work; on behalf of the governors and residents of the hospital, please pass on my thanks to them and wish them a safe passage through the current crisis.*

*Yours sincerely,*  
NEIL WOOD,  
Chairman, Sir John Hawkins Hospital.

*Neil Wood*  
4. March 2021

(Apologies for poor reproduction of this letter.)

## Kent Branch, Marine Society and Sea Cadets

Dear Jon,

Thank you so much for the £200 donation you have made to the Kent Branch of the Marine Society and Sea Cadets on behalf of Chatham Naval Officers' Association.

This generous gift will be used to further the training and experiences of the sea cadets in Kent. When grants for training are approved by our committee, the recipients will be informed that they have been helped by generous caring people like you. Please thank your committee and all your members for their support.

As you know we are a charity and the situation now with social distancing has caused us to cancel all of our fundraising events since the start of this pandemic; however, we have been able to continue with the training of our young people with careful use of the funds that we have available. In that light, your gift is very welcome and much appreciated. On behalf of all of us at MSSC, thank you.

Best wishes for the future and hopefully we will soon be clear of this pandemic.

John Fullagar

Chairman

## PETA honours Royal Thai Navy for rescue of shipwrecked cats By The Maritime Executive

The animal rights NGO People for the Ethical Treatment of Animals (PETA) has honoured the Royal Thai Navy with its "Hero to Animals" award in recognition of a daring evacuation of four cats from a wrecked vessel.



“These sailors’ courageous and compassionate actions have made a splash with kind people around the world,” PETA SVP Jason Baker said in a statement. “PETA hopes their example will inspire everyone to keep an eye out for animals in danger and do whatever it takes to ensure their safety.”

On March 1, the Thai Navy's Air and Coastal Defence Command Unit 491 was dispatched to help a burning trawler off Koh Adang. When the unit returned to the wreck site on the following morning, they found that four cats were clinging to the partially capsized vessel's superstructure. Several crewmembers dived into the water and swam across to retrieve the cats, carrying them on their backs to safety.

In recognition, PETA is sending the Thai Navy a framed certificate and a letter of appreciation. In keeping with its mission, the organisation has also offered to pay to spay or neuter the cats.

## **British Warship which was scourge of the American Revolution 'found' after 250 years**

### **From MoD Navy**

American soldiers may have found the remains of a British warship which was the scourge of their countrymen during the War of Independence.

Cannon, an anchor and other objects – thought to belong to HMS Rose – were dredged from the bed of the Savannah River, nearly 250 years after the ship was scuttled at the height of the conflict.



An encrusted cannon and part of an anchor © Crown Copyright MoD Navy 2020

The artefacts have yet to be formally identified but, given their location and the fact they pre-date the American Civil War by a century, Royal Navy historians believe they are likely to date to the siege of Savannah in 1779.

HMS Rose was sunk in the river to deny the French Navy access to the Georgian capital – held by British forces – in support of American troops besieging it.

The ship – a sixth rate armed with 20 cannon – had been active in the Americas throughout the 1770s. Her success in intercepting smugglers to Rhode Island prompted the Americans to commission their first armed ship in response, the sloop Providence, and form the Continental Navy – forerunner of today’s US Navy.

The British vessel also frequently conducted forays up the Hudson River (depicted below in a contemporary engraving) which helped to drive George Washington out of New York when war broke out and continued to patrol the Eastern Seaboard until the decision to use her as a blockship off Savannah.



A contemporary engraving of HMS Phoenix and Rose engaged by enemy fireships on the Hudson in Aug 1776 - NY Public Library

The British abandoned the city in 1782 and the wreck was largely cleared away to allow free navigation of the river to resume.

And there it remained until the US Army Corps of Engineers was conducting dredging operations in the river when it found the objects, put a halt to further dredging and recovered the historic items. Archaeologists and naval historians on both sides of the Atlantic are trying to identify the wreck definitively.

“It is exciting when artefacts from naval history are found,” said Commander Jim Morley, the UK’s assistant naval attaché in Washington.

“The discovery of an anchor, cannons, and ship timbers gives us a great opportunity to work with our US colleagues and allies to help identify them.

“The possibility that they may, in fact, be from HMS Rose, a Royal Navy vessel that was part of our fleet operations during the American Revolutionary War, is fascinating.”

Contemporary records show that Rose was one of two ships sunk on the bar at the mouth of the Savannah River in September 1779 and prevented the French fleet from getting close to the namesake city, thus providing support American soldiers attacking it.

All the crew survived the sinking and subsequently joined the defence of Savannah.

They played a key role in lifting the siege, though Rose’s Captain Philip Browne was killed.

A near-replica of the ship was built in 1970 in Canada and subsequently was turned into HMS Surprise ‘captained’ by Oscar winner Russell Crowe in Master and Commander. She’s now a museum ship in San Diego.

## Fire aboard MSC cruise ship laid-up in Greece

### By The Maritime Executive

Smoke has been seen billowing from the laid-up cruise ship *MSC Lirica* which is currently at the dock in Corfu, Greece. Media reports indicate that a fire broke aboard the ship, which has a skeleton crew aboard, on 12 March at 3:30 pm local time and that the crew initially tried to extinguish the fire before local assistance arrived on the scene.



Local media is reporting that the fire department sent 13 vehicles to the scene along with one fire boat. The Greek Navy also responded to the fire. At one point two fireboats were alongside the cruise ship. Later reports indicate that the fire has been extinguished by 7:00 pm local time.

MSC Cruises reported that there were 51 crew members aboard the ship and that no one was injured in the blaze. MSC is also saying that the fire may have originated in one of the lifeboats and that the damage was mostly limited to exterior scorching and smoke on the superstructure in the middle of the ship. Pictures appeared to show two lifeboats destroyed by the fire and damage to staterooms in the midship area above the fire as well as possibly to the midship pool deck.

Built in 2003 at the Chantiers d'Atlantique shipyard in France, the 65,500 gross ton cruise ship has been idle in Corfu since January 2021, held in warm lay-up. The port police were reported to be investigating the incident

## Crossing the Bar

### From Shaun Henry-Roscoe

Fred Henley has died, aged 97. Fred was the last remaining survivor of the HMS *Truculent* sinking. He served in the Russian Convoys during WW2 and was awarded a medal by Vladimir Putin. The book, *They Were Just Skulls*, is a biography of his life.

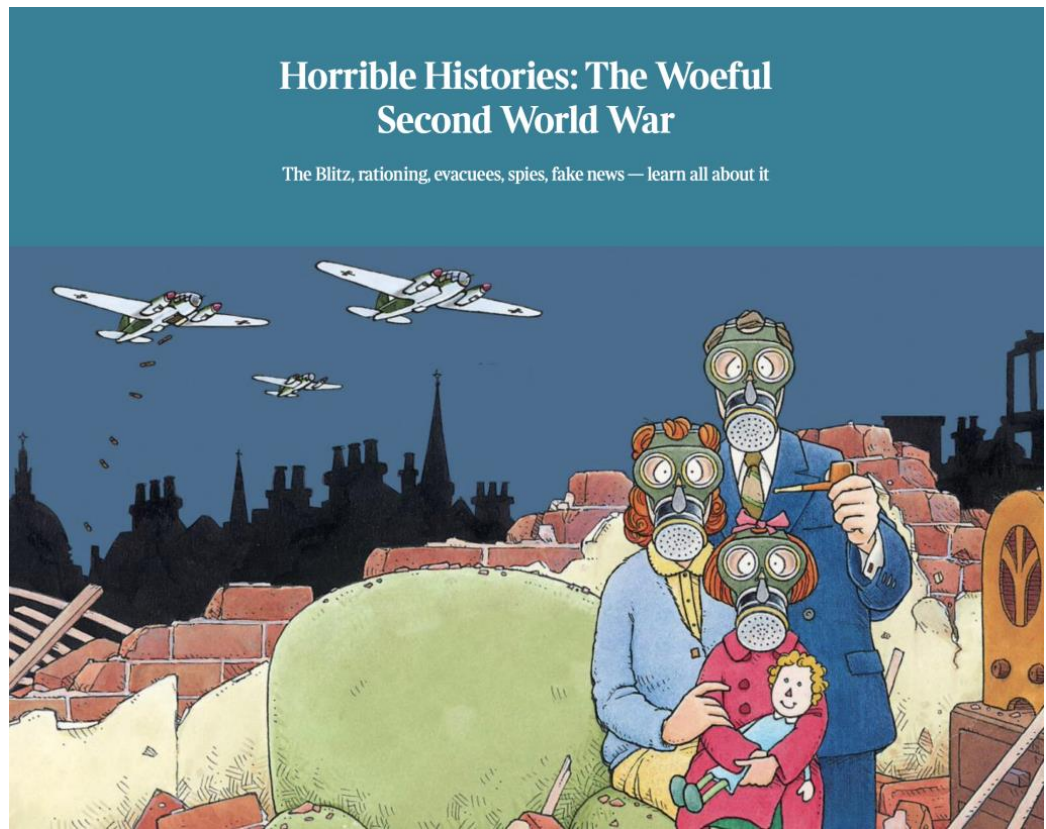
Fred served in HM Submarines *Spiteful*, *Scotsman*, *Selene*, *Sidon* and *Truculent*.

## Water, water, everywhere, and yet you wouldn't think Reproduced with kind permission of Cdr Tom Sharpe OBE

A recent Times Weekend published an article called Horrible Histories: The Woeful Second World War. What follows is 2800 really interesting words on the blitz, the home guard, the RAF, shelters, rationing and then a chronology of how the war unfolded. It was only when I got to the end that I realised there wasn't a single mention of the Royal Navy. Or any navy. Or the maritime. Not one.

Curious, I contacted Terry Deary, the successful and prolific author of the series from which this was taken. He kindly replied that he was asked to write his intro focussing on the blitz

and that the rest was extracted by the paper from books he wrote 25+ years ago. Without reading all of his books, nor contacting the Times editorial desk to ask why they chose the sections they did, neither of which I have time to do, it's hard to pin down how this omission came about. And anyway, it doesn't matter. What matters is how *anything* can



be written about World War II that excludes the maritime in this way.

The Royal Navy secured our lifblood during this war because as an island we didn't produce enough food or fuel to feed ourselves, let alone carry on the fight. In 1939, Britain was importing 20 million tons of food per year, including about 70% of its cheese and sugar, nearly 80% of fruits, about 70% of cereals and fats and more than half of its meat. Much of this was carried by the civilian cargo ships of Britain's Merchant Navy and their crews of sailors from across the globe, defended by the ships and aircraft of the Royal Navy – the biggest in the world at the start of the war, all sustained by hundreds of thousands of ordinary men and women who worked in the great ports at places like London, Bristol, Liverpool and Glasgow to lift these goods off the ships and onto the trains, lorries and boats that would take them to the homes, shops and factories. Many thousands more worked night and day in Britain's huge shipyards at places like Glasgow, Liverpool, Newcastle and Sunderland, hammering vast sheets of steel to build, replace and repair ships ravaged by war.

It allowed the rescue of the army at Dunkirk and its return to France on D-Day, as well as allowing millions of troops from allies such as the United States, Canada, Australia, India and others to be moved to Britain and around the World, along with transport of millions of tons of food, aid and military supplies.

The Battle of the Atlantic was the longest of the war, lasting from the sinking of the very first ship, the passenger liner *SS Athenia*, just a few hours after war had been declared, right through to the sinking of the last German U-boat, the U-320, the day Germany surrendered. All fought in conditions that were consistently horrendous for the military and merchant crews of both sides. Losses were staggering. 3,500 merchant vessels were sunk and some 36,000 civilian merchant seamen lost. On the other side it was even worse. Of 830 U-boats operational during the war 696 had been sunk along with over 30,000 crew killed and captured – a casualty rate of 75%.

Even the blitz was directly linked to the maritime. The very first target? The East End Docklands. As the aerial campaign expanded, other ports such as Liverpool and Bristol were added to the target list. In fact, of the 171 air raids on Britain between August 1940 and June 1941, 141 were targeted at port cities (if not always directly at the port itself).

Sea blindness is an affliction that has plagued mariners since the dawn of time. That a commentary can be produced on World War II that doesn't even mention a naval effort and sacrifice of this magnitude suggests that it is alive and well. Freedom of navigation in the South China Sea, hydrocarbons through the Strait of Hormuz, Russian underwater activity in the North Atlantic are just three examples of contemporary and persistent activities that would attract more column inches if the seriousness of them being compromised was easier to understand, more tangible. If one could see and feel the conditions that merchant mariners have often endured since the start of Covid, and then quantify what would happen if that system catastrophically failed, the scandal that it (still) is would dominate the news. Likewise, piracy in the Gulf of Guinea (a whole different level of nasty when compared to its equivalent off the Horn of Africa) barely gets a mention even when some poor soul is beaten to death.

Advocates of the sea will tell you that we are now entering a new maritime era. I would posit that we never left it. In fact, we've been in it ever since the Austronesians stood on a beach in Taiwan c5000 years ago facing South East and thought, 'I wonder what happens over there?' But you wouldn't always think so. Interest when it comes, is often fleeting. Wars cause spikes but they don't last. So do piracy and migrancy although, ironically, navies can't solve either.

It doesn't help that even our own defence architecture can't agree on this. I'm not for one second going to disparage the importance of cyber and space but anyone who believes they should have primacy over the maritime just now either doesn't understand or is trying to save money.

The good news is that this year, the Royal Navy has an almost unparalleled 'peacetime' opportunity to raise awareness of what it does with the deployment of HMS Queen Elizabeth and her multi-national task group to the Indo-Pacific. The timing literally couldn't be better. And I wish them the best of luck because if The Times is able to publish anything on World War II, no matter how it came about, without even mentioning the pivotal role of the Royal Navy, then there is clearly still plenty to do.

**Note from the editor.** Tom Sharpe mentioned Admiral Perowne during our correspondence. He writes:

Good catch getting James Perowne onboard – he took me to sea as POC in his T22 in 1989 (gulp) and that convinced me to join!

# Japan launches effort to build ammonia marine infrastructure and ships

By The Maritime Executive

A consortium of Japanese companies announced plans to begin to develop the infrastructure to supply ammonia as a marine fuel by developing supply sites in Japan. They will also work together toward the construction and operation of ammonia-fuelled ships.

The initiative is being led by the Japanese trading company ITOCHU Corporation and its fuel trading operation ITOCHU ENEX Co. They will be working in collaboration with Ube Industries, which is one of the largest producers of ammonia in Japan, and Uyeno Transtech, one of the largest owners and operators of vessels domestically in Japan.



Itochu and Vopak in a separate agreement are studying the feasibility of developing infrastructure in Singapore

Citing the IMO and global targets to limit GHG emissions, the companies believe to meet these goals, the early development of ships designed to be zero-emission vessels is expected. Ammonia in particular they note has attracted attention in several fields as a candidate alternative fuel. To achieve the development of ships that use ammonia as their main fuel, they note that a stable supply of marine ammonia fuel and the development of supply sites are essential elements.

This latest joint development effort is not only focused on developing supply sites for marine ammonia fuel inside Japan but is also positioned as part of an integrated project that includes the joint development of ammonia fuel ships, with the ownership and operation of these ships. They will start with the introduction of marine ammonia fuel and facilities for the supply of that fuel, efforts which ITOCHU and ITOCHU ENEX has been pursuing in parallel. Working in cooperation with companies in Japan and overseas, as well as related government agencies, the partners will pursue initiatives aimed at reducing greenhouse gases.

Using its insight as one of the largest producers of ammonia in Japan, Ube Industries will undertake research and development on the supply of marine ammonia fuel itself and the development of the onshore facilities required for its supply. At the same time, Uyeno Transtech, as the largest owner and operator of domestic vessels in Japan, will conduct research and development into marine ammonia fuel supply vessels and the formulation of safety standards for refuelling. ITOCHU ENEX plans to leverage its experience in supplying marine fuel and the operation of refuelling vessels to conduct research and development into ammonia fuel supply sites in Japan.

ITOCHU will also seek to form partnerships with domestic and overseas companies including shippers, shipping companies, and ammonia-related businesses while driving the joint development of ammonia-fuelled vessels. It will also be responsible for conducting and coordinating the joint research to realize an integrated project that includes the ownership and operation of ammonia-fuelled vessels.

## **HMS Defender heads on intensive training ahead of global carrier deployment** **From MoD Navy**



HMS Defender sailed from Portsmouth on 26 February for intensive training to prepare for missions around the world this spring on HMS Queen Elizabeth's landmark deployment.

The Type 45 destroyer departs for sea trials and training to ready the ship's cutting-edge kit and crew for a busy year on operations after a period of essential maintenance.

Defender is earmarked for upcoming missions in the Mediterranean, Middle East and Asia-Pacific region on HMS Queen Elizabeth's Carrier Strike Group 21 mission.



HMS Defender leaving Portsmouth © Crown Copyright MoD Navy 2021

Commanding Officer of HMS Defender, Commander Vince Owen, said: "It is a great feeling to be able to take HMS Defender back to sea after this period alongside for maintenance.

"Despite the additional challenges caused by Covid-19, the achievement of my ship's company, BAE and our other industry partners to be able to return us to sea is hugely impressive and another important milestone in our generation for deployment."

Engineering Technician (CIS) Tom Longley said: “Having been alongside since October it will be great to go to sea and get back into the swing of things. I’m really looking forward to deploying later this year.”

Defender worked closely with HMS Queen Elizabeth late last year on the Carrier Strike Group workout in the North Sea in preparation for operations.

Alongside sister ship HMS Diamond, plus Type 23 frigates and warships from NATO allies, Defender formed the ring of steel around the aircraft carrier that is designed to protect the Queen Elizabeth-class carriers from enemy ships, submarines, aircraft and missiles, but are also capable of conducting a range of supporting missions, from maritime security to disaster relief.

The Type 45 then headed for extensive top-to-bottom maintenance ahead of a busy 2021, including capability upgrades being fitted, a fresh coat of paint and routine upkeep on the exterior of the state-of-the-art multifunction radar, which required a massive 80 tonnes of scaffolding to access it. Defender also went into dry dock so the ship’s underwater fixtures could be maintained.



HMS Defender during maintenance period in Portsmouth © Crown Copyright MoD Navy 2020

While the ship was readied for deployment, the crew remained busy, taking part in the digital Exercise Virtual Warrior alongside sailors from HMS Queen Elizabeth. Virtual Warrior saw crew and battle staff play out a simulated crisis at HMS Collingwood to test the carrier and her task force.

While not being able to visit in person, Defender was also able to speak to many of its affiliates in Exeter and Glasgow, with virtual meetings held between the ship and the Right Worshipful the Lord Mayor of Exeter, Councillor Peter Holland; Exeter Chiefs Rugby Club; Exeter College; and Glasgow’s Lord Provost, Councillor Philip Braat.



**CHATHAM NAVAL OFFICERS' ASSOCIATION  
STANDING ORDER FORM  
FOR ANNUAL SUBSCRIPTIONS**

I wish to make my annual subscription payments by standing order to the Chatham Naval Officers' Association.

Please complete this form and return it to the Hon Treasurer:  
Lieutenant Jan Dean RNR, 79A Cherry Avenue, Swanley, Kent, BR8 7OU.

**Do NOT send this form to the bank.**

Your Name: \_\_\_\_\_

Your Address: \_\_\_\_\_

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Post Code: \_\_\_\_\_

Name of your Bank: \_\_\_\_\_

Address of your Bank: \_\_\_\_\_

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Your Bank Sort Code: \_\_\_\_/\_\_\_\_/\_\_\_\_

Your Account Number: \_\_\_\_\_

To my bank: I request you to pay Barclays Bank, 24 Lowfield Street, Dartford, DA1 1HD, Sort Code 20.25.42, for the credit of The Chatham Naval Officers Association, Account Number 93932702, the regular sum of:

£ \_\_\_\_\_ Annually

Amount in words: \_\_\_\_\_

Starting on: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

And continuing until\* \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Or until I give notice in writing\*

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## 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

### APPLICATION FOR 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				
<hr/> <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><b>SIGNED</b>.....</p>				
PRESENT OCCUPATION				
PROPOSER'S NAME	PROPOSER'S SIGNATURE		HOW LONG KNOWN	
SECONDER'S NAME	SECONDER'S SIGNATURE		HOW LONG KNOWN	