



CNOA

Chatham Naval Officers' Association



The CNOA Newsletter for February 2019

Email: contact@cnoa.org.uk

Website: www.cnoa.org.uk

Contents

Next CNOA meeting details
Chairman's Flag Hoist
Future speakers & events
The 70th CNOA AGM
HMS Montrose meets the locals
Royal Navy Review of 2018
Seafarers UK news
Thank you letter
Sixty years of a Naval tradition
HMS Sultan "Horse Racing" event
Application for membership



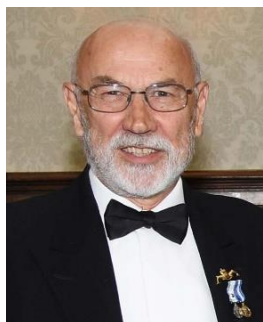
The Ensign of HMS Montrose sails in the wind with Easter Island in the background. HMS Montrose visited one of the wonders of the world which is Easter Island otherwise known as Rapa Nui, home of the famous Moai, huge stone statues made hundreds of years ago by the ancestors who lived on the island. © Crown Copyright MoD Navy 2019

Ladies and Gentlemen,

The next meeting of the Association will be the New Year Luncheon on **Saturday the 19th of January 2019 at Bearsted Golf Club** 12.30 for 13.15 when the Association will assemble for good dining, good company, fellowship and fundraising for good causes. Applications for places at the Luncheon in 2019 will have closed by the time this Newsletter is distributed.

The following meeting of the Association will be on **Friday the 8th of February** in the Warfare Room, RSME HQ Brompton Barracks 19.45 for 20.00 when the CNOA will hold its 70th Annual General Meeting. Details of the AGM have already been distributed to members by email and letter, please come along. It is your Association and your views on how we do things and move forward are important for all present to consider. The evening will then continue with refreshments and fellowship in the Officers Mess.

Chairman's Flag Hoist:



Dear Fellow Members,

Well, it's all over for another year. Some will be thinking thank goodness, others will be sad that the decorations are down and the tree is outside fading away or even shredded by now. Whatever your personal experiences, I hope that Christmas didn't disappoint. Unfortunately, I know of one member who had a family tragedy just before Christmas and so I'm very conscious that not everyone had a fun time.

January can sometimes be a gloomy month. Some people can even become a little depressed at this time of the year. BUT the CNOA is here to help you get through winter by providing a delicious New Year's Lunch in Bearsted Golf Club for you to enjoy! The meal will be jolly tasty and not only that, there will be a first raffle with enormous prizes and to add icing to this delectable 'cake', there will be a fun raffle! There is no better way to get through the winter than this convivial occasion and I look forward to seeing many of you there. Please bring something along for the raffle, or even better a 'Star Prize' for the auction. All monies raised will go to our chosen maritime charities. Thank you.

Finally, our AGM will take place in Brompton on Friday 8th of February. Please do come along if possible. Of course if you have any question or proposal for your committee to address then please let Derek Ireland know before the AGM so it can be added to the agenda.

Happy New Year everyone!

Colin

Colin Tozer
Cdr RN (Rtd)
Chairman

2019 Future Speakers & Events:

19th January: 2019 New Year Luncheon

Please note the date changes below to the second Friday of the month

8th February: CNOA AGM, to let the new committee plan the rest of the year

8th March: Brian Maplin – Coast Watch

12th April: David Dore – Film, In the footsteps of Lawrence

10th May: Rev. Keith McNicol – A Village of peace in the midst of conflict

14th June: Lesley Heyhow – Sailors Society

28th June: Provisional Ladies & Guest Night

12th July: Martin Watts – The Royal Marines and the war at sea 1939-45

9th August: CNOA Summer leave – No meeting

13th September: Lt Cdr Iain Shephard – ASW in the Royal Navy

11th October: Brian Maplin – Hovercraft

25th October: Provisional Trafalgar Night

8th November: Glenn Jones – A war of two halves, the Second Afghan War

13th December: Cmdr Bryant – The President's Address

Additional events will be included as details become available. As always, we are most grateful to those who send items for this Newsletter. All such contributions by the 5th of each month please. Could other CNOA members also provide a short presentation for us? Yes!

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

The 70th CNOA Annual General Meeting From Lt Derek Ireland

A very Happy New Year to you all.

By now you should have all received the CNOA AGM Calling Notice. The Committee decided that the AGM this year would be moved to the beginning of the year to assist the Social Secretary in planning the years' social activities. Previously, activities had to be planned and arranged by one committee and then actioned by the members of the following committee.

I hope to see as many of you as possible on Friday 8th. As from 8th February we will be holding our monthly meetings on the second Friday of each month (except of course each August which is a leave period). The reason for this move is to avoid a clash with the Royal Engineers Association when entering the establishment, who also met on the 1st Friday on the month. Remember the queues outside the guardroom?

HMS Montrose visits island outnumbering the local population From MoD Navy

HMS Montrose has paid a visit the least populous UK national jurisdiction in the world, the famous Pitcairn Island, firmly fixed in history by the mutiny onboard HMS Bounty on 28 April 1789.



HMS Montrose at anchor in Bounty Bay, Pitcairn Island. © Crown Copyright MoD Navy 2019

The mutiny on the Royal Navy vessel HMS Bounty occurred in the south Pacific on 28 April 1789. Disaffected crewmen, led by Acting Lieutenant Fletcher Christian, seized control of the ship from their captain Lieutenant William Bligh and set him and 18 loyalists adrift in the ship's open launch. The mutineers variously settled on Tahiti or on Pitcairn Island.

HMS Montrose is currently on a global deployment, continuing her epic voyage 'the wrong way around the world' from Plymouth to Bahrain visiting many countries and working with allies and partners across the North and South Atlantic, Pacific and Asian regions while en route to Bahrain.

Type 23 frigate HMS Montrose joined the international fight against plastic littering the oceans by recording pollution on four Pacific islands. The ship's company and their Wildcat helicopter spent two days surveying remote islands – including Pitcairn, last resting place of HMS Bounty.

The Pitcairn Islands – Pitcairn, Ducie, Oeno and Henderson are British Overseas Territories and are protected by international law, preventing illegal fishing and pollution. Unfortunately, the Pacific currents dump masses of debris on their shorelines – especially on Henderson Island, a UNESCO World Heritage Site, dubbed 'the most polluted island in the world'. Upwards of 40 million items of plastic and rubbish have been washed ashore on the uninhabited island, which is about the size of Oxford. Much of that debris was captured on camera by Leading Photographer Joe Cater, whose reconnaissance imagery will be pored over by conservationists who are planning a massive clean-up operation later this year

HMS Montrose's Captain, Commander Conor O'Neill said "This was a very special visit – one that all of us enjoyed. Pitcairn (population 52) is the only one of the four islands where human life can be found – mostly descended from the mutineers who took charge of the Bounty and scuttled the ship here in 1790. Nearly 230 years later HMS Montrose anchored in the same spot, Bounty Bay, giving around 100 sailors and Royal Marines – half the ship's company – the very rare opportunity to get ashore in long boats crewed by islanders."



Some of HMS Montrose's ship's company going ashore. © Crown Copyright MoD Navy 2019

The White Ensign has not been flown in Pitcairn since 17Sep2000 when Montrose's sister ship HMS Sutherland visited during a world tour. The ship's company seized the chance to pick up souvenirs, postcards, hand carved gifts and honey from the craft market in the 'capital' Adamstown and explore natural wonders such as Christian's Cave and St Paul's Pool. There was also time to learn about the history of the island, the Bounty and the mutiny in the island's museum and one sailor from Montrose's namesake town in Scotland, James Valentine, whose death at the hands of the ship's drunk and incompetent doctor on the way to Tahiti was one of the sparks of the mutiny. After tea at the residence of Pitcairn's administrator, Nick Kennedy, with Mayor Shawn Christian – a direct descendant of lead mutineer Fletcher Christian – Montrose's Commanding Officer was given a

tour of the island, which is roughly as big as Swindon. After enjoying islanders' hospitality, the ship returned the favour, 20 Pitcairn residents were given a tour of the ship, before joining sailors for a brew on the flight deck. Before departing with crests as gifts from the ship they serenaded the ship by performing their traditional song In the Sweet By and By.

"This was a very special visit – one that all of us enjoyed. Rich in history and beauty the island and islanders have certainly made an impact on the ship's company," said Commander Conor O'Neill.

The Royal Navy – A Review of 2018

From Cdr Colin Tozer

The following article is a good summary of the RN in 2018. It is written by independent writers and so is not MoD(N) publicity!



December 27, 2018

A year in review – the Royal Navy in 2018

In broad terms, 2018 was a positive year for the naval service, in many ways an improvement on 2017. The navy has been able to deliver a higher operational tempo than last year and despite initial indications to the contrary, has escaped further cuts.

Small fleet, big impact

Careful management of stretched resources has allowed a small increase in the time ships and submarines spent at sea and seen an expansion of the fleet's global footprint. Most notably five vessels have operated in the Pacific this year. HMS Sutherland and HMS Albion have both completed deployments while HMS Argyll is currently in Japan after mid-deployment maintenance in Singapore. HMS Montrose is heading west across the Pacific, with her ultimate destination 3 years based in Bahrain. HMS Protector briefly visited Chile and is now on back in the Southern Ocean for further tasking in Antarctica.

The strategic benefits of a small presence in the Pacific may be controversial but the ability to sustain such a global reach is impressive and makes a statement to allies and potential adversaries. While transiting the South China Sea, HMS Albion had an encounter with the Chinese Navy but few details of what transpired have been made public. How the world responds to Chinese flouting of international laws in the Pacific region is an issue that will not go away or be easily resolved. China is building almost the equivalent of the entire Royal Navy every year while US dominance is ebbing away. Its blue-water fleet will increasingly make its presence felt in oceans across the globe, China's new superpower status is perhaps the defining geopolitical change for the coming decades.

In another demonstration of relative vigour, the RN participated in two major exercises simultaneously in October. Saif Sareea 3 with Oman and Trident Juncture with NATO partners in Norway. The Type 45 destroyers spent more time at sea than in the previous two years, the temporary measures to remedy propulsion issues are helping. HMS Daring will be the first to have her engine troubles permanently cured with the Power Improvement Package refit starting next year. HMS Duncan's tense deployment in the Black Sea and the Eastern Mediterranean was featured in the TV Documentary "*Warship – Life at Sea*", arguably some of the most positive and insightful media coverage the RN has generated in years, demonstrating what the RN can deliver at the sharp end.



After escaping the politician's axe, HMS Albion hands over her duties in the Pacific region to HMS Argyll, off Sri Lanka, September 2018.

The “growing Royal Navy?”

Speaking in the Commons in late December, The Defence Secretary stated: “*the Royal Navy has increased its mass*”. Claims that the navy is getting bigger should be treated with caution. It is true that after hitting rock bottom there has been a levelling out of vessel numbers after a steep decline since 2010.

The announcement in November that the three Batch 1 river class OPVs will be retained in service (instead of being decommissioned when the Batch 2 vessels arrive, as planned in 2015) offers the potential for hull numbers to grow very slightly. It is not clear how long they will stay in service and their retention seems to be driven by Brexit preparations, rather than a strategic plan for the RN. If they were retained long-term and the plans to partially man them with reserves prove sustainable, it will release the batch 2 vessels to be deployed overseas more frequently.

(The large displacement of the two aircraft carriers and Tide class RFAs can also lend credence to the claim of increased mass if you crudely measure the size of a navy on combined tonnage!)

The battle to resolve the RN's manpower problems is ongoing and there is still a long road ahead to bring personnel numbers back up to what is needed. The navy is still over 1,000 people below what it is supposed to have, with critical shortages in key branches. However, in 2018 new recruits slightly exceeded the number of people leaving for the first time since 2010 and the small gains are expected to continue. Experience has seen the core ships company requirement for HMS Queen Elizabeth grow from an initial target of 690 to over 800 and rising. This, together with the need for more sailors to man the OPVs, makes the struggle to balance operational requirements with harmony guidelines as difficult as ever.



HMS Albion and HMS Dragon in company with Omani ship Fulk al Salamah on Exercise Saif Sareea 3, October 2018.

The Modernising Defence Programme (MDP) – Mostly Drawings and Pictures?

On the 18 December, the Defence Secretary delivered the much-delayed Modernising Defence Programme report. Although 28 pages in total, only 17 pages of the report contained text, the rest were nice photos or blank. Light on force structure details and full of aspirational buzzwords, there were still a few items of substance and encouraging signs. Much is made of how the (broadly positive) 2015 SDSR promises are mostly on track. This is true, although depending on who you listen to, there a crunch is coming because the equipment plan is still somewhere between £8 – £15 Billion underfunded.

Compared with previous reviews, threats to the UK have been properly assessed and are actually named (Russia and China). A plan to increase weapons stocks and improve resilience is very welcome and there is an emphasis on procuring and developing technology much faster. The report also contains a very solid piece of work defining “*25 tasks that Defence fulfils to help deliver the National Security Objectives*”.

It is difficult for the MoD to take major decisions until the Treasury publishes the Comprehensive Spending Round in 2019 and the impacts of Brexit are fully understood. In this context, the MDP is very much a ‘placeholder’, pending potentially more dramatic decisions in the future. For now, at least, the threats to axe the RN’s amphibious capability and further reduce Royal Marine numbers have been fought off. Gavin Williamson has been a robust Defence Secretary for just over a year and inspires mixed reviews. He can point to an extra £500M for defence for 2018–19 and no significant cuts on his watch (yet). It seems unlikely that if the more conformist Michael Fallon had stayed in post that outcomes would have been so positive.

Silence on the silent service

HMS Trenchant surfaced at the North Pole in April and received wide media coverage for her photogenic part in the ICEX with the US Navy. Other than HMS Talent photographed in the Mediterranean, there has been almost no other official coverage of Submarine Service activity. Operational security and the nature of operations is at odds with the need to inform the public and remind politicians of the critical importance of the SSNs. We should not let out of sight, mean out of mind. Monitoring Russian submarines remains the prime task, with a high operational tempo, that makes for challenging but and professionally rewarding patrols. There have even been unconfirmed and worrying reports of modern Russian submarines gaining the upper hand over NATO boats on occasions.

In response to the use of chemical weapons on civilians, US warships and submarines fired Tomahawks missiles into Syria in May but British submarines did not launch weapons, possibly they were involved in keeping watch on Russian boats in the Eastern Mediterranean. Availability of the three Astute has improved since 2017 and the fourth boat HMS Audacious should begin sea trials in

the Spring. The dire submarine personnel situation is also improving according to Vice Admiral Tony Radakin, who is set to become the First Sea Lord next year.



“We come unseen”

The Dreadnought programme is an MoD priority with a strong new management regime in the shape of the Submarine Delivery Authority (SDA) now in place. £600 million was sensibly drawn down from the contingency fund to ensure highly specialised suppliers stay in business and can deliver critical components for the project in future. The second boat has been named HMS Valiant and work should start on her construction shortly. There was considerable relief that HMS Victorious, Vengeance and Vigilant will not need nuclear refuelling refits which will save considerable sums and reduce the pressure on the force. Conversely, the refit and refuelling of HMS Vanguard in Devonport is reportedly not going well, any delay to her scheduled return to the fleet in 2020 will cause knock-on problems for the deterrent cycle.

Carrier strike on track

HMS Queen Elizabeth is making good progress on the long, complex path to becoming operational.



The big ship in the Big Apple – HMS Queen Elizabeth visits New York

Two sets of helicopter trials in the first half of the year were followed by the successful Westlant18 deployment between August and December. The ship's visit to New York made a big impression and was a glimpse of the carriers' great future potential role in promoting diplomacy and trade. The first F-35B landed on the ship on 25th September and stunning imagery from the subsequent developmental flying trials points the way to full carrier strike capability. Progress with F-35 trials was rapid and is now ahead of schedule. The first Shipborne Rolling Vertical Landing (SRVL) by F-35 was demonstrated on 14th October. There is a great deal of data from the trials still to be analysed but confidence in the ship and aircraft is already very high.

The RN received the first deliveries of the Merlin Mk4 helicopters (ex-RAF Mk3s that have been upgraded and marinised with folding tail and rotors) now painted in their distinctive grey, found to be the best multi-environmental camouflage. Four of these helicopters from 845 Naval Air Squadron embarked on QE for the Westlant18 deployment and performed well. Working with Royal Marines of 42 Commando, 845 NAS started work on Joint Personnel Recovery (JPR) tactics to extract downed pilots and recover sensitive technology from enemy territory.

A cloud on the carrier project horizon is the RAF desire to cap the UK's F-35B purchase at 48 aircraft and switch to buying land-based F-35As. The man on the street may think 48 will easily provide a permanent fixed-wing airgroup of around 36. Far from it, in very simplistic terms every aircraft of the frontline needs at least two or more in the training and maintenance cycle. For a navy charged with providing continuous carrier capability, a fleet of just 48 F-35Bs would provide pitifully few at sea on a regular basis.

However, if it is spun or justified, buying fewer carrier-capable aircraft means less aircraft for your carrier.

Mixed fortunes for the frigate programme

The single most disappointing announcement about the future of the RN this year went almost unnoticed. The first Type 26 frigate, HMS Glasgow, will not be operational until 2027 and subsequent ships are being laid down at around 18-month intervals. Taking almost a decade to build this ship is at least 2 years longer than could be reasonably expected. This is evidence of the MoD trying to balance its budgets by slowing the rate at which it needs to write cheques. Not only does it guarantee increased costs in the long-term and risks obsolescence but also deprives the RN of ships it will badly need.

Aside from the glacial construction timetable, there is no question Type 26 is a great design, vindicated by its selection for the Australian Navy in June, followed by the Canadian Navy in October. This very welcome news, one day there could be 32 Type 26 frigates in service, of huge benefit to UK industry and the RN.

During 2018 there were further twists and turns in the Type 31e frigate project. In January Babcock announced the formation of the "Team 31" consortium, launching their "Arrowhead-140" design in May. In February Cammell Laird and BAE Systems published their "Leander" design. The MoD briefly suspended the project for 3 weeks in the Summer but by the close of the year, three bidding consortiums had been funded to develop their designs, including the late entry of the AEUK / TKMS team.

Despite the modest revival in shipbuilding in the UK, the industry remains in a precarious position, with much depending on Type 31 work. Babcock announced the closure of the Appledore shipyard in October and Cammell Laird is making redundancies, lacking enough new build work. Ferguson Glasgow has a healthy order book but experiencing financial problems with the funding of ships being underwritten by the Scottish Government.

Regenerating the RFA

The RFA is in a healthier position than a year ago. The 4 Tide-class tankers are well on their way into service. Only the final ship, RFA Tideforce has yet to begin sea trials. There have been reports of some minor teething problems but they look likely to be a great success in the long term. The 3 Bay-class landing ships continue to be worked hard, two in the Gulf and one in the Caribbean in 2018. RFA Fort Victoria, Wave Knight and Argus completed refits late this year and are regenerating prior to active service in 2019. RFA Wave Ruler and Fort Austin remain laid up while RFA Fort Rosalie is in maintenance at Cammell Laird. The Future In-Service Support (FISS) contract to maintain the RFA fleet for the next decade was awarded this year and will utilise shipyards across the UK. Some sort of plan to replace RFA Argus would be at the top of the RFA wish list in 2019.



RFA Tidespring about to conduct her first replenishment at sea with HMS Queen Elizabeth, Feb 2018.

2019?

With both sides of the polarised Brexit debate making extreme claims, it is hard to analyse or predict what next year will bring. For good or bad, the implications of Brexit in March 2019 cast a shadow of uncertainty and political turmoil over the nation. Should there be an economic impact of sufficient magnitude to reduce tax receipts or require government interventions, then public finances could at least temporarily, become very tight. Historically, the MoD has often been the first port of call for weak politicians looking to make cuts in public spending. Defence cuts would be a grave mistake at a time of crisis and the Royal Navy, in particular, is a prime soft and hard power tool for promoting British trade and diplomacy interests around the world as we leave the European Union.

Seafarers UK – Reporting the impacts of distributing finds From Seafarers UK



As 2019 starts, Seafarers UK have reported that in 2018 they delivered:

£2.5m in total funding

Over 60 beneficiary organisations aided

73 grants awarded

15 new organisations supported

£180,237 awarded in Merchant Navy Fund grants

To quote Captain Andrew Cassels, Director, Oil Companies International Marine Forum (OCIMF) “Thank you, Seafarers UK, for the fantastic job that you do raising funds and, importantly, dispensing them to the needy seafarers, former seafarers and their families. The job that you all do is critical and hard work.”

For more information on Seafarers UK’s grant funding programme and figures in 2017, please see the “Impact Report 2017” on <https://www.seafarers.uk/about-us/our-impact/> Seafarers UK’s “Impact Report 2018” will be available in May of 2019.

A thank you letter from the Royal Engineers From Lt Cdr Roy Standen

From: Mr Kenneth Kirk – Controller

The Royal Engineers Association

(Registered under the Charities Act 1992 and a charity registered in Scotland)

Patron: HER MAJESTY THE QUEEN



All correspondence to:

The Controller
RE Association
Brompton Barracks
CHATHAM
Kent
ME4 4UG

Telephone: 01634 847005
Website: www.reahq.org.uk
Email: info@reahq.org.uk

REA/F/3

12 November 2018

Lt Cdr R Standen RNR Rtd
Secretary
Chatham Naval Officers Association



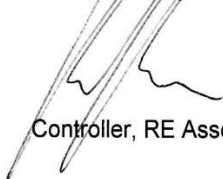
Dear Cdr Standen,

Thank you for your cheque in donation of £200.00 on behalf of the Chatham Naval Officers Association. We are most grateful to receive this generous donation and the money will be invested for our Benevolent Funds so we may assist serving or former Royal Engineers who are in need.

Last year we disbursed over £260,000 and considered over 500 individual cases of need, many from the WW2 generation and former national servicemen. There are however a growing number of occasions when we are called upon to help the younger disabled Sapper and their family where there is no, or inadequate, provisions by the state. Every contribution enables us, in conjunction with the Army Benevolent Fund, to look after the needs of our community in the long term.

The need for benevolence is still increasing each year and those who need our help need it more than ever before.

Yours sincerely,



Controller, RE Association

Sixty years of a Naval Tradition

From Mid Brian Bissell

On Armistice Day, a Nation's Tribute titled 'BATTLE'S OVER' 11th November 2018 - 100 Years of Remembrance. At 19.05, the 'Ringing Out for Peace' 1,000 cathedrals and churches rang out their bells across the nation, and beyond, in celebration of Peace. 100 Town Criers throughout the United Kingdom and other countries around the world joined together in an International Cry for Peace. I was one of those town criers and gave the cry at The Vine, Sevenoaks following the lighting of a Beacon. The Cry for World Peace was provided by Pageant Master Bruno Peek LVO OBE OPR.

I reflected on that morning's Armistice Remembrance Service, where I attended at Tunbridge Wells War Memorial and laid a wreath on behalf of the Merchant Navy. Following the Service I marched on Parade as I had done in the previous 11 or 12 years.

I also reflected that my connection with Naval Tradition went back 60 years to 1958 when I joined HMS Conway Merchant Navy Cadet School in Anglesey as a Midshipman RNR for a 2 year course, prior to my entering the Merchant Navy with Royal Mail Lines as a Navigating Apprentice. I subsequently became a Navigating Officer with the Cunard Line. 2018 was also the 8th anniversary of my Chatham Naval Officers Association (CNOA) membership.



I have attached a recent photo of myself standing in front of the Red Ensign 60 years on, in a blazer I purchased in February 1958. It now displays the Conway Club crest with its motto 'Quit Ye Like Men Be Strong' and I am proudly wearing the tie, cufflinks and lapel badge of the CNOA. Yes, I could still get into the blazer, it having had just one alteration!



HMS SULTAN

MILITARY ROAD GOSPORT

Warrant Officers', Senior Rates' &
SNCOs ' Mess



'RN Style' **Charity Horse Race Evening**

Friday 26th April - £5 pp

**Open 7pm – 1st of 5 Races at 8pm to 11pm'ish
then Disco - Bar 'till midnight – Disco 00:15 – Finish 00:30**

**BECOME THE OWNER OF A HORSE
IN A LIVE AUCTION OR PLACE
A MINIMUM BET OF £1**

ALL NET MONIES RECEIVED WILL BE 100% IN SUPPORT OF:-



Supporting the 1.6 Million Merchant Seafarers and
their families at Home, In Port, At Sea

**Closing Date
Friday
15th February***

*** Subject to ticket availability!**

**To Obtain Tickets
See below:-**

**Contact: Organiser & Life Mess Member
LES HEYHOE BCav** Contact: 02392 357181 / 07712 404127
or email: les@heyhoe.com

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
From the CNOA Hon Secretary



CHATHAM NAVAL OFFICERS' ASSOCIATION

President: Commodore Barry Bryant CVO RN

Chairman: Cdr Colin Tozer RN (Rtd)

APPLICATION FOR FULL MEMBERSHIP

| | | | | |
|---|---------------------|------------------|--|------|
| SURNAME | | FORENAMES | | DATE |
| HOME ADDRESS | | BUSINESS ADDRESS | | |
| Tel. No:- | | Tel. No:- | | |
| E Mail Address:- | | E Mail Address:- | | |
| RANK | TYPE OF COMMISSION | | SPECIALISATION / AWARDS & QUALIFICATIONS | |
| BRIEF CAREER DETAILS | | | | |
| <p>General Data Protection Regulation: - I agree that all the above details may be maintained and kept by the CNOA and RSME for the purposes of membership records and security. I agree / do not agree (delete as applicable) to my details being published in a membership booklet.</p> <p style="text-align: right;">SIGNED.....</p> | | | | |
| PRESENT OCCUPATION | | | | |
| PROPOSERS NAME | PROPOSERS SIGNATURE | | HOW LONG KNOWN | |
| SECONDEES NAME | SECONDEES SIGNATURE | | HOW LONG KNOWN | |