



Unity - Loyalty
Patriotism & Comradeship

Up Spirits!

NORWICH BRANCH NEWS

Branch Hon. Secretary and Editor

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

This month we have some thought provoking comments from our Chairman, an article from Shipmate Ken Baish along with a serialised article written by the late Shipmate Les Baker, a Norwich Branch member who crossed the bar some years ago, which has been compiled by Shipmate Ken Baish.

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

Welcome to 2018 and the first Up Spirits of the year. Christmas is just a distant memory, along with the New Year resolutions, and we can now sit back and think ahead to what we are going to do in 2018. Your Committee have already thought about a number of events right up to, and including, the programme for December 2018; so if you feel that you would like to be involved in the decision making process, put your name forward as a Committee member!

One of the subjects that the Committee thought about was the result of information received regarding some sort of memorial for our late President, Jim Bowles. A conversation with an RMA member from another Branch got us thinking about some kind of award for any one of our Branch members who we felt should be recognised for the efforts they made on behalf of fellow Shipmates. The result of our deliberations is the newly instigated Jim Bowles Trophy, a trophy awarded annually to a Branch member who, in the opinion of the Committee, has worked to enhance the wellbeing of the members.

Jim Bowles' family have been approached and they are in whole hearted agreement with the idea, and to that end have donated £250 to set up the award in Jim's name. The aim now is to find a suitable trophy (and we already have one in mind) which will be engraved, and a personal prize will be given to the recipient. The Committee are in whole hearted agreement that no Committee member is eligible for the award, but that it is the Committee who will decide who the winner will be. There has been a lot of discussion and finally a name has been put forward to which all the Committee unanimously agree.

The personal award will be made at this year's AGM so if you want to know who the first winner is you had better be there! The Jim Bowles Trophy will be shown to the Branch once it has been suitable engraved and it is hoped that that will be in a few months' time.

Now to a different matter entirely. This next paragraph is my own personal view and does not represent official RNA thinking or policy, not that I am aware of anyway.

Many of you will no doubt have heard or read about the future of the Royal Marines, although some of the things that I have seen have been very extreme. Politics it not my game, I have my views and I am sure that there are others in the Branch have views at the opposite end of the spectrum to mine, but the future of the Royal Marines should concern us all. I am aware that there are those who quite happily say 'get rid of them' but be careful what you wish for. If Parliamentarians win the argument to either disband the Royal Marines (unlikely) or reduce their numbers significantly (more likely) then what is to stop them doing the same thing with the Fleet Air Arm? MP's will say anything if they think that money will now be available for their own pet projects and there are anti-military on both sides of the House who will vote to reduce military spending. I have always believed that the defence of the Realm is the first priority of Government but there is no doubt that some MP's have a different agenda, although they are unlikely to admit it. The history of the Royal Marines and the Royal Navy covers centuries of comradeship, much of it written in blood, and we are bound together whether we like it or not. It is therefore important that, at a time when there are those arguing for even more cutbacks in spending, that we stick together in mutual support of one another. Hopefully, common sense will prevail, and we will not see a reduction in either Royal Marines or HM Warships.

Finally, we have a number of events coming up in the near future so could I ask you please to give them your maximum support and show everyone that the Norwich Branch of the RNA is a force to be reckoned with.

Secretary's Report

Shipmate Gus Honeywood

So here we go again at the start of another New Year, albeit that we are a number of weeks in now, but it has all the promise of being another busy one. On top of our many activities, this year there will be events to mark the centenaries of the end of World War One and the formation of the Royal Air Force and I am sure the Branch will be asked to attend events marking both occasions; and I hope that as many members will be attend as possible.

One event that we have already been invited to attend is the Costessey Armed Forces Event on 27 May, please look out for more details as they become available. It would be superb to have a large RNA presence at this event, which we believe will also include a parade towards the end of the day.

Away from Branch activities, I am sure many of you will be aware of the current talk surrounding the cuts to the Royal Marines, and the removal from service of HMS Bulwark and Albion. The rumours surrounding these two surface platforms follow on from the news that HMS Ocean has been sold to Brazil. To lose any of these platforms is exceedingly sad, and makes one wonder at the perceived frontline capabilities that those in power have of Armed Forces. Whilst the numbers may reduce I am sure that the expectations of those that remain will not.

Before closing, I would like to bring to all shipmates attentions that they need to be aware that new Data Protection Act Regulations that come into effect as of May this year; and to this end all membership listings that are sent out; whether electronically or as a hard copy can only be shared with other named people on the list and may not be shared with another Branch or organisation without everyone's express permission.

Finally, and following on from the above, members should never CC (carbon copy) email recipients as everyone can see the list and it is too easy for that list to be accessed when out of a person's control. Always use BCC (blind carbon copy) when using recipients lists.

In Memoriam

Shipmate Jim Davis

Full Member

Crossed the Bar: 17 December 2017

Jim joined the Branch in 2011 having served in the Royal Navy between 1939 – 1945 and survived the sinking of HMS Dunedin and spent 4 days in the sea until rescued.

'May he have found a Safe Anchorage'

From the Monthly Circular

Royal Naval Benevolent Trust - Trustee Vacancies 2018

The RNBT has vacancies for 'Ordinary Member' Trustees with the closing date for applications being 12 March 2018.

The Royal Naval Benevolent Trust (RNBT) helps those who are serving or have served as Warrant Officers and below in the Royal Navy and Royal Marines, and their dependants, who find themselves in need or distress. Thousands of applicants, both serving and retired, are assisted every year. We also run a Care Home and an Almshouse. Find out more from our website: www.rnbt.org.uk.

A founding principle of the Trust is that it is predominantly run by those who are serving or have served as non-commissioned Sailors and Royal Marines. Accordingly, 11 of the 16 trustees that form the RNBT's governing body (including the Trust's Vice President) are drawn from serving and retired personnel who have been or are RN ratings and RM other ranks.

Vacancies will occur for 5 such Trustee positions with effect from 1 April 2018 as part of the RNBT's routine planned turnover of trustees. The election of volunteers to fill these positions, including those who are standing down but may wish to stand for re-election, will happen in the last week of March. If you are interested please contact Rob Bosshardt (Chief Executive) at the RNBT's Portsmouth-based Head Office (02392 690112). You can also email a request for an application pack via: rnbt@rnbt.org.uk

Shipmate Submissions

Breakfast Club and Branch Run Ashore Shipmate Gus Honeywood

The next Branch Run Ashore is organised for **Saturday 3 March 2018** at The Alexandra Tavern, 16 Stafford Street, Norwich, NR2 3BB.

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 7 April 2018** at Townhouse Hotel, 18-22 Yarmouth Rd, Norwich NR7 0EF.

Did You Know?

Shipmate Ken Baish

Just a short story about LIMERS. A delightful concoction made from a lime flavoured drink which was a mixture of lime crystal, sugar and water. Generally, this drink was favoured in the tropics where it was very refreshing. Also of course during the rum era Limers replaced the tot for those marked with a "T" (Temperance) on my ledgers, or marked with a "UA" (Under age) leaving the rest marked "G" (Grog). Those marked "T" had a payment in lieu which I think was three pence per day at that time.

Limers were introduced to combat Scurvy which was widespread in the early days. Scurvy is caused by a prolonged deprivation of Vitamin C.

There are many descriptions of the disease as it appeared among sailors engaged in long voyages that began to be undertaken from the end of the fifteenth century. After ten or more weeks at sea, men began to experience general pain and stiffness while their lower body became covered with large purple spots. In addition, their gums would swell and grow over their teeth, which became loose; Old wounds would reopen. Finally, sufferers would die suddenly, "in the middle of a sentence" to the astonishment of their mates.

The first "anticorbutic" (ie antiscorvy) foods to be prized by sailors were oranges and lemons but they would become mouldy on long voyages. Juices preserved with brandy or rum were more stable alternatives. The also proved to be more palatable. Sailors in the British Navy were required, from early in the nineteenth century to take a portion of lime juice in their daily ration of rum; men from other navies called them "Limeys" as a term of abuse, implying that "real men" did not need to drink fruit juice.

"Limers" was introduced as a simple way to ensure that a good supply of ascorbic acid (Vitamin C) was constantly available on board Royal Naval ships.

I did also discover that the modern-day sailor has found another use for Limers. It polished wood to a fine light colour, metal soaked in it for a while lost all of its dullness and resurfaced bright, shiny and as new. God help the guts!!!!

Surgeon Captain Richard JOLLY, OBE, RNVR. (29th October, 1946 - 13th January, 2018)

Surgeon Captain Richard JOLLY, OBE. (Rick Jolly as he wished to be known) died on 13th January, 2018 at the age of 71 years. He was a Royal Navy medical officer who served in the 1982 Falklands War and was later decorated by both the British and Argentine governments for his distinguished conduct during the conflict. He became Medical Officer to 42

New Members

Welcome to the following new members of the Branch

Shipmate Steve Hunt

Full Member

Steve served between 1983 – 1989 on HMS Raleigh - HMS Dolphin - HMS Drake - HMS Splendid - HMS Defiance - HMS Spartan

Shipmate Steve Phillips

Full Member

Steve served between 1976 – 2003 on HMS Fisguard - HMS Caledonia - HMS Sultan - HMS Dolphin - HMS Drake - HMS Neptune - HMS Dreadnought - HMS Sceptre - HMS Torbay - HMS Talent - HMS Triumph

Shipmate Chris Phillips

Associate Member

Chris is the wife of Steve Phillips

Commando RM who were deployed in Belfast along with men of the 3rd Battalion, Parachute Regiment with whom he built a strong friendship. In 24 years of service, he completed two tours with the Fleet Air Arm as Fleet Surgeon as well as spells with the Dartmouth Training Ship HMS BRISTOL and the Britannia Royal Naval College.

In the Falklands War Rick Jolly was Officer Commanding Medical Squadron of the Commando Logistic Regiment, Royal Marines, Jolly was Senior Medical Officer of 3 Commando Brigade RM and commanded the field hospital at Ajax Bay.

The facilities at Ajax Bay were set up in an old refrigeration plant situated next to an ammunition dump, as those were the only roofed buildings available of any size fit for purpose. The conditions in the field hospital were poor and despite the dirt, poor lighting, air attacks and the presence of two unexploded bombs, only 3 of the 580 British soldiers and marines wounded in action were to die of their wounds and none while under the care of Doctor Jolly. He is the only serviceman to have been decorated by both sides after the conflict, being awarded the OBE (Military Division) from the UK and the Orden de Mayo (Order of May) - awarded to "foreigners who distinguish themselves by service or personal achievement, or who gained the nation's gratitude". This was awarded by Argentina at a special ceremony in Buenos Aires where Rick Jolly was joined by some 50 Argentine casualties of the conflict that he had treated. The award was in recognition of his outstanding work in saving the lives of many wounded Argentine soldiers and airmen.

Interestingly the wearing of foreign decorations of that nature has to be approved personally by HM The Queen. Her Majesty is reported to have personally authorised Captain Jolly to wear the award "on all occasions" on behalf of the three hundred British Naval, Royal Marines and Army medics involved in the war.

Rick Jolly may be better known to every one for his book "JACKSPEAK" which he was the author of. A very interesting and informative book which is described as "A guide to British Naval Slang and Usage". I have a copy, it is a good read which will bring on a smile or two"

Journey to Normandy And Holiday On The Beach (Part 1)

Compiled by Shipmate Ken Baish

Written by the late Shipmate Les Baker a Norwich Branch member who crossed the bar some years ago.

Shipmates, when clearing out (as you do) I came across this story written by Shipmate Les Baker about his time as one of the first Commandos. An unassuming lovely man who I was proud to know. Les spent his entire life in the Royal Navy retiring as a CPO and becoming a civilian instructor in one of the Portsmouth based training schools until fully retiring and moving to Norfolk. At Les's funeral I was privileged to be able to say a few words. His ashes were scattered in The Solent as he had wished. Brenda his wife has moved back to Portsmouth where Les was born.

It has to be remembered that at this time Les was just 21 years of age and had already lost two ships. The ship he was on during an invasion of Norway struck rocks and had to be abandoned. I am unsure but I believe all the crew members survived. His other ship was the battleship BARHAM which was torpedoed whilst sailing to intercept a German convoy taking supplies to the German Army in North Africa. The BARHAM sinking was a story in itself. A 35000 ton battleship which exploded and disappeared beneath the waves within 4 minutes of being struck. Les had made his way on to the upturned hull of the ship, been blown sky high when the magazines exploded and was pulled from the water some two hours later. Over 700 of his shipmates perished.

This a story written by Les when he was a Commando on the Normandy beaches on day one – D Day – preparing for the landing – surely history as it happened. Nothing has been altered from the original prepared by Les. I have merely typed it to enable Gus to incorporate it within Up Spirits. When members of the Branch visited Malta some ten years ago both Les and I with our wives were in the party. Both families had lived in Malta during our service and it was a joy to revisit the areas where we had lived. Each evening whilst staying at the Waterfront Hotel most of the Shipmates assembled in the lounge, shared a pint or two and made the lamp swing. One evening we were in full swing when Les mentioned the BARHAM and his D Day adventures. Not many of us had heard the stories before and we became enthralled. So it all began. The BARHAM story is history too and as soon as I can piece it all together I would like to ask Gus to publish that and share it with you as well. Here goes with the JOURNEY TO NORMANDY AND HOLIDAY ON THE BEACH as told by the late Shipmate Les Baker.

"July 1943 I joined Combined Operations as a volunteer not knowing what the job entailed, at that time combined ops was still regarded by the R.N. as an ill disciplined force who went to sea in unseaworthy flat bottom boats, in other words "Harry Tates Navy". I found a very different story and have never regretted the time I spent as a member.

The first of our journey started at HMS QUEBEC "HQ of Combined Ops" The draft I was in consisted of volunteers from Portsmouth, we were given lectures on the short history of combined ops. and its current tasks which were to plan and train for an amphibious landing in Europe, and getting the three services to work together. To symbolize this its badge was an anchor for the RN, a Bren gun for the Army and wings for the RAF. The motto was "United we conquer, alone fall, one fight, one victory." Our stay at QUEBEC was short having been told that we had been recruited to form a "Royal Navy Beach Commando" and kitted up with Army uniforms and equipment the draft moved to HMS ARMADILLO for basic training.

The beach commandos were formed by Mountbatten with the brief that units would be the link between the Army and the RN command during an amphibious landing. The men would be trained to help in the assault, clearing the beach and

controlling the landing craft when beached. In the event of a failure staying with the rear guard and organising the evacuation.

The word Commando comes from the Dutch, its meaning is an independent force and not a bunch of super men. RN Commando consisted of sixty men under the command of a Principal Beach Manager. To identify each unit the commando was given a letter from the alphabet and for visual purposes a coloured lanyard which was worn around the left shoulder. The group was divided into three sections of twenty men, each section having two officers and PO's. I have enclosed photos of Q1 section in which I served, the man without a hat was the section officer. The sailors hats were changed for blue berets and woollen hats.

HMS Armadillo was situated on Loch Long near the village of Ardentinny, the camp was built in the thirties to train unemployed by the Scottish Forestry Commission. The administration buildings were of stone and the living quarters a line of wooden huts with beds in etc., they were warm and comfortable to live in. There was a wooden pier where the landing craft were moored. Behind the huts was a 900-foot-high hill on which was an assault course and a firing range. Nearby was a large house which was the wardroom.

After being introduced to our section leader and being issued with our personal side arms the group started training, the officers' training with their sections. The core subject was physical fitness achieved by sessions with the PT Instructor, assault course, races to the top of the hill, and route marches, etc. When not engaged in these activities we attended lectures on the composition of Army units, unarmed combat, weapon training, mine clearance and detail of landing craft. Also, beach reconnaissance and how to live like an animal in a hole in the ground.

The landing drills usually took place in the evenings, the assault group boarding the Landing Craft Assault (LCA) and going down the Loch, returning after dark. To make it realistic a fast landing craft manned by the gunnery staff dropped TNT charges into the water attacking the boats with smoke bombs, thunder flashes while shore defenders fired blanks and threw stun grenades at the "invaders". Good fun if not injured, on one exercise a thunder flash thrown into the staff boat caused the TNT charges to explode resulting in the death of two men and others maimed for life.

The camp worked a six-day week, on Saturdays shore leave started at nine o'clock. There was transport to Glasgow and Dunoon returning seven o'clock Sunday. On completion of the course I was transferred to Q Commando, our first assignment was to Westward Ho, North Devon.

Westward Ho was home to a group of experts from all three services whose job was to design, test equipment and train personnel in the art of amphibious warfare. North Devon was chosen because the coast line contains a variety of different types of beaches suitable for sea-borne landings. Today the Royal Marines still carry on this task of trials and training at Instow.

Our job was to provide the labour force for the experiments and at the same time learning our new trade. One of the most spectacular experiments was a device to get tanks over the sea wall. This has been shown on TV, it was a large wooden cable drum, the inside contained an explosive charge, to the outside rims rockets were fitted. The Landing Craft Tank was beached opposite the required spot and the rocket fired causing the drum to roll up the beach with tanks following and explode when it hit the wall. In practice unless all the rockets fired and produced the same torque it veered either right or left and out of control causing chaos with many bodies running to get out of it path.

Another project was to fit 25 spigot mortar bombs into a LCA also went wrong. The bottom of the boat was not reinforced. When the rockets were fired the bottom of the boat was blown out, the outcome was one boat sank and the crew were left swimming in the water cursing the designers. At times the job was enjoyable, working on the beach with the summer sun on our backs and swimming in the sea.

It was always dangerous though. On one simple test on stretchers with wheels I was near to drowning when it turned over and trapped me underneath the water and unable to surface. We were pleased to end our visit to Westward Ho and return to Scotland.

We now started another training period which lasted until December which entailed moving around Scotland staying with different Army units. The list of subjects to be learned appeared endless, they included major subjects such as mine clearing, how to man and fire 25-pound guns and the 17 pounder anti-tank gun, driving army vehicles including driving tanks off Landing Craft. On the Naval side how to beach Landing Craft and unload them, landing in portable canoes and pontoons in the surf. Also included in the training was mock landings with army units. HMS QUEBEC was again re-visited. At Inverary on Loch Fyne Landing Ships Infantry (LSI) were anchored, they were British Merchant Ships converted to carry troops and Landing Craft. The ships were being used to familiarize the troops to sea borne life and boarding LCA's. Our job was to show them how to clamber down the ships side into the boats with full kit and their arms. At the end of this period we were able to board the LCA's in our sleep and also spend the night in the open with wet clothes without any ill effects. At the end of November, the first step in the formation of G1 assault group took place, we moved to Ayr Race Course and joined the 10th Beach Group. There were three standards of living on the camp. First class was in the stables, second class was the totaliser building and third the grand stands with beds on the terraces and a temporary canvas cover over the front. The washing for all classes was a cold-water standpipe, wooden table with tin bowls and a drain to throw the water away. They were situated in the open with no covering. The toilets used by the punters during peace time racing was available when not frozen. If lucky a march to the local slipper baths produced a cold-water bath.

A beach group was based on an infantry battalion. Attached was Army, Navy, and Air Force units such as beach signals, dock units, R.E. and fighter direction units with skills to turn the beach into a port. The battalion in our case was the 6th Border Regiment with three companies of Q Commando assigned to each company. I became a Leading Seaman in "D" company of the 6th Border Battalion!!

The beach group was inspected by General Montgomery, he welcomed the RN units into the 21st Army and informed us that we were now under his command. We carried on small scale exercises until we went on Christmas and Embarkation leave.

On our return from leave the beach group moved to Peebles. More units swelled the ranks of the beach group. Preparations now started for a supply exercise on Musselburgh Beach. It was a copy of the plan on what would be happening on "D" plus four days. We were transported to the beach by road and this enabled us to take full marching order kit, giving us a change of clothes, blankets etc. Our home for the next two weeks was a two-man bivouac in the sand dunes. They were constructed by putting a ground sheet down and covering it with one blanket, the second man's was used for covering two people when sleeping and his ground sheet was used to form the roof, supported by a wooden frame work of twigs. There was a warning of bad weather, but the violence of the blizzard and the amount of snow took us by surprise.

In spite of the weather the exercise was a success, the group worked well together, making roads, marking the beach, landing stores and setting up supply dumps. As well as the weather to contend with there were mock air raids and gas attacks to keep us on our toes. Drying clothes after going into the sea and keeping warm was a problem, we did find driftwood to burn which helped a lot.

The R.N. party suffered no problems health wise, some of the beach group had 'flu like symptoms which turned into pneumonia. Some of the older men never recovered. Our return to camp was very welcome but only lasted a short time and "Q" Commando left the beach group. We had expected to go south to our assembly area, instead we finished up in the Coastal Forces Base at Oulton Broad, living in a factory that now makes TV's and pre-war was a silkworm factory.

During our stay we attended a course on the 20 mm anti air craft gun. It started in the dome simulator and finished with live firing at a target air craft from the cliffs at Pakefield. The rifle range was also used for practice with our side arms. To keep fit we went on marches to Beccles and the surrounding area. The last part of our stay was spent at Fritton Lake which was being used to train crews of dual drive tanks. These tanks had canvas air bags to keep them afloat, the drive came either from a propeller or tracks when ashore. The driver at the bottom of the tank had submarine escape gear. We received instruction and practice helping the crew escape in the event of being swamped in the surf.

It was still wet and cold when we re-joined the invasion build up at HMS Attack. This was a temporary tented camp on Portland Bill. Adjacent was a Second Army camp for 231 Infantry Brigade the assault force we were to exercise with and also land on D Day. The Brigade consisted of battalions from the Hampshire, Devon and Dorset Regiments, they had just returned from a two-year spell of fighting in the middle east. The cold weather at Portland caused many to go down with a relapse of malaria. Their leave was postponed until a series of exercises had been carried out at Studland Bay.

Studland was a live firing range. We sailed from Portland in Landing Ships Infantry and met the Cruisers which would be with us on D Day. The RN ships fired a rolling barrage over our heads using practice shells for the first exercise and live HE shells for the last exercise.

The landing ship for my section was Empire Arquebus, built in 1944 for the USA war shipping administration and handed over to the British Ministry of War. It was run by the shipping company Donaldson Bros. and Black Ltd. It had a merchant navy crew and flew the Red Ensign. The ship carried a flotilla of LCA's and LCM's manned by combined opps crews. Accommodation for the troops in the holds was USA standard with cots and lockers. The ship has been provisioned in the USA' the catering staff were very efficient resulting in a high standard of food. The davits of modern design had power winches to hoist and lower the LCA's, the LCM's were lowered by the cargo derricks.

The LCA's were of wooden construction with two V8 engines. Forward either side of the ramp the coxswain's and ramp operator's positions were sited. Around the hull was a steel armoured belt. With its 35 passengers it was deemed too heavy to be lowered by the davits. The boarding drill was to lower the boats into the water and use scrambling nets to board. The LCM's a larger boat could carry small vehicles such as Jeeps and Bren carriers, or a large number of troops after the assault wave had landed.

At the end of the exercises the force moved to Southampton, the troops to the New Forest, the ships to Southampton Water, the RN Camp was at Hythe. The final rehearsal for D Day took place at Hayling Island and West Wittering. All the beaches are sandy like the beaches in Normandy.

To Be Continued

Calendar of Events – 2018

February

13th Branch Meeting
25th Sunday Lunch - Bawburgh Golf Club

March

3rd Branch Run Ashore — The Alexandra Tavern, NR2 3BB
6th Committee Meeting
13th Branch Meeting
17th HMS Invincible Memorial Service - Happisburgh

April

3rd Committee Meeting
7th Breakfast Club — Townhouse Hotel, NR7 0EF
10th Branch Meeting

May

1st Committee Meeting
5th Area 5 Quarterly – Harwich
Branch Run Ashore — Army v Navy Rugby
8th Branch Meeting
19th Visit to HMS QNLZ – Portsmouth
27th Costessey Armed Forces Commemoration - Costessey
28th American Armed Forces Day – Madingly Cemetery, Cambridge

June

3rd Breakfast Club — The Hotel Nelson, NR1 1D0X
5th Committee Meeting
6th D-Day Service and Parade
12th Branch Meeting
27th-28th Royal Norfolk Show
30th Armed Forces Day – The Forum, City Centre

July

3rd Committee Meeting
7th Branch Run Ashore — The Garden House, NR2 3HD
10th Branch Meeting

August

4th Area 5 Quarterly – Harwich
Breakfast Club — Brewers Fayre Oaks, NR6 6JA
7th Committee Meeting
14th Branch Meeting

September

1st Branch Run Ashore — The Plough, NR2 4AR
4th Committee Meeting
11th Branch Meeting

October

2nd Committee Meeting
7th Breakfast Club — Broadland View, NR7 0WG
9th Branch Meeting
20th Trafalgar Night Dinner

November

3rd Area 5 Quarterly – Rayleigh
Branch Run Ashore — The York Tavern, NR2 2AS
6th Committee Meeting
11th Armistice Day and Remembrance Day Parade - City Memorial – 1015
13th Branch Meeting

December

1st Breakfast Club — Table Table, NR5 0TP
4th Committee Meeting
11th Branch 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 2 April 2018.

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.