



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for October 2021

Email: contact@cnoa.org.uk

Website: www.cnoa.org.uk

Contents

- Chairman's Flag Hoist
- Trafalgar Night Dinner 2021 – calling notice
- Future Speakers & Events
- Severn resurrects wartime paint scheme as she rejoins the Naval family
- Sea-Kit wins grant to create world's first H₂-powered unmanned vessel
- Wave Knight's Wildcat helps Caribbean islanders assess volcano threat
- Reservist officers and ratings pass out of training in unique combined parade
- Burial at sea
- CNOA Standing Order Form
- CNOA Member Application Form



HMS Albion's ship's company marches through the Tower of London © Crown Copyright MoD Navy 2021

HMS ALBION MEETS HER ROYAL SPONSOR AND PAYS HER 'DUES'

Amphibious assault ship HMS Albion visited the Tower of London to participate in the Ceremony of the Constable of the Dues, watched on by her Royal Sponsor HRH Princess Anne.

Captain Simon Kelly, Commanding Officer of HMS Albion, said: "I was honoured today to have led Albion's ship's company in performing this ancient ritual, paying our 'Dues' to the Constables of the Tower of London for our passage along the Thames as we support London's International Shipping Week."

Chairman's Flag Hoist



Dear Fellow members,

I was hoping we could finally start meeting face to face after our summer break, but sadly this is still not possible due to restrictions at RSME, who have been very supportive in trying to help. We will try again for September.

Martin has sent a request for car details for all those who may attend in person when we are allowed; please may you return these soonest to allow for the paperwork to be submitted in time. May you also please return your Trafalgar Night Dinner bookings now so we can make a start on getting this event organised; without a dedicated social Sec the committee are having to work closely to sort details and your co operation in a prompt response would be appreciated. We cannot take booking after the cut off date.

Peter has been busy supporting some of our members in need and has visited Geoffrey Marshal at Pembroke House on several occasions, supported by Steve Small and John Fullagar.

As the schools start back, many Sea Cadet units are starting to prepare their winter training; this includes a Trafalgar Day Parade for West Kent to be held at the Historic Dockyard on the morning of Sunday 24th October.

If it has not happened yet, it will: someone will ask your view on the new BBC series, "Vigil" and how close is it to reality. Our members proud enough to wear dolphins will have an opinion on this.

Meanwhile the RN has been busy and I narrowly missed seeing HMS Prince of Wales leave Portsmouth, but did pass HMS Severn in the Solent weathering her new Western Approaches livery, which was first used by HMS Broke in 1940. Its purpose was to make it hard for U-boat commanders to spot the ship especially in heavy seas. HMS Severn was decommissioned in 2017 after 14 years service and was bought back into commission this year.

(Note from Editor: see HMS Severn news story below.)

Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

Trafalgar Night Dinner 2021 – calling notice

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.

There are no restrictions on guest numbers. We need a minimum of 70 diners to make this a viable event. Please make sure you and your guests are familiar with the rules being published.

Dinner cost per Head: £65.00

Please complete the following:

Rank / Title	Initials	Surname	Post Nominals	Car Reg Number.	Diet Requirements: (A) Veg (B) Celiac

Payment to be sent with guest list to Lt Cdr Andy Nailor RN Rtd:

Via email to Andyandchrisn@gmail.com

Payment of £65 per head to be made preferably via BACS transfer, marked Traf/<Your name>

BACS to Barclays Bank:
Chatham Naval Officers Association
Sort code 20.25.42
Account 93932702

Or by post to:
Andy Nailor
1 Farmcroft
Woodland Park
Gravesend
DA11 7LT

If you wish receipt of your application, please indicate that on your communication.

Strict deadline to get this information back by 1st October 2021.

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.

Future Speakers & Events

Subject to revision

8 October:	David Brown – Wrecks of the Kent coast
29 October:	Trafalgar Night Dinner
12 November:	Derek Goodwin – Reflections of a marine engineer sales manager
10 December:	Christmas Social with the President

Additional events will be included as details become available.

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

Suzanne Wood (Newsletter Editor)

Severn resurrects wartime paint scheme as she rejoins the Naval family From MoD Navy

HMS Tamar and Spey may dazzle, but HMS Severn vanishes – that’s the theory as the patrol ship becomes the third RN vessel to revert to an historic paint scheme.

Ahead of her recommissioning ceremony in London on Saturday, 28 August, the ship received the ‘Western Approaches’ livery – as applied to U-boat killers through much of World War 2.



Severn makes her way out of Falmouth with her distinctive livery. © Crown Copyright MoD 2021

The combination of blue-grey and green-grey on a background of white and light grey was first applied to destroyer HMS Broke in 1940 and was subsequently ‘worn’ by ships operating in the namesake approaches – extending about 1,000 miles from the UK into the Atlantic – to make it difficult for German U-boat commanders to spot them, especially in heavy seas.

HMS Severn is the first vessel to receive the paint job since World War 2 and while radar makes the use of maritime camouflage largely irrelevant, it is a tribute to sailors of the Battle of the Atlantic who operated in the same waters Severn regularly ploughs.

“Dazzle paint is really World War I, designed to confuse the enemy through a periscope or range finder,” explained Commander Phil Harper, Severn’s Commanding Officer. “This scheme is designed to camouflage, to hide ships at sea.”

It was applied in Falmouth Docks by the same team who gave HMS Tamar and Spey their new/old look in time for their deployment to the Indo-Pacific region later this month.

By then, their first generation sister Severn will officially be back in the RN family.

Although the Portsmouth-based ship has been fully operational since July last year following comprehensive regeneration, she’s not been able to hold a formal recommissioning service; lockdowns and Covid restrictions have repeatedly scuppered plans, but her date on the Thames was a success.



HMS Severn’s stern is turned into a mini amphitheatre for the recommissioning ceremony. © Crown Copyright MoD 2021

Severn was decommissioned in October 2017 after 14 years’ service, chiefly patrolling UK fishing grounds to ensure trawlers were sticking to regulations.

However, 12 months later she was later deemed too important to UK defence to be disposed of; in November 2018 the Secretary of State announced that she would return to the Fleet.

That she did last summer following a refit and regeneration. It’s the first time a Royal Navy vessel has been brought back to life since the Falklands conflict in 1982.

HMS Severn’s primary role in her second life is a combination of navigation training, protection of UK waters and fishery protection.

Since returning to active service she has conducted six Fleet Navigator Officer Courses and one Specialist Navigator Course, training over 50 navigators including international students from Chile and New Zealand.

Sea-Kit wins grant to create world's first H₂-powered unmanned vessel

By The Maritime Executive

UK-based unmanned vessel start-up Sea-Kit has won a government grant to install and test an innovative printed circuit board-based hydrogen fuel cell on its prototype USV Maxlimer, allowing the vessel to operate with zero onboard emissions. It will be the first hydrogen fuel cell system on a commercial USV, the company said.

Sea-Kit secured the grant through the UK government's Clean Maritime Demonstration Competition (CMDC). With funding from the Department for Transport (DfT) and support from InnovateUK, Sea-Kit will showcase a diesel-electric to hydrogen-electric conversion of Sea-Kit's USV design.



Sea-Kit's Maxlimer USV (Sea-Kit)

“Sea-Kit USVs have a dual diesel-electric hybrid drive, with propulsion coming from an electric motor powered by battery banks that are charged by in-situ diesel generators,” said Ben Simpson, Sea-Kit's CEO. “This project will replace one of the diesel generators with new hydrogen fuel cell technology... and demonstrate an offshore operation with zero carbon emissions.”

The propulsion plant will be provided by West Sussex-based Bramble Energy, which builds printed circuit board fuel cells (PCBFCs). This technology has been under research since at least the early 2000s, but it is not as common as the everyday proton exchange membrane (PEM) and solid-oxide fuel cell (SOFC) designs seen in commercial applications today. According to Bramble, the PCBFC leverages a mature and ubiquitous manufacturing process - printed circuit boards - to lay out all of the main components of the cell in each plate in the stack, eliminating some of the complexity and size of traditional PEM fuel cells. The firm says that its PCB plates will also be better-suited to a marine environment than standard metallic or graphite end plates.

The application of a hydrogen fuel source in a USV is believed to be a world first. Data gathered from bench testing and sea trials will be used for the design and construction of similar USVs, as well as for larger uncrewed vessel projects, Sea-Kit said.

Wave Knight's Wildcat helps Caribbean islanders assess volcano threat

From MoD Navy

Naval aviators from RFA Wave Knight have helped rebuild a scientific station on the rim of a Caribbean volcano – five months after it erupted with devastating results.

The crew of Knightrider flew repeated sorties to the top of active La Soufrière volcano to help scientists warn islanders on St Vincent should the mountain threaten lives and livelihoods again.

The Commonwealth island is still recovering from the April 22 eruption – the first major activity in more than 40 years – which displaced more than 15,000 people.

As well as disrupting the lives of thousands of St Vincentians, the eruption also obliterated the seismometer station set up on the volcano's rim to monitor activity.

Five months later, La Soufrière was deemed sufficiently safe to build a fresh research station.

With her mother ship 20 miles offshore, the Wildcat helicopter flew into the Cumberland Playing Fields cricket pitch, which served as a makeshift helipad just seven miles from the volcanic crater.

From there 'Knightrider' flew shuttle runs to deliver engineers and their equipment to the rim – rising more than 4,000 feet over the island – where the scientific instruments were installed.



Knightrider lands in St Vincent in a tropical shower. © Crown Copyright MoD 2021

The helicopter also carried out a survey of the areas affected by the April eruption, taking the island's Director of National Emergency Management Organisation, Michelle Forbes, to see the impact of the eruption on the landscape and communities.

The reconnaissance flight confirmed that there's been little change to the volcano since the end of April, while activity is waning – but La Soufrière continues to pose a danger.

High Commissioner Steve Moore said the helicopter's assistance had been "invaluable" in helping authorities' understanding of the disaster.

"It was very rewarding to be able to help the engineers re-build such an important piece of equipment. I'm returning to the UK to start training as a principal warfare officer so it was a privilege to have my last Wildcat flight in such spectacular surroundings," said Lieutenant Connor Osborne, Knightrider's Observer – navigator/sensors and weapons specialist.

He and his colleagues from 213 Flight are now back in the UK, while 210 Flight have flown out from the Wildcat's parent 815 Naval Air Squadron at RNAS Yeovilton to take over Knightrider for the remainder of the year.



Scientists set up a monitoring station on the rim of the volcano. © Crown Copyright MoD 2021

Wave Knight remains on standby to respond to natural disasters in the Caribbean until the end of the annual hurricane season.

She's already delivered aid to St Vincent in the wake of the volcanic eruption and supported international relief efforts in Haiti following last month's powerful earthquake.

The ship – which has a specialist disaster relief team of commando engineers embarked – is about to conduct an emergency exercise with authorities in the Turks and Caicos Islands.

Reservist officers and ratings pass out of training in unique combined parade **From MoD Navy**

For the first time Reservist officers and ratings passed out side-by-side after completing their training. Prince Michael of Kent formally welcomed the latest batch of freshly-trained volunteers to the Royal Naval Reserve family in the unique combined passing-out parade at Britannia Royal Naval College in Dartmouth.

The Commodore-in-Chief of the Maritime Reserve inspected the successful personnel who had all completed accelerated training packages, which reduced civilian-to-sailor conversion times from one year to just five weeks for ratings and from two years to eight weeks for officers.

That intensive training was carried out at HMS Raleigh, BRNC and aboard the nation's newest aircraft carrier HMS Prince of Wales.

Over several weeks, the Reservists developed their leadership skills and ability to work as a team and grappled with challenges unique to Naval life, such as weapon handling, seamanship and damage control.

"I arrived at Britannia Royal Naval College as a civilian with no military bearing and I have transformed into a Royal Naval Officer over the course of just eight weeks," said Midshipman Jade Widdows, a 27-year-old PE teacher from Portsmouth – and also a semi-professional footballer.

"I can wholeheartedly say that in this time I have evolved as a person and have made friends for life. The course challenged me from start to finish, but I would encourage anyone looking to go down the Reservist officer path to take up the opportunity."



The joint RNR parade at BRNC. © Crown Copyright MoD 2021

Able Seaman John Dixon was named best recruit and Able Seaman Megan Phillips received the Endeavour Prize as most-improved recruit.

"I formed some truly lasting friendships with the men and women I trained alongside over the past five weeks," said 35-year-old John, who is employed by the Department for Work and Pensions.

"It was a complete surprise to receive the award for best recruit and I'm feeling over the moon. I could not have done it without my shipmates' help and support.

"The greatest highlight of the course was completing the assault course at Raleigh, covered in mud, soaked from head to toe but still smiling. Those memories will stay with me forever. For anyone thinking of joining, just do it!"

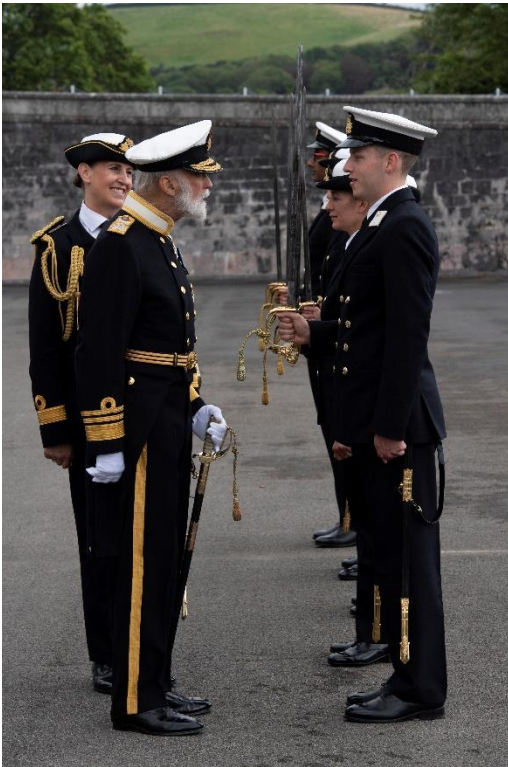
Able Seaman Amelia Hughes, 18, who has just finished college and will be embarking on medical training at Sheffield University, echoed his feelings.

"This course has pushed me further than ever before – physically and mentally – and I have achieved what I thought I could not," she said.

"The biggest challenge for me was the activity on Dartmoor. Picking up my packed Bergen, I thought I could not possibly carry this weight across the Moor. However I did it with the help and support of my shipmates – it was a great sense of achievement. I am very much looking forward to getting stuck into my new reservist career."

Midshipman Harry Nuttall-Owen won the Reserve Forces and Cadets Association Sword of Honour and Midshipman Louis Curtis was named most-improved cadet.

Sub Lieutenant Alec Richardson received the MacRobert Sword for demonstrating maturity and emotional intelligence which shone through his quiet demeanour to reveal a natural talent for leadership.



Prince Michael of Kent inspects the new officers. © Crown Copyright MoD 2021

And Able Seaman Richard Morris from Portsmouth unit HMS King Alfred was awarded the MacRobert Bosun's Call. He used his extensive knowledge and experience to support other members of the team throughout his initial training course and passed out of Raleigh with the highest grades and standards on the course, receiving the Captain's Prize.

As well as being inspected by Prince Michael, those passing out were addressed by the Commander Maritime Reserves, Commodore Mel Robinson.

"I am so proud of the sailors and officers passing out today. They have pushed themselves to the very edge of their abilities and have successfully completed their initial training courses, meeting the same exacting standards as their Regular counterparts.

"As our newest sailors and officers start their journey as part-time members of the Royal Navy, they will live by and demonstrate the values and standards of the Royal Navy."

Since its introduction in 2015, the accelerated officer programme has provided the RNR with more than 200 new leaders, while the speeded-up package for ratings has delivered over 30 fresh sailors in its first year.

Burial at Sea From Lt Clifford Mickleburgh

'Arguably the most powerful ceremony of the sea is that which consigns mortal remains to the deep'

As far as anyone knows, the tradition of burial at sea has been in practice for as long as people have gone to sea. In earlier times, the body was sewn into a weighted shroud, usually sailcloth. The body was then sent over the side, usually with an appropriate religious ceremony. Many burials at sea took place as recently as World War II when naval forces operated at sea for weeks and months at a time.

"The sea is the largest cemetery, and its slumbers sleep without a monument."

"All other graveyards show symbols of distinction between great and small, rich and poor: but in the ocean cemetery, the king, the clown, the prince and the peasant are alike, undistinguishable." *George Bruce, 1884, St Andrews*

On a voyage to Angola, scurvy tore through the ship a ship on which Carl Peter Thunberg a botanist and physician was aboard. He remembered later:

Five men had been reported dead, all of them had been sewn up in their hammocks, and two had already been thrown overboard, when the third, the instant he was put on the plank, called out, *'Master Boatswain, I am alive still!'* to which the Boatswain with unreasonable jocularly replied, - *'You, alive indeed! What, do you pretend to know better than the surgeon?'*

Tradition had it that the corpse should be wrapped in a simple sheet or hammock and as the body is being stitched up then the final stitch should be through the poor soul's nose to ensure that he is truly dead.

18th and 19th century American and British sailors who died at sea were wrapped in a sailcloth shroud with a few cannonballs or leg irons as ballast and then sent overboard

You will recall that Osama Bin Laden's body was dropped from the aircraft carrier USS Carl Vinson into the Arabian Sea. According to the Pentagon, the hours-old corpse had been washed and placed in a simple white sheet in accordance with Islamic practice. It was then sealed inside a weighted bag and laid on top of a board, which was tilted until "the body slid off into the sea."



USS Carl Vinson

Back on land, the controversy surrounding Bin Laden's last splash was just beginning. But beneath the waves, nature was taking its course, quietly and methodically turning the world's most-wanted terrorist into fish food. You could say Osama bin Laden had received the ultimate green burial, courtesy of the United States Navy.

Sir Francis Drake the English explorer, sea captain, privateer, slave trader, naval officer, politician and navigator died at sea in 1596 and his body, clad in a full suit of armour and in a lead coffin, is thought to have been committed to the deep off the coast of Panama.

It could have become commonplace - or could it?

During the Winter of Discontent, burial at sea was a method hypothetically suggested by the then medical officer of health for Liverpool, Duncan Dolton, in the case of an extended strike by the union representing gravediggers, the GMWU.

However, in an interview Dr Dolton did for a Channel 4 documentary in 1998, [Secret History: Winter of Discontent] he said a reporter had "badgered" him about what would happen if the strike wasn't resolved.

"The reporter said 'Come on. Come on. If this goes on for months what will happen?' I answer, 'If necessary, we'll have to bury them at sea'.

"Now to me, that didn't sound strange. I had been a naval officer... and I thought that this was a dignified and honourable way of disposing of the dead.

"So I was completely astonished the next morning with the headlines: 'Burial at Sea says Medical Officer.' And I have to confess, I was horrified."



Dressing the coffin

The rules for burial at sea are more stringent in the United Kingdom. Bodies can't be embalmed and must be clad in biodegradable material ["commensurate with modesty"]; coffins must be made of softwood and may not have plastic, zinc, copper, or lead fittings. Like the EPA [Environmental Protection Agency], British regulators are preoccupied with preventing bodies from washing up on shore or getting snagged in fishing equipment. They require coffins to be heavily weighted and drilled with 40 to 50 holes. Just in case, each body must have an ID tag locked around its neck.

Naval Burial at Sea

There are both religious and military components of the disposition ceremony. The reading of Scripture and prayers, the committal, and the benediction constitutes the religious part and may be performed by the chaplain, commanding officer, or an officer designated by him/her. All other aspects of the ceremony are performed by other military personnel.

For at sea disposition, the casketed remains are covered with the Union Flag. It is to be placed over the coffin with the Head of the Flag [Upper Left Quadrant] over the left shoulder of the deceased, the cap and sword of the deceased are not displayed.

The selected place usually aft or amidships, depending on the layout of the ship, for committal is cleared and rigged so that when the wrapped remains are brought on deck they may be placed securely on a stand, if necessary, with feet overboard at right angles to and extending over the side of the launching.

The Naval Prayer: *“O eternal Lord God, who alone spreadest out the heavens and rulest the raging of the sea; who hast compassed the waters with bounds until day and night come to an end: Be pleased to receive into thy almighty and most gracious protection the persons of us thy servants and the Fleet in which we serve.”*

Anyone can be buried at sea, so long as the person arranging it has a licence - available for £175 from the MMO - and complies with some environmental rules.

Applicants must provide a certificate from a doctor that the body is clear of fever and infection, and the coroner may also need to be informed.

The person being buried must not be embalmed and should be clad in light, biodegradable clothing.

The navy conducts its own burials at sea, for those veterans who wish it. For more detailed information you should contact the chaplain at the base from which the dead person served.

There are only three designated burial sites in English coastal waters. They are at Newhaven in East Sussex, The Needles Spoil Ground near the Isle of Wight and Tynemouth, Tyne & Wear.

If you wish to bury someone in a location other than one of the three above, you may propose a new site when making your application.

You will need to supply exact co-ordinates and evidence to demonstrate that the site is suitable for burials at sea.

It must be where there is a minimal risk of the body being returned to shore by strong currents or being disturbed by commercial fishing nets. In some rare cases, bodies do drift. Because of this, the person buried must have an identification tag secured to them.

A Naval Tradition



A tradition that endures in the Royal Navy is that of stopping a ship at sea, if time and weather conditions allow, where battles were fought, or ships sunk. This is as a mark of respect for the sailors who were killed or drowned at that position in the ocean.

Chart position 36.32N 6.16W – back in 1958 HMS Victorious sailed for the Mediterranean, then she was the most advanced aircraft carrier in the world. It was early October and the warmth of the sun was soon in contrast to the chill autumn days. The lighthouse on the cliffs was unnaturally close. This was Cape Trafalgar. In 1805 the seas had witnessed the

defeat of the combined fleets of France and Spain by the British fleet under Admiral Lord Nelson.



The ship's engines were stopped and for a warship with 1,500 crew, there was an eerie silence. On the immaculately scrubbed quarterdeck, as the ship rolled in the Atlantic swell, the chaplain conducted a brief service in memory of the 429 British and 2,800 French and Spanish sailors killed in the Battle of Trafalgar on 21st October 1805. The captain read aloud Nelson's prayer which he had composed on the eve of the battle. *"May the Great God, whom I worship, grant to my Country, and for the benefit of Europe in general, a great and glorious victory..."* Everyone sang *"Eternal Father strong to save,"*

The chaplain threw, into the sea, a wreath of laurel leaves. As it slowly floated away, a minute's silence was observed. It was not difficult to visualise the lines of the wooden men-of-war, a century and a half earlier, with their canvas sails billowing and signal flags streaming, sailing towards each other. Nor to imagine the fear the sailors in both fleets must have experienced as their vessels, soon separated by only a few feet, fired deadly broadside after broadside at point blank range. As the wreath began to sink down to where the hulks of the ships lay, entombing the remains of those brave nineteenth century sailors destined to never see their loved ones. It was a brief, but poignant, tribute to their memory.

Chart position 31.8S 45.26W – at sea on Remembrance Day, a traditional church service is always held. In November 1982, the first group of ships sailed to the South Atlantic after the Falklands conflict earlier the same year.

HMS Antrim, a guided missile destroyer, had been involved in the campaign. At 11am on Sunday, 14th November, 600 miles from the coast of Brazil and over 1,000 miles from the Falkland Islands, the ship stopped and everyone mustered on the flight deck for the traditional Remembrance Day service. Although it was nearly midsummer in the southern hemisphere, there were heavy grey storm clouds. The ship rolled clumsily in the ocean with its deep blue-black troughs and breaking white crests which heave incessantly between the sub-continent.



Remembrance services can sometimes seem remote from the wars which they commemorate. Not on this occasion. The very recent conflict and the loss of 252 British servicemen was uppermost in every mind and all felt a sense of personal loss. When the evocative words, *"When you go home, tell them of us and say, for your tomorrows these gave their today"* were said, followed by two minutes' silence, the poignancy of the occasion raised hairs on the back of necks and moistened many eyes.

Wreaths of poppies were thrown into the sea. As they drifted away in the ship's wake, an albatross, a frequent follower of ships across the vast southern oceans, glided into view. In almost motionless flight, its graceful wings kept pace as the ship rose and dipped through the waves. It would not be difficult to imagine that this majestic bird, which legend says retains the souls of drowned mariners, had chosen to visit on this special day to add its own unique mark of respect.

Chart Position 3.33N 104.28E – HMS Lincoln was on passage to Singapore through the South China Sea. Just over the horizon the east coast of the British colony of Malaysia. The surrounding sea was busy with shipping. At noon the ship slowed to almost a complete stop, but remained in the shipping lane. On a similarly clear, sunny day, on 10th December 1941 Vice Admiral Sir Tom Phillips in the Royal Navy battleship HMS Prince of Wales accompanied by the battlecruiser HMS Repulse were on passage to Singapore and were suddenly attacked and sunk by land-based bombers and torpedo bombers of the Imperial Japanese Navy 70 miles east of Kuantan, Pahang. The ships were sunk within an hour of each other with a loss of 840 men.

The breeze created by the ship's movement through the translucent sea died away. The ship's propellers continued to turn idly, creating little wash. The officers and ship's company stood in the bright sun on the quarterdeck. Heat from the steel deck penetrated the sandaled feet and perspiration soaked the white tropical uniforms. The captain read the Naval Prayer "*Eternal Lord God who alone spreadest out the heavens and rulest the raging of the sea; who hast compassed the waters with bounds until day and night come to an end;*" The Master at Arms threw a Chinese-made wreath over the stern. It churned away in the wake as the ship picked up speed and we continued to Singapore. We had no difficulty in remembering the two great ships and their crew lying in eternal graves over 30 fathoms below, destined never to complete the same journey.



The HMS Repulse-HMS Prince of Wales Memorial at the National Memorial Arboretum. These photos were taken on the day of dedication, 10th December 2011, the 70th anniversary of the loss of both ships



**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	