



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for July 2021

Email: contact@cnoa.org.uk

Website: www.cnoa.org.uk

Contents

Chairman's Flag Hoist

Future Speakers & Events

HMS Prince of Wales – the magnificent backdrop for two Atlantic Charters

Panama Canal increases length capacity to accommodate most boxships

Medway ready for hurricane season after Florida disaster exercise

Nigeria launches Deep Blue

Campaign to stop regional piracy

HMS Spey ready for action after Invergordon commissioning

IMO Approves Ban on Heavy Fuel Oil in the Arctic

Tunbridge Wells VE Day

Commemoration Mess Dinner

CNOA Standing Order Form

CNOA Member Application Form



HMS Kent joins NATO ships on her Carrier Strike deployment
© Crown Copyright MoD Navy 2021

HMS KENT JOINS NATO TASK GROUP AS PART OF GLOBAL DEPLOYMENT

HMS Kent will spend time on NATO operations as part of her deployment with the UK's Carrier Strike Group.

It has been a busy few weeks for the anti-submarine frigate since sailing from the UK last month and now Kent will play a critical role in delivering security in the Atlantic by joining Standing NATO Maritime Group 2 (SNMG2).

She will spend the next few weeks as part of the NATO task group following Exercise Steadfast Defender – training which saw the UK's Carrier Strike Group work with both SNMG1 and SNMG2 to test their abilities to deal with threats from aircraft, other ships and submarines.

Chairman's Flag Hoist



Dear Fellow members,

I hope all are well and are enjoying the summer. Members of the CNOA committee have recently had a meeting with the Mess at RSME to make progress on a Trafalgar Night Dinner, now booked for 29 October.

We are planning a face-to-face committee meeting in early July; if you have any specific items you wish us to discuss, please let one of the committee members know.

We have seen HMS Queen Elizabeth leave Portsmouth for her maiden operational deployment with the UK Carrier Strike Group, planning to cover 26,000 nautical miles and with visits to more than 40 nations.

The First Sea Lord has announced the names of the future Type 31 frigates as HMS Active, Bulldog, Campletown, Formidale and Venturer. Another first is HMS Tamar and HMS Spey, sporting their dazzle camouflage not seen in the Royal Navy for 80 years. (See HMS Spey commissioning story later – Ed.)

Seen recently are videos of the jet packs being trialled for maritime boarding operations. It is very futuristic and like a scene from a James Bond film. Those reading this online may click the following link:



HMS Tamar with dazzle paint © Crown Copyright MoD Navy 2021

<https://www.youtube.com/watch?v=suHOLFhbwsM>

Lastly, we now have a stock of CNOA ties and scarves at a cost of £14.50 each plus postage. If you would like one, drop me an email and we can get it posted, or wait until we are back to meeting face-to-face when Tim will be able to supply all manner of CNOA branded items.

Yours Aye,

Jon

Jon Vanns
Lt Cdr (SCC) RNR
CNOA Chairman

Future Speakers & Events

Subject to revision

11 June:	Prudence Beasley, Toni Parsons – CNOA charitable donation, how it's used
9 July:	Cdr Greg Young – What the RNR at HMS President and Medway are doing
13 August:	No meeting – summer leave
10 September:	Tony Holding – CCF officer
8 October:	David Brown – Wrecks of the Kent coast
29 October:	Trafalgar Night Dinner
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)

Dear members

Following a meeting with the Officers mess at RSME we can now officially ask you to

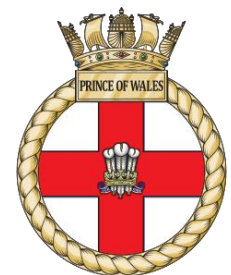
Save the date for Trafalgar Night Dinner

Friday 29th October 2021

Details to follow

HMS Prince of Wales – the magnificent backdrop for two Atlantic Charters From MoD Navy

The new Atlantic Charter – signed within sight of new aircraft carrier HMS Prince of Wales – echoes the original agreement 80 years ago. Then, as now, Britain's Prime Minister and America's President agreed to work together to help forge a fairer, freer, better world.



Boris Johnson and Joe Biden on the beach in Cornwall with HMS Prince of Wales on the horizon © Crown Copyright MoD Navy 2021

HMS Prince of Wales sailed in waters off Carbis Bay in Cornwall – where Prime Minister Johnson and President Biden agreed a 21st-Century revised charter to meet the challenges of today and tomorrow.

The Portsmouth-based warship is in the middle of aviation trials, including her first training with F-35 Lightning stealth fighters earlier this week.

In the summer of 1941, her namesake was instrumental in ensuring the original landmark document – actually a joint declaration of principles by Winston Churchill and President Roosevelt rather than an agreement or treaty.

Then brand-new battleship HMS Prince of Wales, recently repaired after being badly damaged in battle with Hitler's flagship Bismarck off Iceland at the end of May 1941, carried the British premier and his staff to the key conference.

It took four-and-a-half days for the warship to reach Placentia Bay in Newfoundland as she battled heavy seas which forced her to leave her escorting destroyers behind, following a route which kept her away from known U-boat concentrations – thanks to codebreakers at Bletchley Park.

Churchill and his staff used the time to prepare for the conference and found the US president and his staff waiting for them in Placentia Bay aboard the cruiser USS Augusta with a protective umbrella of aircraft overhead and destroyers on the water.



President Roosevelt confers with Prime Minister Churchill aboard HMS Prince of Wales

Having spent the entire crossing on the bridge to ensure a safe passage, the battleship's Commanding Officer, Captain John Leach, came down to the quarterdeck to watch Churchill and Roosevelt exchange greetings from their two ships. After the exertions of the crossing, a journalist observed Leach had "tired blue eyes, and a weary, but contented smile."

The discussions between the two leaders touched on the war in Europe and the looming war in the Far East, but most of the talks focused on the post-world war and creating a better future for all.

Agreed by the British Cabinet in the small hours of 11 August 1941 and by the two leaders themselves the following day, the 'charter' (Churchill used the term later in Parliament) was never signed. With rather nebulous aims and objectives, and with Britain's fortunes at a pretty low ebb in the summer of 1941, the charter did not have a huge impact on the day-to-day lives of ordinary Britons initially.

But it cemented the bond between Britain and the US and shaped – and continues to shape – the post-WW2 world... and post-WW2 UK, pledging an end to colonial rule and self-determination for nations, a lessening of trade barriers and increased global economic cooperation, freedom of the seas, improved social welfare.

In doing so the declaration laid down the foundations of the new world order after 1945: the end of the British Empire, much of the Welfare State, NATO, the United Nations and GATT trade agreements between nations.

HMS Prince of Wales would play no role in that new world, sadly. She was sunk by the Japanese in December 1941 with HMS Repulse with the loss of more than 800 lives, including Capt Leach.

Panama Canal increases length capacity to accommodate most boxships

By The Maritime Executive

Ahead of the fifth anniversary of its expansion, the Panama Canal Authority announced it has increased the maximum allowable length for vessels transiting the Neopanamax Locks. The increase comes at a critical time when global supply chains have been strained. It means that nearly all (96.8 percent) of the world's fleet of containerships can transit the Panama Canal, shortening routes and benefiting economies around the world.

"This change was made possible by our team's experience operating the Neopanamax Locks safely and reliably over the past five years," said Panama Canal Administrator Ricaurte Vásquez Morales. Since opening the new locks to commercial traffic, the Canal Authority has taken incremental steps to increase the capacity.



Trial lockages of larger vessels included the Triton in 2019 (Panama Canal Authority/AMP)

Since May 21, the maximum length overall for commercial and non-commercial vessels acceptable for regular transits of the Neopanamax Locks was increased by just over three meters (370.33 versus 367.28 meters) or over 10 feet (1,215 up from 1,205 feet).

The extended capacity to accommodate the longer vessels will provide shipping lines with greater flexibility in making decisions for the deployment, the Panama Canal said in announcing this new policy. They also believe it will play a role in the design and construction of vessels in the future with greater capacity that can transit through the Panama Canal.

Before increasing the length officially, a series of trial transits were undertaken to confirm the safety of operations. They included the 2019 transit of Evergreen's 369-meter-long (1,210 feet) *Triton*, which became the largest vessel in dimension and container cargo capacity (14,424 TEU) to transit the Panama Canal since the inauguration of the Neopanamax Locks in June 2016. Since then, other ships with the same dimensions and container cargo capacity have also transited the waterway, including the *Talos* and *Theseus*, also 14,000 TEU vessels operated by Evergreen.

In addition to this increased length overall, the Panama Canal also increased the maximum draft permitted to the highest level allowed in the canal. The canal added an additional foot, now permitted vessel with a draft up to 15.24 metres (50 feet). Previously, the level had been maintained at 14.93 metres (49 feet). The draft is subject to rainfall levels on the isthmus and water management at Gatun Lake by the Panama Canal Authority. Last fall, the Panama Canal Authority began seeking bids from international engineering firms for a comprehensive water management system designed to improve the functioning of the canal and secure the nation's drinking water supply.

Medway ready for hurricane season after Florida disaster exercise

From MoD Navy

The Royal Navy's permanent presence in the Caribbean has begun preparing for the 2021 hurricane season. Sailors and disaster relief specialists in HMS Medway ran through how they would help a devastated community – using the US Naval Base in Mayport, Florida, as their testing ground in a day-long exercise.



HMS Medway, forward based patrol vessel in the Caribbean © Crown Copyright MoD Navy 2021

Medway is on a long-term mission to the North Atlantic/Caribbean, operating out of harbours in the USA and British Overseas Territories to conduct patrols, covering duties as wide ranging as reassurance/flag-flying, through drug-busting operations in cooperation with US authorities, and responding to natural disasters.

Last year – which was one of the quieter hurricane seasons – Medway was joined by aviation support ship RFA Argus and Merlin/Wildcat helicopters, plus a specialist humanitarian aid/disaster relief troop of soldiers and Royal Marines.

This year support ship RFA Wave Knight – which left Scotland in early June with aid stores and a Wildcat flight embarked – will be Medway's companion.

As for the extra manpower, HMS Medway has an embarked 'crisis response troop' on board from 24 Commando Royal Engineers.

In the event of a disaster (storm/volcanic eruption), Medway would be expected first to set up a mobile command post in an affected area, then send out reconnaissance teams to find where assistance is needed most, before deploying the rest of the crisis response troop with the tools and supplies needed to help out: from restoring communications and fresh water pipes, to putting public buildings and homes back in order and reopening roads.

Which is exactly what was tested at Mayport.

As stores and equipment were readied aboard the ship, the recce team, led by the ship's Executive Officer Lieutenant Commander Andrew Rowlands, was landed in a small Zodiac boat.

Once there, they were able to gain a better appraisal of the disaster, establishing a beach head and calling for the stores required to save lives and rebuild key infrastructure to be brought up - testing communications and the supply chain and mobilising the ship's company.

"It was encouraging to rehearse resupply with the naval logistics chain and prove that not only will key equipment be able to be landed ashore, but we are able to be sustained throughout the period of our operations," said Staff Sergeant Jack Hester of 24 Commando.

His comrades set up a helicopter landing site and practised evacuating casualties back to Medway's sickbay for treatment by the ship's doctor, Surgeon Lieutenant Kathryn Richardson.



A quadbike and trailer serve as a makeshift ambulance © Crown Copyright MoD Navy 2021

With the helicopter still mid-Atlantic, the team used a trailer hauled by a quad bike to the water's edge, ready for the Zodiac to ferry the casualty to the ship.

"It was impressive and reassuring to see the first aid and casualty evacuation capability in the Crisis Response Troop, allowing my staff and me to provide quality – and timely – further medical care," Surgeon Lieutenant Richardson said.

Soldiers and sailors said they both benefited from the day's combined training.

"From my perspective it was interesting to see the whole exercise, especially to see how the Army Commandos operated as it was my first time working with another service. After the day's training I feel prepared for the season ahead," said Able Seaman (Sea) Daniel Crewdson, bowman on the Zodiac.

Captain Jake Lott RE, Officer in Charge of the Crisis Response Troop, said the exercise had provided a "timely opportunity to iron out any inter-service differences prior to deploying and allowed a better understanding of how to operate under a Royal Navy command structure."

Medway's Commanding Officer Lieutenant Commander James Blythe added: "The additional capability provided by the Crisis Response Troop will ensure Medway is available to provide disaster relief for sustained periods.

"Their seamless integration into the ship's company is a testament to both the troop and my crew. It was evident from this training exercise that we are ready in all respects should the need arise for the upcoming hurricane season."

Nigeria launches Deep Blue Campaign to stop regional piracy By The Maritime Executive

Nigeria marked the official launch of its highly anticipated Integrated National Security and Waterways Protection Infrastructure, also known as the Deep Blue Project. The country's leaders gathered to show off some of the \$195 million of equipment that will be used in a coordinated effort with its primary objective of securing Nigerian waters along the Gulf of Guinea and the country's oil infrastructure with a coordinated combination of land, sea, and air forces.



Nigeria has acquired \$195 million in equipment to combat piracy (NIMSA)

Leading up to the launch ceremonies, Nigeria's Maritime Security Unit (MSU) of the Deep Blue Project, comprising personnel from the Nigerian Navy, Nigerian Army, Nigerian Air Force, Nigeria Police, and Department of State Services, conducted simulation exercises. Their goal was to

demonstrate their preparedness for full deployment to fight the ongoing menace of piracy, mostly emerging from the Nigeria's Niger Delta region.

According to Director General of the Nigerian Maritime Administration and Safety Agency (NIMASA), Dr. Bashir Jamoh, “With the deployment of the assets of the Deep Blue Project, we are entering



another level of national security designed for total spectrum maritime security and better domain awareness using some of the latest technology. This effort to secure our waters will give Nigerians more leverage to harness the enormous resources of our maritime environment and aid the drive towards economic diversification.”

Nigerian President Muhammadu Buhari lead the dedication ceremonies (NIMASA)

Security services have repeatedly warned recently of the increasing threats and dangers in the region from piracy. The Gulf of Guinea has seen the highest number of kidnappings and assaults on ships along with oil theft on land, robbery, and human and drug trafficking.

The Deep Blue Project is the first integrated maritime security strategy in West and Central Africa aimed at the ongoing threats of piracy and robbery. Among the assets that Nigeria will be deploying are 16 armoured vehicles for coastal patrol, two special mission vessels, 17 fast interceptor boats, two special mission aircraft for surveillance of the country's exclusive economic zone (EEZ), three special mission helicopters for search and rescue operations, and four unmanned aerial vehicles. The Maritime Security Unit is made up of 600 specially trained troops.

Coordinating the efforts, the Nigerians have set up a central command and control center based in Lagos, which will also liaise with other regional security efforts. Nigeria also admits that prosecution of suspected criminals was a challenge in the past but says that the Suppression of Piracy and Other Maritime Offences (SPOMO) Act passed by its National Assembly will now provide legal backing for prosecution and punishment of offenders.

In addition to questions if Nigeria has the political will to truly confront piracy, security analysts have highlighted that the pirates are becoming more brazen and violent in their attacks. In January 2021, four armed assailants staged an attack on a box ship which was called the attack was well-coordinated and sophisticated that resulted in the death of one member of the crew and the abduction of 15 others. Recently, concerns have been raised that the pirates have been going after more targets including regional fishing vessels and operating further offshore, sometimes more than 200 nautical miles away from their camps in the Nigerian Delta.

While it is several years since plans for this initiative were first announced, the shipping industry welcomed the official launch of the program. In a joint statement from the leaders of shipping industry associations, the International Chamber of Shipping, INTERTANKO, INTERCARGO, and BIMCO as well as the Oil Companies International Marine Forum, they congratulated Nigeria expressing their hope that it “will seriously impact on the ability of pirate groups to prey on merchant shipping.”

In May, responding to growing concerns and increasing attacks in the region, a task force of stakeholders from across the shipping industry released the Gulf of Guinea declaration on the Suppression of Piracy. Since the release of the declaration three weeks ago, over 320 organizations across the maritime industry including flag state administrations, ship owners, charterers, and shipping associations, all signed on committing themselves to tangibly supporting anti-piracy law enforcement efforts, all aimed at finally bringing an end to the dangers of shipping in the Gulf of Guinea.

HMS Spey ready for action after Invergordon commissioning From MoD Navy

The Royal Navy's newest Offshore Patrol Vessel HMS Spey has been commissioned into the Fleet during a ceremony alongside the Ross-shire town of Invergordon. Built on the River Clyde by BAE Systems, the ship is the fifth and final of the second-generation of River-class vessels built for the Royal Navy.



Leaving the Clyde shipyard in October last year, HMS Spey has been undergoing a rigorous programme of operational sea training to ready her for action.



HMS Spey has been commissioned into the Royal Navy fleet in Invergordon © Crown Copyright MoD Navy 2021

On Friday, June 18, however, Spey and her 45-strong crew were at their affiliated town of Invergordon where dozens of invited guests gathered to welcome her into active service with the Royal Navy.

Addressing the gathering at Invergordon was HMS Spey's Lady Sponsor, Lady Alison Johnstone, and Commanding Officer of the ship, Lieutenant Commander Ben Evans.

"What a fantastic privilege to be able to conduct our commissioning ceremony in Scotland. This is a Scottish ship, built in Scotland with close links to this part of the country, and which will soon fly the White Ensign around the globe," said Lieutenant Commander Evans.

“For many here today this is the first time they would have seen the newest ship in the Royal Navy, and we are ensuring that the day is celebrated as safely as possible. I am proud to be here today with my amazing Ship’s Company. They have achieved so much and worked so hard to get us to this important milestone.”

He continued: “I would like to say thank you to all those who have supported this event today and made it a memorable experience, especially our friends in the Greenwich Hospital and BAE Systems. Finally, to our families I say a massive thank you for your support and understanding in these challenging times, and I look forward to welcoming you all on board very soon.”

During the commissioning guests were entertained by the Band of the Royal Marines Scotland while RAF submarine-hunting Poseidon aircraft from RAF Lossiemouth conducted a spectacular flypast to mark the occasion.



HMS Spey's ceremonial guard © Crown Copyright MoD Navy 2021

Minister for Defence Procurement, Jeremy Quin MP, said: “Today marks a significant milestone for the Royal Navy’s second generation of River Class vessels, as HMS Spey prepares to join her four sister ships to provide essential maritime security for the UK.

“Built on the River Clyde, HMS Spey symbolises vital industry expertise central to delivering the next-generation of naval capabilities.”

There are two generations of River-class ships serving with the Royal Navy.

The first – comprising HMS Tyne, Severn and Mersey – were constructed by Vosper Thornycroft in Southampton and have been operating since the early 2000s, primarily helping to protect fishing stocks but also fulfilling general duties at home and abroad.

The second generation, which includes HMS Spey, were Clyde-built and are larger, faster and even more capable. HMS Forth is the UK’s permanent presence in the South Atlantic; HMS Medway is supporting British Overseas Territories in the North Atlantic and the Caribbean, while HMS Trent is in the Mediterranean and HMS Tamar is available for tasking by the UK Government.

At just over 90-metres long, the ships feature a flight deck large enough for a Royal Navy Merlin helicopter and room on board for up to 50 embarked Royal Marines. This makes the second generation of the River-class incredibly versatile vessels capable of tackling a variety of missions from counter-piracy to disaster relief.

The River-class construction is estimated to have sustained 1,400 jobs at its peak with a supply chain spend of nearly £240M across the UK and Europe.

Attending the ceremony was Rear Admiral Simon Asquith OBE, the Royal Navy's Commander Operations.

He said: "The Batch 2 Offshore Patrol Vessels are impressively flexible ships and are already making a real difference to current operations globally.

"As we speak, HMS Trent, HMS Forth and HMS Medway are providing sustained forward presence in some of the UK's global areas of interest.

"The commissioning of Spey demonstrates a further development to the Royal Navy's role in Global Britain where, later in the year in company with her sister ship Tamar, she will deploy to the Indo-Asian-Pacific region for the foreseeable future. Once deployed, they will work closely with allies and partners to support maritime security in the region."

IMO Approves Ban on Heavy Fuel Oil in the Arctic By The Maritime Executive

In a vote at the conclusion of the Marine Environment Protection Committee's 76th meeting, delegates approved a measure to ban the use of heavy fuel oil in Arctic waters. Under a waiver system, the ban will enter into full effect in eight years.



Flags on the facade of IMO headquarters in London (IMO)

The committee declined to take up measures to reduce Arctic emissions of black carbon (soot), a pollutant that accelerates the melting of ice and contributes to warming.

MEPC also declined to introduce enforceable measures to reduce total CO2 emissions from shipping, instead requesting shipowners to bring down their per-mile carbon intensity by about 8-11 percent by 2023 - substantially less than the 22 percent level requested by the US and European delegations, which voted against the measure.

"As if this lack of action on black carbon was not enough bad news for the Arctic region, the package of 'short-term energy efficiency measures' to reduce greenhouse gas emissions agreed on by IMO Member States at MEPC 76 is as good as useless," said John Maggs, senior policy advisor at environmental NGO Seas at Risk. "The measure contains no enforcement mechanism and the level of ambition, a 1.5 percent annual improvement, was deliberately calibrated to be the same as what has happened historically and in the absence of regulation."

According to Maggs, it would take a seven percent annual improvement in ship efficiency in order to achieve the goals of the Paris Climate Agreement.

In a statement, IMO Secretary-General Kitack Lim expressed satisfaction with the meeting's outcome:

"I am very pleased that [MEPC] has lived up to expectations and delivered short term measures that will take us towards our goals," said Lim, addressing delegates in a closing statement Thursday. "I wish to sincerely thank you for the very robust engagement at this session."

"The path to decarbonization is a long, but also a common path in which we need to consider and respect each other's views. We have made a considerable amount of progress since the start of our journey."

Accelerating regional efforts

Four years ago, Lim criticized the European Union's plans to impose its own regional regulations on vessel carbon emissions, saying that an EU regulatory regime would undercut IMO's international consensus-building efforts. He repeated his concerns about EU regulation before the start of MEPC 76, cautioning delegates that "if we fail in our quest, it is not unreasonable to conclude that we run the risk of having unilateral or multilateral initiatives."

Last year, the European Parliament voted overwhelmingly to include shipping - which accounts for 13 percent of all EU emissions - within its carbon-credit trading market, the Emissions Trading Scheme (ETS). The European Commission has not yet announced specific plans for how to implement this requirement; the impact on the industry hinges on whether the EC chooses to incorporate overseas voyages in the calculation for ETS requirements.

Initial reports have suggested that the EC has been considering relatively limited measures, but the nature of its plans may change after the results seen at MEPC 76, said EU delegate Jytte Guteland.

Speaking to Reuters, Guteland said that the EU "gave the IMO all the opportunity [to regulate carbon] and it was not taken." She added that "the outcome of this conference must be a signal to the European Commission that they need to create a very strong ETS" for shipping.

The EC is expected to release its ETS plans in mid-July, and legislative implementation is scheduled for 2022-23.

Tunbridge Wells VE Day Commemoration Mess Dinner

Friday 17th September 2021

Salomons estate, Broomhill Road, Southborough, Kent TN3 0TG Tel;01892 515152

This was planned for May 2020 to mark the 70th anniversary; although late, this function has now even more relevance to the wartime spirit of celebration after adversity. The invitation is being reissued to allow more to join us, but numbers are limited to 80, which allows 20 places

Service personnel: Rig 2B with miniature medals or 1B; Civilians: dinner suit or dark lounge suit with black bow tie; Ladies: evening dress.

A formal Naval style mess dinner. Hotel rooms can be booked directly with the venue at a cost of £105 for a double including breakfast. Rooms will be released into the open market on 1st March 2020. Quote Mess Dinner when booking. Cut off is 15th August 2021

- Pre-Dinner Drinks 18.30
- Dinner Call 18.50

Starters

- A – Sweet potato soup, crispy leeks, garlic croutons
- B – Hot smoked salmon, beetroot puree, horseradish, sippet

Mains:

- C – Free range chicken breast, fondant potato, baby carrots, leeks, red wine jus
- D – Orzotto Verde with smoked tomatoes and parmesan crisp (V)

Desserts:

- E – Warm chocolate brownie, with salted caramel ice cream
- F – Salomons Estate Eton mess

Formal passing of the port and toasts, followed by tea and coffee in the conservatory. Carriages at 23.30

Cost is £39 per head, (a pre-dinner drink and glass of port included) wine not included and can be pre-ordered or purchased on the night.. Please return slip with printed name, choice of food by indicating the letter of menu choice. Contact me if you have a dietary request. A raffle will be run to help support the formation of an RYA boat station at Bewl that all local youth groups can benefit from

- Closing Date for applications is 1st April 2021 unless places have been filled prior to that date.
- Payment by cheque or bacs – bacs mark with surname and number of guests to Sort 11-11-08 acc 00510406. Cheques payable to Mr J Vanns. Payment with menu choice please.(no payment, no place)
- If you'd like email confirmation of receipt of menu, payment please enclose an email address.

Reply to Lieutenant Commander (SCC) J Vanns MCGL. FinstLM. Royal Naval Reserve
8, Fairfield Ave, Tunbridge Wells, Kent, TN2 3SD or Jonvanns@aol.com

Name	Post nominal	Starter	Main Course	Dessert
------	--------------	---------	-------------	---------



**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: _____

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



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	