



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for May 2021

Email: contact@cnoa.org.uk

Website: www.cnoa.org.uk

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HMS Trent deploys © Crown Copyright MoD Navy 2021

HMS TRENT DEPLOYS FOR MEDITERRANEAN MISSION

HMS Trent sailed on 31 March for an enduring forward deployment with a focus on African and southern European security, as announced during the Government's recent Integrated Review on Defence and Foreign Policy.

She will use Gibraltar as a pivot from which to patrol across the Mediterranean and south into the tropical waters of the Atlantic in the Gulf of Guinea.

The crew taking Trent to the Mediterranean lined the upper deck observing Procedure Alpha to mark her last departure from Portsmouth for the foreseeable future.

Chairman's Flag Hoist



Dear Fellow members,

It is with great sadness that we mark the passing of His Royal Highness Prince Philip, The Lord High Admiral. Our President has enclosed a statement and I have sent condolences on behalf of CNOA to Her Majesty The Queen. I had the honour to meet the great man on several occasions and admired his eye for detail. We marked his passing with prayers led by Douglas at the start of our April lecture. The Royal Family remain in our thoughts and prayers.

As we welcome Dr Martin Watts as our new honorary Secretary, you will now be getting updates direct from Martin. We are getting our membership details as accurate as possible and are aware a few members will not be receiving email updates as we don't have correct email addresses for them.

We also have a handful of members who have not paid subs for last year, much less the new year; most now pay by bank transfer, which removes the problem as long as the bank mandate is for £20. If you are a member that pays by cheque or cash, may you please check your house is in order. A Standing Order form is at the end of this newsletter, as always.

The recent Suez incident has led to much debate on the reliance on that shorter passage, shipping operators and size of vessels. With the expertise in our membership, it would be great if one of us could do a future talk on the matter, I am sure it would create much interest. Any Volunteers?

The Royal Navy has a new tie with Medway, with a new Dreadnought class contract with BAE Systems, Rochester, where engineers are developing new technology. The Royal Navy's experimentation innovator, Navy X, has officially welcomed a new autonomous vessel into its service.

I have been kept busy working out and writing a spec to repair a different style of gas lamp, pictured, the Ball lamp; this one is from Hyde Park.

I am sure we are all looking forward to being able to mix more since the rules changed on 12 April. Stay safe; I look forward to us meeting face to face later this year !



Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

THE DUKE OF EDINBURGH

The underlying foundation of the Chatham Naval Officers' Association is our love and support for the Royal Navy, and we are therefore united in our sense of profound grief at the passing of His Royal Highness Admiral of the Fleet The Prince Philip, KG, KT, Lord High Admiral of the United Kingdom.

He will be long remembered for his sense of duty, his direct humour, and his constant interest and care for his fellow seafarers. Undoubtedly the finest naval officer of his generation, he was a role model for us all, and we shall not see his like again.

The Chairman, Committee and members of the Association join me in sending our sincere condolences to Her Majesty The Queen and all members of the Royal Family at this sad time.

Commodore B W Bryant, CVO, RN
President, Chatham Naval Officers Association

The naval career of HRH Prince Philip, The Duke of Edinburgh From MoD Navy

The Royal Navy has been in the blood of the Duke of Edinburgh from his earliest days, through service in the Mediterranean and Pacific during World War 2, to post-war command and honorary roles with the Fleet and Royal Marines up to his retirement from public duties.

Aged just 18 months, he was evacuated with his family in cruiser HMS Calypso when the Greek royal family was forced to abdicate amid revolution in the country.



July 1939 - Princess Elizabeth and Prince Philip at Dartmouth playing croquet

The prince's Royal Navy career began aged 17 when he attended Britannia Royal Naval College in Dartmouth, the spiritual home of the officer corps. Two months later he famously escorted a then 13-year-old Princess Elizabeth and her younger sister Princess Margaret when their parents, King George VI and Queen Elizabeth visited Dartmouth.

The college was in the middle of a chickenpox and mumps epidemic and it was necessary to keep the princesses away from the risk of infection.

Prince Philip was excused from training and given the job of hosting the princesses, which included a game of croquet in the Captain's garden.

While this was not the first time Philip and Elizabeth had met, popular consensus is that this was the first time that the princess had 'noticed' the prince.

Prince Philip passed out of Dartmouth at the beginning of 1940 after eight months' training. He enjoyed his time at the college – and excelled there, receiving the King's Dirk and the Eardley Howard Crocket prize for best Cadet of his entry.

From Dartmouth, the young midshipman was appointed to veteran battleship HMS Ramillies in the Indian Ocean, escorting troops from Australia to Egypt, before joining cruisers HMS Kent and Shropshire in the Asia-Pacific region.

At the end of 1940 he was appointed to the battleship HMS Valiant in the Mediterranean which saw action off North Africa but in particular in the victory over the Italian Fleet at Cape Matapan in March 1941.

Prince Philip was Mentioned in Despatches for "bravery and enterprise" in controlling the battleship's searchlights in the night action which "greatly contributed to the devastating results achieved" by the guns.



Prince Philip with the crew of HMS Whelp

At the beginning of 1942 he joined destroyer HMS Wallace and spent most of the year escorting coastal convoys off the east coast of the UK before the ship dispatched to the Mediterranean to support the invasion of Sicily in July 1943, where she helped cover the Canadian landings and was damaged during air raids.

Contemporary reports from his commanding officers praise Prince Philip's practical seamanship skills, high intellect, good judgement, strong character, zeal, and great charm. He was described as an "officer of unusual promise" and it was predicted he would "make his mark in the Service".

His next seagoing appointment was as First Lieutenant – second in command – of new destroyer HMS Whelp which sailed to the Far East for the final year of the war with Japan as part of the escort for the capital ships.

Aboard Whelp, Prince Philip was present in Tokyo Bay in September 1945 for the formal Japanese surrender – the last act of World War 2. The destroyer finally returned to the UK in January 1946 having helped with the repatriation of Allied servicemen.

He spent the next 3½ years ashore at various Naval establishments helping to train new sailors joining from civvy street and petty officers as well as studies at the Naval Staff College in Greenwich – interspersed with his marriage to Princess Elizabeth in November 1947.



Prince Philip, fifth from left in the front row, at the Petty Officers School in Wiltshire in 1947

In October 1949, Prince Philip returned to sea as First Lieutenant of destroyer HMS Chequers in the Mediterranean and the royal couple lived in Malta between 1949 and 1951. After being promoted to Lieutenant Commander in July 1950, Prince Philip was given his first sea-going command, 11 years after joining the Royal Navy.

He commanded anti-submarine frigate HMS Magpie from September 1950 until July 1951, taking her to ports around the Mediterranean including Izmir, Livorno, Tripoli, Athens (Princess Elizabeth joined the ship for the passage through the Corinth Canal), Monaco, and Gibraltar.

The Duke of Edinburgh's active naval career ended as a commander in January 1953, after almost 14 years.

He was promoted Honorary Admiral of the Fleet and added the title of Captain General of the Royal Marines in June of the same year – a position he held until December 2017.



The Duke of Edinburgh enjoys a joke during a visit to 1 Assault Group RM and its new base at RM Tamar in 2015

Other titles bestowed upon him during the period of transition from Service to royal life included Admiral of the Sea Cadet Corps, Colonel-in-Chief of the Army Cadet Force and Air Commodore-in-Chief of the Air Training Corps.

Despite his retirement from active service, Prince Philip remained both interested and involved in the Naval Service through official visits, patronage of, and association with, naval charities and clubs, time spent in the Royal Yacht Britannia and in instances where his overseas visits were escorted by Royal Navy ships.

His long-standing connection with the Senior Service was recognised in June 2011 when The Queen conferred the title and office of Lord High Admiral to him upon his 90th birthday.



The Duke of Edinburgh performs his last official public duty with Royal Marines, past and present

For more than eight decades, Prince Philip's generous spirit and genuine understanding of the Royal Navy, its values, and traditions have been an asset to the Service.

So it was fitting that his final public engagement in August 2017 to review a parade by Royal Marines at Buckingham Palace.

Future Speakers & Events

Subject to revision

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

Additional events will be included as details become available.

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

Suzanne Wood (Newsletter Editor)

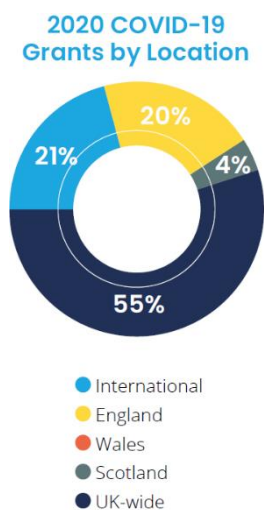
Seafarers UK embarks on a new voyage as The Seafarers' Charity

From The Seafarers' Charity

Seafarers UK have a new identity, and a new strategy to reduce seafarer hardship by identifying the systemic problems that create adversity to tackle them at the source.



We've been the UK's national maritime charity since 1917. We're still officially called the 'King George's Fund for Sailors', but, in 2005, we changed our working name to Seafarers UK. Now we're embarking on our next voyage, reigniting our work and commitment to all who work at sea.



We hope you will agree that our fresh identity, 'The Seafarers' Charity', is an obvious progression from Seafarers UK. From the first contact, our new name makes it clearer what we do and better reflects the international nature of seafaring. We're proud of the work we do in the United Kingdom and the funding of awards to organisations supporting international seafarers, particularly in the Commonwealth. Thus, we're reflecting our global outlook by the removal of the word 'UK', and we've added the word 'Charity' to make it clear who we are and what we do. We will continue to support the Merchant Navy and their families through the Merchant Navy Fund and rely on donations for this critical work.

The Seafarers' Charity recognises that the work of seafaring is international. We will continue to support seafarers in the UK and abroad as we have done since we were founded. In 2020, 78% of main grants awarded were to support seafarers in the UK, 22% supported international work.

We're reintroducing the use of 'King George's Fund for Sailors' as a stamp, alongside 'The Seafarers' Charity'. We are proud of our heritage and many of our loyal supporters still like 'KGFS'.

Through its inclusion, we commemorate our heritage and the thousands of seafarers whom we've helped since the First World War, when the need for a national maritime charity was first recognised.



Responses from our charitable donations

By Lt Cdr Suzanne Wood

Further to last month's selection, here is the final thank you response, sent prior to the rebranding of Seafarers UK.



Seafarers UK
8 Hatherley Street
London SW1P 2QT

Telephone 020 7932 0000
Fax 020 7932 0095
Email seafarers@seafarers.uk
Website www.seafarers.uk

Lieutenant Commander Jon Vanns MCGI FinstIM RNR
Chatham Naval Officers' Association
8 Fairfield Avenue
Tunbridge Wells
Kent
TN2 3SD

10 March 2021

Dear Lt. Cdr Vanns,

Thank you for your generous gift of £200,00. Please pass on our thanks to all of your members.

As a charity in 2020 we faced huge challenges, with the maritime community under tremendous pressure and the unfortunate cancellation of many of our fundraising events leading to a reduction in income. Now, more than ever, we rely on our wonderful donors to help us provide an essential network of assistance to seafarers in the UK and around the world - we just couldn't do it without you.

In keeping with your wishes, we will keep you updated about our work and, if you would like more information or have any questions or comments in the meanwhile, do please contact us.

Once again, we are incredibly grateful for your donation and for the support you have shown Seafarers UK,

Yours sincerely,

Carole Hunt
Fundraising Administration Officer
Tel: 020 7932 0000
Email: carole.hunt@seafarers.uk

Seafarers UK is very keen to cut down on its administration costs by acknowledging all future donations by email. Please contact us to add your email as a mailing preference.

Dreadnought-class submarines to get 'fly-by-wire' technology From MoD Navy

'Fly-by-wire' technology in aircraft will be introduced to the Navy's next-generation submarines.

The same thinking behind digital cockpits in 21st century aircraft and helicopters will control key aspects of the Dreadnought class of submarines beneath the waves including heading, pitch, depth and buoyancy.



Artist's impression of the Dreadnought-class submarine © Crown Copyright MoD Navy 2021

Four of the boats are being built by BAE Systems to replace the existing quartet of nuclear deterrent submarines based at Faslane.

The Vanguard class are children of the 1980s, their movements controlled manually by 'planesmen' operating aircraft-like control sticks. It's a demanding job – particularly keeping a 16,000-tonne submarine level.

With decades of experience in flight controls, BAE believes it can adapt fly-by-wire technology – where computers replace the manual input from operators – to Dreadnought and her sisters.

The Active Vehicle Control Management system will oversee all major aspects of the Dreadnoughts' manoeuvring with added safety benefits.

More than 130 engineers, technicians and experts are already working on the system at BAE's Rochester site – the first major work for the Royal Navy conducted in the area since Chatham dockyard closed nearly 40 years ago.

“With over 50 years of avionics experience, we already have a great understanding of how to develop complex, control systems for hi-tech platforms,” said Jon Tucker, Director for Maritime Controls at BAE Systems Controls and Avionics.

“However, taking our technology underwater brings exciting new challenges and we are proud to support the Dreadnought programme and play an important part in our national security effort.”

The cutting-edge work on the control system is one strand of a national effort supporting the £31bn Dreadnought programme.

BAE reckons the lengthy project to design, build and support the four submarines will support 30,000 jobs in around 1,500 companies large and small across the UK into the mid-2030s.

With two boats already under construction – Dreadnought (since 2016) and Valiant (since 2019) – £2.5bn has been spent with contractors and suppliers:

- North West - £400m, including power systems and sensors, supporting 13,500 jobs.
- Yorkshire and Humberside - £350m, including on gear boxes and steel, supporting 2,500 jobs.
- South East - £235m on electrical systems, antenna systems and control panels, supporting 2,500 jobs.
- Scotland – £215m, including periscopes, supporting 2,000 jobs.

Nearly half of the 30,000 jobs sustained are in the North West of England, perhaps understandable with the class being built in Barrow-in-Furness.

“Barrow may be the birthplace of the UK’s submarines, but the programme is truly a national endeavour that we, the suppliers who help deliver the programme and the whole country, should be proud of,” said Steve Timms, managing director of BAE Systems’ submarine arm.

“It will sustain thousands of jobs and generate billions of pounds of investment into the middle of the next decade, benefitting every region of the UK.”

SCA: Egypt will hold Ever Given until damage claim is resolved By The Maritime Executive

The container ship Ever Given is still anchored in Egypt's Great Bitter Lake, weeks after salvors freed her from the banks of the Suez Canal - and she may not be leaving soon. The Suez Canal Authority's top official told a local TV station last week that the vessel will stay put until Egypt's massive claim for financial damages is resolved.

"The vessel will remain here until investigations are complete and compensation is paid," said SCA head Lt. Gen. Osama Rabie, according to the Wall Street Journal. "We hope for a speedy agreement [and] the minute they agree to compensation, the vessel will be allowed to move."

Rabie said that Egypt will seek \$1 billion in compensation from the shipowner for the incident. According to Refinitiv, the SCA lost less than one tenth of that amount in canal transit fees over the course of the six day period that the boxship was grounded. The cost of the salvage has not been disclosed, but it would have to cover the efforts of two dredgers, a dozen tugs of varying sizes, fees for the professional salvor, and wages and overtime for an Egyptian workforce numbering in the hundreds.

After the grounding, the canal authority is contemplating modifications to its physical operations, potentially including larger salvage tugs, bigger cranes and the widening of the narrow southern section of the canal. However, the SCA denies that it bears any responsibility for the grounding. In a recent interview with Kyodo News, Lt. Gen. Rabie speculated that the vessel's master may be to blame, though he did not provide evidence.



Ever Given under tow to the Great Bitter Lake after the successful refloat operation (SCA)

“Maybe the captain made a mistake in a specific request, such as the rudder or speed, which could have led to that,” Rabie said. He denied that the SCA-employed pilots who sail with every ship through the canal could bear responsibility. “Even when orders are issued by the guide [pilot], the captain has the right to change them or use any route or speed other than what the guide says... There was no error or responsibility on the part of the [SCA],” he said.

Egyptian investigators have retrieved data from the Ever Given's VDR and are in the process of examining the evidence. The crew has also been interviewed by officials, and they remain on board the ship.

RFA takes ‘giant leap’ into Joint Operations with US military’s iconic Ospreys From MoD Navy

The US military’s unique aircraft-cum-helicopter has been training with amphibious ship RFA Mounts Bay – ready for further interaction in the Baltic this spring.



The US Air Force’s 7th Special Operations Squadron dropped in on the support vessel off Portland with their MV-22 Osprey, the ‘tiltrotor’ which takes off and lands like a helicopter, then rotates its propellers to fly like a conventional aircraft.

Operated by the US Marine Corps and US Air Force, it’s the main battlewagon for carrying American marines and related units into battle.

Royal Marines rely on the Merlin Mk4 to carry 24 commandos into battle at a time (based a short distance from Portland at RNAS Yeovilton with 845 and 846 Naval Air Squadrons).

The Osprey has a similar capacity (at a push you can squeeze an extra eight troops in the cabin), but can fly higher, further, faster than a helicopter, plus thanks to its tiltrotor design, can land in and take-off from the tight spots.

It flew into Dorset from RAF Mildenhall in Suffolk, making use of the HeliOperations training facility in Portland – which occupies part of the old HMS Osprey site – as a lily pad (support/refuelling etc) while working with Mounts Bay.



An MV-22 Osprey lifts off from Portland © Crown Copyright MoD Navy 2021

The training – focused on safe operations on and off the Bay-class ship's flight deck – gave Mounts Bay's aircraft handlers/air operations team their first chance to work with an Osprey.

The Ospreys have dropped in on Royal Navy flight decks over the past decade, but not on a Bay-class ship until now. The vessels provide additional space to carry marines/troops and their equipment in support of Albion-class assault ships which spearhead any UK amphibious operation.

Further link ups are planned later this spring when Mounts Bay joins HMS Albion and the UK's Littoral Strike Group heads to the Baltic for exercises with US and NATO forces, including the region's largest annual naval workout, Baltops.

Second Officer Jon Loughton, Mounts Bay's operations officer said the American crew had "jumped at the task with open arms" and shared their experience and expertise with the RFA ship's sailors.

"I can say, without a doubt, this opportunity left a lasting impression on the crews embarked on RFA Mounts Bay," he added.

"We've taken a great leap in working towards approval to operate the Osprey on-board Bay-class vessels, again building on the strong interoperability that the USA and UK have."

Giant Wind Blades are Largest Non-Container Cargo Loaded By The Maritime Executive

The development of the wind turbine sector is creating new challenges for the shipping industry as the massive blades and elements are shipped from their manufacturers to the staging points for their installation. APM Terminals Pecem, at the port of Pecem in northeast Brazil, recently handled the loading of three blades, which it reports became the largest non-containerized cargo operation in the world.



Giant blade was hoisted on two cranes to load aboard the containership (APM Terminals Pecem)

The shipment consisted of three wind turbine blades, each of which measured approximately 238 feet in length. While these blades were only about two-thirds the length of the largest wind blades ever built, they were the largest in Brazil and needed to be shipped from the port of Pecem in the north to the state of Santa Catarina in the south where they will be installed as part of the growing wind energy sector in the region. Each of the three blades weighs 21 tons requiring a complex loading operation.

According to operations manager, Herllon Rossato Rosseuscher of APM Terminals Pecem more than a month of planning went into the operation. APM Terminals Pecém was the port of shipment with Maersk Brazil's Logistics and Services team providing logistics solutions. Aliança Navegação e Logística, part of the Hamburg Sud group of companies running freight operations along the coast of Brazil and South America, was the carrier transporting the blades.

For the operations, a Ship to Shore (STS) crane provided by APM Terminals Pecém was first used to ship flat rack containers to serve as a base for the support and movement frames on which the blades would be rest. Two mobile port cranes (MHC type) were used to hoist the blades and load them aboard the containerships. The first shipment was aboard the 836-foot long Bartolomeu Dias. Days later a second shipment was loaded aboard her sister ship the Vincente Pinzon.

"For this complex operation, six bays were used for each of the 72-meter wind blade, totaling twelve bays and four flat rack containers," said APM Terminals Pecém Head of Commercial, André Magalhães. "For the transfer to the ship, we used two MHCs, which loaded two blades in an incredible time of 55 minutes. Due to the size of the blades and the type of ship used, we are probably facing a new world record."

HMS Lancaster completes Navy's first Arctic deployment of 2021 From MoD Navy

The Royal Navy has completed its first deployment into the Arctic in 2021 after a joint operation with the Norwegians.

Frigate HMS Lancaster linked up with HNoMS Thor Heyerdahl and F-16 jets for a patrol of the Norwegian Sea and combined training in the confined waters of Norway's fjords.



HMS Lancaster and HNoMS Thor Heyerdahl shelter from Arctic storms in a fjord © Crown Copyright MoD Navy 2021

Frigate HMS Lancaster linked up with HNoMS Thor Heyerdahl and F-16 jets for a patrol of the Norwegian Sea and combined training in the confined waters of Norway's fjords.

On entering the Arctic Circle, Lancaster and Thor Heyerdahl worked together to improve the smooth operation of the two allies across the full range of naval warfare in the High North: navigation, communications and dealing with threats below, on and above the waves.

Two Norwegian Air Force F-16s provided the two ships with a realistic 'foe' in the Arctic skies.

Late winter storms caused the warships to seek the shelter of the fjords which afforded extra training for bridge teams in confined waters – and allowed the ship's company some rare Arctic sightseeing while conducting damage-control drills.

“Without an emergency service to call on at sea, it is down to the professional training and teamwork of our sailors to carry out these safety critical evolutions such as damage control, firefighting and casualty handling. These exercises ensure we are ready for any incident that could occur day or night,” explained Warrant Officer Si Hargreaves, Lancaster's Executive Warrant Officer.

Once the storm had passed, the two ships parted company, with Lancaster returning to patrol UK waters over the Easter period.

“As two close neighbours and allies we share common interests and security concerns in our area of responsibility,” said Commander Lars Larsson, commanding HNoMS Thor Heyerdahl.

“During our recent training, we have enhanced our ability to effectively cooperate and safely conduct maritime operations in all domains. This is enhancing cohesion among allies and our common security in the North.”

Lancaster’s Commanding Officer, Commander Will Blackett, added: “This has been a busy but rewarding period, and once again I am proud of my team who have dealt with challenging conditions throughout.

“Our Norwegian friends have been a pleasure to work with and the ease with which we integrate proves the value of the NATO alliance – HNoMS Thor Heyerdahl is an impressive ship and I look forward to further operations together in the future.”

HMS Lancaster returned to Portsmouth on 31 March to give her ship’s company Easter leave and allow for maintenance on the frigate herself after being battered by the winter seas.

UK MAIB Confirms Location of Lost Fishing Vessel Nicola Faith By The Maritime Executive

The UK Marine Accident Investigation Branch (MAIB) has confirmed the site of the wreck of the lost fishing vessel Nicola Faith, which disappeared with all hands off the coast of Wales on January 27.

Captain Carl McGrath and crewmembers Ross Ballantine and Alan Minard all died in the sinking. Their bodies were later recovered on the shoreline, and a life raft - empty and unused - was found about 100 miles north of the vessel's last known location.

An initial sonar survey of the search area detected a possible wreck site, and the MAIB instituted a no-go zone in the vicinity to preserve evidence. A private wreck search team hired by the families of the victims conducted a more detailed sonar scan on April 12 and confirmed that the object had a high likelihood of being the Nicola Faith. 3D sonar imaging revealed a structure with the same dimensions of the fishing boat, along with objects floating in the water above it - likely a tangle of lines and fishing gear, according to lead wreck finder David Mearns.

The private team turned over the results of their sonar survey to the North Wales Police Underwater Search Team for use in planning an inspection. The police divers conducted a visual survey on Tuesday and confirmed that the wreck is indeed that of the Nicola Faith.

After all the evidence has been reviewed, including video footage taken by the dive team, MAIB will make a decision on next steps.

"I understand how desperate the families of the crew are for answers, and now that the vessel has been found our investigation can focus on establishing why Nicola Faith sank," said Andrew Moll, the chief inspector of marine accidents for MAIB. "A large amount of evidence has already been collected and analysed, and a close look at the results of today’s dive survey should increase our understanding of the accident. Until this has been completed it not possible to say whether it will be necessary to recover the wreck for further testing."

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		
<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