



Unity - Loyalty
Patriotism & Comradeship

Up Spirits!

NORWICH BRANCH NEWS

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Welcome to the latest edition of Up Spirits; the bi-monthly newsletter of the Royal Naval Association – Norwich Branch.

With the Anniversary of the loss of HMS Invincible coming later in March, we have an article covering HMS Invincible and the Memorial Service at Happisburgh, as well as an article from S/M Bob Knights on the dropping of Britain's first H Bomb.

Articles from The Monthly Circular and Up Spirits are also available on the Branch Website along with postings on Naval History and Traditions.

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From The Quarterdeck – The Presidents Piece

Shipmate Mike Mizen

2017 has started with a bang, unless you are in a nuclear submarine test firing a missile, in which case it started with a whimper. It should be remembered of course that the missiles are made by an American company so we shouldn't be too surprised. In the final analysis, the Royal Navy will get the blame, as the Americans never admit to doing anything wrong, but what amazes me is why, if something does go wrong, we are not told. No doubt all the Matelots on the nuclear submarine have been sworn to secrecy but that doesn't seem to stop people higher up the food chain selling their views to the media. Some of them must have known about the test last year but only now are airing their vast knowledge about the incident, now that it is in the public domain. The point is, it was a test firing. It didn't work. Good. That is what tests are for, if everything works perfectly every time then people become complacent and mistakes are made at crucial times. I get involved in tests and exercises on a regular basis and too many people think they are a waste of time as they have been done before. This is true, they have been done before, but now we have new people doing them who have never done them before and it is time for them to learn. Time spent practicing is never wasted, it is the best time to learn new procedures and correct mistakes. In my experience, it is the accountants who complain the most, always worrying about how much it will cost

(£17m for one test firing of a nuclear missile!) but they never seem to get the blame when it goes wrong or doesn't work. Perhaps it is time for a change; Donald Trump might be the answer!!

Enough of the latest news, did you all have a good Christmas? I went away this time, the first time I have spent Christmas out of the country since I left the Royal Marines. Which reminds me of a Christmas spent far away from home.

In the last entry regarding my Service career I told you that I was about to join the 7th Assault Squadron, Royal Marines on HMS Bulwark, at that time undergoing a refit in Plymouth. Once again far from my home in London and by this time I had become a father; not much chance of seeing my daughter growing up! By the time the ship had completed the refit, done sea trials and exercised with the Royal Marine Commandos and the Fleet Air Arm in home waters, my daughter was a year old and we were about to set sail for Singapore and the delights of HMS Terror, the Naval Base.

Before we left Home waters however we were visited by a strange 'plane known as the P1127 or 'Kestrel'. It was in fact the experimental version of the Sea Harrier and from the moment I first saw it I was convinced that it was the most fantastic aircraft anywhere in the world, a view I still hold. On the first day of her arrival we were invited up on to Bulwark's upper decks to watch the plane land and standing next to me was an elderly FAA CPO. We watched the Kestrel fly past the ship at maximum speed when the Chief turned to me and said that "it won't be able to land on the deck, it's going too fast and there are no arrester wires". I got my camera ready to photograph a 'plane disappear over the front of the ship, when it approached again from astern, stopped, and lowered itself onto the flight deck. I turned to the Chief and said "What do think of that then" but he just stood there with his mouth open, totally speechless! The Kestrel stayed with us doing sea trials for about two weeks and then returned to Boscombe Down. Some years later of course it became the main fighter/bomber aircraft for the Royal Navy and truly earned its spurs during the Falklands war.

We sailed for the Far East on the 13th August 1966 and called in at Gibraltar, went through the Suez Canal and arrived in Aden where we changed over duties with HMS Albion. We then called in at Gan, where I, a young Royal Marines Corporal, crossed swords with a drunk FAA PO who I refused to carry in my landing craft because of his condition. I won, he got busted to Leading Hand!

We arrived in Singapore on the 16th of September and the 'confrontation' with Indonesia had reached a sort of truce. Whilst sailing to Labuan we were approached by a small Indonesian gunboat who demanded to know who we were. The captain of the Bulwark signaled "F*** Off" and that was the last we saw of the Indonesians. Suffice to say I did not get a campaign medal.

Towards the end of October, we arrived off the coast of Australia for exercise Barrawinga, a major exercise involving the embarked RM Commando Brigade and the Australian Forces. The night before the exercise one of the helicopters crashed and they were then all grounded until the cause could be found. That meant that the whole Brigade had to be landed in just four Landing Craft, it took us a week working none stop; I have never been so tired in my life as I was then. After the exercise, we went to Brisbane for R&R, then back to Singapore before heading for Hong Kong for CHRISTMAS!! And that brings me back to my opening bit about Christmas away from home.

We were tied up alongside in the Naval Base when the USS Coral Sea, third largest carrier in the US fleet, came in to harbour. On Christmas Eve, the US Marine Detachment, about 250 strong, invited the Bulwark RM Detachment, about 35 strong, to a run ashore at their expense. After much careful thought, we agreed to accept the invitation and attended a bar in the Wanchai district which they had bought for the night. Everything was free, food, drink, women, the lot. Unfortunately, I over imbibed on brandy and was somewhat the worse for wear. Equally unfortunately on Christmas Day I was duty coxswain and any hopes of a quiet morning to recover from the night before was shattered by a Naval officer who wanted to visit his brother, stationed on a Merchantman anchored in the harbour. Fortunately, one of my crew was in a slightly better state than me and he was able to guide me to the correct ship. Things then went a bit wrong when I approached the ship a bit too fast and took away the bottom three of four steps of the gangway. I did however remember to salute and wish the officer a happy Christmas.

We invited some of the US Marines on board for lunch and a tot (they loved that, their ships are 'dry') and in the evening, we were invited on to the Coral Sea for Christmas dinner. I was amazed to see that on the American ship the Navy personnel stand aside to let a Marine pass, and even allow them to go to the front of the queue at meal times. I think our Navy should observe that tradition, what do you think?

In early 1967 we were involved in flood relief off Trengganu, Malaya, exercises in Malaya and Thailand, then back to Hong Kong when the Chinese government called all Chinese in Hong Kong out on strike. At one time the four landing craft from the Bulwark were the only boats that could cross the water between Kowloon and Hong Kong, with strict instructions that we must not, under any circumstances, carry local Chinese. Bit difficult when local businessmen were waving fists full of HK dollars at you begging to be taken over the water for 'business' reasons. We did not succumb of course, that would have caused even more trouble. We did however make the headlines in the People's Daily, the official mouthpiece of the Chinese Communist Party. We were accused of 'vainly trying to repeat the 19th century gunboat diplomacy' and that our visit 'was an intimidation of the Chinese compatriots in Hong Kong'. The bit that worried me was the comment "Your worn-out warships do not scare the great Chinese people. Like US imperialism, British imperialism is a paper tiger." How did they know that the Bulwark was worn out!

In September, the Bulwark took part in the evacuation of personnel and stores from Aden, when the country ceased to be a British Protectorate. Interestingly, I can find very little mention of Bulwark's role although there are always plenty of other ships mentioned. We were there though, I personally landed a radio Land rover on the beach next to the Minesweeper jetty (if you have been to Aden you will know where that is).

And then, on the 23rd October 1967 (my birthday) we flew home from Singapore and my next posting to Poole, as coxswain of the fleet tender, HMFT Aberdovey. But more of that later!

Secretary's Report

Shipmate Wendy Howard

Loneliness

The statistics are shocking – half of all people aged 75 and over live alone. One in ten people aged 65 or over say they always or often feel lonely. Half of all older people consider the television their main form of company. Surprisingly younger people 25-35 are experiencing high levels of loneliness so this is not something that necessarily happens with age.

Age UK do a service called Befriending – a volunteer regularly visits or speaks to an older person on the phone. Phone 0800 678 1601 to find out more about Age UK Befriending services in your area.

Also please remember your committee are here to help. We all need support at some time in our lives so please do not be afraid to ask.

A reminder for the Dame Esther Rantzen SILVERLINE number:- 0800 4 70 80 90.

There, especially for you, 24 hours.

Do you want to return to the RN?

You will have heard that the RN are chronically short of engineers – just look at this:-

RN full time Reserve service vacancies

<http://www.royalnavy.mod.uk/-/media/royal-navy-responsive/documents/useful-resources/fters/fters-vacancy.pdf>

Last week on going into Barclays, St. Stephens to pay in a cheque I was offered a job and this is not the first time. What is going on!

Christmas Party

Thank you to Mike Mizen for getting the people wearing jolly hats for the Christmas Party up and in a circle going first one way and then the other. The winner was Stui with his green golf tee hat and he received a prize of a tin of chocolates. This was Mike Wilkinson's idea and we could do it every year and hopefully the hats will become more and more bizarre and outlandish.

Welfare Report

Shipmate Reg McGuire

Vera Read

Congratulations, on the 5th March Vera will celebrate her 104th Birthday. She is the Branches oldest shipmate. Our best wishes to her and hope she has a great day.

The Baedeker Raids April 1942

Norwich was bombed several times during WW2, the first being in September 1939, it was not of the same scale as what became known as the Baedeker Raids. The first Blitz raid took place on 27th April 1942, followed again two nights later. Again, on the 27th June, followed once more on the 2nd August. 250 were killed with many hundreds injured. Similar raids were also carried out at Exeter, Bath, Canterbury and York. Like Norwich these cities could hardly be counted as military objectives. Indeed, it appears that they were deliberately selected from the famous Baedeker Guidebooks in which they were starred as cultural centres containing many places of historic and archaeological importance, and bombed as a direct response to Britain's bombing of the historic city of Lübeck on March 28th. The raid on 27th April resulted in the deaths of 162 with over 400 being injured and two days later a further 69 were killed and 89 injured. Public funerals of many of the victims of both raids took place at the Norwich (Earlham) Cemetery on the 4th, 5th & 7th May. The Bishop of Norwich, the Dean, the Lord Mayor and other notabilities attended.

Through our the whole war the sirens sounded no less than 1488 alerts and a total of 340 were killed 1092 seriously injured. A total of 681 high explosive bombs were dropped within the city boundary

In Memoriam

Shipmate Eileen Wilkinson

Associate Member

Crossed the Bar: 10 December 2016

Aged: 76

Wife of Mike Wilkinson; Branch Treasurer

Many apologies to all Shipmates and more importantly S/M Mike Wilkinson and his family with the errors in the previous In Memoriam

Shipmate Berice Bowles

Associate Member

Crossed the Bar: 19 December 2016

Aged: 87

Berice was the wife of Jim Bowles; former President of the Branch.

She was almost a founding member, joining in October 1979

Shipmate Ian McAuley

Served: 1961 - 72

Leading Seaman

Served On HMS Tartar - HMS Torbay -

HMS Albion - HMS Excellent - HMS

Bellerophon - HMS Dolphin

Crossed the Bar: 2 February 2017

Aged: 69

'May they have found a Safe Anchorage'

The Combined Services will be holding a service of remembrance on 27th April at the grave side. There is a separate part of North Earlham Cemetery where they are all buried together.

Veterans Medical Fund

This MOD funded, thirteen million over the next five years, is managed by the Royal British Legion. To access this fund, you must have a War Pension or be awarded under the Armed Forces Compensation Scheme. Covers medical hearing and mobility. Should you wish further information concerning this please contact Reg

Veterans Bereavement Support.

This is a one stop organisation which is well worth a look. They cover a variety of assistance and advice Tel Number 03452221525. They also have a web site.

From The Monthly Circular

HMS Queen Elizabeth (RO 8) – First entry to Home port of Portsmouth

The Queen Elizabeth Class Aircraft Carriers are the biggest and most powerful warships ever constructed for the Royal Navy. The first of class, HMS Queen Elizabeth is expected to enter Portsmouth for the first time during the summer of 2017. The RN/RM would like to hear from anyone who served on board the previous HMS Queen Elizabeth which was commissioned in 1913 and decommissioned in 1948.

Please forward your name and service number to NAVYPOLQECFEPENGAGEMENTS@mod.uk copied to NAVYPOL-QECFEPPM@mod.uk. If you have served on board or indeed know of someone that did.

Londonderry Battle of the Atlantic Commemorations 6/7th May 2017

To all Shipmates,

The Battle of The Atlantic Commemorations will be held over the weekend 6th and 7th May 2017 in Londonderry. The Programme is as follows:-

Saturday 6th May –

1900 for 1930 Dinner in the City Hotel.

Sunday 7th May-

1015. Parade musters at The RBL Club Waterside.

1030. Parade marches off.

1040. Parade arrives at All Saints Church.

1100. Church Service Commences

1210. Parade marches past en route to The RBL Club where light refreshments will be served.

Should any Shipmate wish to attend the Dinner the cost will be £30.00 per head the cut-off date for same will be 14 April 2016. Please forward a cheque to cover the cost of relevant number of shipmates attending. The Dress for all Functions will be RNA Rig.

Should any changes to the above programme arise Branches will be informed soonest. For further details please contact Frank Brown Hon Sec Londonderry RNA. frankjf22brown@gmail.com

Type 42 Association Reunion 003

The Type 42 Association Reunion 003 will be held at HMS Excellent on 22 Jul 2017. Open to all who have served on a Type 42 Destroyer, Discounted tickets for all fully paid up association members, new members can sign up to the association via the website.

BGM Start 1230 hrs. Finish 1345 hrs.

Reunion Start 1400 hrs., Finish 2100 hrs.

HMS Excellent, Sports Field

Tickets: Members £10 + 1 Guest £10 & Non-Members £30

For Info email: chairman@type42association.co.uk For tickets email: deanpullom@yahoo.co.uk Web site: www.type42association.co.uk click on forum or visit our Facebook page Type 42 Association

Shipmate Submissions

Breakfast Club and Branch Run Ashore

Shipmate Gus Honeywood

The next Branch Run Ashore is organised for **Saturday 4 March 2017** at The Gibraltar Gardens, 288 Heigham Street, Norwich, NR2 4LZ.

We will be meeting at 2000 and a link for the event can be found at [Link](#) for those that use Facebook.

Our next breakfast club get together is organised for 1000 on **Saturday 1 April 2017** at Village Inn, 33-43 School Ln, Little Melton NR9 3AD.

Norwich Sea Cadet Unit

Shipmate Mike Massen

Norwich Sea Cadets are looking for Committee Members and a Chairman at the unit, anyone interested please contact the unit. Details to contact are:

Telephone: 01603 631787 / Email: norwich.unit@btconnect.com

Shipmate Berice Bowles

Shipmate Gus Honeywood

We have received an email from Jenny Bowles (daughter of ex-President Jim Bowles). She has informed us that the family will be holding a celebration for Berice's life between 1000 and 1200 on the 26th of March, at the Holiday Inn Norwich North near Norwich Airport.

The Family have requested numbers by the end of February, so I would be most grateful if you could advise S/M Gus Honeywood at your earliest convenience on whether you wish to attend and your numbers.

Car Keys- PRICELESS!!

Shipmate Mike Wilkinson

They weren't in my pockets. Suddenly I realized I must have left them in the car.

Frantically, I headed for the parking lot. My husband has scolded me many times for leaving my keys in the car's ignition. He's afraid that the car could be stolen. As I looked around the parking lot, I realized he was right. The parking lot was empty. I immediately called the police. I gave them my location, confessed that I had left my keys in the car, and that it had been stolen.

Then I made the most difficult call of all to my husband: "I left my keys in the car and it's been stolen."

There was a moment of silence. I thought the call had been disconnected, but then I heard his voice. "Are you kidding me?" he barked, "I dropped you off!"

Now it was my turn to be silent. Embarrassed, I said, "Well, come and get me."

He retorted, "I will, as soon as I convince this cop that I didn't steal your car!"

Welcome to the Golden Years

Welcome

Welcome to the following new members of the Branch

Shipmate Debbie Townsend

Full Member

Debbie served between 1978 – 1982 on HMS Dauntless - HMS Pembroke - FMB Devonport - HMS Seahawk

Shipmate Clare Honeywood

Associate Member

Shipmate Phil Coates

Full Member

Phil served between 1993 – 2016 on HMS Raleigh - HMS Cochrane - DMSTG - HMS Nelson - HMS Drake - RNH Gibraltar - MDHU Derriford - FOST - CTCRM - INM - Northwood HQ - HMS Sandown - HMS York - HMS Liverpool - HMS Edinburgh - HMS Campbeltown - HMS Invincible - HMS Lancaster - Op Herrick 9 - Afghanistan

HMS Invincible and Memorial

Shipmate Gus Honeywood

On Monday 16th March 1801, HMS Invincible, a third rate 74 gun ship of the line, sailed out of Great Yarmouth, with recently appointed Captain, John Rennie at the helm. Also on board, with his flag flying, was Rear Admiral Thomas Totty. The ship had stopped off in Yarmouth to pick up orders and now sailed heavily laden with ordnance, ammunition and stores, along with her crew of 590 men. She was on her way to join the Baltic Fleet, where Admiral Nelson was second in command to Admiral Sir Hyde Parker, for the Battle of Copenhagen.

With pilots embarked, who were thought to be well acquainted with the passage through Haisbro (Happisburgh) Gat, a strong tide and fresh wind forced Invincible off course. At 2.30pm she struck Hammond's Knoll, a sandbank just east of Haisbro (Happisburgh) Sand. Some provisions were jettisoned to lighten the ship and in the late afternoon, when she was labouring against a rising swell, her masts were cut away. It was hoped that she would float off at high water, which she did manage to do but, having lost her rudder and with a heavy swell and freshening wind, she struck sand again. The crew laboured on the pumps throughout the night to try and keep her above water and her guns were sounded at frequent intervals as a signal of distress.

The only help came from The Nancy, a smack fishing for cod, who came to the aid of the stricken ship. Her skipper, Daniel Grigson, anchored nearby and at midnight, when all hope of saving the Invincible was gone, took aboard Admiral Totty and those of the crew who were little more than boys. Invincible's own boats were lowered safely but were swept out to sea, with these men being picked up later by a passing collier.

The Nancy stood by all night, hoping to rescue the remainder of the crew at daybreak, but to the horror of all on board, as the sky lightened, the Invincible went down. All who could jumped onto the launch. Captain Rennie, the last to leave his ship, attempted to swim to the launch, but overcome with cold and exhaustion and when almost in reach of the oars, lifted his hands to the sky, placed them over his face, and then sank calmly beneath the waves. He was a brave and competent officer, much respected by all under his command.

Out of 590 men, some 400 perished. During the next few days, bodies were washed up along the coast, and at Happisburgh, cart loads were gathered up and taken to a mass grave on the north side of St. Mary's church.

Soon after the Battle of Copenhagen (at which 256 men were lost, compared with about 400 from the Invincible), Nelson visited 'his' men lying injured in Yarmouth hospital.

For many years no memorial marked the spot where 119 men were buried. This was a cause of concern to Mrs Mary Cator who resided in the parish of Happisburgh during the first part of the 20th century. In 1913 she started a county-wide collection to raise funds for a suitable stone. Unfortunately, objections were raised as there was no written record of the burials having taken place. Mrs Cator had no way of proving the authenticity of the burials, and all donations were sadly returned.

It was not until 1988 when a drainage trench was dug to take rain water from the Church roof that many skeletons were found, laid out in rows, some as shallow as 3 foot below the ground, evidently buried in haste. There was now little room for doubt that this was indeed the burial site for the lost 119 sailors who drowned on that terrible morning.

The aircraft carrier HMS Invincible was contacted and told of the story about her predecessor, and the lack of a memorial. Her Captain and ships company responded with much interest. On Tuesday 24th July 1998, St. Mary's church was filled to overflowing. Many had come from far afield, including a direct descendant of Captain John Rennie, the Second in Command of the aircraft carrier HMS Invincible along with eight members of her crew and members of the Nelson Society.

In bright sunshine and with a fresh wind, the congregation gathered on the burial mound, within sight of Hammond's Knoll, where prayers of dedication were said. A bugler from HMS Invincible sounded the Last Post and Reveille. The men of HM's Late Ship Invincible had at last received a fitting tribute to their memory.

Bomb Gone

Shipmate Bob Knights

These were the words uttered from the pilot of the Valiant bomber about to drop Britain's first H BOMB in the South Pacific in May 1957. I had been in the Royal Navy for 4 years joining at the tender age of 15. At the end of 1956 I was drafted to HMS Narvik this would be the scientific control ship first 3 TESTS, In January 1957 we departed for Christmas island stopping at Kingston Jamaica where I had been the previous year on HMS Vidal surveying the West Indies. Leaving Jamaica, we headed for the Panama Canal through to the South Pacific. As I remember the voyage to Christmas Island was calm unlike the crossing of the Atlantic where we were hit by 2 or 3 hurricanes, this was no fun as we had a shallow draft and every wave we hit shook the whole ship. On my previous 2 ships we slept in hammocks but Narvik had been fitted out with bunks which in a rough seas were not very comfortable.

I was trained as a telegraphist at HMS Ganges on joining Narvik my primary job was reading and sending morse messages, encrypting and decoding messages and other duties dealing with communications all on a watchkeeping routine. We arrived at Christmas Island early February, our maximum speed was 10 knots but during the hurricanes much slower a case of two steps forward and three back. We only stayed one day off-loading vital equipment then set sail for Malden Island, this would be the TARGET AREA for the TESTS which was about 360 miles away. We would be joining GRAPPLE SQUADRON for the TESTS, HMS WARRIOR aircraft carrier would be the control ship for the duration of the first 3 BOMBS.

The preparation once we arrived was to plan the requirements needed to make these TESTS successful. Malden was a desert island there were a few shrubs but no wild life, the temperature was 110 degrees f. Our captain was commander Caswell who kept us informed on the routine to the best of his knowledge but I do not think he or anyone else really knew the extent of the dangers we might encounter.

We were kept very busy in the wireless office as secret and top secret signals were flashing around the Squadron and Whitehall. We used Malden for our run ashore taking cans of warm beer and playing ball games on the beach, also swimming and yes there were sharks, we used to catch them off the ship and chef would cook them (not bad). In the six months we spent out there we only saw semi civilisation for 2 days at a small island in the Gilbert Islands

The beginning of May preparations all finalised the first BOMB would be dropped on 15th May, I would be 20 years old on 1st May WOW!!! I was now entitled to my tot of Pussers rum every day, I think I was a bit tiddly that afternoon after having sippers from all my mates. Considering we were virtually prisoners on board we seemed to handle it OK, in fact thinking back on it in some ways it was an amazing experience not many matelots have experienced that isolation in peace time.

The RAF had started their dummy runs from Christmas island to make sure everything would be alright on the day. Grapple squadron had to move all ships from the TARGET area to a distance of 28 miles from Malden

Trial runs complete Wing Commander Hubbard took off. The Valiant bomber would be flying at 45,000 the BOMB would be dropped at 1030 and exploded at 8,000ft

In the office, we heard the pilot say BOMB GONE he must have had to pedal like hell he had 37,000ft of drop to get his aircraft clear of the blast an amazing fete. We watched the explosion on the upper deck we were only dressed in our no 8a's dark glasses and a white hood (some protection!!!!). Once we were allowed to look round at the explosion after 30 sec. It was an awesome sight the huge stalk and then the formation of the mushroom all colours of the rainbow which looked very menacing and dangerous. Not long after that a white Canberra flew through the cloud, I assume to test for radiation can't say I thought that to be a good idea

There were 2 more TESTS to be done one in June and the last one in July. We finally arrived home in August, we were to have visited Los Agelese after leaving the area, we got half way there but we had to return to Christmas island to off load scientific equipment the boffins had forgot about?? This cancelled our USA trip, I think some of the crew may have gone AWOL after not seeing civilisation for such a long time. We did get a run ashore at Panama City. When we arrived home, we had six weeks leave and the following April I married Wendy my long-time girlfriend and MOD rewarded me with an accompanied draft to Singapore Kanji communication centre for two and a half wonderful years and our daughter Julie was born in July 1959 which was the icing on the cake so I stayed in the RN for a few more years until April 1964.

Calendar of Events – 2017

March

4th Branch Run Ashore — The Gibraltar Gardens
 7th Committee Meeting
 14th Branch Meeting
 18th HMS Invincible Memorial Service -
 Happisburgh

April

1st Breakfast Club — Village Inn, Little Melton
 4th Committee Meeting
 11th Branch Meeting
 29th Service of Remembrance for Baedeker raids
 on Norwich

May

2nd Committee Meeting
 6th Branch Run Ashore — Venue **(TBC)**
 9th Branch Meeting

June

4th Breakfast Club — Venue **(TBC)**
 6th D-Day Service in City Centre
 6th Committee Meeting
 13th Branch Meeting
 17th Armed Force Day - The Forum 1000 - 1600

July

1st Branch Run Ashore — Venue **(TBC)**
 4th Committee Meeting
 11th Branch Meeting

August

1st Committee Meeting

Future Editions of Up Spirits

Shipmate Gus Honeywood

The next edition of Up Spirits will be published for the April Branch Meeting, and I would request that all submissions for that edition are forwarded to me by 27 March 2017.

If you have any submissions for Up Spirits, then you can email them to me at rna.norwich@gmail.com.

All submissions will be gratefully received.

5th Breakfast Club — Venue **(TBC)**
 8th Branch Meeting

September

2nd Branch Run Ashore — Venue **(TBC)**
 5th Committee Meeting
 12th Branch Meeting

October

1st Breakfast Club — Venue **(TBC)**
 3rd Committee Meeting
 10th Branch Meeting
 21st Trafalgar Night
 22nd Desert Rat Service - Honingham Church

November

4th Branch Run Ashore — Venue **(TBC)**
 6th Pickle Night
 7th Committee Meeting
 11th Armistice Day
 12th Remembrance Day and Parade
 14th Branch Meeting

December

2nd Breakfast Club — Venue **(TBC)**
 5th Committee Meeting
 12th Branch Meeting