



# CNOA

## Chatham Naval Officers' Association



## The CNOA Newsletter for August 2019

Email: [contact@cnoa.org.uk](mailto:contact@cnoa.org.uk)

Website: [www.cnoa.org.uk](http://www.cnoa.org.uk)

### Contents

Next CNOA meeting details  
Chairman's Flag Hoist  
Future speakers & events  
Royal recognition for ....  
CNOA Ladies & Guest Night  
Brian Bisell's abseil, he's done it!  
Our President's fundraising abseil  
HMS Medway works up  
Mess Dinners Survey summary  
The exploits of Captain Ginger  
Want to learn more digital skills?  
RSME Officers Mess Tour  
City Naval Club  
Application for CNOA membership



A Sea Ceptor anti air threat missile being launched. Sea Ceptor is a major improvement on the existing Seawolf missile system which it replaces. Interestingly, the new system is designed to be a retrofit system that uses some existing Seawolf system infrastructure like the installed footprint, silos and cabling enabling a faster and lower cost upgrade transition. Sea Ceptor offers improved performance against current and projected future threats, the ability to engage multiple targets, and allows the frigates to protect escorted vessels. The system is to be fitted to the Royal Navy's new Type 26 frigates.

Ladies and Gentlemen,

Due to the CNOA being on leave in August, the next meeting of the Association after the 12<sup>th</sup> of July when Martin Watts will speak about the Royal Marines and the war at sea 1939-45, will be on **Friday the 13<sup>th</sup> September** in the Warfare Room, RSME HQ Brompton Barracks 19.45 for 20.00 when Lt Cdr Iain Shephard will speak about Anti Submarine Warfare in the Royal Navy The evening will then continue with refreshments and fellowship in the Officers Mess.

## Chairman's Flag Hoist:



Dear Fellow Members,

16 members and their guests attended a thoroughly enjoyable Ladies and Guest Night Dinner in the RE Officers Mess, Brompton late last month. On behalf of all members, I wish to thank Cdr David Houston for his hard work in organising this event virtually single handed. The menu was just right and I think the meal was as good as we have ever had in the mess. Needless to say the organisation and service provided by the Mess Manager Joanne and her team was superb. Well done and our thanks to them. Our principal guest was Wing Cdr Nicki Lockhart RAF (Rtd). Nicki works for Holdfast in Brompton and she has been a good friend of CNOA for a number of years and this was our opportunity to thank her for her

support. Initially I asked her to be our guest of Honour, however she declined as she felt that she was 'not senior enough'. Hence she did not speak. I still managed to thank her though. Other Top Table guests were Graham Storey who I wished to recognise this time round in thanks for his years as our Newsletter editor and Roy Standen who is a stalwart of the Association and has known Nicki Lockhart through the Association for many years.

On the subject of social events et al it is a fact that some members do not like change (not many of us do). However, as key office holders change, then ways of doing some things might also change. Often this is not deliberate but just how the new person does things based on his own experience. Take the important and grand office of Social Secretary. Person A may believe that members of senior rank should always be seated close to the top table and does this for years when he is arranging the seating plan. Person B may take over and have no idea that this is expected as, in his own service experience, this custom has not been followed. There is no way this is intended to insult or annoy. In my own personal experience in the RN, it was always the custom to mix senior and junior officers throughout the table plan. This was so that younger officers met and learned social skills such as intelligent conversation (ahem) from their seniors. Junior officers were also under the scrutiny of their betters and so much less likely to behave badly. Of course, many a midshipman learned the devious and cunning methods of 'How to annoy the Mess President without getting caught' from people who should know better. But there we are. My message is simple. If you feel strongly about where you are seated or have a favourite spot at a mess dinner table then have a quiet word with the social secretary well in advance. He might just be able to deliver for you. Every member of the committee wants our members to be happy with how we do things. So, please do not bottle things up. Talk to a committee member if you have anything to contribute. It might not do any good, but at least you can get it off your chest!

On another tack, whilst I only noticed one minor breach of etiquette myself, I understand that a small group of guests failed to follow proper 'Passing the Port' procedure. This is a heinous offence which deprived another member of his second glass of port! May I therefore request all members to brief their guests on proper protocol. I know the vast majority of you do this as a matter of course, but it is easy to forget. Thank you. I'm really looking forward to Trafalgar Night!

And finally, I have reminded the committee that my tenure as your chairman ends at the next AGM. This is going to be an important time for the Association. It might be worthwhile members thinking about who they would like to take over and to start applying suitable pressure to ensure that he or she accepts the inevitability of assuming the chairmanship. Have a lovely summer.

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  
12<sup>th</sup> July: Martin Watts – The Royal Marines and the war at sea 1939-45

9<sup>th</sup> August: CNOA Summer leave – No meeting

13<sup>th</sup> September: Lt Cdr Iain Shephard – ASW in the Royal Navy

11<sup>th</sup> October: Brian Maplin – Hovercraft

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: Cmdr Bryant – The President's Address

10<sup>th</sup> January: David Howarth – The Shetland Bus

18<sup>th</sup> January: [New Year Luncheon](#)

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

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)

## Royal recognition for those whose work relies on a low profile From MoD Navy

It is one of the securest locations in the country, but today (July 5) the Royal Navy allowed unprecedented access to HM Naval Base Clyde, welcoming hundreds of submariners, veterans,



HRH Princess Anne awards selected personnel with a special Gold Deterrent Patrol Pin © Crown Copyright MoD Navy 2019

families and support workers to mark the 50th anniversary of the Continuous At Sea Deterrent (CASD). The Royal Navy Submarine Service was entrusted with the mission of delivering and operating the country's nuclear deterrent in 1969 and since then has successfully kept at least one ballistic submarine patrolling at sea, consecutively and continuously, every single hour of every day.

During that entire time, the submarines and crews who sail them have been based at Faslane in Argyll and Bute – the home of the UK Submarine Service.

## **CNOA Ladies & Guest Night when a Mess became a Wardroom for one night** **From Lt Col Barry Duffield**



CNOA Ladies & Guest Night 2019

Another enjoyable evening in the CNOA social calendar © Barry Duffield 2019

## **CNOA Ladies & Guest Night** **From Cdr Colin Tozer**

From: Nicki Lockhart  
Date: Mon, 1 Jul 2019, 08:13  
Subject: DINNER NIGHT  
To: TheTozers

Morning Colin

Thank you for your hospitality on Friday evening. If I recall correctly from Sue, a new addition to the family was imminent; I hope all goes / has gone well and that mum and baby are in good health.

Best wishes

Nicki

## **Brian Bissell abseils from an even higher building for charity!** **From The Lord Mayor of London's Appeal 2019**

Brian Bissell is happy to report "I completed the Barclays Canary Wharf abseil for the Lord Mayor's Appeal Abseil Challenge 2019 on Friday. It was by far my most unique abseil experience, Barclays Canary Wharf building being 512 feet tall and with the most amazing panoramic views from the roof

top of the surrounding area including the O2. Going over the top was again scary as were the occasions when my feet left the glass wall - you'll see that from the attached film of my abseil on Vimeo! The link is <https://vimeo.com/346567665>



Also attached two pics, one of me about to begin the descent and the other waving from a little way down.

My great thanks to those of our members who have already sponsored my abseil supporting the Lord Mayor's Appeal three charities, Place2Be, OnSide Youth Zones and Samaritans. Very much appreciated.

Any of our members who would still like to sponsor me, my Just Giving link is open **until 19th July** which is

<https://www.justgiving.com/fundraising/brian-bissell>

Many thanks and hopefully look forward to catching up again this Friday at our next CNOA meeting. I will have another sponsorship sheet with me for any further off-line donations.



Kind regards, Brian"

# Retiring Director General of Seafarers UK Farewell Fundraiser From Seafarers UK



Commodore Barry Bryant CVO RN is to step down after 17 years as Director General of the Seafarers UK maritime welfare charity in July. A final fundraising challenge to abseil 100 metres down the iconic Spinnaker Tower in Portsmouth, UK was scheduled for 30 June.

Commodore Bryant said: 'I was looking forward to going quietly after 17 enjoyable but fairly frenetic years at the helm, but as usual my team had other ideas! Fundraising has been perhaps the hardest part of the job, but so absolutely necessary if Seafarers UK is to take forward our many initiatives across the whole maritime community.'

Donations to Seafarers UK are invited at <https://uk.virginmoneygiving.com/BarryBryant>

Seafarers UK has been helping people in the maritime community for over 100 years, by providing vital support to seafarers in need and their families, and to those in education or training who are preparing to work at sea. The charity does this by giving grants to organisations and projects that make a real difference to people's lives.

## **HMS Medway working up ....** **From Cdr Colin Tozer, via [www.savetheroyalnavy.org](http://www.savetheroyalnavy.org)**

<https://www.savetheroyalnavy.org/up-close-with-the-royal-navys-newest-ship-hms-medway/>

HMS Medway arrived in her base port of Portsmouth for the first time on 17 June. She is in the process of working up before commissioning into the RN in September. We went on board to speak to her officers and look around the newest ship in the fleet.



Main image © via Amy Savage. HMS Medway enters Portsmouth for the first time

Medway is the second of the five Batch II river class OPVs. What makes her somewhat unique is that she is the first new ship to join the RN for many years that is actually an addition to the strength of the fleet, rather than just a replacement for a decommissioned vessel. (Thanks to the sensible decision to retain the Batch I vessels). The first BII OPV, HMS Forth, is a direct replacement for HMS Clyde and will take over her role as permanent Falklands guard ship in the latter part of this year.

From one perspective, the Batch II OPVs may be seen as symptomatic of UK defence procurement failures, hideously expensive and comparing badly with more capable foreign equivalents. Their hefty price tag was paid to keep the shipbuilding skills base alive during delays to the start of the Type 26 frigate programme. Broadly speaking, this was the least-worst choice in the situation

created by successive governments' unwillingness to place regular shipbuilding orders. The more positive side of the story is the Type 26 design already proving to be a global success while the RN is getting five modern vessels which can make a contribution to reducing the workload on the rest of the fleet.

As reported previously, there were significant material defects discovered with HMS Forth soon after she was accepted by the RN. Her builders, BAE Systems' reputation was not enhanced by this debacle and HMS Forth's entry into service was delayed by more than a year while construction mistakes were rectified. Against this background, the smooth delivery and entry into service of HMS Medway assumed particular strategic importance for BAES. Their determination to get it right with Medway has been evident to her crew, with the workforce in Glasgow putting in long hours and much oversight by senior BAES engineers. Contractors sea trials were conducted in February and the ship was formally handed over to the RN on 5th March.

Manpower pressures in the RN have seen Medway's ship's company generated in a rather condensed period, building up from a handful of sailors to about 50 people right now. A new crew must first prove they are safe to live on the new ship and the Ship's Staff Move On Board (SSMOB) date was achieved on 1st May. An intense period of drills and exercises while the builders finish their work and hand over to sailors culminated in the ship passing the FOST Ready for sea inspection on 7th June. With sailors living on board a vessel that is still under construction and keen to get to sea, there are inevitable tensions between builders and crew but during the construction handover period an officer on Medway commented the BAES "did everything they could when asked... all things considered, the process worked very well".

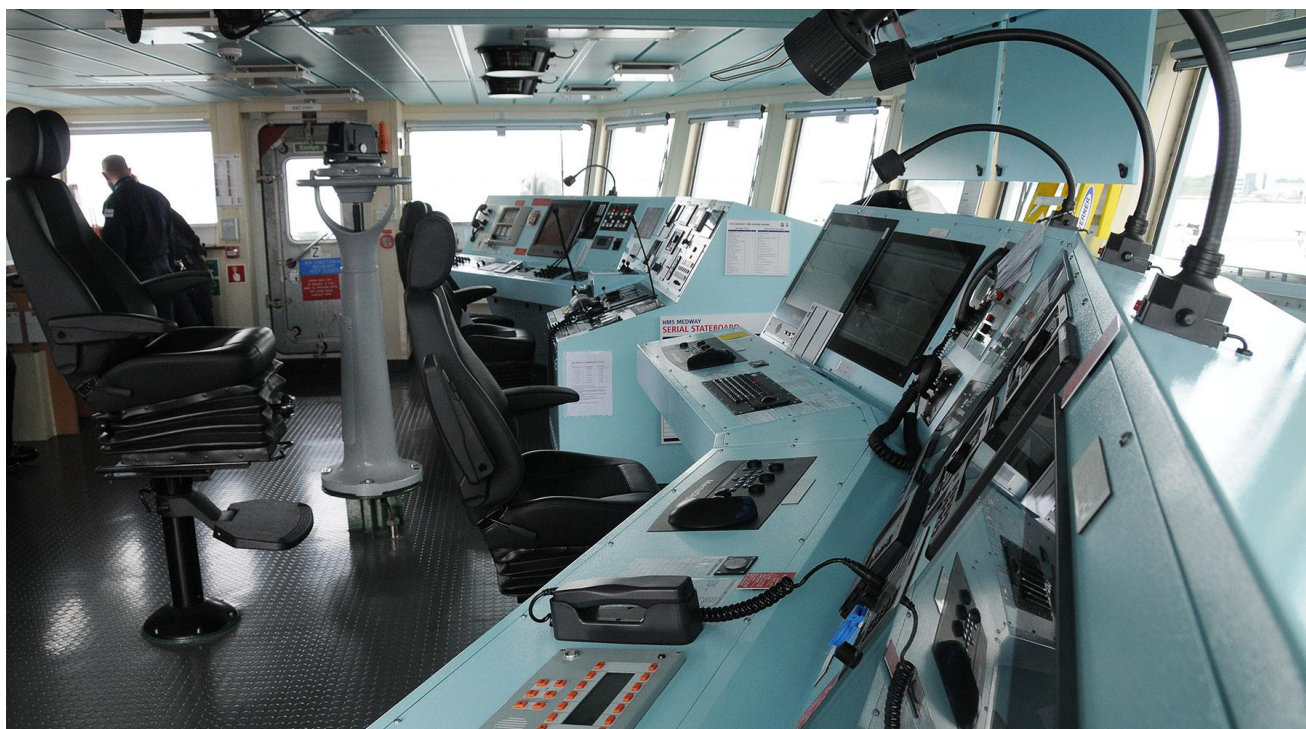


The flight deck is theoretically "Merlin-capable", although a Wildcat would be more comfortably accommodated. The omission of a hangar means it is unlikely the OPVs would permanently embark their own aircraft, rather 'lilypad' and help extend the range of aircraft based on other vessels or ashore.

A new crew must establish routines and administration procedures while embarking a myriad of stores and adjusting to their new home. Most importantly, the first ships company have the privilege of setting the right tone and atmosphere, the intangibles that may define the ship's personality and may last for the lifetime of a ship. The ship's company is around 50 people with a relatively low proportion of them junior rates. There are 13 officers (3 of them officers under training) and almost a third of the crew are senior rates. Although the ship is highly automated about a third of the crew are marine or weapon engineers. The OPV crews rotate through a 'three watch' manning system, similar to that in use on the RN's hydrographic vessels. Two watches are on board at any one time, while the third watch is on leave or ashore training. Typically each sailor serves for eight weeks on the ship before going ashore for four weeks. This predictable working pattern is popular with personnel who have families, allowing some certainty about when they will be home.

Medway has accommodation for an additional embarked military force (EMF) of up to 50 troops. This could be used by special forces or a small raiding force. Alternatively, extra personnel to assist in disaster relief might be carried or evacuated civilians could be accommodated. Access to the EMF accommodation (without going via the upper deck) is through the generator room, which is one of the less ideal features of the design, although they have their own bathrooms and food servery.

During her two weeks of builders sea trials and 10-day summer transit to Portsmouth, HMS Medway has not yet encountered any heavy weather. When tested at high speed and hard turning, the crew report her handling to be excellent, with good acceleration. The Batch II are based on the BAES-built Amazonas class corvettes serving with the Brazilian Navy since 2012 and the hull form is well proven and understood. The basic design has been changed little, although there were 29 separate small changes for RN requirements which mostly relate to the combat system, improved damage control measures and helicopter operations. A simple and reliable propulsion system consists of two 7,350kw high-speed MAN 16V 28/33D diesels driving the ship up to speeds of 24 knots, which is fast by typical OPV standards. Like the Batch I vessels, they are fitted with active stabilisers, bow thrusters and controllable pitch propellers.



The bridge is spacious and similar to the Batch I vessels. CO's chair on the left. The bridge is typically manned by just 3 people, the Officer of the Watch (OOW), the helmsman (Quartermaster) and Tac Ops (communications specialist).

There is often some criticism that these OPVs are under-armed but the naval staff is clear that these ships are designed as patrol vessels intended primarily for constabulary and maritime security operations. The 30mm gun, modern but affordable radar and the Electro-optical cameras are more than adequate for operating where the biggest threats are pirates in boats armed with RPGs. The small operations room is fitted with a cut-down version of the BAES CMS-1 (now re-branded as INTeACT) combat management system. Its main function is not control of weapons, but to present an integrated tactical picture to the command gathered from all the sensors on board.

Although there is some potential to 'up-gun' these vessels with heavier weapons and even guided missiles, one has to question why? Adding more weapons and sensors would just add to the manpower and maintenance costs while producing a mediocre combatant. There is evidence these ships have been designed with space and margins ready to accept the future addition of new equipment. The open architecture combat system and space for TEU containers offer options to host technology that may not yet even exist. Instead of an expensive manned helicopter, operating UAVs could be the best use of the flight deck, vastly extending the area that can be kept under surveillance.



The wardroom is a good size for a small ship. For now, it has basic fittings but will be further enhanced with better furniture and amenities.

HMS Medway is alongside in her home port for a couple of weeks before sailing for further workup and trials. After the summer leave period, she will then undergo FOST (Flag Officer Sea Training) serials and inspections. FOST staff based in Faslane will focus on seamanship and safety before she goes to Devonport where the emphasis is more on operations, aviation and replenishment at sea. After commissioning into the fleet at a ceremony in Chatham in the Autumn, she is likely to spend some time in UK waters and may conduct fishery protection patrols before being forward-deployed overseas for an extended period.

## **CNOA Members Mess Dinner Feedback Summary From Cdr Colin Tozer**

With the planned absence of a speaker at the June 2019 monthly meeting, I organised an impromptu questionnaire/feedback session. The background to this is that the committee and I are keenly trying to increase the number of members who attend our two mess dinners which we hold in the RE Officers Mess, Brompton. Just under 20 members attended and I am very grateful to them for their contributions to our debate. I apologise if you do not see your own point of view here, however this may be because one or two members' writing is illegible! But here is a summary.

The overwhelming majority of our Ladies enjoy the opportunity to dress up for a special function.

CNOA Communication of information on functions etc is good. If you do not receive the newsletter then tell the secretary.

Cost is very acceptable. Similar functions elsewhere cost more often for less. About 50% believe we can increase to, say, £55 if this would provide music (see below).

The dinners are not too formal. Most feel this is the essence of a service mess dinner.

Our functions are not too boring, although speakers can vary!

Dressing up is not an issue for members and most guests.

A small number of potential guests are put off by the dress code (in which case they would not enjoy the dinner).

Most feel that the food quality did drop off but is now beginning to improve again.

The majority would like the cheese course back.

Most members would like music during dinner.

Most members enjoy having the Sea Cadets playing before dinner.

Here is a list of individual general comments. I do not assume to understand all of them, especially the first comment, and will avoid commenting. (NB This feedback is anonymous, but I would like to discuss this separately if the author wishes to contact me). However, the committee will consider them all.

“We are stuck in the RN of the 60s and 70s. Let’s modernise to at least the late 80s and 90s.”

“I would prefer to pay electronically or online.”

“My wife feels out of place and is looked down upon by other guests.”

“The table manners of some attendees need to improve.”

“My wife can’t come as she has a food allergy(ies).”

“Everyone I invite jumps at the chance to attend.”

“I don’t like paper napkins.”

“Too many free guests. Members should be subsidised.”

“Move Ladies Night to another venue and hold a dinner dance.”

I hope this feedback is of interest to our members.

## **The Exploits of Captain Ginger** **From Lt Cdr Trevor Pratt**

Exploits of  
Captain Ginger  
Sicily & Egadi  
Islands  
May 2019



After our eventful passage from Malta to Ragusa, we set off next for Licata; 35 nautical miles so quite a long hop. Another modern marina set on the outskirts of an old town, we spent several days here waiting for a favourable wind to take us further along the coast to Sciacca. Here we moored in the charming Lega Navale Marina set in one corner of a huge harbour, which is home to a major fishing fleet. The town is set high above sea level and the steps to reach it are challenging. It is a walled city with narrow streets, struggling to cope with modern day traffic and bustling with people.



*The Marina Sciacca*



*The old city gates Sciacca*

Our next port of call was Marsala, which sprawls over a wide peninsular. The large harbour is some way from the old city centre and a challenge to wend our way through a complex of narrow streets, but it did have a large supermarket nearby! Famous for the wine of the same name; it has three wineries but we gave those a miss, as they all seemed a bit “touristy”.



*Marsala - but there were other wines to drink!*



*Waiting for the wind to reduce!*

Once again wind from the wrong direction kept us here longer than planned but when we left had a good passage to Favignana, part of the Egadi group of islands. The first night we spent at anchor in Carla Rossa, an isolated cove and the following day went into the small harbour. The moment we went ashore to the charming little town we fell in love with it and spent three days there, as a base for exploring the island. The old tuna factory, which closed down in 1951 and is now a museum, was fascinating. Tuna fishing still continues in the old traditional way and we had to avoid long lines of nets on our approach to the harbour; each day we saw the longboats being towed out to tend the nets.



*At anchor Carla Rossa*



*Favignana harbour*

The best way to explore the island is by bicycle so we landed our folding bikes and each day did a part of the island following trails that sometimes were little more than dirt tracks



*Exploring Favignana*



*Some tracks were smaller than others!*



*Juice bar for the weary cyclist!*



*Favignana*

The second largest island is Marettimo, some twenty miles from Favignana but when we arrived the expected pontoons were still stacked on the jetty and no room for us in this crowded little harbour. The season doesn't start till mid June, which is nice in many ways as it isn't crowded at the moment but does mean you can get caught out! With no-where to stay we left for the smallest of the three islands, Levanzo where there were several bays suitable for anchoring. The main harbour is small and busy with ferries and not a good place to be, so we chose one about a mile from the town. We went ashore by dinghy and had a pleasant coastal walk through the pinewoods to have a drink in one of only two bars overlooking the harbour. Later that evening we were buzzed by the Guardia, checking boat documents and passports.



*Anchorage Levanzo & walk into town*



*Guardia Costiera*

Strong winds were again forecast so the following day we left early for Capo San Vito, the tip of northwest Sicily with a harbour tucked into the eastern side of the peninsular. Here we experienced some of the worst weather so far, three days of rain and strong winds but on the last day the sun came out again. We did find an excellent ultra modern laundrette, managed to get all our bedding and towels done and some maintenance jobs on-board, so it wasn't time wasted.

On the last day we walked along the coast to the lighthouse at Punta di Solanto and took a picnic lunch. It was great to feel the sun after all the rain, which had even brought the holiday makers out onto the beach!



*San Vito and it rained*



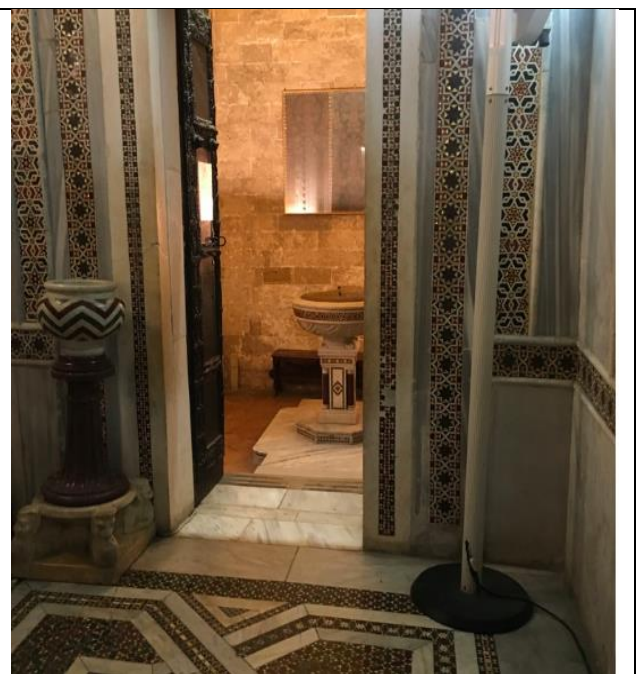
*San Vito - then the sun came out*

The sun was shining and the wind had eased and so we left for Palermo. Strong gusts were still forecast and when we rounded the northwest tip of Sicily the wind picked up; as we ran along the coast we had 20 knots of wind gusting to 30. The harbour here is quite large and our marina was tucked away behind a second breakwater so well protected.

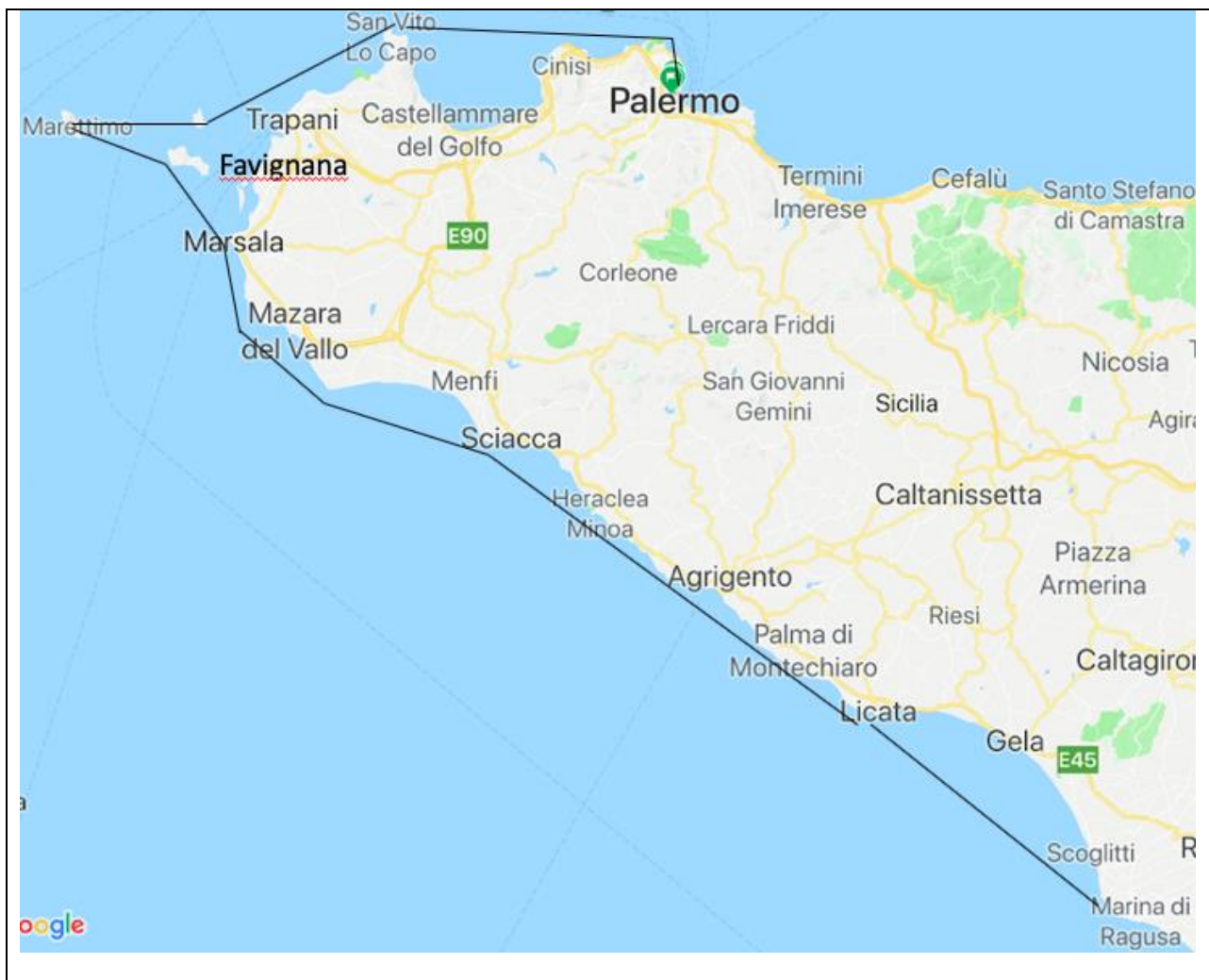
We had a pleasant couple of nights here and managed to get a sailmaker to re-stitch the spray-hood, which was literally falling apart at the seams! Our second day was spent sightseeing in the historic centre. There are three busy street markets selling everything you can think of; the Cathedral where we were able to climb the narrow circular stairs to the roof with splendid views over the city; and the Royal Palace, famous for its well preserved mosaics



*Palermo Cathedral*



*The Royal Palace*



*Marina di Ragusa to Palermo*

Palermo marks the end of the second leg of the summer cruise, next the Aeolian Islands.

## **The Newsletter Editor has only 6 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 who really do need some help in visibility, 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 ample 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 then 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 Word 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 technologies and well before the end of 2019 help will be given to have it upgraded with some much newer "user friendly" tools that have only been available to the public for a couple of years. 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 a bit more? Just click on [contact@cnoa.org.uk](mailto:contact@cnoa.org.uk) Could even be life enhancing.

## **RSME Officers Mess Tour From Fg Off Graham Storey**

During the recent Ladies & Guest Night, Nicki Lockhart very kindly offered a tour of the Officers Mess at a later date to be arranged. For those who usually only see the ante room, the bar and the Dining Room, there is much more of the Mess that deserves closer attention. The Mess complex we normally see today from just the Georgian front has, over the years, been imaginatively and dramatically extended to take advantage of the adjoining terrain in ways that only a Royal Engineer would contemplate and then start drawing up plans for the building work.

To gauge the number of additional members interested in joining in the tour of the Mess, and so learn much more of its architecture and history, please click on the reply button to the email that delivers your CNOA Newsletter and kindly type something like "interested" or "two places please". Thank you.

## **City Naval Club Luncheon From Lt Clifford Mickleburgh**

The CNC meets three times a year for a very good lunch with an excellent speaker in beautiful settings normally within the City of London.

The last lunch was held at Merchant Taylors' Hall, 30 Threadneedle Street, London with nearly 90 members attending. Our guest was General Richard Dannatt, Baron Dannatt, GCB, CBE, MC, DL, former Chief of the General Staff (CGS). In 1971 he was commissioned into the Green Howards, which he later commanded, and was awarded the Military Cross during his second tour in Northern Ireland. He attended and then commanded HCSC, after which he was promoted to brigadier. He has commanded the 4th Armoured Brigade, the British component of IFOR, the 3rd Mechanised Division, the British forces in Kosovo and the Allied Rapid Reaction Corps. He was appointed CGS in August 2006, succeeding General Sir Mike Jackson.

Lord Dannatt gave an interesting overview of his very full life in the British Army full of anecdotes. He proved a very interesting and likeable speaker.

The cost of these lunches is normally £60.00 and includes drinks on arrival and wine is served at the table.

The menu was:

Smoked salmon, shrimp and crab timbale with mild chilli oil and vine tomato coulis

Followed by:

Roast breast of Tidenham duck with pommes Anna and a morello cherry sauce

Coffee and Petit Fours



The food and service and atmosphere were very good, what you would expect of a Great City Livery Company.

Future CNC lunches are currently planned as follows:

The 107<sup>th</sup> on Monday 7th October 2019 with Second Sea Lord at the Law Society

The 108<sup>th</sup> on Monday 3rd February 2020 with First Sea Lord at Merchant Taylors' Hall

The Merchant Taylors' Hall, London is the seat of the Worshipful Company of Merchant Taylors, one of the Twelve Great Livery Companies of the City of London operating from Mediaeval times. Merchant Taylors' Hall has been on the same site between Threadneedle Street and Cornhill since 1347, when the Company acquired the mansion house of John de Yakeslee, pavilion maker to Edward III. Although many members remained working tailors, by the late 15th century the senior membership contained an increasing number of wealthy merchants, trading within England and also overseas.

The entire Hall was burnt out in the Great Fire of London in 1666, and later rebuilt. In 1940 the Dining Hall, Staircase, Parlour and Drawing Room were again burnt out in the Blitz. However, the South and East sides of the Hall survived, including the Kitchen, Court Room and Library. The Dining Hall is still the same structure as it was before the Great Fire, and so is the Kitchen. The present Parlour is likely to have been the Court Room. This would give a common medieval layout.

The Hall lies in the Ward of Cornhill and is one of only 40 remaining Livery Halls in London.

Membership of the CNC is free. Those interested in membership can contact Cdr Peter Gracey RNR on [pgracey.me.com@send.mailchimpapp.com](mailto:pgracey.me.com@send.mailchimpapp.com)

**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**

<b>SURNAME</b>		<b>FORENAMES</b>	<b>DATE</b>
HOME ADDRESS		BUSINESS ADDRESS	
Tel. No:-		Tel. No:-	
E Mail Address:-		E Mail Address:-	
<b>RANK</b>	<b>TYPE OF COMMISSION</b>	<b>SPECIALISATION / AWARDS &amp; QUALIFICATIONS</b>	
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			
<b>PROPOSERS NAME</b>	<b>PROPOSERS SIGNATURE</b>	<b>HOW LONG KNOWN</b>	
<b>SECONDEES NAME</b>	<b>SECONDEES SIGNATURE</b>	<b>HOW LONG KNOWN</b>	