



## CHATHAM NAVAL OFFICERS' ASSOCIATION

*President Commodore B Bryant CVO Royal Navy*  
*Chairman Commander C Tozer RN (Rtd)*

**CNOA Hon Secretary**  
**Postal contact details awaiting review**

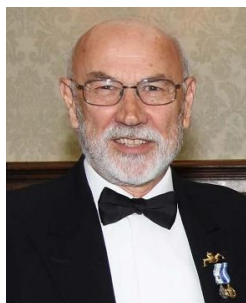
**Email contact@[cnoa.org.uk](mailto:cnoa.org.uk)**

### **Newsletter for December 2018**

Ladies and Gentlemen,

The next meeting of the Association will be on **Friday the 7<sup>th</sup> of December** in the Warfare Room, RSME HQ Brompton Barracks 19.45 for 20.00 when Cmdre Bryant will deliver his President's Address. The evening will then continue with refreshments and fellowship in the Officers Mess.

#### **Chairman's Flag Hoist:**



Dear Fellow Members,

Our Trafalgar Dinner held in the Officers' Mess on the 26th Oct was a splendid evening. Our guest of honour, Vice Admiral Sir Ned Purvis KCB made an excellent speech. He started off by telling some very amusing jokes and then of course veered nicely into Nelson and Trafalgar. The feedback that I have received has described the dinner in the most positive way, so thank you for that. The President of the Officers Mess, Lt Col. Will Robinson was also our guest and I presented him with our annual donation to the Royal Engineers Association. He also "enjoyed the evening very much". I am delighted to report that our entry into Brompton Barracks went very smoothly as the gate guard had our names and a handful of Special Event passes ready for us. So there was no queuing!

These major events take a great deal of work, much of it behind the scenes, to ensure they run smoothly. I must pay tribute and once again pass on your thanks to Cdr Derek Stoyles. He has worked hard for 10 years or more doing the bulk of this work. Derek has now decided to take a well earned rest from this work and he has passed the baton over to Cdr David Houston our new Social Secretary. You will find some photographs in this newsletter, thanks to our very own photographer Barry Duffield DL.

Our next major function will be our New Year Lunch. This will once again be held in Bearsted Golf Club, near Maidstone and will cost roughly £20pp for what is usually a lovely lunch. Application forms for this will be coming out as soon as David gets back from his trip to South Africa in a few days' time. Please return them asap if you plan to come as time marches on! As ever, we would welcome donations of prizes for the raffle and Lots for the auction. Thank you.

Finally, just another reminder that we will be changing our monthly meetings to the SECOND Friday of the month and this will take effect from our AGM which will now be on the 8th of February.

I look forward to seeing you all again soon,

Best Wishes,

*Colin*

Colin Tozer  
Chairman

## **2018 and 2019 Future Speakers & Events:**

7<sup>th</sup> December: Cmdre Bryant – President's Address

4<sup>th</sup> January: No meeting due to CNOA & Mess on New Year leave

19<sup>th</sup> January: [2019 New Year Luncheon](#)

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

8<sup>th</sup> February: CNOA AGM, to let the new committee plan the rest of the year

8<sup>th</sup> March: Steve Ware – Coast Watch

12<sup>th</sup> April: To be announced

10<sup>th</sup> May: To be announced

14<sup>th</sup> June: To be announced

28<sup>th</sup> June: [Provisional Ladies & Guest Night](#)

25<sup>th</sup> October: [Provisional Trafalgar Night](#)

Additional events will be included as details become available. As always, we are most grateful to those who comment on or send items for this Newsletter. All such contributions by the 5<sup>th</sup> of each month please.

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

## **Appendix 1 - from Lt Cdr Jon Vanns The President's Address to the CNOA Membership**

At our last meeting before the Christmas/New Year leave on Friday the 7<sup>th</sup> of December, our President will address the CNOA membership. At the time of publication no details had been released, however if previous Addresses by our President are remembered, the evening will be both enjoyable and informative with a variety of content including both CNOA and Seafarers UK.

## **Appendix 2 - from MoD Navy Testing times in seas around Cyprus in the Eastern Mediterranean**

Two weeks of intensive training with all manner of air power means Type 45 destroyer HMS Diamond is at the top of her game on patrol in the eastern Mediterranean.

The Portsmouth-based air defence warship and her 200 crew have been tested by fighter jets including Tornados, Typhoons and F16s, plus E3 surveillance aircraft and Voyager transporters in

the skies above and around Cyprus. Two weeks of intensive training with all manner of air power means Type 45 destroyer HMS Diamond is at the top of her game on patrol in the eastern Mediterranean.

And just for good measure, she tried her hand at anti-submarine warfare – aided by one of the Royal Navy's hunter-killer submarines.



HMS Diamond's Wildcat helicopter conducts a test firing of her flares © Crown Copyright MoD Navy 2018

The destroyer made extensive use of the facilities and equipment at Britain's bases in Cyprus. The variety of aircraft using the airspace over and around the area tested the team in the ship's operations room – especially the Fighter Controllers, whose job is to direct friendly fighters to intercept targets. They also control congested skies, observe and direct numerous different aircraft and operate with other UK forces.

"All this proves our ability to deploy, operate and sustain ourselves for however long is required," said Commander Ben Keith, HMS Diamond's Commanding Officer. "Type 45 destroyers are one of the cornerstones of our modern navy and this training enables us to demonstrate our ability to exercise and operate with armed forces both internationally and across defence. Safeguarding the seas ultimately helps keep Britain safe, as our nation depends so much on the oceans for our economy. My ship's company stand ready always to provide security where it's needed on behalf of the UK."

Having mastered command of the eastern Mediterranean skies, the ship switched focus to honing her gunnery skills. She fired live rounds from all her guns – from the main 4.5in gun on the forecastle to the automated 30mm gun, the Phalanx automatic Gatling gun which spews 20mm rounds at incoming fast-attack craft and missiles at a rate of 3,000 rounds per minute (50 rounds every second) down to small arms, Diamond's last line of defence against all attackers. The gunnery team was assisted in improving its accuracy by 'spotters' – crew of the ship's Wildcat helicopter who went aloft to observe and direct some of the firing.

Observing much of these goings on were the crew of the submarine who joined Diamond for a combined anti-submarine warfare exercise – where the two try to 'sink' each other. The destroyer used her sonar and Wildcat helicopter – armed with Sting Ray torpedoes – to hunt the Trafalgar-

class boat, which in turn sought to get Diamond in her periscope cross-hairs without being noticed, a challenge made harder by the near-glass like state of the Mediterranean.

Before the exercise got going six crew members of each vessel traded places to see 'how the other half live'. For most of the submariners, this was their first chance to step on board a Type 45 Destroyer. After a long day of playing cat and mouse between the submarine and the ship, the guests returned and the two warships resumed their patrols.

Diamond left home at the end of September for an autumn deployment conducting security operations in the eastern Mediterranean. Venturing into these waters has allowed her crew to honour their forebears. A service of remembrance was held and a wreath cast into the water over the wreck of the WW2-era HMS Diamond, lost off the Peloponnese at the end of April 1941.

After loading stores and provisions in Crete, Diamond has returned to the seas around Cyprus for continued training with NATO and UK forces operating in the region and to conduct maritime security patrols.

### **Appendix 3 - from Cdr David Houston The Victory at Trafalgar and the Death of Nelson remembered**

Vice Admiral Sir Ned Purvis KCB was the guest of honour at our Trafalgar Dinner held in the Officers' Mess on the 26th October. Those who attended enjoyed an excellent dinner in very good, convivial company plus some thought-provoking comments from the Vice Admiral.



Vice Admiral Sir Ned Purvis KCB, guests and CNOA members © Lt Col Barry Duffield DL 2018

Some of those comments deserve repeating here for a wider audience. "Nelson was always able to adapt his tactical and strategic thinking to changed circumstances. Although maritime power is now more than ever needed to underpin objectives on land, the danger is that our national thinking in a new and uncertain world order has not developed any great coherence. The danger is that we may underestimate the effects on our national and Western interests of events in distant places. The danger is that we may not retain the capability to deter adventurism and prevent crises developing through early action, although two new aircraft carriers certainly give us the capability to do so. The danger is that we may forget we are an island nation whose dependence on the sea is as great as it

has ever been. And the greatest danger of all, as we lead our comfortable lives, is the danger of indifference until it is too late.”

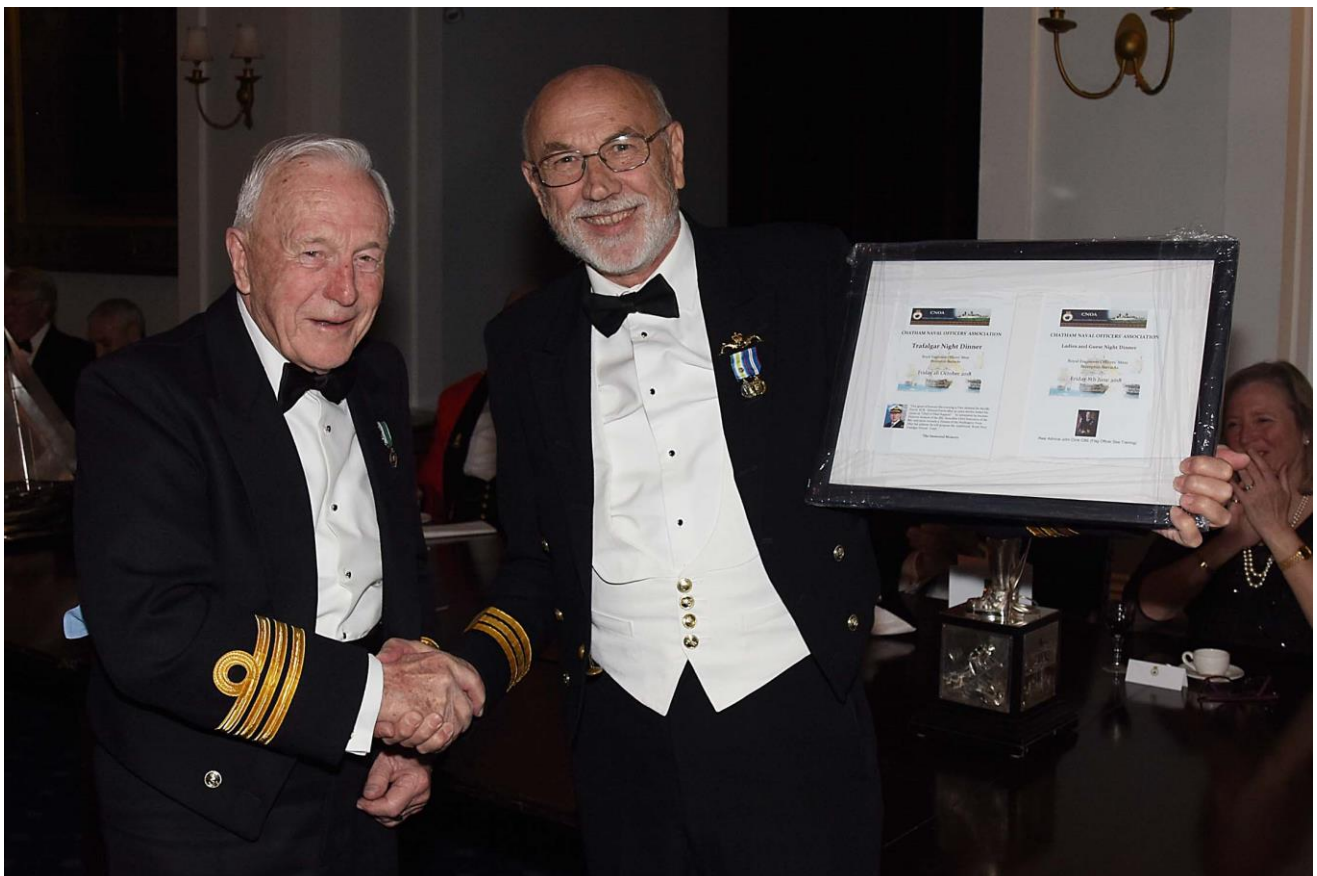
“On 26th October 1805 exactly 213 years ago today and 5 days after the great battle had been fought HMS Victory, under tow, came into sight of Gibraltar. In fact she sailed under her own jury rig for the last few miles to berth alongside. Without a full mast remaining and all her spars shot away she was one of the many ships limping back to port after having fought a ferocious battle and then survived a battering by a four day storm. Lashed to the stump of her mainmast was a barrel of brandy containing the body of Admiral Lord Nelson, guarded by a solitary Royal Marine.”

“What was it about this short, slight and seemingly frail man with a pallid, sickly appearance, blind in one eye and having lost his right arm, which made him so charismatic; he is an unlikely hero. Of course he was a brilliant tactician who had, by the time of the battle of Trafalgar, already broken the mould of the conduct of battles at sea by delegating liberty of action to his subordinates, and by displaying and encouraging daring initiative. His battles were undoubtedly important events but they were no more than the highlights of a long, bloody and exhausting campaign.”

“Because he paid unusual attention to their welfare he was adored by his officers and men alike. Sam, an otherwise anonymous sailor on the Royal Sovereign, wrote home after the battle, “I am alive, well and hearty, except for three fingers. But that’s not much it might have been my head.”

“Ladies and Gentlemen, I ask you to rise and drink the traditional toast, traditionally drunk in silence. The Immortal Memory.”

## **Appendix 4 – from Cdr Colin Tozer** **A tough act to follow**



Cdr Colin Tozer presenting a token of the members’ thanks to Cdr Derek Stoyles © Lt Col Barry Duffield DL 2018

When attending a formal CNOA dinner you have probably found where you and your guests are sitting by looking at the large seating plan which gets you to the right place at the table, confirmed by a neatly printed personal place card. Then you will probably have looked at the specially printed menu with details of the formal dinner you and your guests are attending. Long before these items

appeared, the application form for your places at the dinner had to be designed, produced, circulated and returned with a cheque, among dozens of others arriving in the post.

Then the action really starts to hot up, all those different details and options on the form need to be collated and passed to different groups of people so good things can happen. Like the guard at the gate has a note of your car registration, your name and your guests so when you stop at the gate you are directed towards the Mess. Let's not forget another group of people who, with the right information, serve the right menu options plus the right liquid refreshment to the table, just inches from the right personal place card.

For many years, these tasks and more have been quietly and efficiently done by Cdr Derek Stoyles who has now decided to let someone else take over these essential administrative, document production tasks and generally finding solutions to problems that most members knew nothing about. As a token of our members' thanks, even if they hadn't realised all the work involved, Cdr Colin Tozer presented Cdr Derek Stoyles with a framed example of the latest Trafalgar Night menu.

## **Appendix 5 – from Cdr Colin Tozer**

### **A couple of “Thank you” letters following the Trafalgar Dinner**

Dear Jo,

Thank you very much for all your hard work last Friday. I certainly feel that the evening went very well indeed and I've had some very positive feedback from other members. This is all thanks to your splendid efforts.

Would you also pass on my thanks to your hard working staff? They are all cheerful, extremely polite and efficient. They are a credit to the mess.

I hope you managed a well deserved and undisturbed rest over the weekend.

Yours sincerely,

Colin Tozer  
Cdr RN (rtd)  
CNOA Chairman

Dear Debbie,

Thank you very much for yet another splendid dinner last Friday. We have come to anticipate great meals in the mess and you never disappoint. The roast beef was delicious. I'm glad you managed to sort out the covers requiring 'awkward' food in time!

Would you please thank all of your galley team on our behalf? Without them working away behind the scenes, these dinners could not take place and they are an indispensable part of the mess team that delivers these great functions.

I'm looking forward to seeing you again soon,

Yours sincerely,

Colin Tozer  
Cdr RN (rtd)  
CNOA, Chairman

## Appendix 6 – from Seafarers UK

### Seafarers UK tackles Seafarers mental health and wellbeing issues



Seafarers UK is working to support the distribution and promotion of an exciting new mental health and wellbeing training package for seafarers.

KVH Videotel introduced their new training package, 'Seafarers Mental Health and Wellbeing,' on 16 October at the 5th Annual International Shipowning & Shipmanagement Summit in London, and announced that the package will be available free of charge throughout the industry due to the critical importance of the topic.

The programme was produced in association with the International Seafarers Welfare and Assistance Network (ISWAN) and comprises a short video, facilitator notes (to assist those who will use this programme to run training sessions on vessels), and information booklets on mental health issues at sea. 'Seafarers' Mental Health and Wellbeing' was produced with overwhelming support from within the industry, with Seafarers UK and other organisations assisting with the distribution and promotion of the training package.



"Seafarers face unique working conditions which can put them under tremendous stress, with fewer opportunities for relief than they would be likely to find on land," says Mark Woodhead, KVH senior vice president for EMEA. 'This programme not only presents information from industry experts but also lets seafarers themselves tell their own story in interviews and short statements, describing the path to achieving happiness.' If left unaddressed, stress can result in danger to one's self by way of lowered morale, increased human error, lifestyle illnesses, decreased productivity, burnout and mental health issues.

The 'Seafarers Mental Health and Wellbeing' training package focuses on what seafarers can do to cope with the challenges, but also to take advantage of the many opportunities onboard. It underlines the importance of rest, diet, team activities, and maintaining good relationships. Talking to a trusted person onboard ship may help, and there is also help available outside the ship such as the 24/7 multilingual helpline and chat service part-funded by Seafarers UK, SeafarerHelp.org, as well as the work of port-based welfare charities and organisations.

To obtain the 'Seafarers Mental Health and Wellbeing' training package, please visit [www.videotel.com/seafarerwellbeing](http://www.videotel.com/seafarerwellbeing).

## Appendix 7 – from MoD Navy

### HMS Queen Elizabeth tests and establishes operating parameters



Royal Navy aircraft carrier, HMS Queen Elizabeth, has deployed to the USA to land fast jets on deck for the very first time. Eight years since a British aircraft carrier last flew a fast jet from her decks, the 65,000-tonne carrier will embark two F-35B test aircraft, from the Integrated Test Force (ITF), based out of Naval Air Station Patuxent River, Maryland. Around 200 supporting staff, including pilots, engineers, maintainers and data analysts will be joined by two 'orange wired' test

aircraft, belonging to the ITF, which are expected to conduct 500 take offs and landings during their 11-week period at sea. The aim of these initial, or 'developmental' trials are to ascertain, through the specially equipped aircraft and sensors around the ship, the operating parameters of the aircraft and ship, in a range of conditions.

## **Appendix 8 – from Lt Cdr Trevor Pratt The Exploits of Captain Ginger (September 2018 Sicily)**

# Exploits of Captain Ginger September 2018 Sicily



Unlike our return to England in July, our flight this time was not cancelled. So, at the beginning September we flew from Stansted to Comiso. Typical of Ryanair the airport is miles from anywhere but has the advantage of being closer to Ragusa di Marina than the main airport at Catania. By the time we arrived onboard Captain Ginger it was late evening so the priorities were to turn on the fridge and produce a meal. Within the hour we were sitting down with a glass of wine and a pasta dish shedding the cares of the day.

We had three days at the marina, met up with a number of other Cruising Association boats and organised a drinks party for ten boats followed by a meal ashore – a great success.



It was good at last to get out of the marina and set sail for Capo di Passero, a quiet anchorage on the most southerly point of Sicily with two other boats, Rozinante and Lord Anthony.

The original plan was to take part in the Round Sicily Cultural Rally but as this had been cancelled we decided to do our own Sicily Cruise along with a few other boats. We had a couple of nights here relaxing and enjoying the swimming in clear water although there were the inevitable jobs to be done hence the definition of cruising: doing maintenance in different places!

From here we went to Syracuse, a major port in its day but now mainly tourists.

We anchored in the large bay which forms the harbour and were joined by a fourth boat Start Again. This of course demanded another drinks party, which we are now getting rather good at. We had ten people onboard which worked quite well and I thought would be our maximum number but in fact we could have squashed a few more in.

Fran who had joined Rozinante here and had been nominated in absentia as the Entertainments Officer, entertained us all in the afternoon by falling into the water whilst attempting to board the dinghy. Good spectator sport but Fran refused to do an encore! We visited Syracuse in July so were familiar with the area and were able to take advantage of the local market for fish and fresh produce, the chandlery for bits and pieces and Lidl for stocking up on wine and beer.



Before leaving we went into the marina to top up with water and then headed for Naxos and Taormina, located a mile apart at either end of a bay. At Naxos Matt had his 18<sup>th</sup> birthday, in the evening we ate in a local restaurant and he had a pizza making experience.

Taormina is a hilltop town which we visited by local bus, an interesting ride alongside the railway and then zigzagging up the steep hill. The top of the hill is flat and is the historic centre but then tumbles down the hillside at a crazy angle. The Roman Amphitheatre was crowded with tourists so we opted to miss it on this trip and perhaps pay a further visit out of season.

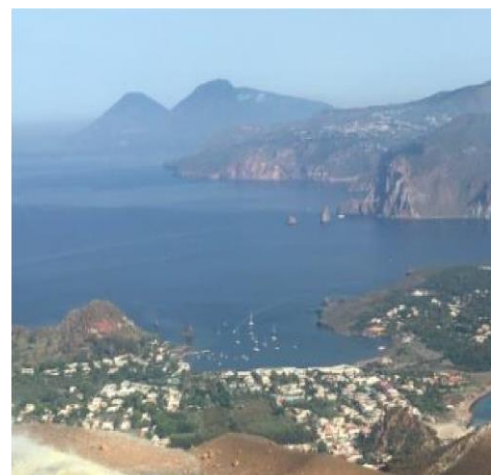


Leslie joined us here and the following day we sailed up the channel to the town of Messina with a lovely historic centre where we had a meal in the evening, listened to the sound of the carillon clock and watched the Italians promenade.

Only one night here and then the longish passage to the Aeolian Islands, having first gone through the Messina Straits where the tides are strong and you have to get your timing right.



Our base for the next few days was to be a sheltered bay on the north west coast of Vulcano, a very popular anchorage where we joined fifteen other boats and by the weekend there were thirty.





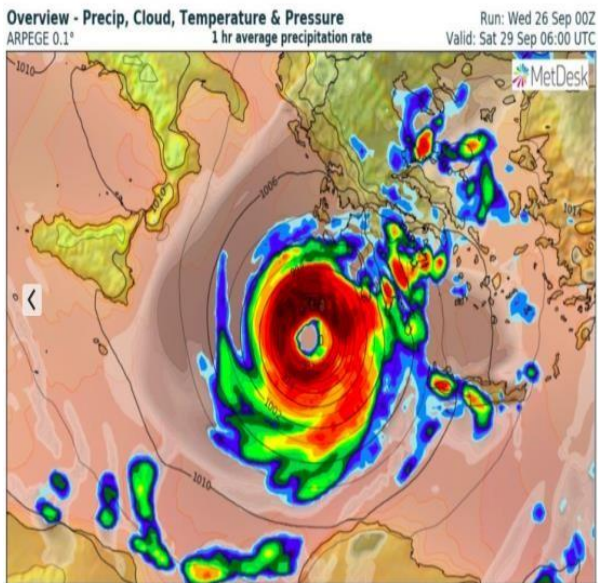
The following day we set off early to climb the volcano before the heat of the day set in. A longish walk to the start of the trail leading to the top and then the climb, classed

as medium with some quite steep sections took one and a half hours, to be rewarded at the end by the pungent sulphurous smell of the steaming vents. The crater is inactive but the smell is not! We spent an hour at the top walking around the rim reaching the peak on the opposite side before making our decent and returning onboard for a welcome swim.

Lipari is the largest of the Aeolian islands and the biggest tourist resort of the seven islands making up this group. It is located just a few miles from Vulcano so instead of moving from our comfortable anchorage we took the ferry which takes just twenty minutes. One of the main attractions is the Archeological Museum located within the walled castle, it occupies several buildings and offers fantastic views of the bays either side of the promontory. Perhaps the most well known island of the group is Stromboli, famous for its active volcano. Best seen at night when the molten lava shoots into the sky and rolls down the mountain to end its short life hissing into the sea. We left at 7am to cover the 23 miles and planned to anchor for the rest of the day on the north east tip of the island.



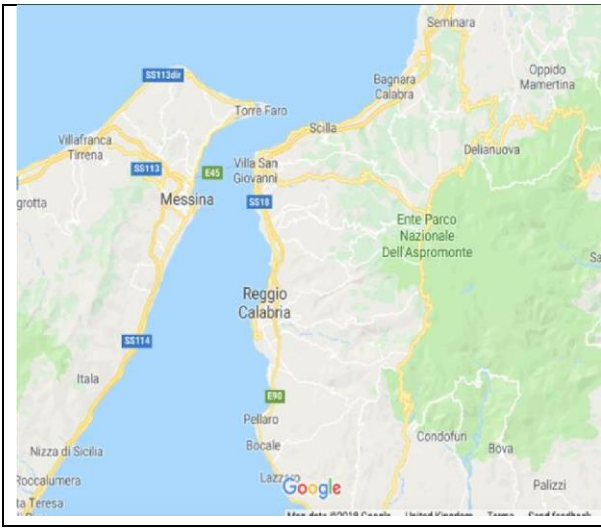
Unfortunately, the weather was against us and the anchorage untenable so we had to content ourselves with circumnavigating the island before returning to the shelter of Vulcano. We stayed at anchor the next day and hired a mini moke to tour the island. We had lunch at a small hamlet on the south of the island in the only restaurant, run by a local family. Drove round the volcano and viewed the channel running between Vulcano and Lipari from the gardens of a rather up market hotel.



We could have spent longer on these islands but with a forecast for strong winds in the offing we sailed the next day for the mainland to anchor off Santa Marina Salina and the next day through the Messina Straits heading south to the ferry port of Reggio Calabria on the Italian mainland. A hurricane had formed to the south, named Medicane Zorba and was heading in our direction. So as a precaution we spent four days here watching its progress and wondering if we would be affected. Its path took it towards Malta before turning and heading east to cause havoc in Crete and the Greek Mainland. Fortunately, Medicane Zorba did not affect us and we spent a pleasant few days exploring the area and hiring a car to tour the mountainous National Park and the hilltop town of Scylla



Two men try to secure boats due to bad weather at the port of Rafina in preparation for the Medicane said to be forming in the Ionian Sea just southwest of Greek mainland



In Greek mythology Scylla guards the mainland side of the Messina Straits and Charybdis the other. They are both sea monsters who live in the rocks opposite the whirlpool, plucking sailors from ships which often end up being sunk.

The whirlpools however are not a myth. On our way south we were caught by one of them. We were steering by auto pilot and suddenly the boat veered 45 degrees to starboard as it got caught up in the force of the current. Fortunately, it was a calm day and nothing untoward resulted.



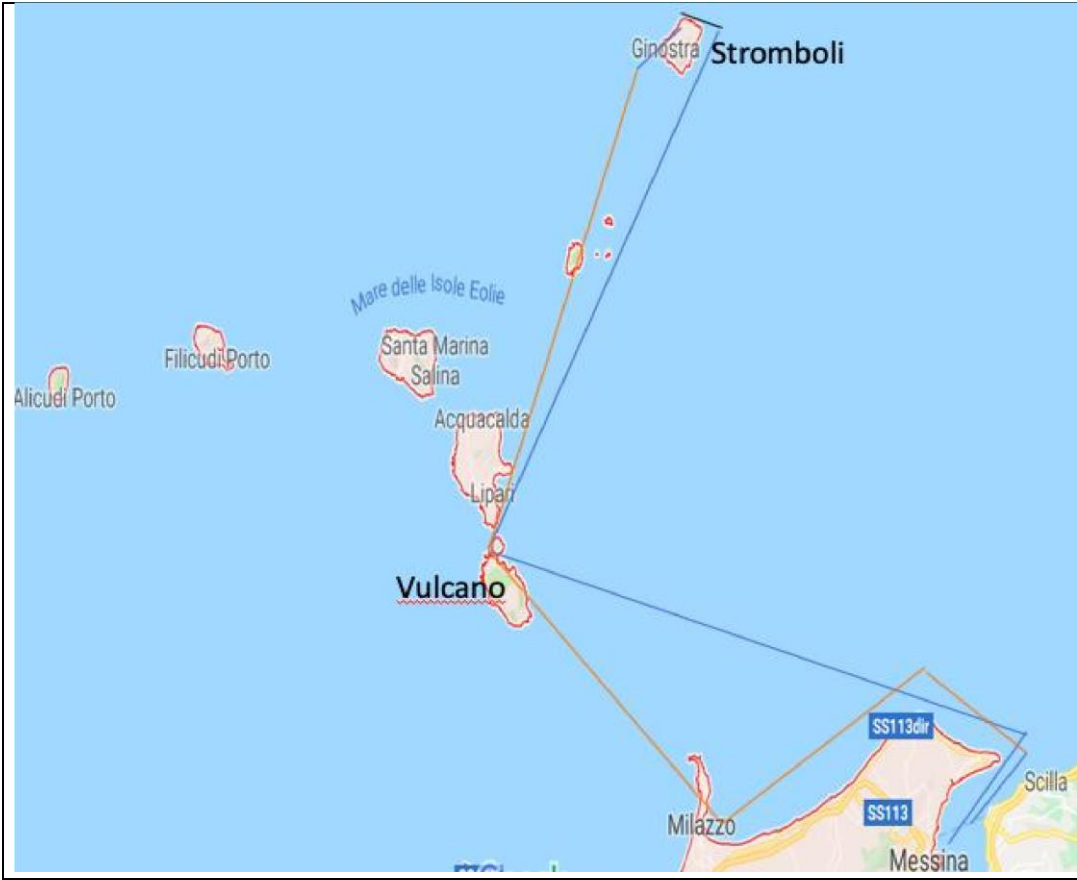
Photo of a Whirlpool

After our enforced stay in Reggio Calabria we headed south for Catania, a city we had bypassed on our way north and berthed in the NIC Marina, one of four in this large commercial port. On Sunday morning we explored the town by bicycle meandering through the Flea Market and the Sunday Market. Music was being played, families were out enjoying themselves and the whole place was vibrant. In the evening we had a meal ashore in a nearby local restraint where the food was excellent and a very drinkable wine at €5 per litre!

Time, the great enemy was running out on us so we wanted return to Ragusa di Marina fairly quickly. We had longish day sails anchoring overnight at Syracuse, and Capo Passero. The weather was turning and we experienced a number of thunderstorms and strong winds. We arrived at Capo Passero like drowned rats and I realised all my foul weather clothing needed rewaterproofing!

Back in the safe harbour at Ragusa di Marina, the wet weather continued for a couple of days and we were busy putting the boat to bed for the winter. It didn't stop us having a party or two though!

Maps of our route are shown below, the return trip is in red. Hope you like the new layout



# Appendix 9 – 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		BUSINESS ADDRESS	
Tel. No:-		Tel. No:-	
E Mail Address:-		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	
SECONDEES NAME	SECONDEES SIGNATURE	HOW LONG KNOWN	