



CHATHAM NAVAL OFFICERS' ASSOCIATION

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

CNOA Hon Secretary
Postal contact details awaiting review

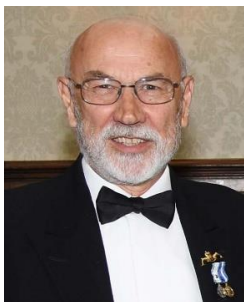
Email contact@cnoa.org.uk

Newsletter for October 2018

Ladies and Gentlemen,

The next meeting of the Association will be on **Friday the 5th of October** in the Warfare Room, RSME HQ Brompton Barracks 19.45 for 20.00 when Melody Foreman will speak about Women's Aviation – more about that in this Newsletter. The evening will then continue with refreshments and fellowship in the Officers Mess.

Chairman's Flag Hoist:



Dear Members,

Well, just as I predicted. I mentioned the hot, dry weather and within days, even before the last newsletter was published, the temperature plummeted and rain fell with a vengeance. I just knew that would happen. Never mind, the rain was desperately needed, the grass is green once again and livestock farmers are happy.

As I write, our first monthly gathering after our summer leave takes place at Brompton this evening. I'm confident that Jon will have arranged another enthralling speaker for us (our very own David Houston this month). We usually have a very good turn out for these talks and natters. If you have not given this a try before, why not come along and see for yourself?

IMPORTANT! Our annual Trafalgar Dinner takes place next month on the 26th October, in the Officer's Mess at Brompton. Our guest this year is Vice Admiral Sir Ned Purvis who has a good reputation as a speaker. If you plan to come, please get your application in as early as you can so that our planning team can crack on with the seating plan and so on. Don't forget that there are no restrictions, within reason, to the number of guests that you can bring along and whilst we try to make this function a maritime occasion, **the restrictions on who you can bring have been changed.**

So, **your guests no longer have to be from a maritime or military background. Wives, husbands, partners, friends and adult children are now very welcome.** Our only proviso is that all gentlemen must be properly dressed in mess kit or black tie while the ladies who are guests are expected to wear long dresses or long skirts. Because this is a Trafalgar Dinner it is expected that all attendees will have been well briefed on both the unique nature of a Trafalgar Dinner and the well established traditions and behaviour expected in a wardroom.

I look forward to seeing you at our future functions.

Yours Aye,

Colin

Colin Tozer

2018 and 2019 Future Speakers & Events:

5th October: Melody Foreman – Womens' Aviation

26th October: [Trafalgar Night Dinner](#)

2nd November: Cdr Tozer – A Choppy Passage in the Royal Navy

7th December: Cmdre Bryant – President's Address

4th January: No meeting due to CNOA & Mess on New Year leave

19th January: [2019 New Year Luncheon](#)

1st February: CNOA AGM, to let the new committee plan the rest of the year

1st March: Steve Ware – Coast Watch

5th April: To be announced

3rd May: To be announced

7th June: To be announced

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

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

Appendix 1 - from Lt Cdr Jon Vanns Women's Aviation



As Melody Foreman put it, "I owe a heap of sincere thanks to all those who believe as passionately as I do that Mary's astounding story of courage, skill, determination and achievement, should be told. And in writing this book I have met several noble people along the way who should not be forgotten for their kindness and support.

Firstly and rightfully so an immense debt of gratitude is owed to Mary herself for so kindly and gently sharing her invaluable and often personal memories with me throughout our many meetings at her home or on an airfield – meetings that soon developed into an inspired friendship.

I am obliged of course to HRH Prince Michael and the lovely Carolyn Grace who wrote such special forewords and tributes to Mary and the ATA in this book. Never will I forget the kindness and hospitality of former ATA First Officer Molly

Rose JP DL OBE who invited me into her home to share such honest memories of flying and her life

experiences during wartime. Thank you to Molly's son Graham Rose who in his position as Chairman of the Air Transport Auxiliary Association introduced me to his unforgettable mother, Molly.

Sadly, Molly died just before this book was published but her record of knowing Mary and so many other colleagues of the ATA is there to read and live on in the pages of this book."

Appendix 2 - from MoD Navy

HMS Diamond arrives in Gdynia in Poland as part of OP CABRIT

HMS Diamond, having left her homeport of Portsmouth at the start of July and been on operations in both International and territorial waters ever since, arrives in Gdynia in Poland as part of OP CABRIT, a NATO operation in the Baltic region.



HMS Diamond in Gdynia © Crown Copyright MoD Navy 2018

HMS Diamond hosted members of the public for 'Ship Open to Public' day alongside in Gdynia. Members of the ship's company set up stances to demonstrate and explain how the ship prepares, trains for and deals with fires, floods and casualties onboard when at sea and alongside. The Operation's "Op's" Room was also opened to the public for an air defence demonstration. The Flight Commander Lieutenant Mark Horn and Flight Observer Lieutenant Lee Colthart from 815 Squadron, based at RNAS Yeovilton and currently embarked on HMS Diamond, showed members of the public around the Wildcat HMA Mk 2 helicopter and answered questions.

Appendix 3 - from Cdr David Houston

Trafalgar Night Dinner - Your personal invitation to celebrate Trafalgar

Friday 26th October 2018, 1915 for 2000

RSME OFFICERS' MESS, BROMPTON

Dress: 2A Mess Dress or Black Tie Dinner suit, miniature medals and neck decorations. Ladies, long skirt or dress preferred

Member's name (PLEASE PRINT NAMES)

Rank / Title	Initials	Surname	Post Nominals	Car Registration Number.	Accommodation Required?	(A) Veg (B) Celiac (C) Soft Drinks

Guests' names, there are no restrictions on guest numbers, if needed please print a second form.

(Wine included and served by staff at the table, as are soft drinks for those not taking wine at the meal)

Dinner cost per Head: £ 49.00

Mess accommodation – Please indicate who needs accommodation, members and guests will pay the Mess directly for their Bed and Breakfast. The cost is approximately £20 per person.

Dinner cheque, made payable to CNOA, enclosed for the sum of: £

Member's signature:

Please return this form together with a cheque to:

Cdr D Stoyles RD RNR, 1 Tatchell Drive, Charing, Ashford, Kent TN27 0GY Tel: 01233 712702

To arrive no later than the 8th of October 2018. The booking list will be closed if the permitted numbers are achieved prior to the closing date.

Guidelines for CNOA Mess Dinners held at the Royal Engineers Officers' Mess

A Trafalgar Dinner is a much celebrated and hallowed Royal Naval tradition when we remember the Battle of Trafalgar, what it meant then and just as importantly what it means now. For this reason, we ask that our guests seek some prior knowledge of Trafalgar so, like us, they can appreciate the significance of the evening.

A custom has been that those who wear Naval Mess dress, wear Dress 2A (which means white waistcoat). The RN dress regulations specify that 2A is worn on the following occasions

- Official or Public Balls, Dinners and Evening Receptions of a Formal Nature.
- Full Ceremonial Evening Events.

The belief that white waistcoats are only worn when an Admiral is present is not correct.

In order to safeguard the great privilege of dining in the officers' mess, it is important that we all observe the highest standards of dress, manners, etiquette and traditions.

This guide is provided to assist members and their guests accordingly.

1. Dress for formal dinners will be appropriate evening service uniform and 'black tie' for all other gentlemen. Please note that 'black tie' always means a traditional dinner suit with a black bow tie and a white evening shirt. Ladies not in uniform wear appropriate equivalent evening dress. Gentlemen please note that jackets are never removed on formal occasions in a Wardroom.
2. Pre-dinner drinks will be served from a cash bar. Wine will be served during dinner by the staff and pre-dinner drinks are never taken into the dining room. Beer is never consumed at the table. Water and soft drinks will be provided.
3. Smoking is only to take place in the designated smoking area only and never outside the front of the mess.
4. Leaving the table during a meal is frowned upon and therefore pre-dinner drinking should be measured accordingly. It is a wise man (and lady!) who takes 'seamanlike precautions' before dinner!
5. Following the dinner call, please proceed to your seat as quickly as possible and remain standing until the President and Guest of honour are seated.
6. The President will bang a gavel when he requires the attention of diners. It is polite to listen to his/her words of wisdom.
7. It is customary for all diners to wait until the President has started before we start eating or drinking.
8. 'Passing the Port' is a naval tradition that goes back hundreds of years. The most important rules are that port is always passed to your left and never across the table. Gentlemen pour their own port first and then may offer to pour port for a lady on his left. Beware that port is never passed backwards! Ladies in uniform usually pour their own. Do not drink your port until the Loyal Toast has been proposed. In theory, breaking these rules can mean that you are required to pay whatever 'fine' imposed upon you by the President!
9. Many valuable pieces of silver owned by the Royal Engineers' mess may be on the dining table. Please do not touch this silver. Many of these pieces are irreplaceable and therefore literally priceless.

Members - please ensure that your guests are briefed accordingly to avoid any embarrassment.

The Chatham Naval Officers' Association thanks you for your co-operation

Appendix 4 – from John Fullagar Marine Society and Sea Cadet Corp (MSSCC) Annual P&O trip

On the 20th of June this year, members of the MSSCC and Chatham Naval Officers Association, their families and friends set sail to raise funds for the Kent branch of MSSCC. There were 19 of us this year and the day turned out to be a great success.

A lot of us met up for a coffee at De-Bradley wharf in Dover before joining the ship. The trip was organized for us by P&O customer support agent Jack Miller who did an excellent job arranging for us to sail on the Pride of Calais at 12.05 hrs. On the outward leg we had the use of the Club Lounge with complimentary champagne, tea, coffee and biscuits.

My wife Pamela and I donated a selection of prizes for a raffle which raised £72 thanks to the generosity of those sailing. P&O had also been very generous and donated a 5-

day standard crossing for me to auction which raised £60 to add to the fund. Jack Miller had organized with the ship's Captain for us to have a bridge visit and this took place on the outward leg, unfortunately, not everyone who wanted to go on the bridge were able to due to time constraints. Sorry, I need to plan better next time.



Some of those on the 2018 P&O trip onboard the Pride of Calais

During the ship's turn around in Calais those that had purchased goods on board had them delivered to their cars. The return trip was taken up with us all enjoying a 3-course meal in the Brasserie restaurant. The food was excellent as was the weather and the company, all together we had a very relaxing and enjoyable day. During the meal we had a toast in memory of Captain Eric Beetham, Master Mariner, this fund raising trip was the brain child of Eric. I am sure he would be pleased that we continue to support his idea.

I would like to thank all those who attended for their camaraderie, friendship, support, help and advice, especially Brenda, Peter and both Dereks. A special thanks and my appreciation must go to the staff, ship's crew and officers of P&O Ferries, the UK's leading ferry operator, who made us all very welcome. Thank you.

I have thoroughly enjoyed this experience and if asked I would volunteer to continue in this role. I would also like to see a lot more members come along in the future to enjoy the day so that we can raise more funds and continue to support this very worthwhile organisation.

The funds raised for the MSSCC Kent branch stood at £291 from the sale of the tickets, the raffle and the auction. The following week I met an ex sea cadet, John Kempton, who asked if I had seen Peter Luxton recently. When I told him about the fund-raising trip he immediately pulled out his wallet and made the total up to £300. Good man!

Appendix 5 – from Seafarers UK

Seafarers UK's campaign raises over 800 Red Ensigns ashore



Seafarers UK's campaign to raise public awareness of our island nation's ongoing dependence on Merchant Navy seafarers saw more than 800 Red Ensigns being flown ashore on Merchant Navy Day, 3rd September.

Across the UK all community, parish, town, city, district, borough and county councils – along with larger local and unitary authorities – were invited to get involved by hoisting the UK Merchant Navy's official flag on civic buildings and in public places.



One of the first to sign up was Westminster City Council, where The Right Worshipful Lord Mayor, Councillor Lindsey Hall (pictured), said: 'We are looking forward to raising awareness by flying the Red Ensign to recognise all Merchant Navy seafarers, whether those we have lost through incredible sacrifice or those currently working hard to service the UK.'

All participating councils, individuals and historic buildings listed on a 'Roll of Honour' will be sent a Commemorative Certificate as a token of thanks from Seafarers UK. For more information for next year's Red Ensign campaign please contact Nick

Harvey, Campaigns Manager, Seafarers UK, email nick.harvey@seafarers.uk, phone 020 7932 5969.

Appendix 6 - from MoD Navy First sea-going Captain of HMS Prince of Wales takes the helm

Today (Tuesday, 11 September 2018) sees Commodore Stephen Moorhouse take over command of the UK's second aircraft carrier HMS Prince of Wales, currently under build in Scotland.

The commodore while stepping up to the helm of one of the two biggest warships built for the Royal Navy will assume the local rank of captain while in command, just as his counterpart Commodore Jerry Kyd did on board the first of the Navy's new carriers, HMS Queen Elizabeth. In his role rank, Captain Moorhouse will be the first sea-going captain of HMS Prince of Wales, which is expected to leave Rosyth in late 2019 for contractor sea trials.

Captain Moorhouse said: "I am delighted to assume command of HMS Prince of Wales at this exciting time as we prepare the ship to enter service. She will operate at the centre of a Maritime Task Group that will support the UK's diverse diplomatic, security and economic interests around the globe."

The 65,000-tonne ship is being fitted out in Rosyth and readying herself for her own bright future as her sister ship HMS Queen Elizabeth visits the United States of America for the first time.

The hand-over from an Engineering Senior Naval Officer to a Warfare Commanding Officer is a major milestone in the ship's build programme; Captain Moorhouse takes over from Captain Ian Groom who has spent more than two years leading the engineering marvels of the construction of the vast ship.

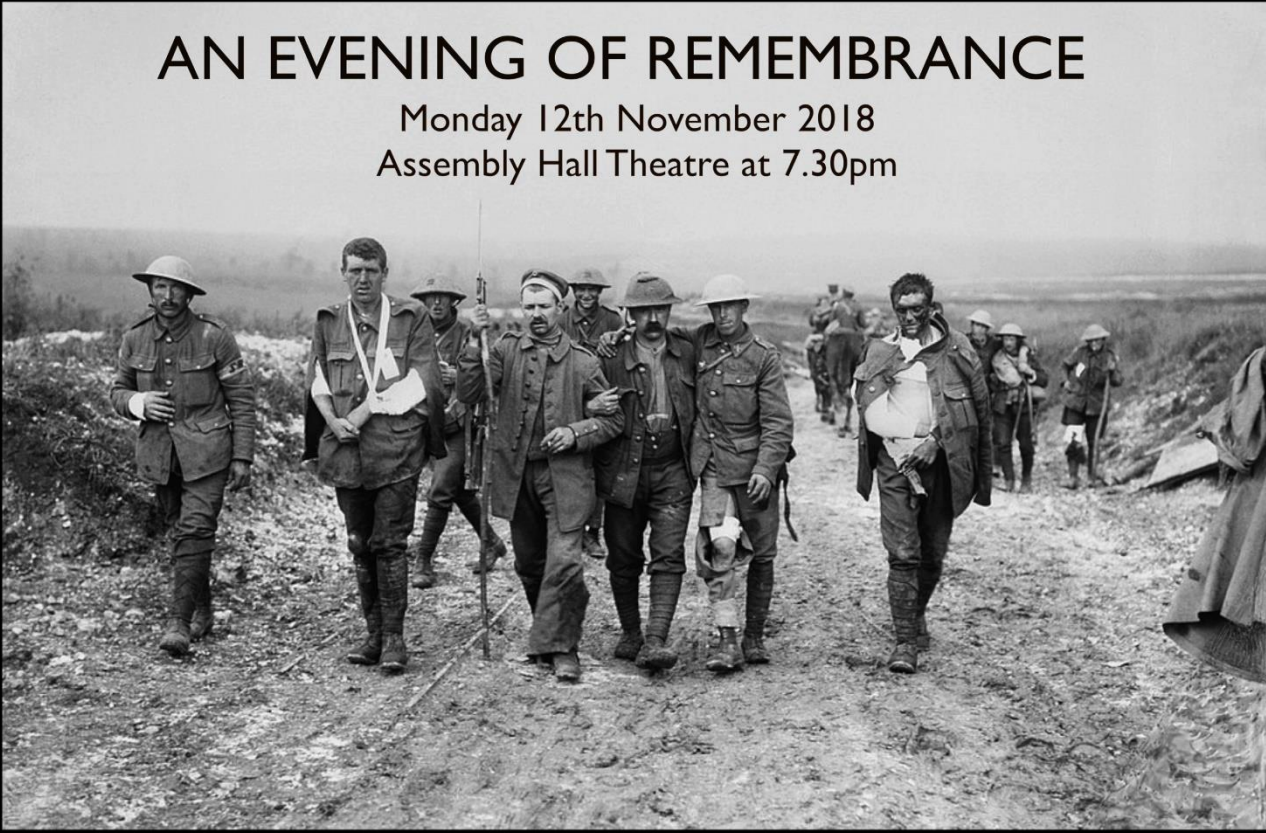
Looking back at his time with the ship, Captain Groom said: "I have enjoyed my tenure as Senior Naval Officer for HMS Prince of Wales immensely and I am hugely proud of everything we have achieved. My handover of command to Captain Moorhouse marks the start of a new phase that will see him working together with the Aircraft Carrier Alliance to take HMS Prince of Wales to sea and subsequently into service."

No stranger to the challenges of maritime aviation, Captain Moorhouse originally joined the Royal Navy as a specialist in Airborne Early Warning, serving as an Observer with 849 Naval Air Squadron, primarily on board the previous generation carrier HMS Illustrious, and flying in environments from the southern Indian Ocean to the Baltic.

Rear Admiral K E Blount CB OBE said: "I am extremely grateful to Captain Groom for his dedication, hard work and all he has achieved. As her sister ship prepares for the first F-35B landing, HMS Prince of Wales continues to achieve some very important milestones and the recent completion of the Bridge and Operations Room has really brought this magnificent ship to life. The appointment of her first Commanding Officer is a significant step on the journey to sea trials next year and I extend a warm welcome to Captain Moorhouse."

In his long career with the Navy, Captain Moorhouse has previously commanded Offshore Patrol Vessel HMS Severn in waters around the UK coastline and her sister ship HMS Clyde in the South Atlantic, Type 23 frigate HMS Lancaster and helicopter assault ship HMS Ocean. Most recently Captain Moorhouse led CTF150, a multinational Combined Task Force that keeps the shipping lanes safe across the Western Indian Ocean.

Appendix 7 – from Lt Cdr Jon Vanns **An Evening of Remembrance – 12th Nov at the Assembly Hall Theatre**



AN EVENING OF REMEMBRANCE
Monday 12th November 2018
Assembly Hall Theatre at 7.30pm

Hosted by the uniformed Youth groups from the town and attended by the Lord Lieutenant of Kent,
in association with the Royal British Legion and TWBC
Guests may wear medals and veterans badges where appropriate.,
Tickets £10 each and obtainable from the Assembly Hall box office or web site.
Profits will be donated to the Poppy Appeal.

Appendix 8 - from MoD Navy **HMS Magpie arrives in affiliated town of Salcombe**

On 12th Sept 2018, the Royal Navy's new survey ship, HMS Magpie, entered the small fishing port of Salcombe, it's affiliated town for the first time since its commissioning into the Royal Navy.

The Mayor of Salcombe Mrs Nikki Turton was welcomed aboard by the ship's Commanding Officer, Lieutenant Commander William Alexander. HMS Magpie was formally commissioned in June and is

part of the Hydrographic Squadron based at Devonport Naval Base. The ship replaced HMS Gleaner, which paid off earlier this year after 35 years' service.



HMS Magpie in Salcombe © Crown Copyright MoD Navy 2018

Lt Cdr William Alexander said: "This will be the first time that HMS Magpie has sailed under the White Ensign following our commissioning in June. The ship's primary role is to maintain the integrity of coastal waters, ensuring safety of navigation and the resilience of key national infrastructure in UK ports. With an enduring presence around the UK, she will also contribute to national security at sea. My Ship's Company are very much looking forward to getting to sea and demonstrating our capabilities."

HMS Magpie is an 18-metre catamaran providing an essential survey and underwater survey capability. She is the first vessel to be delivered under a contract negotiated by Defence Equipment

and Support with Atlas Elektronik UK Ltd. The contract is also set to deliver new boats for Britannia Royal Naval College, to replace the familiar blue Picket boats used by Cadets during their training.

Appendix 9 – from Wg Cdr Andy Simpson DAWN OWL - Journal update for July 2018, part 1

Visitors to the Battle of Britain Memorial were slightly surprised, on Friday August 17 2018, when an RAF Chinook HC Mk6A helicopter from the Chinook Display Flight based at RAF Odiham appeared at the Memorial.



An RAF Chinook hovering over the Battle of Britain Memorial with its aircrew member looking out to sea © Crown Copyright MoD Air 2018

The visit had been arranged in conjunction with the RAF 100 celebrations to take photographs of the aircraft at the Memorial and was managed by a CNOA member and Trustee of the Battle of Britain Memorial, Wing Commander Andy Simpson.

The Chinook was captained by Flight Lieutenant Stu Kinaston with Flight Lieutenant Matt Smyth as co-pilot and Sergeant Gav Anderson as Loadmaster. Another member of the Display Flight, Flight Lieutenant Andy Donovan was on the ground at the Capel Site together with RAF photographers.

Needless to say many photographs were taken during the 25 minute visit and one is shown here to give a flavour of the spectacle that the visitors enjoyed. For those who have not seen a Chinook operating close up, the sound will have also been spectacularly loud and the statue will not need any dusting for a while after being “cleaned” by the downdraught from the rotors. Our thanks go to the Chinook Display Flight which is drawn from 27 Squadron at RAF Odiham.

Appendix 10 – from Lt Cdr Trevor Pratt The Exploits of Captain Ginger (27 June – 11 July 2018)

We are now on the Adriatic coast of Italy, having left Croatia and making our way south. This is not a cruising area and boats here are normally in transit from A to B so there are fewer boats and we keep meeting up with each other from time to time. The weather has turned

unsettled with strong winds, heavy rain and little sun. So it was when David, Sally and Claire arrived to join the boat at Bari having left England simmering in a heat wave!

Bari has a large commercial port and we were berthed in a small marina on the eastern side, some distance from the old town but with a shopping complex and restaurants nearby.

We spent three days here for crew change and waiting for the weather to break before setting off in a brisk wind for Monopoli. Here we berthed on the town quay, which for once there was no charge, and only a short walk into the old town.



Monopoli Small Harbour

The next stop on our journey south was Brindisi, in total contrast to Monopoli this is a major port and a huge harbour, two miles from the entrance to the town quay where we wanted to berth. Unfortunately, the harbour was closed for the weekend due to a jet ski racing event and all boats had been cleared off the town quay. Instead we had to go to Brindisi Marina some way out of town which was in a pleasant setting and quite charming. The marina receptionist even gave us a bottle of wine as a welcome present!

The next day it was a 7am start for a slightly longer day sail to Otranto, the nearest point of land to the eastern coast of the Adriatic which is Albania and a change of sea area to the Ionian Sea.

Otranto is pleasant harbour with a number of mooring options and we chose to anchor along with a number of other boats off the bathing beach and away from the proliferation of quays and pontoons. Here we could swim, take the dinghy to get ashore and in the evening have a BBQ on the back of the boat. In the morning we shopped for fresh bread before sailing to Santa Maria di Leuca, a fine sounding name for a quiet little working harbour. Here we moored alongside an old Turkish Gullet that had seen better days and was unmanned. We arrived later than planned due to head winds and were planning a 5am start the next day so

this suited our purpose very well. Walking ashore we found a fantastic village shop selling lots of local produce and offering us samples of everything from fruit to local biscuits. That evening we again had a BBQ onboard.



BBQ at Santa Maria di Leuca

We set off at first light to a troubled sea and were soon sailing the 70 nautical mile passage which would take us across the bay of Taranto on the foot of Italy. The wind dropped after a few hours and we had to motor sail for the rest of the way a trip which took 14 hours, much of it out of sight of land.

We arrived at Crotone at 1900 and anchored south east of the harbour entrance along with a catamaran to keep us company. The following day was the 4th July and the seventh anniversary of taking delivery of Captain Ginger which we celebrated in an appropriate manner. Here we took the dinghy ashore and landed on the beach amid all the holiday makers to seek out a supermarket and an ice-cream on the way back. We were lucky as the Gelateria we chose was having a promotion and we each had two scoops free!

The next day we went into the marina to top up with fuel and our water tanks before leaving for Le Castella where we anchored off the harbour as we planned an early start the next day for the 50 mile trip to Roccella. We left at 0600 the next day but by 0830 had only covered 8 miles and were bashing into a head wind and steep seas so turned back to go into the marina, a haven of peace and tranquility. Later we visited the Castle which gives the town its name.

The wind forecast for the next day was better and so we left early morning heading into a confused sea left over from the strong winds and a rather rolly passage to Roccella. We arrived early evening and berthed on a finger pontoon next to a Swedish boat. It was the day of the England v Sweden world cup game which England won!

The next day was another long one, 70 nautical miles from Roccella to Taormina (Sicily) so with a mixed forecast for wind we set off early for a passage which would take 12-14 hours.



Le Castella

We sailed, motor sailed, were becalmed and ended with strong winds as we crossed the estuary to the Messina Straits. We made good time and anchored in the bay opposite the railway station with dramatic hills in the background. (photo below)



Taormin

The next day was a rest day and we motored across the bay to anchor off the harbour of Naxos, a lively tourist town. We had lunch ashore in a small restaurant, did our food shopping and a relaxing BBQ in the evening.

We were now nearing the end of this leg of the journey, next stop Catania for a crew change. The following day dawned clear and bright with little wind and we had a good view of Mount Etna as we sailed south along the coast.



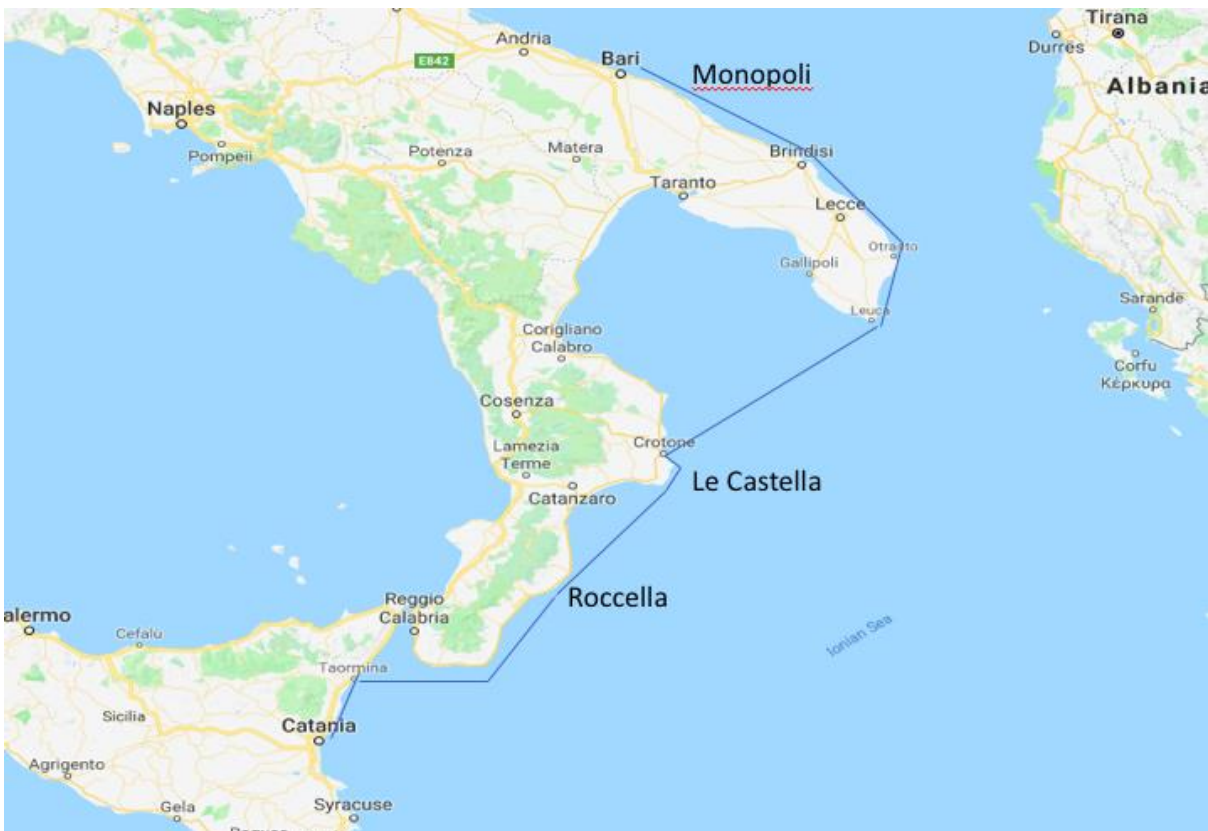
Mount Etna

Until the next time,

Best wishes

Trevor

Map of this sailing below:



Appendix 11 – from Lt Clifford Mickleburgh DAWN OWL - Journal update for August 2018, part 2A

August - The intention was to go to Bornholm and Christianső but there was insufficient time and so we made for Ueckermünde on the Polish border and then on to Swinemunde on the Polish coast where many Germans were evacuated in 1945 from the advancing Russian army. Next stop, Stettin

and along the Finow canal to Berlin and Potsdam. After that there are serious problems with the Dutch and German waterways through both excessive heat expanding the steel in the bridges and making them inoperable and low levels of water. On the Rhine I understand the barges are only being half-loaded to reduce their draft. More barges are needed to carry the enormous quantity of freight required to keep the economy moving. **DAWN OWL** needs to be back in Sneek [Friesland] by 2nd September and it may mean having to go up to Lubeck and Travemunde through the Kiel Canal and down the coast to IJmuiden, along the North Sea canal to Amsterdam and on through the Markermeer and IJsselmeer to Sneek in Friesland – who knows how I will get back ???

I still had my two good friends John Leckie and David Gordon-Watkins.

Wednesday, 1st August - We ran aground on entering Nord Haven Peenamünde - thankfully it was soft mud but it took us over half-an-hour to kedge ourselves off. Peenamünde is



where the “Vergeltungswaffe [Vengeance weapons] 2” [“V2”] came from. These missiles were first directed at cities in Great Britain and then at other European targets. We were able to visit the very interesting museum that details the “rocket development programme”. After the end of the Second World War the Allies used both the technology and the people to develop their own missile programmes.



Also in the harbour was a [former Cold War K-24] U461 Juliette class Russian submarine which, on boarding, you hear Russian sailors singing. Barney didn't feel like going aboard so he stayed on the jetty. I understand that in its day it was capable of carrying nuclear cruise type missiles.

Thursday, 2nd August - We left Peenamünde for Ueckermünde, a quiet seaside town in the Szczecin See. The weather remained in the +30°C. There is the old historic part of the town to the west and the new part to the east. It is just a short distance from the Polish border and we were moored alongside the town quay. In the evening we were able to listen to street music in the town square.

Friday, 3rd August - On leaving Ueckermünde we crossed over to Kamminke which is a very small, sleepy fishing village. While we were there 3 or 4 aircraft flew over ready to land at the local airport. We slipped at 13.00 to make our way to Swinoujscie in Poland. The passage to Swinoujscie [Poland] was strewn with fishing nets suspended just below the surface. The waters were quite shallow and careful navigation was required or we might have ended up in a pickle. Swinoujscie is the port where, in the final days of World War II, many thousands of German soldiers and civilians were evacuated from the clutches of the closing Russian Army. We were able to moor by a small jetty giving us good

access to the city. It was from just off here that the “Wilhelm Gustloff”, a passenger ship, was torpedoed by the Russian submarine U13 with the loss of over 9,000 passengers fleeing to safety from the advancing Russian Army. Today Swinoujscie is an important ferry port for the Baltic countries and gives access to Szczecin.



Ueckermünde

A very Catholic Swinoujscie - Poland



Saturday, 4th August - It was only a short overnight stay in Swinoujscie and we left early for Szczecin the seventh largest city in Poland on the river Oder. Whilst walking the city we discovered the “*Angel of Freedom*” at Solidarity Square, a beautiful tribute to the 16 young people killed during a protest in 1970. During August there are weekend firework festivals where 6 different countries compete for the best display. On our visit, there were no fireworks so instead we had a very enjoyable dinner in the Stockholm restaurant by the riverside

Sunday, 5th August - Stettin is also a very cultural and extremely Catholic city and we went to Mass at 07.00 at the Cathedral Basilica of St James the Apostle. The organ features 4,743 pipes and is dedicated to John Paul II. The Basilica has the largest spire in Stettin - it soars to 110.7m up into the sky. We had wanted to go on a mini-bus tour of the city and with brochure in hand we arrived at the mini-bus shop to find it closed. On calling we were told, “No, not on Sundays”.



Stettin Waterfront with the Merchant Navy College & Cathedral Basilica of St James the Apostle

On that note, we left Stettin to head west using the Oder kanal, as the river had insufficient water in which to navigate. We arrived at Olderberg Marina at dusk. After a long day, Barney was looking forward to his nightly run ashore

Monday, 6th August - From Oderberg it was only a short distance to the Finow kanal and or the Niederfinnow Boat Lift which is the oldest working boat lift in Germany. The lift takes barges up or down 36m. At times, there are long queues for the lift and so a bigger lift is shortly due for completion. The new lift will be able to carry 6 barges at a time. However, I wanted to go through the schleuse's [locks]. There were 12 of them all operated by a lock-keeper some of whom operated two locks or a bridge as well. We quickly learnt the secret – we had tins of chilled lemonade and each lock-keeper was given one, this ensured that the next lock would be ready.



The Finow Kanal

The scenery was rural interspersed with villages and the occasional town. It took us a day-and-a -half to get through but it was well worth it.

The “peoples” car takes to the water

Tuesday, 7th August - Having successfully negotiated the Finow kanal we needed to stock up with food and I thought that we would divert up the Oder-Harvel-Waterstrasse to Zehdenick which was further than I had expected. We had to pass through 3 schleuses and at the second one we found 6 young ladies enjoying a pleasant couple of weeks rowing to the Mecklenberg lakes, we offered them a tow, which they were pleased to accept, and we towed them almost 20km. they were very grateful, it gives a new meaning to “pulling a bird”!!! On arrival at Zehdenick we were able to go shopping have an early supper ready to set off early on Wednesday morning for Potsdam.



Wednesday, 8th August - The schleuse opened at 07.00 and we were ready and waiting, there was no sign of the young ladies. We set off and rejoined the Havel-Oder-Kanal and continued stopping just before Spandau where Rudolph Hess was held in Spandau Prison. We were delayed for almost an hour at the Spandau Schleuse as they were waiting for a pusher tug with 3 barges, there was no room for us and we had no option but to wait ! We eventually arrived at Potsdam Yachthafen in the early evening to a warm greeting from the staff. Most Germans are lovely, one or two are not. To be continued in the next edition because Clifford sends in a lot of report while travelling!

Appendix 12 – 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

President: Commodore Barry Bryant CVO RN

Chairman: Cdr Colin Tozer RN (Rtd)

APPLICATION FOR FULL 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 style="text-align: right;">SIGNED.....</p>		
PRESENT OCCUPATION		
PROPOSERS NAME	PROPOSERS SIGNATURE	HOW LONG KNOWN
SECONDRS NAME	SECONDRS SIGNATURE	HOW LONG KNOWN