CNOA
Chatham Naval Officers' Association

The CNOA Newsletter for February 2022

Email: contact@cnoa.org.uk
Website: www.cnoa.org.uk

Contents

Rear Admiral Jude Terry. © Crown Copyright MoD Navy 2021

ROYAL NAVY'S 'FIRST – BUT DEFINITELY NOT LAST' FEMALE ADMIRAL TAKES COMMAND

A century-old 'glass ceiling' in the Royal Navy shattered on 17 January as Jude Terry became the first female admiral in its history.

And with the numbers, breadth of talent and experience of women in today's Senior Service, she believes there will be many more women to reach the rank – and go higher.

After nearly 25 years' service around the globe and at home in the UK, the 48-year-old from Jersey takes the helm as Director of People and Training and Naval Secretary.

That makes the rear admiral responsible not only for more than 40,000 regular and reservist sailors and Royal Marines, the Royal Fleet Auxiliary, civil servants and contractors, all part of the gigantic jigsaw which allows the Royal Navy to operate around the globe.

Chairman's Flag Hoist

Dear Fellow members,

As another year begins, I hope you are avoiding the latest strain of Covid. At the time of writing, we intend to hold a face-to-face AGM at RSME on 11 February. I would like to remind all attendees to ensure they have a negative lateral flow test result before attending and to wear masks when moving around.

This is Suzanne's last newsletter as editor, and I cannot thank her enough for the hours of work she has put into the many newsletters she has produced. Her bumper newsletters during lockdown were a morale booster to many members. BZ Suzanne!

Going forward, we are changing what we publish to members. This is likely to be a one-page update with parish notices and hopefully a selection of articles members can select from a wider maritime and military view.

I would still like all members to consider joining the committee at the upcoming AGM please. Tim is also stepping down at the AGM; he holds and manages the CNOA merchandise. Under Tim's control we have built up our stocks, so I would urge members to purchase items. We encourage the wearing of ties and badges at meetings so we can be easily identified in the mess and at social functions.

The Association's next event is our lunch at the Bearstead Golf Club; now is the time to submit your menu choices and payment to the Hon Sec. We are also looking for raffle and auction prizes, if anyone can help please. I am hoping we will also be dedicating the board at the former HMS Pembroke Wardroom this year, as well as a formal dinner or two.

Martin will be sending out the items for the AGM so please keep an eye out for them so that you can contribute to the meeting.

Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

Future Speakers & Events
Subject to revision

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 Malkin – 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.

Thank you all, it's been an honour to support the association but now is the time for me to focus on other projects.

Suzanne Wood
(Newsletter Editor)

"Pride, passion and purpose" as Royal Navy takes on key NATO mission
From MoD Navy

The Royal Navy has taken charge of NATO's most important task force with a ceremony aboard aircraft carrier HMS Prince of Wales in Portsmouth. For the next 12 months it is responsible for leading the alliance's Maritime High Readiness Force – an international task group formed to deal with major global events.

The aft hangar filled with ships company and RM Band on parade for the ceremony. © Crown Copyright MoD Navy 2021

The most senior sea-going staff in the Royal Navy – Commander UK Strike Force, headed by Rear Admiral Mike Utley – takes charge of the force, with HMS Prince of Wales serving as NATO Command Ship, ready to deploy in support of NATO exercises and operations throughout the year. Those will include major workouts for British and allied forces in the Arctic at the end of the winter, the Baltic in the summer, and an extensive deployment to the Mediterranean in the autumn.

To mark the formal transfer of command from the French Navy, the NATO flag was raised aboard the carrier during a 30-minute ceremony – shifted to the carrier's aft hangar rather than the flight deck due to thick fog in Portsmouth – attended by defence attachés and military representatives from across the alliance.

Fleet Commander, Vice Admiral Andrew Burns, inspected some of the ship's company and Royal Marines Band before Captain Steve Higham, Prince of Wales's Commanding Officer, addressed those present.

He reminded his ship's company that as the carrier began her active career of 50 years or more, she did so at "an uncertain time in an uncertain world." He continued: "I know that everyone here is committed to doing their best for the Navy, nation and NATO. And we do so with a sense of pride, passion and purpose."

Sailors, NATO Defence Attachés and representatives pose in front of the NATO logo on the ships forward island.
© Crown Copyright MoD Navy 2021

Both the ship and the staff of Commander UK Strike Force underwent thorough training and preparations for the complex challenge of directing a large, multi-national naval force.

"Our battle staff have been preparing for this responsibility over the last 12 months by exercising and developing the capabilities required, which culminated in NATO Dynamic Mariner exercise in September 2021," Admiral Utley said.

“This exercise demonstrated to our NATO Allies that the UK’s Carrier Strike capability will strengthen NATO countries' long-term ability to work side-by-side and our commitment to each other.”

His team is drawn from the best and the brightest not just in the Royal Navy and Royal Marines, or even the UK Armed Forces, but across NATO's military, among them Lieutenant Commander Mike Schelcher of the US Navy.

"These Queen Elizabeth-class are fantastic ships. A carrier itself is a huge 'force multiplier'. Its capabilities are limitless: you can deliver food, aid, transport, provide hospital services after a disaster all the way up to strike aircraft and helicopters conducting raids or high-end warfare. The capability of these ships is awesome – they have to be respected."

Fleet Commander Vice Admiral Andrew Burns enjoys chatting with RM musicians. © Crown Copyright MoD Navy 2021

As well as a test of the battle staff, it will be the first test of HMS Prince of Wales since the carrier was declared fully operational at the beginning of autumn following two intensive years of trials and training.

The NATO flag was raised on the first anniversary of Sub Lieutenant Dylan Shaw-Pritchard joining the Royal Navy. Those eventful 12 months saw him pass out of Dartmouth before being assigned to HMS Prince of Wales for the past couple of months.

"There is a buzz all around the ship after the Christmas break. It doesn't matter who you talk to – there's something good going on, a really positive feel," said the 22-year-old Devonian who hopes to become a submarine warfare officer.

The ship has now sailed, raising the curtain of a demanding year in the waters of the Atlantic, northern Europe and Mediterranean.

"This year, as the NATO Command Ship, we will spend over 200 days at sea operating globally with our allies. We are ready to lead UK carrier operations for NATO over the next 12 months," said Captain Steve Higham, Prince of Wales's Commanding Officer.

First up is leading naval involvement in Cold Response 22, a large-scale Norwegian led NATO exercise which will be used to evaluate Rear Admiral Utley and his staff as the Commander of the NATO Response Force.

"NATO is the cornerstone of the UK defence and our commitment to the alliance is absolute and it is a privilege to be the UK Maritime Component Commander moving into our vital role this year," Admiral Utley stressed. "The Royal Navy is global, modern, ready and well placed to support NATO in all its endeavours."

As the year moves on, the staff will also help train and ready the Turkish Navy who will assume command of the NRF from the UK in 2023.

Singapore Strait remains a hotspot for maritime armed robbery
By The Maritime Executive

The Singapore Strait remains as the most dangerous route for commercial shipping in Asia after 41 incidents of armed robberies were reported against ships last year, up from 34 in 2020.

Five suspected pirates arrested with some of their allegedly stolen goods in the Singapore Strait (Indonesian Navy file image)

The ReCAAP Information Sharing Centre based in Singapore shows that despite a decline in maritime piracy and armed robbery attacks in Asia, the busy traffic lane, stretching some 114 kilometres, remains a major hotspot for illegal activities. Approximately 2,000 merchant ships traverse the waters on a daily basis, making it an attractive area for targets.

Despite the increase in the number of incidents along the strait, the level of severity was not high and the perpetrators have not been arrested, increasing the possibilities that such incidents will continue to occur. According to researcher Adri Wanto of the University of Hamburg, spare parts stolen from passing ships are widely traded at Batu Ampar, Batam, and the local police believe that they lack jurisdiction to intervene.

ReCAAP data shows there were a total of 82 incidents of armed robbery against ships reported in Asia in last year, comprising 77 actual incidents and five attempted incidents. This represents a 15 percent decrease compared to 2020.

“While the overall piracy and armed robbery situation in Asia has improved in 2021, continued vigilance and collective efforts of all stakeholders are the key to making further improvement. To the coastal states, we recommend increased patrols and effective law enforcement as well as close cooperation between littoral states,” said Masafumi Kuroki, ReCAAP ISC Executive Director.

He added that arrest of perpetrators is important to send the message that coastal states take sea robberies seriously. “On the part of ships, they are reminded to report any incidents to the coastal states in a timely manner,” he said.

Apart from the Singapore Strait, the Manila Anchorages and the Sulu-Celebes Seas and waters off Eastern Sabah also remain as areas of concern in terms of maritime insecurity in Asia.

For the Sulu-Celebes Seas and waters off Eastern Sabah, there has been no abduction of crew incident reported since January 2020. However, as the leaders of the Abu Sayyaf Group are still at large, the threat of the abduction of crew incidents remains high.

Batch 2 Offshore Patrol Vessels in the Pacific

HMS Tamar enforces UN sanctions against North Korea

From MoD Navy

Royal Navy warship HMS Tamar joined the international effort to enforce UN sanctions on North Korea.

Tamar carried out a patrol of the East China Sea to prevent fuel or refined petrol being delivered to the Democratic People's Republic of Korea – sanctions imposed by the United Nations to target the country's weapons of mass destruction and ballistic missile programmes.

HMS Tamar flies the UN flag while on patrol. © Crown Copyright MoD Navy 2021

Despite rough weather, the Portsmouth-based offshore patrol vessel gathered evidence of a ship believed to have been in breach of those sanctions, information which was passed on to the Enforcement Coordination Cell, based in Yokosuka, Japan.

Her work follows up a similar patrol by frigate HMS Richmond in the East China Sea in September, when she broke away from the Carrier Strike Group 21 deployment led by HMS Queen Elizabeth, which also resulted in details of vessels being handed over to the Enforcement Coordination Cell.

"HMS Tamar's enforcement contribution to the United Nations' Security Council Resolution aimed to provide tactical evidence to counter malign proliferation activities," said Commander Teilo Elliot-Smith, the ship's Commanding Officer.

"We did that. It underlines two things for me: the Royal Navy's intent to help stabilise a volatile part of the world and uphold an international agreement; secondly, it proves the utility and potential of HMS Tamar so soon on our arrival in the region.

"I'm proud to be able to demonstrate so clearly our intention to support regional allies and partners in the Indo Asia Pacific, a fact further underlined by HMS Tamar's permanent deployment here."

The operation is the first conducted by Tamar, which has just arrived in the western Pacific Rim after a 16,000-mile journey from Portsmouth via the Caribbean, California and Hawaii.

With her sister HMS Spey, Tamar is on a five-year mission to the Asia-Pacific in support of the UK interests in the region, as well as supporting our friends and allies.

Together the vessels mark the first permanent Royal Navy presence in the region since Hong Kong was returned to China a quarter of a century ago.

Royal Navy to support disaster relief efforts in Tonga

From MoD Navy

A Royal Navy patrol ship will support international disaster relief efforts after a tsunami devastated Tonga. An extremely rare underwater volcanic eruption sent giant waves crashing into the Pacific islands, destroying homes and blanketing the area in volcanic ash.

HMS Spey has been diverted to the islands from Tahiti and will be part of an international response to help people affected. The patrol ship is permanently stationed in the Pacific Ocean alongside her sister HMS Tamar and carries aboard vital supplies for Tonga, including 30,000 litres of drinking water and 400 first aid kits.

Commander Mike Proudman, Commanding Officer of HMS Spey, said: “The UK has a long history of supporting disaster relief alongside our allies and partners around the world.

“I’m proud that the Royal Navy can play its part in the efforts to respond to the devastating volcanic eruption and tsunami in Tonga.”

Spey left Tahiti on 19 January to make the 1,700-mile journey west to Tonga, where the ship’s sailors will work closely with colleagues from Australia and New Zealand.

The sailors will supply islanders with much-needed water and medical equipment to help start the long road to recovering from the tsunami, which has caused terrible damage across the 170 islands that form Tonga.

The Royal Navy’s Lieutenant Jennifer Greenfield is on an exchange with patrol ship HMNZS Wellington of the Royal New Zealand Navy and will lead a surveying team in Tonga.

Her hydrographic team will be in the harbour of Tongan capital Nuku‘alofa, helping make the nation’s main port safe for critical supplies to begin flowing in.

Royal Australian Navy ship HMAS Adelaide will head for Nuku’alofa today carrying UK aid, including tents and wheelbarrows, which have been requested by the Tongan government.

HMS Spey also carries on board personal protective equipment, including goggles, masks and gloves.

Defence Secretary Ben Wallace said: “In response to the devastating eruption in the Pacific Ocean I have instructed HMS Spey to sail to Tonga to assist in the humanitarian aid operation.

“The UK will work closely with Australia and New Zealand to assist the recovery effort in Tonga and stands ready to support our long-standing Commonwealth partner.”

What causes a tsunami? The physics behind destructive ocean waves

By The Maritime Executive

On Jan. 15, 2022, the Hunga Tonga-Hunga Ha'apai volcano in Tonga erupted, sending a tsunami racing across the Pacific Ocean in all directions.

Communities in Tonga were struck by a tsunami and heavy volcanic ash deposition from the eruption of Hunga Tonga (NZDF)

As word of the eruption spread, government agencies on surrounding islands and in places as far away as New Zealand, Japan and even the US West Coast issued tsunami warnings. Only about 12 hours after the initial eruption, tsunami waves a few feet tall hit California shorelines – more than 5,000 miles away from the eruption.

I'm a physical oceanographer who studies waves and turbulent mixing in the ocean. Tsunamis are one of my favourite topics to teach my students because the physics of how they move through oceans is so simple and elegant.

Waves that are a few feet tall hitting a beach in California might not sound like the destructive waves the term calls to mind, nor what you see in footage of tragic tsunamis from the past. But tsunamis are not normal waves, no matter the size. So how are tsunamis different from other ocean waves? What generates them? How do they travel so fast? And why are they so destructive?

Deep displacement

Most waves are generated by wind as it blows over the ocean's surface, transferring energy to and displacing the water. This process creates the waves you see at the beach every day.

Tsunamis are created by an entirely different mechanism. When an underwater earthquake, volcanic eruption or landslide displaces a large amount of water, that energy has to go somewhere – so it generates a series of waves. Unlike wind-driven waves where the energy is confined to the upper layer of the ocean, the energy in a series of tsunami waves extends throughout the entire depth of the ocean. Additionally, a lot more water is displaced than in a wind-driven wave.

Imagine the difference in the waves that are created if you were to blow on the surface of a swimming pool compared to the waves that are created when someone jumps in with a big cannonball dive. The cannonball dive displaces a lot more water than blowing on the surface, so it creates a much bigger set of waves.

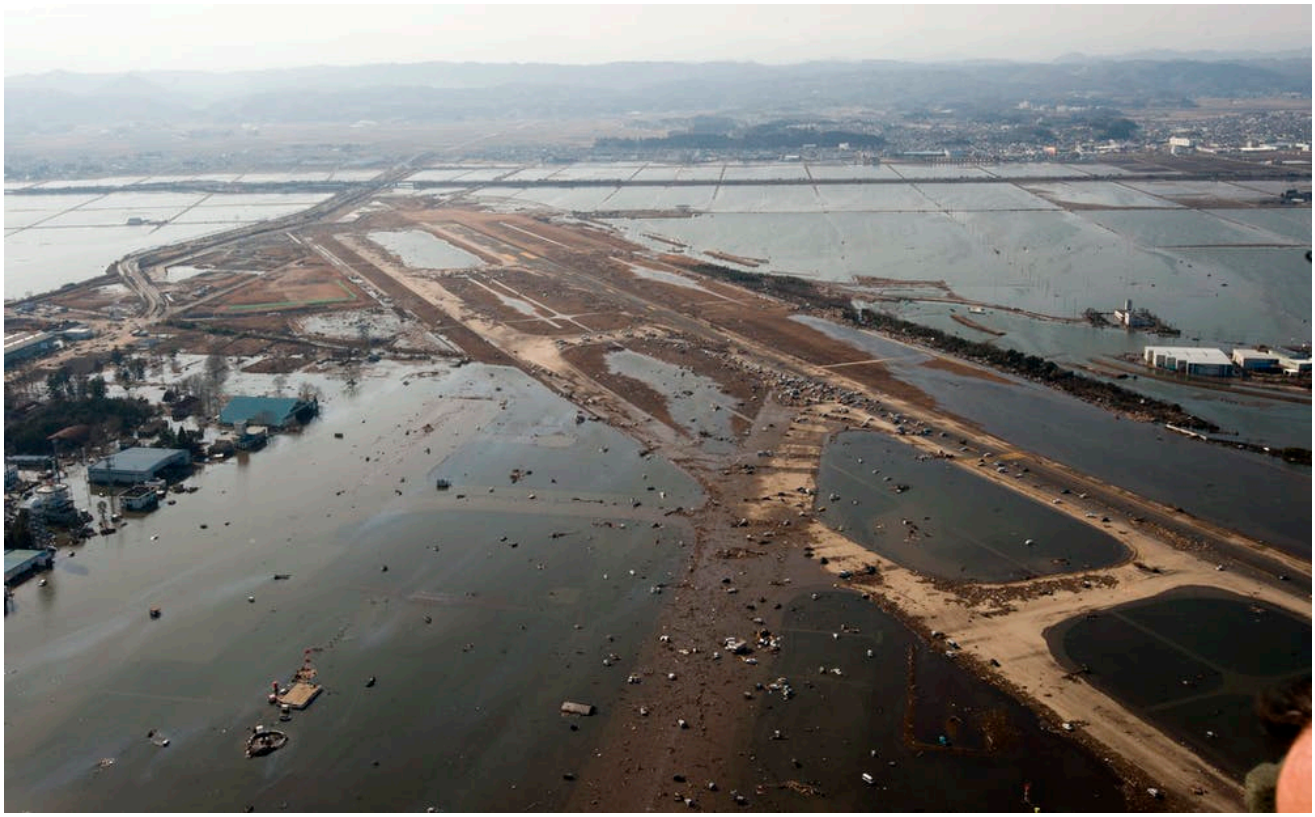
Earthquakes can easily move huge amounts of water and cause dangerous tsunamis. Same with large undersea landslides. In the case of the Tonga tsunami, the massive explosion of the volcano displaced the water. Some scientists are speculating that the eruption also caused an undersea landslide that contributed to the large amount of displaced water. Future research will help confirm whether this is true or not.

Tsunami waves travel fast

No matter the cause of a tsunami, after the water is displaced, waves propagate outward in all directions – similarly to when a stone is thrown into a serene pond.

Because the energy in tsunami waves reaches all the way to the bottom of the ocean, the depth of the sea floor is the primary factor that determines how fast they move. Calculating the speed of a tsunami is actually quite simple. You just multiply the depth of the ocean – 13,000 feet on average – by gravity and take the square root. Doing this, you get an average speed of about 380 knots. This is much faster than the speed of typical waves, which can range from about 10-25 knots.

This equation is what oceanographers use to estimate when a tsunami will reach faraway shores. The tsunami on Jan. 15 hit Santa Cruz, California, 12 hours and 12 minutes after the initial eruption in Tonga. Santa Cruz is 4,588 nm from Tonga, which means that the tsunami traveled at 376 knots – nearly identical to the speed estimate calculated using the ocean's average depth.



Many tsunamis, including the 2011 Tsunami in Japan, move inland and can flood areas far from the coast. (USAF)

Destruction on land

Tsunamis are rare compared to ubiquitous wind-driven waves, but they are often much more destructive. The 2004 Indian Ocean tsunami killed 225,000 people. More than 20,000 lost their lives in the 2011 Japan tsunami.

In the open ocean, tsunami waves can be small and may even be undetectable by a boat at the surface. But as the tsunami approaches land, the ocean gets progressively shallower and all the wave energy that extended thousands of feet to the bottom of the deep ocean gets compressed. The displaced water needs to go somewhere. The only place to go is up, so the waves get taller and taller as they approach shore.

When tsunamis get to shore, they often do not crest and break like a typical ocean wave. Instead, they are more like a large wall of water that can inundate land near the coast. It is as if sea level were to suddenly rise by a few feet or more. This can cause flooding and very strong currents that can easily sweep people, cars and buildings away.

Luckily, tsunamis are rare and not nearly as much of a surprise as they once were. There is now an extensive array of bottom pressure sensors, called DART buoys, that can sense a tsunami wave and allow government agencies to send warnings prior to the arrival of the tsunami.

If you live near a coast – especially on the Pacific Ocean where the vast majority of tsunamis occur – be sure to know your tsunami escape route for getting to higher ground and listen to tsunami warnings if you receive one.

The eruption of the Hunga Tonga-Hunga Ha'apai volcano severed the main communication cable that connects the people of Tonga to the rest of the world. While the science of tsunamis can be fascinating, these are serious natural disasters. Only a few deaths have been reported so far from Tonga, but many people are missing and the true extent of the damage from the tsunami is still unknown.

Sally Warner is an Assistant Professor of Climate Science at Brandeis University. She is a physical oceanographer and studies how water moves and mixes in the ocean.

This article appears courtesy of The Conversation

Navy ice patrol ship HMS Protector completes first Antarctic mission of the season

From MoD Navy

The Navy's sole Antarctic research ship has completed her first stint of the year around the frozen continent – which has revealed the impact of global warning.

HMS Protector is on a five-year mission to support international research into wildlife, the changing climate and shifting waters of Antarctica and upholding the UK's long-standing commitment to the region.

The Plymouth-based icebreaker has three concerted 'work periods' planned around the Antarctic Peninsula before autumn descends on the region and rules out her moving safely around numerous bases and through icy waters.

Her first stint, which spanned the festive season into the first days of 2022, started with work around the South Sandwich Islands to support research into the penguin populace.

Gentoo penguins move out of the way from the ship. © Crown Copyright MoD Navy 2021

From there the distinctive red-white survey ship moved deeper into the Antarctic region to continue her scientific mission in some of the bleakest, most remote islands on the planet.

Naval charts of some of the waters around islands such as Southern Thule and the Cook Islands have not been updated in nearly a century – without any of the highly-accurate sensors and technology fitted to Protector herself or her small survey boats.

The challenge was made all the greater by unfavourable sea conditions and grounded icebergs, forcing Protector to spend two days sheltering inside a caldera – the hollowed-out innards of a volcano – waiting for a weather window to put a landing party ashore.

Whilst there the ship surveyed an uncharted portion on the west coast of Cook – the eastern part of the two islands forming the caldera – as her survey motorboat surveyed the east coast of Thule under the lee of glacial cliffs.

After crossing another 600 miles of the Scotia Sea – described by crew as “lively” – the ship got stuck into to work in the South Orkneys, another far-flung, uninhabited British archipelago on the fringe of Antarctica.

Sunshine Glacier on Coronation Island – roughly 750 miles from the Falklands and 350 from the Antarctic Peninsula – has retreated three quarters of a mile over the past 30 years as a result of global warming.

In doing so, it’s revealed uncharted waters in what is dubbed ‘Iceberg Bay’ for Protector to survey while the weather abated sufficiently for the ship to scan the waters off the neighbouring island of Signy and found a dangerous shoal on the approach to Cummings Cove, having separately proved the presence of a dangerous rock in Borge Bay.

Supporting the work of the British Antarctic Survey, Protector's Commanding Officer Captain Michael Wood led a team landing on Signy to mark the beginning of the 'summer season'; the research station is only occupied in the austral summer. Sailors found no damage had been caused to the base by the harsh weather over the winter, ready for scientists to move into study penguins, petrels and the island's rich biodiversity.

Signy was the first in a series of bases and research centres the ship has called in on: Base Y (Horseshoe Island) – built in 1955 and abandoned five years later, so it's a time capsule of a bygone era of Antarctic exploration – the large BAS facility at Rothera for Christmas – where Covid precautions meant the sailors couldn't mix with the scientists to join in festivities – and the Argentinian research base at San Martin.

In the Lemaire Channel there was the opportunity for the 70 sailors and Royal Marines to get their cameras out. Despite near-perfect weather for the passage, Protector found navigating the strait tricky with significant concentrations of ice and icebergs which almost completely blocked the southern entrance.

Deception Island – a flooded caldera of a still-active volcano – provided more photo opportunities and visits led by Protector's second-in-command Commander Thomas Boeckx to Spanish and Argentine bases brought the curtain down on the first work period of the Antarctic summer and Protector headed back to the Falklands to restock/resupply before returning to the snow and ice.

"We've completed the first of our three work packages as part of Operation Austral and exceeded all the objectives we set by some measure. It's been a far-flung, survey-intense and photographic-rich circumnavigation of UK territories in the Scotia Sea," said Captain Wood.

The crew of HMS Protector at the entrance to the Lemaire Channel.

New Year's Lunch – application details
From Martin Watts

The Chairman and Committee would like to invite all members, their partners and guests, to an Association New Year Lunch at Bearsted Golf Club on Saturday 12th March 2022.

We will commence with drinks at 1200 and sit down for the meal at 1245. There will be fundraising activities to replenish Association funds and support our welfare programme.

The menu is as follows:

Starter
a. Tomato & Roasted Red Pepper Soup with a hint of Chilli served with Croutons
b. Deep Fried Breaded Brie with a Sweet Chilli & Cranberry Dressing
c. Prawn & Crayfish Cocktail

Main
d. Fillet of Pork Wellington with a Mustard & Cream Sauce
e. Beef Bourguignon with Smoked Bacon Lardons & Creamy Mashed Potato
f. Grilled Salmon with Ratatouille & Herbed New Potatoes
g. Wild Mushroom Risotto with Wilted Roquette Leaves & Parmesan

Dessert
h. Warm Chocolate Orange Brownie with Vanilla Ice Cream
i. Baked American Cheesecake with Cherry Compote & Chantilly Cream
j. Winter Fruit Brioche Pudding with Custard

The Club is at: Bearsted Golf Club, Ware Street, Bearsted, Maidstone. ME14 4PQ
Telephone: 01622 738198

Members are requested to email the Hon Sec Martin Watts at wattseeuk@yahoo.com with bookings including the names of all partners and guests, together with notification of any special dietary and access requirements:

Rank/ title	Name	Post-nominals	Starter (a,b,c)	Main (d,e,f,g)	Dessert (h,I,j)	Special requirements (dietary, access)

The cost of the meal is £25 per person and we respectfully request payments are made electronically or via BACS to 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. Please email our Hon Treasurer, Jan Dean at jandean796@hotmail.com to confirm your payment.

We have to notify the Golf Club of a list of attendees by Saturday 8th January, therefore we can accept bookings up to Thursday 6th January. The Committee look forward to meeting as many members, partners and guests as possible, to enjoy this resumption of the CNOA New Year Lunch.

Bearsted Golf Club currently follows government advice which means that the wearing of masks is voluntary. Members are asked to park in the lower car park, except those requiring disabled access, who can use the upper. Please avoid parking in the committee car park For those unfamiliar with the venue, the Golf Club is 5 minutes' walk from Bearsted railway station.

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: _____

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Post Code: _____

Name of your Bank: _____

Address of your Bank: _____

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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

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Tel. No:

E Mail Address:</td><td colspan="3">BUSINESS ADDRESS

Tel. No:

E Mail Address:</td></tr>
<tr><td>RANK</td><td colspan="2">TYPE OF COMMISSION</td><td colspan="3">SPECIALISATION / AWARDS & QUALIFICATIONS</td></tr>
<tr><td colspan="6">BRIEF CAREER DETAILS

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.

SIGNED……………………………………………...….</td></tr>
<tr><td colspan="6">PRESENT OCCUPATION</td></tr>
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