



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for June 2021

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HMS Duncan ship's company undertake firefighting training
© Crown Copyright MoD Navy 2021

HMS DUNCAN SHIP'S COMPANY PROVE THEY CAN STAND THE HEAT IN THE GALLEY

HMS Duncan's ship company is working hard to bring her back to operational status following time in a dry dock at HMNB Portsmouth for her programmed upkeep period.

Before moving back on board they have also been tested on their ability to keep the ship and her personnel safe.

Under the leadership of Chief Petty Officer Paul Cook, the sailors from HMS Duncan recently proved they were up to defeating the danger of fire, as they prepare to move back on board, the ship having been in the care of BAE Systems for her first upkeep period.

Chairman's Flag Hoist



Dear Fellow members,

It's scary how quickly the year is passing; many of us have had our second Covid jabs and I am hopeful we will be able to meet face to face in the next few months.

Since the last newsletter, I witnessed the Ceremonial funeral of HRH Prince Philip and hold the greatest respect for those who organised it and took part, all in the space of a few days. It's great to see Britain can still be second to none when it comes to ceremonial and getting it spot on!

I am delighted our membership numbers have been increased by officers from HMS President Medway Tender, and I am sure we are all looking forward to meeting them. This newsletter contains the finalised programme for lectures in 2021; thank you Derek Goodwin for doing two lectures in one year. I am now building the 2022 programme, which I hope will be face to face. Please pass me the contact details of anyone you recommend talking, or consider sharing your specialist subject and talking yourself. Don't be shy, we would all love to find out more about you and your expertise.

Martin and Andy are doing a sterling job tracking down members we have lost contact with doing the pandemic and I welcome those back. In the past few years, we have not had meetings in January due to the mess not being open often and the potential bad weather for members to travel in; the committee has decided to keep January as a virtual meeting going forward after the success we have had in recent months on Zoom, and again many thanks to Jan for enabling that to happen and the support of Westerham Sea Cadets with the technology. We also are considering bringing future face to face meetings start time forward to 19.45. I would welcome your views on this matter.

As I write, HMS Queen Elizabeth and several other ships are leaving Portsmouth to form a Carrier Strike Group that will visit India, Japan, South Korea and Singapore; the group will include US destroyer USS The Sullivans and the Dutch frigate HMLMS Evertsen. In addition to the eight F-35B jets from 617 Sqn, a further ten from the USMC will join the ship.

Finally, this year marks the 100th anniversary of the Royal British Legion and I am sure many of us will be involved in local events marking this milestone.

Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

Future Speakers & Events

Subject to revision

11 June:	Prudence Beasley, Toni Parsons – CNOA charitable donation, how it's used
9 July:	Cdr Greg Young – What the RNR at HMS President and Medway are doing
13 August:	No meeting – summer leave
10 September:	Tony Holding – CCF officer
8 October:	David Brown – Wrecks of the Kent coast
29 October:	Trafalgar Night Dinner (provisional)
12 November:	Derek Goodwin – 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 with articles, news items and photographs.

Suzanne Wood (Newsletter Editor)

Anson in the water as new hunter-killer enters final stage of construction

From MoD Navy

The fifth of the Silent Service's Astute-class submarines sits in the water as she enters the final stages of construction and commissioning.



HMS Anson sits in the water for the first time © Crown Copyright MoD Navy 2021

HMS Anson was rolled out of her home for the past decade before being lowered into the water at BAE's yard in Barrow during a delicate two-day operation.

Now she's conducting final testing and commissioning of systems, preparing for her first dive – submerging most of the boat in a special dry dock – ahead of leaving Cumbria next year and joining her four sisters in Faslane.

Anson's crew are key to all these tests, having been increasingly involved in the construction and fitting out process of their boat, which was formally named by her sponsor Julie Weale just before Christmas.

The final stages of the boat's completion were complicated by the pandemic, which placed particular challenges and demands on the complex operation to lower the hunter-killer into the water.

After thorough testing and commissioning of some 40 critical systems, the crew are responsible for the boat's watertight integrity during her time in Barrow as well as general safety aboard.



Anson in her home of Wet Quay Dock © Crown Copyright MoD Navy 2021

On board Anson, BAE staff joined submariners, led by the boat's first commanding officer Commander David 'Bing' Crosby, operating critical positions, such as running the diesel engines for power, changing the ventilation states, and bringing air into the ballast tanks for buoyancy.

Everyone aboard – service and civilian – has to comply with Covid regulations which meant wearing sealable facemasks.

HMS Anson sits in the water for the first time

"The roll out itself from the dock hall is a slow and delicate operation, checking that the cradles and submarine hull are not subject to stress as the boat is rolled over the transitions on to the ship-lift," explained Commander Crosby.

"Lowering the ship-lift also takes time, with the Naval architects ensuring that all the tanks have the correct contents, so the boat maintains the correct trim as she floats. As she is lowered the ship's staff are conducting rounds, leak checks and looking for floods."

Once afloat, the boat was 'cold moved' to Wet Dock Quay with the assistance of tugs for training leading to the next milestone, the trim dive.

Commander Crosby said the efforts so far by the combined team working on his boat had been "nothing short of amazing".

He continued: “The launch marks a significant milestone in the delivery of HMS Anson to the front line.

“I am extremely encouraged by the strong relationships my team and the RN are maintaining with the BAE build team and their contracted support; these teams will ensure HMS Anson leave Barrow in 2022 set well for sea trials ahead of what will be a long and successful operational life.



HMS Anson lit up at night before being lowered into the water. © Crown Copyright MoD Navy 2021

“My small team have worked tirelessly over the past nine months to get the acceptance of watertight integrity systems over the line, thereby supporting the next stage.

“BAE and the RN returned to work last May and, through a stringent Covid testing process and adherence to PPE guidelines, have worked wonders to deliver us to this point.

“I would also like to thank my team and their families for their understanding and support at the challenging time – their support is essential to our continued success.”

Driving Better Shipping Through Improvements In Data and Connectivity

By The Maritime Executive

As the maritime industry knows well, ship-to-shore connectivity poses a significant challenge. The terrestrial communication networks that most industries take for granted cease to be an option more than a few miles offshore. For the last half-century, satellite networks have been the answer. Companies like Iridium saw success offering a way for cargo ships and yachts to keep their crew and passengers connected in the middle of the ocean. Their customers have high data-throughput needs - such as real-time communications, whether for conducting business or calling in emergencies - and that is the demand that early satellite providers have solved for.

Today, maritime use cases are much more varied. The Internet of Things (IoT) has revolutionized the ability to track vessels and cargo, monitor crew safety and gather critical weather data. In fact, a report by satellite company Inmarsat suggests the maritime industry is more open to adopting connected IoT technologies than other major sectors like agriculture or mining.



SpaceX booster rocket carries a payload of Swarm's mini-satellites into orbit, January 24 (Swarm)

Newer entrants into the satellite connectivity market are designing their business models - and satellite constellations - around how best to serve lower data volume IoT use cases, such as asset tracking and remote sensor monitoring. UK startup Lacuna Space, for example, is planning to launch 32 Low Earth Orbit (LEO) satellites for this purpose, and California-based Swarm Technologies has 93 satellites in orbit - with 57 more planned - to connect commercial IoT devices on every continent.

A key way that new satellite companies are serving the maritime IoT industry is by lowering cost. Innovations in satellite design and lower-cost launch options have allowed newer providers to charge single-digit monthly data prices per device. This is especially important in the maritime industry, where IoT devices typically need to be deployed at scale to be effective (a tracking device on every shipping container, for instance).

More data points lead to better insights. For example, Sofar Ocean, an ocean intelligence provider, is deploying thousands of its IoT-enabled buoys along key maritime routes in order to gather hyper-local oceanic weather data. The data informs Sofar's predictive models for optimized shipping routes, particularly in areas that are so remote that they are currently unmonitored. Until now, connecting this many sensors through legacy satellite providers has been prohibitively expensive, including high ongoing operational costs. But with newer satellite solutions, Sofar can keep connectivity costs low while increasing the number of sensors they can afford to deploy into every ocean.

Newer satellite solutions also retain - or sometimes add - other capabilities that can benefit IoT use cases. Fleet Space Technologies incorporates edge computing for IoT applications that require real-time data analysis. Swarm offers AES256 GCM encryption to add an extra layer of cybersecurity, as well as two-way data transfer to send commands to, and subsequently return data from, remote devices.

Another synergy between newer satellite companies and IoT applications is that speed and innovation is in their DNA. Maritime IoT technologies are rapidly advancing, and satellite connectivity options are keeping pace. Companies revolutionizing the maritime IoT space now have access to connectivity infrastructure that is aligned with their fast-paced operating models and technological innovations.

Advances in maritime IoT technologies, and the satellite networks that support them, are already making data more globally accessible and affordable than ever before. With real-time data connectivity from ocean to ocean, the industry is now armed with the tools and insights to set common standards in order to further accelerate the adoption of connected IoT technology. Organizations such as the Digital Container Shipping Association (DCSA) have compiled a set of standards governing everything from remote refrigerated container monitoring to track & trace, all in an effort to improve supply chain visibility, reduce loss and create a shared intelligence network in the industry. Meanwhile, hardware manufacturers like Samsara and Blackberry are developing cellular-based asset tracking products for terrestrial use.

Thanks to newly affordable satellite communications networks, the dawn of globally available asset tracking is now here. The critical data points gleaned through new technologies ensure that maritime shipping - responsible for transporting 90 percent of the world's goods - will be a faster, safer and more environmentally friendly endeavour, with benefits for the global supply chain and consumers around the world.

Tim Janssen is the co-founder and CEO of Sofar Oceans, which operates the largest open ocean weather sensor network in the world. Sofar's mission is to provide unique ocean insights to science, society and industries to support a more sustainable interaction with our oceans and our planet.

Dr. Ben Longmier is the co-founder and CTO of Swarm. He was previously the Founder and CEO of Aether Industries (acquired by Apple in 2015). While at Apple, Ben led an Aerospace R&D effort for several company objectives. Prior to working at Apple, Ben was a tenure track Assistant Professor of Aerospace Engineering at the University of Michigan. Ben holds a PhD in Engineering Physics from the University of Wisconsin-Madison and worked as a Postdoctoral Fellow at NASA-JSC.

HMS Albion leads the way as commandos head for the Baltic From MoD Navy

More than 1,000 sailors and Royal Marines are heading on a three-month mission to the North Atlantic and Baltic at the beginning of a new era of commando operations.



HMS Albion passes under the Forth Rail Bridge as she enters Crombie harbour. © Crown Copyright MoD Navy 2021

This is the first deployment of the Littoral Response Group (North) task group, which is the first of two forces – centred around Royal Marines and amphibious ships – that will regularly carry out operations in areas of interest to the UK, providing reassurance to allies and deter potential adversaries.

In the coming months they will be involved in US-led exercises in Norway and participate in NATO's Baltops, the largest multinational exercise in the Baltic Sea.

This task group is made up of amphibious assault ship HMS Albion and landing dock RFA Mounts Bay, plus Type 23 frigate HMS Lancaster, Wildcat helicopters from 847 Naval Air Squadron, and Royal Marines from 45 and 30 Commando.

Captain Simon Kelly Royal Navy, Task Group Commander and Commanding Officer of HMS Albion, said: "The Littoral Response Group will be training alongside our NATO allies and regional partners on our deployment into the North Atlantic and Baltic Sea region this spring.

"With two major exercises, including the 50th anniversary of NATO's Baltops, it is shaping up to be a busy deployment.

"We are excited to be part of the development and delivery of the vanguard Littoral Response Group, as announced in the recent Integrated Review, which will project a more sophisticated, persistently engaged, and lethal commando force."

For many of the sailors and marines, this is their first military deployment after training.

AB Ben Tovey, 25, a newly-qualified Warfare Specialist on Albion, said: "I joined the Royal Navy a year ago wanting to have a job with more purpose.

"This deployment holds a lot of firsts for me, with HMS Albion being my first ship and my first time at sea; the ship already feels like an extended family.

"I'm excited to be part of the large international exercises and being involved with testing new weaponry and equipment."

Littoral Response Group (North) deploys at the same time as the UK Carrier Strike Group, as they prepare to work alongside NATO allies and regional partners in the Mediterranean, the Middle East and Indo-Pacific regions.

Under plans announced in the recent defence review, there will eventually be two Littoral Response Groups regularly deployed in regions of strategic importance to the UK, one with a focus on European waters and the other looking to the east and south of the Suez Canal.

They are designed to put the UK's commando forces in forward positions, where they will be able to react quickly to any crises but also continually work with allies.

This is part of the Future Commando Force modernisation, which returns Royal Marines to raiders from the sea, equips them for a new era of combat and places them in forward positions important to UK security.

Using Container Spills to Understand Ocean Currents By The Maritime Executive

The blocking of the Suez Canal in March by the megaship Ever Given delayed over 200 vessels laden with thousands of containers, serving as a reminder of the scale of the shipping industry and the global repercussions when something goes badly wrong at sea. Yet most people remain unaware of just how frequently the cargo carried by huge container ships doesn't make it to port at all.

Several thousand containers are believed to be lost overboard each year – the result of bad weather, poor stowage, inadequate supervision and even the size of the ship itself. The steel containers plunge quickly towards the seabed, with many rupturing under pressure or from the impact when they hit the ocean floor.

If the material in the container is significantly denser than seawater, its dispersion will be localised and confined to the sea floor. But articles with a density close to or lower than seawater, including many common plastics, disperse to the ocean surface, where they're often carried thousands of miles onto far-flung beaches. In a previous study, my colleagues and I found evidence such plastics can survive in the ocean for up to 1,300 years.

Our recent study tracked a spill of Hewlett-Packard inkjet cartridges, which is believed to have taken place 800 nautical miles east of New York in 2014. Using social media to connect with beachcombers, we found the cartridges had spread as far south as Cape Verde and as far north as the Arctic Circle.

Spills at sea

Most container losses go unreported and undocumented because, at present, there's no obligation for lost cargo to be declared unless it's of a hazardous nature and likely to pose an immediate threat to the environment. This means that evidence of cargo from lost containers is usually restricted to groups of distinctive plastic items, noticed primarily by regular beachcombers.

In 1997, for example, over sixty containers were lost from the Tokio Express after a giant wave tilted the vessel 60 degrees to the side as it was rounding Land's End in south-west England. One of the containers was filled with nearly five million pieces of nautical-themed Lego, which have been beaching along the coastline of Cornwall ever since.

Depending on the location of a spill, cargo that floats on the sea's surface – which the UN estimates to comprise 15 percent of all marine litter – provides an opportunity for scientists to study ocean circulation.

This was the case in 1992 when a container of childrens' bath toys, including a consignment of rubber ducks, was lost in the centre of the North Pacific. They were subsequently reported by beachcombers over a range of thousands of miles, allowing scientists to learn about the circulation of the surface waters of the North Pacific Ocean.

Then, in 2014, small but distinctive Hewlett-Packard inkjet cartridges began to appear on the beaches of the Azores in the center of the North Atlantic. My colleague, Tracey Williams, posted calls for further sightings on an international beachcombing group on social media, with over 50,000 members.

Reports soon came flooding in. Sightings were shared along the coasts of western Europe, the Canary Islands, Cape Verde, Bermuda and Florida. Some cartridges were found on the shores of the North Sea and the beaches of northern Norway.

This extensive dataset on locations and timings revealed how buoyant plastic was transported across the North Atlantic Ocean by different currents, with cartridges spreading nearly 4,300 nautical miles in less than four years at an average drift speed of four inches per second.

We then used PlasticAdrift, an oceanographic model, to simulate cartridge transport from the spill site. The model's outputs were very similar to observations made by our beachcombing "citizen scientists", but key discrepancies highlighted where the model could be improved and how beaching could be incorporated into oceanographic transport simulations.

Ocean microplastics

After gathering our data, we extended our study to examine the biofouling and weathering of the cartridge plastic. Over their relatively short exposure to the sea, the cartridges' polypropylene shell already exhibited considerable deterioration – a source of microplastics we know are widespread in our oceans.

Electronic tags remaining on some cartridges also contained potentially hazardous chemicals, including brominated flame retardants and copper. The presence of these tags classify the spill as electronic plastic, and as such the cartridges should be regulated under more stringent electronic waste regulations.

Andrew Turner is an associate professor in marine and environmental biogeochemistry at the University of Plymouth.

Sixth RAF Poseidon named Guernsey's Reply From MoD RAF

To mark the Bailiwick of Guernsey's 76th Liberation Day, the Royal Air Force is honoured to announce that the UK's sixth Poseidon MRA Mk1 Maritime Patrol Aircraft, ZP 806, will be known as 'Guernsey's Reply' to honour the close bond between 201 Squadron, the island of Guernsey and Flight Lieutenant Herbert Machon OBE.



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'Herbie' Machon left his home in Guernsey shortly before the German occupation during WWII and joined the British Military. He was destined to fly Spitfires in the RAF and, in honour and memory of his countrymen living under occupation, he named his Mk XVI Spitfire "Guernsey's Reply". Herbie sadly passed away in 2004 and 201 Squadron personnel had the privilege of acting as pall bearers at his funeral.

When 201 Squadron was disbanded in 2011, it was the last maritime squadron to retain a local affiliation and carried the moniker 'Guernsey's Own' commemorating a link forged in the challenging days just before the Second World War. It was an affiliation under the Municipal Liaison Scheme, announced on 5th May 1939 by the Air Minister Sir Kingsley Wood in Guernsey when he opened Guernsey Airport. The received wisdom is that it is the last surviving affiliation under that scheme. It is also considered to be the only RAF Squadron with such an historic link. Guernsey and 201 Squadron are proud of the fact that the link has survived and will continue to flourish.

This link between Squadron and Island remained strong and in 1994, as part of its 80th anniversary celebrations, the Squadron was granted 'The Privilege of Guernsey'. It was the first award in Guernsey's history of this ancient military honour, which gives the right to march with colours flying, drums beating, and bayonets fixed.

After a 10-year hiatus, 201 Squadron will return at RAF Lossiemouth later in the year and will be the second squadron operating the state-of-the-art Poseidon Maritime Patrol Aircraft alongside 120 Squadron.

The Bailiff of Guernsey, Richard McMahon, said: *"The people of Guernsey take great pride in the long-standing and unique relationship the Island has with 201 Squadron, 'Guernsey's Own'. We are looking forward to re-affirming that affiliation later this year when the Squadron will stand up once again. It is most fitting that this new Poseidon aircraft will carry the name 'Guernsey's Reply', replicating the style used by Flight Lieutenant Herbie Machon for his war-time Spitfire, which he flew to Guernsey in June 1945 following the Liberation from Occupation the previous month. Herbie, who was later elected as a Jurat of the Royal Court, was a gallant Guernseyman who served during the War to secure the freedoms we enjoy today 76 years later. 'Guernsey's Reply' will further strengthen our links with those who continue to have responsibility for our collective defence effort, keeping us all safe."*



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The former NATO Submarine Force Commander and Head of the UK Submarine Force added: "On a personal note, I'm particularly pleased to see the UK regain its airborne anti-submarine warfare capability. Poseidon is an extremely effective maritime patrol aircraft and an essential component in Britain's defence against undersea threats. Islanders can be rightly proud of Guernsey having a visible association with a key element of Britain's defence capability."

Due to be delivered to the RAF in September 2021, 'Guernsey's Reply' is undergoing its final checks at the Boeing factory in Seattle before joining the growing fleet. The first five Poseidon aircraft have been named Pride of Moray, City of Elgin, Terence Bulloch DSO DFC, Spirit of Reykjavik and Fulmar. The RAF Poseidon fleet, which will total nine aircraft, is already providing cutting-edge maritime patrol capabilities working side-by-side with the Royal Navy to secure the seas around the UK and abroad.

Herbie's family were delighted to learn that the name of his wartime Spitfire 16, Guernsey's Reply, would take to the skies on the RAF's newest Poseidon aircraft. As a young man he evacuated to England at the start of the War, leaving behind his parents who would face five long years of German occupation.

He volunteered for the Army, then transferred to the RAF in 1942, learned to fly in America then taught many would-be pilots, survived two forced landings and flew many of the new American fighters. Returning to the UK he was posted to 603 City of Edinburgh Squadron. His log book reveals one pilot's diverse combat missions.

Sent to Skebrae, Orkney, he flew in the frigid air eight miles high seeking German aircraft trying to photograph the Home Fleet at Scapa Flow, protected only by a fur lined suit and pressurised oxygen.

When Hitler attacked England with V1 flying bombs and V2 rockets he led his flight of four Spitfires in dive-bombing attacks against the heavily defended Dutch launch sites, anti-aircraft fire streaming past their aircraft.

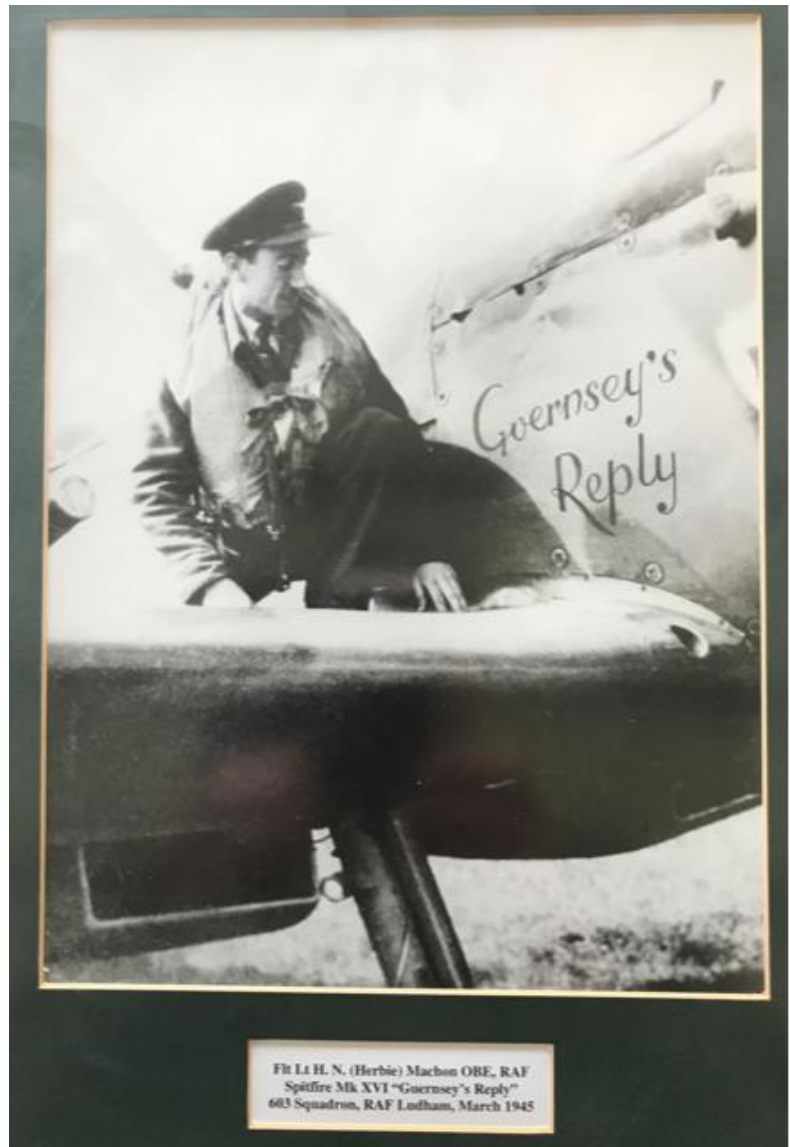
Herbie dive-bombed railways, bridges, the Shell Mex building in the Hague, heavy gun positions and a garage near Hague Station; machine gunned trains. On one attack three squadron aircraft were hit by flak.

Despite this his only injury was when his Spitfire was struck by an inexperienced pilot on a training flight over the North Sea. He crashed on land after bouncing off the sea, suffering cracked ribs, but was back in the air five days later.

And there were missions protecting hundreds of Lancasters in attacks on Hamburg, Nuremburg and the U-boat pens at Heligoland.

The squadron stood down with the end of the war on 8th May 1945, but three days later Herbie was part of the escort for German Ju52s bringing VIPs for peace talks about Norway.

He was demobbed in 1947 and returned to Guernsey, but you can't keep a good pilot on the ground. In May 1959 he was called by a former trainee pilot in America, now Captain L. Krazevovich and based at Weathersfield in England. Would Herbie like to fly in a Super Sabre fighter? Herbie would, and went supersonic, which made his links with 201 Squadron and RAFA perfectly understandable.



To Counter China, Philippines Plans Bigger Base in Spratly Islands

By The Maritime Executive

The government of the Philippines is planning to turn an island in the Spratly archipelago into a new logistics and resupply base, giving it a new way to support its presence and law enforcement operations in the disputed area. China claims the majority of the South China Sea as its own, and its maritime militia of state-backed fishing vessels has been increasingly active in Philippine-claimed waters.

General Cirilito Sobejana, the head of the Armed Forces of the Philippines, announced earlier this week that the government was planning a "logistics hub" at Pag-asa Island (also known as Thitu Island). "If we transform it into a logistics hub, our boats will [go] further and our sovereignty patrol in West Philippine Sea will continue," he said at a press conference. "We are patrolling where our fishermen are going as well as where the Chinese ships are staying to make sure that our countrymen will not be threatened or intimidated."



Thitu Island (courtesy Municipal Engineering Office, Kalayaan Islands)

Thitu is a lightly-garrisoned island with a barracks and an unpaved air strip, and it has been occupied by the Philippines since then 1970s. Manila has been gradually investing in improvements, including a small harbor and beaching ramp for construction work.

According to Asia Times, Thitu was the very first occupied land feature in the region, and it presaged a wave of competing base construction projects by rival claimants over the ensuing decades - up to and including China's massive installations at Fiery Cross Reef and Mischief Reef.

Chinese militia presence on the rise

The Philippine Coast Guard and fisheries vessels have been holding regular drills in the Spratly Islands, and videos posted by the PCG show that its patrol boat crews have begun challenging Chinese fishing vessel activity within the Philippine EEZ. Despite dozens of diplomatic requests and the stepped-up enforcement activity, the number of Chinese maritime militia fishing vessels in Philippine waters has risen from 200 in March to 300 in May, according to Philippine Foreign Minister Teddy Locsin.

China has demanded a halt to the Philippines' military drills, but Philippine defense secretary Delfin Lorenzana has made clear that Manila does not plan to stop. "While we acknowledge that China's military capability is more advanced than ours, this does not deter us from defending our national interest, and our dignity as a people, with all that we have," Lorenzana said over the weekend.

Philippine President Rodrigo Duterte was more conciliatory in a televised address released earlier this month. "China remains to be our benefactor and... just because we have a conflict with China does not mean to say we have to be rude and disrespectful," Duterte said. "As a matter of fact we have many things to thank China for."

China is the second-largest foreign investor in the Philippines, and it has provided the Philippine government with donated shipments of the Sinovac and Sinopharm vaccines, which are key resources for the nation's efforts to counter the COVID-19 pandemic.

Carrier Strike Group units settle into roles ahead of exercise From MoD Navy

Ships and aircraft of the UK's Carrier Strike Group have wasted no time in settling into their roles and getting ready for two weeks of intense training.

Since sailing from their home ports at the weekend, the ships have been busy preparing for Exercise Strike Warrior which starts this weekend.

That includes Royal Fleet Auxiliary support ship RFA Fort Victoria which met up with HMS Queen Elizabeth to carry out a replenishment-at-sea (RAS). She supplied the carrier with stores and ammunition in a moment that was unique for Fort Vic's commanding officer Captain Karl Woodfield.

He said: "The ship's company are buzzing after seeing HMS Queen Elizabeth up-close-and-personal for the first time.

"On a personal note, with this RAS I completed a unique career double. Having undertaken the first fuel RAS with HMS Queen Elizabeth while in command of RFA Tidespring in 2019, I have now completed the first ammunition and stores RAS too.

"This is a significant moment for both the Royal Fleet Auxiliary and the Royal Navy as we proved the critical capability which enables the Carrier Strike Group to deploy globally."

Fort Victoria is joined by fellow RFA ship Tidespring in supplying the Carrier Strike Group with essential stores and fuel.



RFA Fort Victoria conducts a replenishment-at-sea (RAS) with HMS Queen Elizabeth. © Crown Copyright MoD Navy 2021

Commander Steve Harman, HMS Queen Elizabeth's Commander Logistics, added: "One of the things which makes our carrier strike capability so special is our ability to operate anywhere in the world and to sustain those operations at sea for as long as is necessary.

“While HMS Queen Elizabeth is enormously self-sufficient by design, our ability to replenish supplies of fuel, food, general stores and, if necessary, ammunition from our Royal Fleet Auxiliary ships massively increases our capacity in this area, allowing us to traverse the globe with ease and stay at sea almost indefinitely.”

Meanwhile, Merlin Crowsnest helicopters of 820 Naval Air Squadron have lifted off for sorties from HMS Queen Elizabeth for the first time at sea.



A Merlin Mk2 Crowsnest helicopter takes off from HMS Queen Elizabeth for the first time at sea. © Crown Copyright MoD Navy 2021

The specialist Mk2 helicopters, distinctive thanks to the large radar dome or ‘bag’ which sticks out from the fuselage, are responsible for airborne surveillance and control. During operations, they will fly up to a mile and a half above the task group to look for possible threats.

For a lot of the sailors involved in the Carrier Strike Group, it will be their first time visiting many of the 40 nations planned for the deployment.

Able Seaman (Above Water Tactical) Chris Parsons is currently on Type 23 frigate HMS Kent after qualifying as a warfare specialist in December. The 36-year-old said: “For my first deployment I’m looking forward to being able to see different parts of the world and integrating with different people in the task group.”

Kent sailed from Portsmouth last weekend, in what was a hectic 36 hours of departures for the naval base. She has been busy preparing to deploy with HMS Queen Elizabeth for the past year with multiple anti-submarine warfare exercise and two maintenance programmes.

Commander Matthew Sykes, the ship’s commanding officer, said: ‘The ship’s team and support organisations ashore have worked incredibly hard to get us ready to deploy in support of the Carrier Strike Group.

“I am immensely proud of all that my sailors have achieved and I am confident we are ready for any challenges ahead.”

Tunbridge Wells VE Day Commemoration Mess Dinner

Friday 17th September 2021

Salomons estate, Broomhill Road, Southborough, Kent TN3 0TG Tel;01892 515152

This was planned for May 2020 to mark the 70th anniversary; although late, this function has now even more relevance to the wartime spirit of celebration after adversity. The invitation is being reissued to allow more to join us, but numbers are limited to 80, which allows 20 places

Service personnel: Rig 2B with miniature medals or 1B; Civilians: dinner suit or dark lounge suit with black bow tie; Ladies: evening dress.

A formal Naval style mess dinner. Hotel rooms can be booked directly with the venue at a cost of £105 for a double including breakfast. Rooms will be released into the open market on 1st March 2020. Quote Mess Dinner when booking. Cut off is 15th August 2021

- Pre-Dinner Drinks 18.30
- Dinner Call 18.50

Starters

A – Sweet potato soup, crispy leeks, garlic croutons

B – Hot smoked salmon, beetroot puree, horseradish, sippet

Mains:

C – Free range chicken breast, fondant potato, baby carrots, leeks, red wine jus

D – Orzotto Verde with smoked tomatoes and parmesan crisp (V)

Desserts:

E – Warm chocolate brownie, with salted caramel ice cream

F – Salomons Estate Eton mess

Formal passing of the port and toasts, followed by tea and coffee in the conservatory. Carriages at 23.30

Cost is £39 per head, (a pre-dinner drink and glass of port included) wine not included and can be pre-ordered or purchased on the night.. Please return slip with printed name, choice of food by indicating the letter of menu choice. Contact me if you have a dietary request. A raffle will be run to help support the formation of an RYA boat station at Bewl that all local youth groups can benefit from

– Closing Date for applications is 1st April 2021 unless places have been filled prior to that date.

– Payment by cheque or bacs – bacs mark with surname and number of guests to Sort 11-11-08 acc 00510406. Cheques payable to Mr J Vanns. Payment with menu choice please.(no payment, no place)

– If you'd like email confirmation of receipt of menu, payment please enclose an email address.

Reply to Lieutenant Commander (SCC) J Vanns MCGI. FinstLM. Royal Naval Reserve
8, Fairfield Ave, Tunbridge Wells, Kent, TN2 3SD or Jonvanns@aol.com

Name	Post nominal	Starter	Main Course	Dessert
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**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: _____

Post Code: _____

Name of your Bank: _____

Address of your Bank: _____

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



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>General Data Protection Regulation: I agree that all the above details may be maintained and kept by the CNOA and RSME for the purposes of membership records and security. I agree / do not agree (delete as applicable) to my details being published in a membership booklet.</p> <p>SIGNED.....</p>				
PRESENT OCCUPATION				
PROPOSER'S NAME	PROPOSER'S SIGNATURE		HOW LONG KNOWN	
SECONDER'S NAME	SECONDER'S SIGNATURE		HOW LONG KNOWN	