



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for November 2021

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Global Operations Portfolio prize-winner, LPhoto Belinda Alker
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AWARD-WINNING IMAGES CAPTURE ROYAL NAVY'S MISSIONS FROM AFGHANISTAN TO THE ARCTIC

The Peregrine Trophy awards recognise the skill, professionalism and dedication of the small group of specialists who join the Navy in other trades, including Royal Marines commandos, but chose to re-train as full-time photographers/camera operators.

Over the past 12 months, Royal Navy photographers have captured the activities and actions of sailors and Royal Marines from the Arctic to both sides of the Pacific, as well as the Caribbean, Mediterranean, Black Sea and the Gulf.

And at home they have recorded the involvement of the Service's key national events such as the funeral of the Duke of Edinburgh and State ceremonies.

Chairman's Flag Hoist



Dear Fellow members,

You will have received a message from Martin informing you that we have sadly lost Geoffrey Marshall, a man I admired greatly and one I spoke with most weeks during Covid. This inspired me to do more research into one of his old boats, HMS Dreadnought.

On Trafalgar Day, 1960, the UK saw the launch of its first nuclear-powered submarine and it would bear a name as steeped in naval tradition as the Barrow site itself.

She was the ninth ship of the Royal Navy to bear the name Dreadnought, the first having fought against the Spanish Armada and the fifth being present at Trafalgar. The seventh was one of the first iron-clad turret ships.

HMS Dreadnought was unique to the Royal Navy as it was the first built with nuclear propulsion, but it was several years behind the US, whose own navy had no fewer than 56 nuclear powered warships built, under construction or authorised, including 53 submarines.

Launched in 1954, the world's first nuclear powered naval vessel, USS Nautilus, travelled 62,000 miles – mainly submerged – before her reactor core was changed.

By then she had proved conclusively that the nuclear power plant had eliminated the two main drawbacks of the underwater vessel – the need to frequently surface and poor mobility while submerged.

“s originally planned, the Dreadnought was to have been fitted with a British designed and built nuclear reactor, but in 1958 an agreement was concluded with the United States Government for the purchase of a complete set of propulsion machinery.

The supply of this machinery was made under a contract between the Westinghouse Electric Corporation and Rolls-Royce, the latter supplied also with design and manufacturing details of the reactor. This allowed Rolls-Royce to set up a factory in the UK to manufacture similar pressurised water type reactor cores, which drove a single shaft through steam turbines.

“Almost every electrical and mechanical part of the propulsion machinery is installed in duplicate so as to minimise. These innovations will ensure an extremely high standard of reliability which, combined with the need to refuel at only very long intervals, will give her the ability like other nuclear submarines to undertake patrols of particularly long endurance at continuous high underwater speeds.”

The engineer's reporter added: "With a length of 266ft, a beam of 32ft and a surface displacement of about 3,500 tons, the Dreadnought will have a hull of British design both as regards structural strength and hydrodynamic features, although the latter are based on the pioneering work of the US Navy.

"From about amidships aft, the hull lines will closely resemble the Skipjack a USN boat, so as to accommodate the propulsion machinery. The forward end of the ship is wholly British in concept. In the Control Room and the Attack Centre the instruments are fitted into consoles. She will be fitted with an inertial navigation system and with means of measuring her depth below ice."

Dreadnought's inertial navigation system provided accurate navigation under water, was completely automatic and 'invulnerable to detection or jamming and independent of ground-based aids'.

"It consists essentially of an assembly of very accurate gyroscopes and accelerometers with associated servo-amplifiers, arranged and inter-connected to form an accurate gyro-compass with a stabilised horizontal platform," said The Engineer. "Her primary role is as a submarine hunter killer for which purpose she will be equipped with the latest developments in underwater weapons and detection."

The engineer added that specific details about Dreadnought's speed and performance were off-limits, but it was noted that she probably handled and controlled as well as Skipjack as both vessels had the same hydro-dynamic features.

"The Skipjack is unofficially credited with a submerged speed of over 40 knots," said the engineer. "This means that she literally flies through the water."

The Dreadnought was commissioned into service in 1963 and served until 1980. Her name will be kept alive by four Dreadnought Class submarines, the Royal Navy's next generation Trident submarines that are slated to be built in Barrow.

Geoffrey's family is very much in our thoughts at this time. Meanwhile, I very much hope that, working very closely with the RSME we will soon be able to meet face-to-face. I know this has been discussed over several months but I assure you we have been working very hard to secure the Covid-led protocols to enable that to happen in the RSME. To meet anywhere else would be costly and we would potentially lose our direct military connection.

Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

Geoffrey Marshall, Master Mariner – obituary

19 Mar 1932 – 24 Sep 2021



Geoffrey was born in Gillingham Kent and lived in Rochester until war was declared in September 1939, when he moved to Hartlip, the ancestral home of his mother, where he attended the village school. In 1942 he passed a scholarship for Sir Joseph Williamson's Mathematical School, Rochester (founded in 1701 to provide navigational officers for the navy). In 1948 he passed The London University School Certificate and was a keen sportsman.

In 1948 he became a junior chemist for O.K Electrodes for further studies. After his father's death, a former Chief Engineer in the RFA, Geoffrey joined the Royal Navy and served in HMS Indefatigable, HMS Battleaxe and HMS Vanguard, the last British Battleship. He qualified as a diver in

1951 and joined the Submarine Service in 1953. Geoffrey spent nineteen years in the Submarine Service the last three and a half as Coxswain of HMS Dreadnought, our first nuclear-powered submarine. On 3rd March 1971, he was part of the crew that surfaced at the North Pole after a 1,500-mile journey under the ice.

Geoffrey retired from the RN in 1972 and became transit manager for Fry's die-casting in London and then moved to Freshbake Foods as transport and distribution manager until 1975. Geoffrey then joined the shipping company Civil and Marine and studied at Merchant Navy colleges in London, Greenhithe, Southampton, and Liverpool. After serving as a 3rd, 2nd and 1st mate he became a certified Master Mariner in 1984 and was promoted to Shipping manager in 1990 with responsibility for MV Cambraie, MV Cambourne, and the mini bulk carrier MV Cranbrook. Geoffrey retired in 1995.

During Geoffrey's service, he played rugby for most of the United Services sides and represented both the Australian and South African teams. He also played cricket for the Royal Navy cricket team in the Far East. Geoffrey was stationed in Australia 1956-59, and Singapore 1962-65 (during the conflict with Indonesia).

Geoffrey was a member of HMS Dreadnought North Pole, the Medway Towns Submarine, and the Submarine Coxswains Associations, served on the committee of Chatham Naval Officers' Association, and was Vice president of the Old Williamsonian's Rugby Club.

In recent times Geoffrey the sole carer of his wife Jean who had advanced vascular dementia along with other health conditions. They had been together since they were children and Jean passed away five days prior to Geoffrey.

Update from the funeral

There was a good turn-out for Geoffrey's funeral and I believe we gave him a good send-off. The following message was sent from Alan Kennedy, the former captain of HMS Dreadnought, to Robin Whiteside, the XO, prior to Geoffrey's funeral:

"Cox'n Marshall. A simple title which disguises the profound effect the senior Chief Petty Officers can have binding a crew together. I tended to interact with Geoff at Diving Stations, when I knew he would radiate an aura of calm collected ability. However, I knew that below this calmness, he was like a stately swan, working hard to communicate with the remainder of the crew our feelings and intentions. In this, he and the other senior rates were successful. I have no doubt this success was largely due to his personal efforts, and as you, his family, will miss him, so will we."



Future Speakers & Events

Subject to revision

2021

29 October: **Trafalgar Night Dinner**
12 November: Derek Goodwin – Reflections of a marine engineer sales manager
10 December: Christmas Social with the President

2022

14 January Lt Col Gareth Davies RTR Rtd – 63rd Naval Division – **virtual** talk
11 February AGM
11 March Peter Hubbard OBE – EOD
8 April Barry Duffield – Chatham Dockyard – slide show
14 May Col Tony Holding – CCF
10 June Guy Bartlett – Donald Campbell
8 July Cdr Greg Young – update on HMS President and Medway Division
12 August Summer leave – no meeting
9 September Roy Malkinvooy – development of celestial navigation from Odysseus to Trident

14 October TBA
11 November TBA
9 December Christmas social with our 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)

Trafalgar Night Dinner 2021

Friday 29th October 2021

This year's Trafalgar Night Dinner will be held on Friday 29 October, 19.00 for 19.45.

The dinner will be hosted in the Officers' Mess, RSME, Brompton Barracks.

The guest of honour, Admiral Sir James Perowne KBE, will be accompanied by Lady Nicola Perowne.

Rig:

Officers: 2A Mess Dress, miniature medals and neck decorations.

Guests: Gentlemen: Black Tie, Ladies: Evening Dress.

In accordance with Covid guidelines, guests are requested to have a negative lateral flow test within the 48 hours prior to attending. Guidelines available at the time will be advised.



CHATHAM NAVAL OFFICERS' ASSOCIATION

Dinner Rules

Thank you for attending the CNOA Formal mess dinner at the Royal Engineers Officers' Mess in Brompton. To make the occasion a special event, rather than just another dinner, we ask you know and stick to the usually accepted and historic rules of an RN Wardroom function.

1. Turn up in the correct rig. This is listed in the invitation. Ladies, please cover shoulders. Gentlemen, do not remove ties or jackets unless invited to do so by the Chairman/Mess President.
2. Please turn off mobile phones on arrival at the mess. They should never be used during dinner or in any of the public rooms.
3. You should avoid leaving the table once seated. Advice is to use the heads (toilets) before dining. To help you plan, a bugle call will be sounded ten minutes before we go into the dining room.

On completion of eating and prior to the speeches, the Chairman will usually invite all diners to 'ease springs'. This is the opportunity to visit the heads if required.

4. Enjoy the company and avoid talking about controversial subjects such as religion, sex or politics.
5. Do not eat until the Chairman/Mess President starts. It is likely that the top table will be served first, but if this is not the case, it is polite to wait.
6. In Royal Naval messes, The Loyal Toast (To the Queen) is taken seated. The toast 'The Immortal Memory' (in memory of Admiral Lord Nelson) is taken in silence.
7. Do not touch the port decanter until the toast. Research how to pass the port.

NB. When the tables are cleared prior to the toasts and speeches, all drinks are removed. So drink up or lose it! If you wish to retain your glass of water you may do so, but you will need to remind the steward.

8. If the gavel is used, please listen to the announcement.
9. Study the seating plan on arrival (it is usually placed near to the entrance of the dining room). When the dinner call is sounded, please proceed to your seats as soon as possible and ensure that if you have guests they are shown to the table.
10. Remain standing at your seat until the top table take their seats and gentlemen, please assist ladies in taking their seats.
11. Most importantly – enjoy yourselves.

Great Scott – veteran survey ship on course to finish record-breaking Atlantic mission

From MoD Navy

Veteran survey ship HMS Scott is on for a record-breaking 2021 after mapping an area of the Atlantic seabed bigger than Britain.

The Devonport-based ship – the largest vessel in the Royal Navy’s hydrographic flotilla – has been away from home in the mid-Atlantic since June.



Scott is unique in the Royal Navy as a deep ocean survey vessel – it’s her task to Hoover up details of the ocean floor using her High Resolution Multi Beam Sonar System to chart the seabed in hitherto unprecedented detail.

In her 24 years at sea, the ship has surveyed approximately 3.7 per cent of the world’s oceans alone – impressive when you consider that only one-fifth of the world’s oceans have been surveyed to modern standards.



HMS Scott in calm Atlantic waters © Crown Copyright MoD 2021

During the 2021 ‘military data gathering season’ she has surveyed 214,000 square kilometres of deep ocean floor – that’s larger than Belarus.

By the year’s end when she’s completed her Atlantic deployment, the ship plans to close in on the 300,000 square kilometre mark – that’s bigger than Britain (242,000) and almost as big as Italy or the Philippines, and the largest area surveyed in a single year by the Plymouth ship since she entered service 24 years ago.

“The success HMS Scott has enjoyed is testament to the hard work of every member of the ship’s company,” said her Commanding Officer Commander Tom Harrison.

“This truly has been a team effort – to sustain operations for prolonged periods takes sound planning, forward thinking, team cohesion and a determination to complete our mission.”

The data Scott has gathered on her latest patrols is passed to the UK Hydrographic Office in Taunton, so that the data can be exploited for safe navigation.

The ship can also act as a command ship for minehunters, conduct some limited ice patrol operations (she's not an icebreaker unlike HMS Protector), can carry eight containers on her



Commanding Officer, Commander Tom Harrison, on HMS Scott's bridge wing off Gibraltar
© Crown Copyright MoD 2021

foredeck and has enough fuel and food to remain at sea for three months or more at a time.

Scott has become the latest ship to adopt the forward deployed model – rotating the crew to sustain the ship on operations for longer, while giving the sailors more settled lives away from the ship.

It's meant the Navy has squeezed an extra twenty days of survey work out of the ship over the summer.

The hard work has been rewarded with adventurous training activities including hiking, wakeboarding, golf and mountain biking around Gibraltar and Madeira. Having recently joined the ship AB(Sea) Sam Dewey said: "It's great to finally travel after Covid, it was breath-taking to see the sunrise over the mountains of Madeira."

The relatively warm climates the ship has been operating in has meant that despite patrols of six weeks or more, sporting activities have helped to maintain fitness and morale with the foredeck hosting games of rounders, quick cricket, bucket-ball, and a barbecue, while most crew took the plunge during a North Atlantic 'hands to bathe'.

"The six-week period at sea is a long time to be at sea on mission, but this crew is fantastic. We've enjoyed the many fun whole-ship team events whilst at sea," said marine engineer Leading Engineering Technician Aaron Milne.

Container ship catches fire in Strait of Juan de Fuca **By The Maritime Executive**

The container ship Zim Kingston lost 40 containers over the side in a storm off the Strait of Juan De Fuca on Friday 22 October, then caught fire. The Canadian Coast Guard evacuated sixteen people from the vessel, and five other crew members remained on board to fight the fire, the agency said.

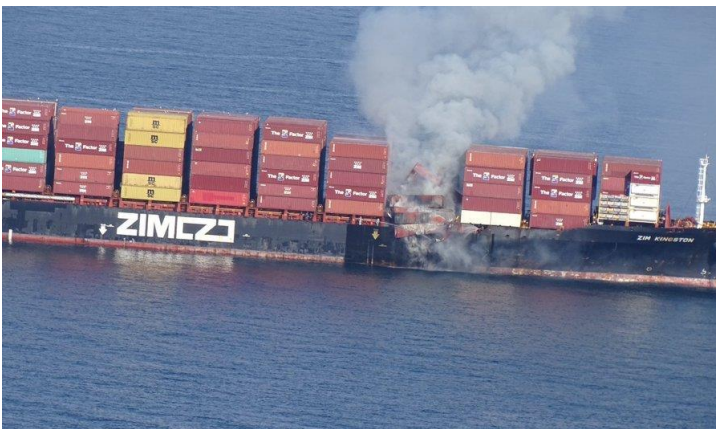
The incident began in the early hours of Friday morning. Zim Kingston encountered heavy swells about 35 nm west of the strait's entrance, and she began rolling up to 35 degrees. Forty boxes went over the side due to the severe motion. The captain notified the US Coast Guard of the cargo loss, and an Air Station Port Angeles aircrew was able to locate thirty-five of the containers. The aircrew deployed a datum marker buoy to monitor the movement of the debris field.

The Kingston proceeded into the Strait to an anchorage 5 nm off Victoria, BC, so that the damage could be inspected. At about 1100 hours Saturday, the crew reported that two containers on her foredeck were on fire. Video imagery captured by Reuters on Saturday showed a stack of boxes burning vigorously, with flaming material tumbling over the starboard side.



Zim Kingston; photo Courtesy USCG

Overnight Saturday, the tug Seaspan Raven cooled the boxship's hull but did not attempt to suppress the fire. Due to the nature of the chemicals on board, applying water directly to the fire is not an option, according to the Canadian Coast Guard.

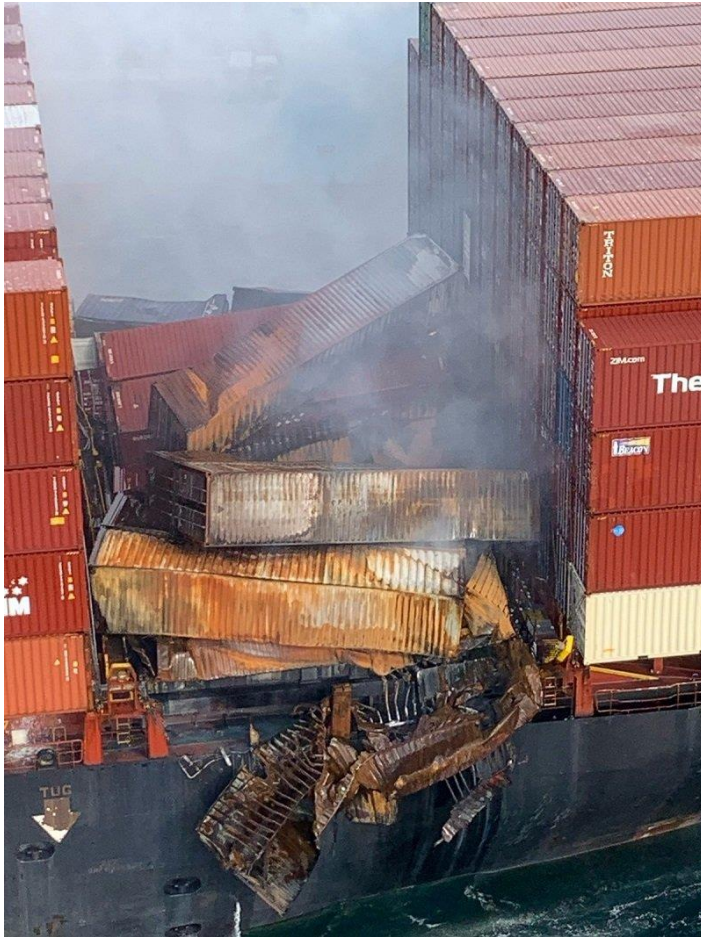


Zim Kingston; photos Courtesy USCG

An emergency exclusion zone around the vessel has been expanded to two nautical miles, effective Sunday 24th, to account for the risk of fire and hazardous fumes. Vessel operator Danaos Shipping said in a statement Sunday that no injuries have been reported.

Mariners have been cautioned to avoid the area of the container spill off the strait's entrance. The Canadian Coast Guard is working with the USCG to track loose boxes that stayed afloat; some are linked together in multi-container rafts and pose an elevated hazard to navigation.

A spokesperson for the Canadian Coast Guard told Global News that the fire was related to "two damaged containers carrying hazardous goods." Among other substances, two of the boxes involved in the fire were laden with 57 tonnes of potassium amylxanthanate, an industrial chemical used in the mining industry for ore processing. In the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), it is classified as a corrosive, flammable compound with long-lasting toxic effects on aquatic life.



In an update Sunday evening, the Canadian Coast Guard said that the fire aboard Zim Kingston "has been stabilized." A hazmat firefighting team will board the ship on Monday, weather allowing, in order to mop up any remaining hot spots. Firefighting tugs will remain on scene to monitor the vessel overnight.

Rough weather is in the forecast for at least the next 24 hours, and a gale warning is in effect in the Strait of Juan de Fuca. The waters off the coast of the Pacific Northwest are currently experiencing an unprecedented "bomb cyclone" weather event, with a record-setting low of 943 millibars, high winds and severe seas. Multiple bar crossings have been closed along the coast due to unsafe crossing conditions.

Zim Kingston; photos Courtesy USCG

Sailors join Navy's first next-generation warship HMS Glasgow From MoD Navy

Sailors on Trafalgar Day, 2021, breathed life into the first of the UK's next-generation warships.

Half a dozen sailors have joined HMS Glasgow – under construction in her namesake city – to begin turning a lifeless hull into the world's most advanced submarine hunter.



The ship is the first of eight Type 26 frigates that will safeguard both the nation's nuclear deterrence and its aircraft carrier strike groups from interference from hostile submarines.

Glasgow is currently on the hard-standing at BAE Systems' yard in Govan, where shipwrights, technicians and engineers are completing the hull and superstructure.

The frigate, whose sponsor is the Duchess of Cambridge – known as the Countess of Strathearn when visiting Scotland – is sufficiently complete for the Royal Navy to begin assigning sailors to her.

The trailblazers will produce the ship's 'operators' manual': determining how HMS Glasgow will be run, her routines, her systems and sensors to make her an effective fighting force when she enters service later this decade.

It's also their task to give Glasgow her soul – to set the tone for an active career of 25 years or more, building bonds with her sponsor, affiliates such as the City of Glasgow, Army and RAF units, charities and community groups.

Sir Simon Lister, Managing Director of BAE Systems' Naval Ships business, presented the ship's first two junior ratings – Leading Writer Hayden Palmer and logistician Leading Hand Samuela Halofaki – with the inaugural HMS Glasgow cap tallies.



Leading Writer Hayden Palmer looks across the basin at HMS Glasgow under construction. © Crown Copyright MoD 2021

“The ship’s company is the life-blood of a warship,” said Commander Phil Burgess, both the warship’s Marine Engineer Officer and Senior Naval Officer – representing the Commanding Officer until one is appointed further along in the ship’s life.

“With Royal Navy personnel joining HMS Glasgow for the first time, we have reached a key milestone that will enable the engineering, administrative and organisational foundations to be established.

“These are necessary for a modern-day warship to function efficiently and effectively, and by starting now we can best support the build and transition into Service of HMS Glasgow.”

Leading Hand Halofaki will be responsible for making sure Glasgow has all the requisite equipment and stores aboard, as well as the supporting documentation.

“I’m delighted to have joined as the first logistics expert in the first of ship of the Type 26 class. It’s exciting to be part of the team delivering a new ship into Service in the RN and I’m looking forward to playing my part in that,” said the father-of-three who has already helped to bring HMS Trent, Tamar and Spey into service.

Sir Simon said he was proud to welcome the first sailors aboard to work with BAE’s teams to together forge “an extremely versatile, capable and powerful addition to the Royal Navy fleet”.

He continued: “Together with the men and women who will live and work onboard HMS Glasgow, we look forward to using our collective skill and knowledge to bring her to life completing the installation and commissioning of the key systems that will give her the vital capability to serve the Royal Navy for decades to come.”

HMS Glasgow is the first of an initial batch of three ships all named after great UK cities, followed by HMS Cardiff and Belfast.

Operating from Devonport Naval Base, the Type 26s will be equipped with bow and towed-array sonars, plus carry a Wildcat or Merlin helicopter, for submarine-hunting missions.

A 5in gun and vertical-launch missile silo, plus an adaptable mission bay will provide the offensive punch and capability of the frigates.

Will world leaders consider the ocean's climate role at COP26? By The Maritime Executive

World leaders, civil society and media will gather in Glasgow from 31 October to 12 November for the United Nations climate change conference (COP26), originally scheduled for 2020 but delayed because of the pandemic.



UN CLIMATE CHANGE CONFERENCE UK 2021

IN PARTNERSHIP WITH ITALY

The UK government hopes the conference will see countries put forward more ambitious emission reduction targets for 2030, and commit to an overall goal of reaching net zero by 2050. This would keep alive the possibility of countries holding global average temperature rise to no more than 1.5°C–2°C above pre-industrial levels, as they committed to in the 2015 Paris Agreement.

The UK is asking countries to prioritize phasing out coal, hastening the arrival of electric vehicles, mobilizing international climate finance and ending deforestation.

The last conference, COP25, held in Madrid in 2019, was promoted as the “Blue COP” because it aimed to set a precedent by bridging ocean issues and UN climate change negotiations.

With days to go before COP26 opens, it isn’t fully clear how much weight ocean issues will carry within the current agenda, but marine experts have high hopes they will be prominent.

How will the ocean feature at COP26?

Marine issues will likely figure in the COP's formal discussions as well as in side events, which could lead to a political declaration on the ocean–climate issue at the end of the summit. Countries will also introduce updated climate pledges at COP, known as NDCs (nationally determined contributions), which are expected to include specific ocean targets.

Lisa Schindler Murray, senior manager of policy and partnerships at Rare, a US-based conservation organisation, said momentum around ocean–climate action will continue to grow at COP26, with countries integrating ocean and coastal ecosystems into their mitigation and adaptation targets. She also expects a greater recognition of the role of local communities in ocean–climate action.

Because the Ocean, an initiative comprising 39 developed and developing countries that aims to bring the ocean into climate change policy, will launch a new declaration on the first day of the conference to highlight the ocean–climate nexus. As well as demanding revised NDCs with ocean targets, they are calling for a holistic approach that addresses the climate and biodiversity crises as one through COP26 and COP15 – the biodiversity conference that began in Kunming this month and will conclude in a second session next spring.

Calls for a “30×30” target – to put 30 percent of the global ocean under marine protected areas (MPAs) by 2030 – have been growing louder. The target is already in the initial draft of the COP15 deal, and is the clearest and most widely supported of the proposals to the conference. MPAs currently cover about 8% of the ocean. They are considered one of the best ways to enhance coastal ecosystems, which capture and store atmospheric carbon dioxide.

For Kat Dawson, of the UK's Department for Environment, Food and Rural Affairs, the UK's ocean agenda for the Glasgow COP includes: mobilizing finance to deliver ocean action, recognizing the health of the ocean as key for staying with the 1.5°C limit, championing ocean science for ocean action, and supporting the 30×30 target and marine nature-based solutions.

Why is the ocean relevant for climate – and vice versa?

The ocean provides us with food, trade, energy and livelihoods. Covering more than 70 percent of the Earth's surface, it absorbs around 23 percent of human-caused carbon dioxide emissions. It also regulates the climate by taking in more than 90 percent of the excess heat created by human-caused greenhouse gases.

But we can't take it for granted. Due to global warming, the ocean has been slowly losing its ability to absorb carbon dioxide, which means more of the gas remains in the atmosphere, where it can warm the planet further.

Global warming poses big challenges for the ocean. Along with acidification, it has led to changes in marine ecosystem patterns with serious impacts on species richness and distribution, and bringing social and economic consequences for humans, too.

Murray Roberts, professor of marine biology at the University of Edinburgh, says there is a lack of awareness of the oceans and the role they play in the climate system. “They are so much warmer now and becoming corrosive through CO₂, leading to ocean acidification,” he adds. “Their very foundation is starting to crumble.”

Is enough attention being paid to ocean conservation?

In the lead-up to COP26, governments and marine organizations raised the profile of ocean conservation in a set of conferences, including a high-level debate organised by the UN in June and a meeting on the Port State Measures Agreement (a UN treaty requiring countries to close their ports to illegal fishing vessels and to share real-time information) in the same month.

The message was the same across all meetings, calling for “transformative” and actionable solutions on the ocean following delays caused by the pandemic. Targets in Sustainable Development Goal 14 include reducing ocean pollution, protecting and restoring marine ecosystems, tackling illegal fishing, and ending subsidies contributing to overfishing.

In a recent high-level meeting of the UN Global Compact, John Kerry, US special presidential envoy for climate, recognized the “inextricable link” between the climate crisis and the ocean crisis. He said the US will support the 30×30 target and the Zero-Emission Shipping Mission, which aims to have at least five percent of global deep-sea vessels run on emission-free fuels by 2030.

Peter Thomson, the UN secretary-general’s special envoy for the ocean, wrote in a recent op-ed that COP26 is the world’s “best opportunity to strengthen the ocean’s role in fighting climate change”. He also sent an open letter to Patricia Espinosa, executive secretary of the UN Framework Convention on Climate Change (UNFCCC), to ask for action on oceans at COP26.

What would ocean NGOs like to see at COP26?

Ghislaine Llewellyn, acting global practice leader for oceans at WWF International, said a successful COP26 would embed and integrate oceans into climate solutions, and secure investments and commitments at the scale needed to address the climate crisis.

Meanwhile, Anna-Marie Laura, director of climate policy at Ocean Conservancy, said the ocean has to be better integrated into the processes of the UNFCCC, with an ocean–climate dialogue happening at COP26. “Millions of people who live along coasts or on low-lying islands cannot afford for the ocean to remain an afterthought,” she added.

For Louisa Casson, an oceans campaigner at Greenpeace UK, governments at COP26 have to “step up their climate action and protect the oceans like our lives depend on it – because they do”. The climate crisis is an ocean crisis, she added, with ocean warming currently pushing entire ecosystems to the brink.

“The ocean cannot be neglected when countries operationalize the ecosystem provisions under the UNFCCC,” Carolina Hazin, global marine policy coordinator at BirdLife International, said. “We hope that state representatives at COP26 fully embed marine biodiversity in their climate commitments, but also act to deliver those when back home.”

In a statement, the NGO Seas at Risk said all countries have to “urgently act responsibly”, starting by “drastically” reducing emissions and acknowledging that ocean action is climate action. “The ocean can only protect us against climate change if it’s resilient, with thriving and diverse marine life and healthy ecosystems,” they added.

Fermín Koop is an Argentine journalist, specializing in the environment with experience across diverse publications such as the Buenos Aires Herald, Clarín, Ámbito Financiero, Buena Salud and Notio Noticias. Regina Lam is an editorial assistant intern at China Dialogue Ocean. She is also a freelance journalist based in London.

Royal Navy Links Up with Merchant Navy

From ARNO

Thirty Merchant Navy officers will sail around the world with the Royal Navy this winter in a new link-up between the two. They will spend three months at a time on patrol and survey ships to help with their training – and to give them a greater understanding of the Royal Navy's role.

It follows a long-standing agreement which has given trainee Royal Navy officers the opportunity to sail on merchant vessels, giving them extra time at sea, especially on the bridge.

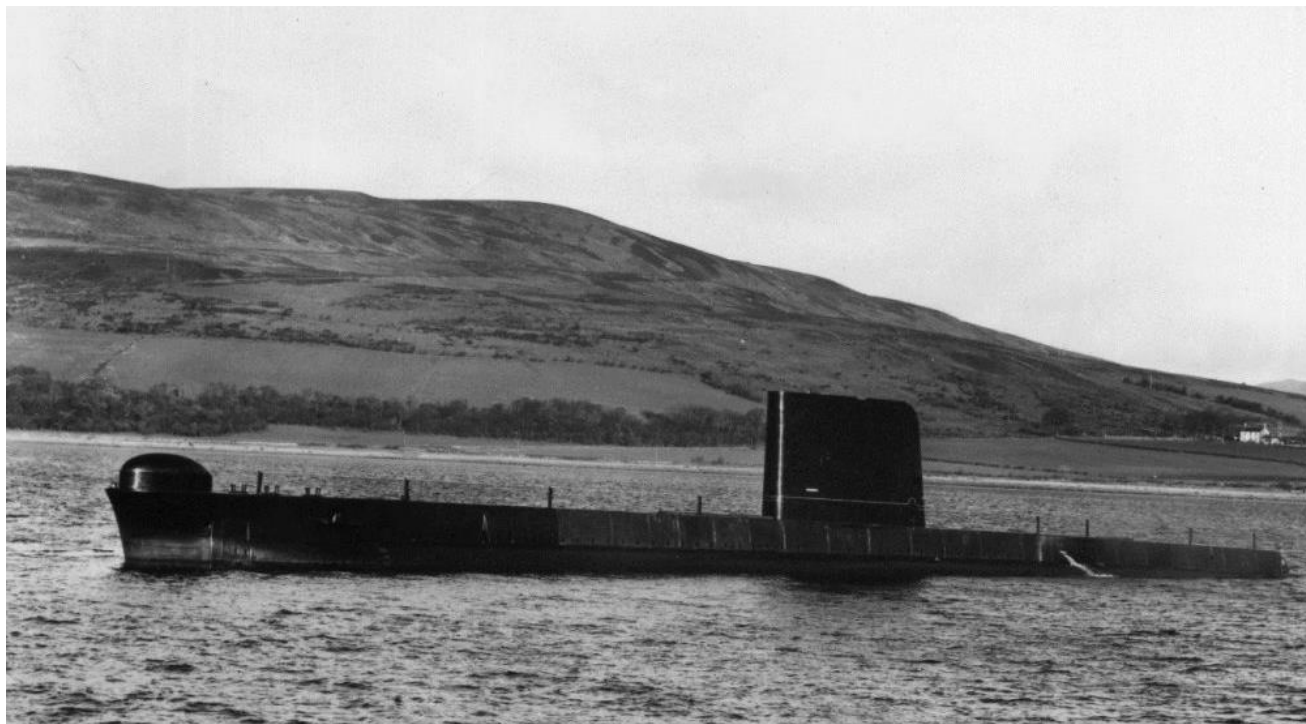
Before the pandemic, nearly 150 Royal Navy officers spent time with the Merchant Navy, including helping to crew cross-Channel ferries for an insight into safely guiding a ship through busy waters. Having benefited hugely from sending trainee officers to sea under the Red Ensign, the Royal Navy wanted to offer something in return.

HMS Opossum

From The Historic Dockyard, Chatham

HMS Opossum may not be one of Chatham's own constructions, being built by Cammell Laird and Co Ltd. at Birkenhead, but she is still very much part of the Dockyard's history. Launched by Lady Hezlet on 23 May 1963, she would proudly join her fellow Oberon Class vessels in the Royal Navy in 1964.

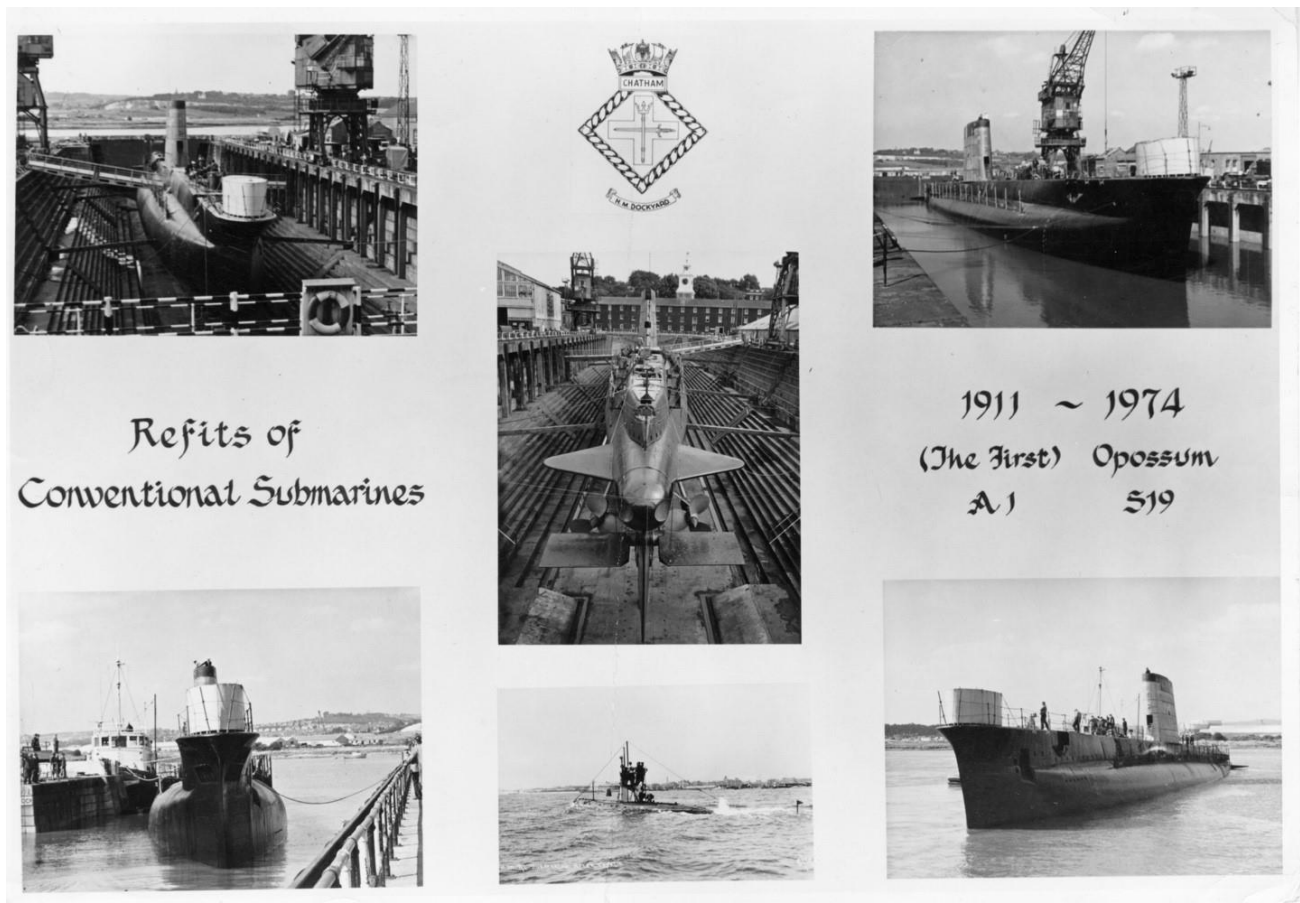
At a length of 295 feet 3 inches, a beam of 26 feet 6 inches and a draft of 18 feet, the Opossum had a displacement of 2,030 tons surfaced and 2,400 tons submerged and a max speed of 17 Knots submerged.



On 27 November 1972, HMS Opossum arrived at Chatham to be re-fitted with the latest technology and weapons, an endeavour that would finalise on 9 August 1974. It was reported that considerable modernisation of her weapons system was undertaken so that the submarine was brought up to the latest standards.

She was re-commissioned in 1974 under the command of Lieutenant Commander M. C. Boyce and unveiled at a grand 'Recommissioning Service' on 29 June 1974 at HM Naval Base, Chatham. The day came with a full programme, including the breaking of the Commissioning Pennant and the cutting of the Commissioning Cake. Steeped in ceremony, the day included numerous prayers and a blessing of the ship by the Chaplain.

Opossum would be the last conventional re-fit to occur at the Dockyard, with only nuclear-powered submarines being re-fitted from 1974-1983. It was the introduction of a programme to re-fit two-stream nuclear submarines due to start the same year that required Opossum to be re-fitted a month shorter than previously envisioned. On her departure after a successful re-fit, the local newspaper *The Periscope* reflected on the 63-year history of submarine re-fits at the Dockyards, with the first submarine re-fit of the A1 in 1911.



The extensive years of submarine re-fits at Chatham shows the importance of the Dockyard towards ensuring the Royal Navy's fleet was modern and advanced.

Opossum saw deployment to the Persian Gulf throughout the Gulf War in 1991 under Operation Granby, the codename given to British military operations in the war. Throughout her service, there were only two casualties from her crew; LRO C. Wood who drowned whilst swimming at Comino Island in 1969 and Lt. Cmdr. R C Meyrick who collapsed and died while commanding the Opossum, on an exercise in 1971.

She would go on to be decommissioned in June 1993 after her nearly thirty years of service and was the last of the British Oberon-class submarines in the Royal Navy. She was decommissioned at the Pounds Shipbreakers at Tipner, Portsmouth.



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CHATHAM NAVAL OFFICERS' ASSOCIATION

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