



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

This month we have articles from several Shipmates in these unprecedented times, some of which to inform and some of which it is hoped will raise a smile.

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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The President's Piece

Shipmate Mike Mizen

Welcome to 2022 Shipmates and after our first Branch meeting things, for us, can only get better.

Have we beaten the dreaded Covid virus? I don't know but there is certainly a more positive outlook among the general population (and that includes us!). Once we ignore the bad bits, i.e., the possible war in the Ukraine, the shenanigans in Parliament, the dismal display by the England Cricket Team in Australia, no medals at the Winter Olympics, and Norwich City back in the bottom three (at the time of writing) one has to ask what we should be happy about? But we are, by nature,

a positive lot who see the bright side of life, enjoy each other's company, and walk round with a smile on our face. That's the spirit!

To 'always walk on the bright side of life' was the mantle of Reg McGuire and his passing is a sad loss not only to his family but also to the many friends in the RNA, RBL and SSAFA. If you judge a man by the company, he keeps then you could have looked no further than the turnout for his funeral. Standing room only was the order of the day and many of us had to stand outside the chapel and watch the service on the screen. I have known Reg for many years and his experience and judgement was something that I called upon on many occasions. There were times, especially when I was Chairman, when I quiet conference with Reg in the corner of the room would help me with my decision making and his help and advice is something that I will never forget.

God bless you Reg, gone but not forgotten.

There is a lot happening this coming year both within the RNA and the country with the Queen's Jubilee probably the biggest event of them all.

We must be ready to take advantage of all these events and push forward the benefits of RNA membership, recently reaching our 100th membership in the Branch is a tremendous achievement but we cannot afford to rest on our laurels. We should now be looking towards the next milestone, 150 members anyone? Keep positive, keep happy, and keep well.

Chairman's Report

Shipmate Phil Coates

Welcome to this the latest edition of Up Spirits. I hope this, the first edition of the New Year finds you and your families well. I am wondering what 2022 will bring. Of course, we can't see into the future, but one thing that I am rather certain of is that we will be banishing things like lockdowns and restrictions to history and looking forward to a much more positive New Year. Hurrah!

A lot has happened since the last edition of Up Spirits was published in October 2021 and a lot is planned for the year ahead, and already we are planning our attendance at the Costessey fête, along with the usual breakfast meetings and when the weather gets warmer, perhaps one or two runs ashore.

Talking of socials, as I type this report, I am thinking of my next planned social which happens to be on Friday evening. I, along with my wife will be going to Burn's Night, held this year at the Wensum Valley Golf Club, which as we know from Trafalgar Night, has recently been refurbished and is a fantastic venue.

I've been to several Burn's Night's during my time in the mob and they are often very memorable evenings, with the killing of the haggis, the toasts and then the music and dancing (if you can call it that?). For me, the only downside is the whiskey, I'm not a fan!

Anyway, as a member of the mess committee I was asked to do a reading, of which I duly obliged. However, I didn't read the poem beforehand, instead I left it until I arrived in the mess, ready for the night. Talk about a mistake! At first glance, it was two short verses, a smile appeared on my face. Then, on closer scrutiny, the smile disappeared as I attempted to read said verses! Written as it was by Robert Burns himself.

I thought to myself "I can dae a canny Scottish accent, och, it'll be nae bother", a couple of beers inside me, I'll be fine. Well, let me tell you my reading did go well, apart from a couple of gasps and looks of shock and horror in places. Now, if you search for Robert Burns – Nae Hair On't you'll see why! I did get a big cheer at the end, but

New Members

Welcome to the following new members of the Branch

Shipmate Greg (Dolly) Gray

Full Member

Greg served between 1989 and 2014, serving on HMS Raleigh, HMS Collingwood, HMS Juno, FMG, HMS Invincible, HMS Brave, HMS Cumberland, HMS Marlborough, HMS Marlborough, HMS Collingwood, HMS Daring, HMS Collingwood, Loan Service Oman, leaving as a CPO (AWT)

Shipmate Tracey Slater

Full Member

Tracey served between 1996 and 2003, initially joining the DSA Branch before transferring to the QARNNS, serving on HMS Raleigh, HMS Nelson, HMS Excellent, HMS Collingwood, BFFI, RDMC HMS Dolphin RNH Haslar, G Block RH Haslar

Shipmate Will Jordan

Full Member

Will served between 1986 and 1996, leaving as an AEM1 (Gulf Medal with clasp)

Shipmate Roy Cross

Full Member

Roy served between 1962 and 1971, serving on HMS Raleigh, HMS Mercury, HMS Albion, HMS Dolphin and HMS Warrior, leaving as an LRO(G)

Shipmate Sheila Ayden

Associate Member

Her late husband served in the RN for 35 years and was a founder member of the RNA Norwich Branch

Shipmate Suzanne Astley

Associate Member

(Late Husband In Merchant Navy)

some of the ladies in the room were less than impressed, particularly the Skipper's wife!

Back to Branch matters. I am please to report that Branch membership continues to grow and once again, welcome to the new members that have joined us in the past few months. Keep promoting the Branch as you can see, we are growing each month and have now reached 100 members which was the target I set for the AGM. A great effort and thank you. But we can't afford to rest there, keep going and let's see us continue to grow.

We were all deeply saddened at the loss of our Shipmate Reg McGuire and Reg was one of the first people to welcome me to the Branch when I joined in 2016 and I got to know him over the years whilst we were on the Committee together. I loved his no-nonsense approach, and on the runs ashore, loved to listen to his dits. He always was willing to make time for you and to talk and listen to you. It's fair to say Reg was definitely a character, both in and out of the RN. So it came as no surprise that he had planned his funeral with military precision and even on what was a tough day for everyone who knew Reg, he still made us all smile, firstly by having 'Always Look on the Bright Side of Life' played and then at the end of the service 'Together in electric dreams'. Fair Winds and Following Seas Shipmate.

Secretary's Report

Shipmate Diana Keyzor

This is my first report as Acting Branch Hon Secretary – I have been privileged to take on this role from Gus who is a very hard act to follow! Gus has provided me with a comprehensive handover, advice, and occasional nagging so that I can aspire to fulfil the Secretary role as efficiently as he has done over the last few years – I remain extremely grateful for his ongoing support. Thank you also to the Chairman and all the Committee for making me feel welcome and supporting me in this role.

Since the last edition of Up Spirits, we have returned to some sort of normality with Branch Meetings being held in person at Canary Social Club although, unsurprisingly, Omicron and the continually changing Covid guidance has meant that attendance has been lower than usual for some of the meetings. I hope that, increasingly, more of you will feel confident in joining us at the Branch Meetings and especially at our next Branch Meeting in March which is also the AGM. It would be great to see some of you again in person and for you to meet our new members.

At the time of writing, we have 100 members which is a fantastic achievement and bucks the national trend; that said if you know anyone who has either served in one of our Naval Forces, is a veteran of another Armed Force or who has an interest in the Royal Navy please encourage them to join the Branch. Additionally, please remember that family members are also very welcome to join. It only takes a few minutes to join via the Central Office team at to <https://royal-naval-association.co.uk/join-us/>.

It is free to join the RNA and our Branch receives income from the monthly raffle, Ships Draw, 100 Draw and donations, however Central Office also require donations to remain in existence so if you haven't submitted a donation for 2022 yet, please consider doing so – contact me for details on how to do this.

Welfare Report

Shipmate Steve Phillips

January has been a sad month for the Branch.

We said farewell to S/M Mike Marshall's wife Rosemary on Friday 28th – they also served who stayed at home and raised our children!

As you all know, S/M Mike Wilkinson is in hospital after breaking his leg, we are all hoping he returns home soon and makes a recovery in good time.

And then, just after the last Branch meeting, we lost a treasured member of the Branch – S/M Reg McGuire. He had been ill for some time, but his passing was still a shock. Funeral arrangements have been promulgated by Diana for Tuesday 8th February and we have postponed the Branch meeting a week as a mark of respect.

In Memoriam

Shipmate Reg McGuire

Life Member

Crossed the Bar: 12 January 2022

Reg joined the RNA in 1996; and subsequently served twice as Norwich Branch Chairman. Reg was made a Life Member in 2014.

Reg left the Royal Navy as a WO1; having served between 1964 – 1989 onboard HMS Wizard, HMS Tyne, HMS Torquay, HMS Glamorgan, HMS Achilles, HMS Arethusa, HMS Euryalus, HMS Fife, HMS Galatea, HMS Ajax and HMS Nottingham, and shore establishments HMS Ganges, HMS Raleigh, HMS Cambridge, HMS Excellent, HMS Nelson, RNAS Portland, HMS Dryad, HMS Fisgard, BRNC and HMS Heron.

'May he have found a Safe Anchorage'

From Semaphore and Semaphore Short

F40 Programme

Shipmates the aim of the Falklands 40th weekend, which includes the 2022 RNA Conference on 17/18/19 June 2022 is to Reunite, Relive and Remember and just to emphasise this isn't just a weekend for those who took part in the Falklands Conflict; it's an opportunity for our entire membership to pay their respects to those who were lost and who contributed to the effort, whether serving RN, RM, RFA, Merchant Navy, Dockyard workers, spouses, or children of those serving.

Unlike previous recent RNA AGM/ National Conferences, the events of the weekend will not be centred on a single venue. Delegates and attendees should therefore seek their own accommodation in Portsmouth.

The RNRMC is supporting this activity and Branches are invited to apply for grants for transport for Shipmates to be able to attend the F40 weekend. More details can be found at Falklands 40 Fund | The Royal Navy and Royal Marines Charity (rnrmc.org.uk)

REUNITE

On the Friday, our Special Interest Groups will gather in their clusters to take part in activities around the Portsmouth area. All our members are invited to be involved in this, whether they've joined a Special Interest Group yet or not. We're hoping that there will be an activity to interest everyone and plans are still being developed to bring more to the programme over the coming months. If you don't find something that sparks your interest but have an idea for an RNA group/activity you would like to be the Group Leader for then please do get in touch with us and let us know. Email us at: admin@royalnavalassoc.com

The Special Interest Groups are a new initiative from the RNA, so these events will be an inaugural activity for most, meaning you can be involved right from the start! Each group has its own Group Leader for you to email and express your interest to.

Golf – The RNA Golfers will be gathering at Southwick Park Golf Course on Friday 17th June for bacon butties and 18-holes across the land that Churchill and Eisenhower plotted the D-Day landings from. To be involved in this, please express your interest to their Group Leader, Colin Dinsdale - rna.golfers@gmail.com

Cricket – Are you a cricketer? Would you be keen to join an RNA Cricket team? The Royal Navy's Burnaby Road will be hosting a cricket match for us, against the Royal Marines Association, and we need a team! The match will start at 1300 on Friday 17th June, with refreshments served at around 1630 on completion. Clearly, this will also be a great spectator event and the bar will be open throughout. To be involved in this, please express your interest to Gordon Williams - chairman@rna-7area.org

Riders – The RNA Riders Branch will be gathering in Portsmouth (location TBC) and rallying out to Sammy Miller's vintage bike museum in the New Forest on Friday 18th June. Whether you've been involved in the group previously or would like to join as a new member, anyone on two wheels is welcome. To be involved in this, please express your interest to Simon Zammit - rnarbarea3@gmail.com

Fishing – The RNA Fishing SIG will be hosting a social coarse fishing event on Friday 18th June at Southwick Park Lake. Whether you're an experienced fisherman or new to the sport, everyone is welcome. It's a beautiful and extremely peaceful place to spend the whole day or just a few hours. To be involved in this, please express your interest with an email to rna.fishing.sig@gmail.com

Classic Cars – The RNA Classic Car SIG will be meeting at RHS Wisley on Friday 17th June for a car rally down to Portsmouth, avoiding the A3 by taking A and B roads for a steady amble. All classic cars, their drivers and passengers are welcome to get involved in this. To express your interest in participating in this, would you kindly advise Group Leader, Mike Burnham m.burnham@btinternet.com by 23:59Hrs 15 March 2022 of your:

- Intention to participate
- Your joining point
- Your Vehicle make, model and Registration Number

Camping & Caravanning – It has been a challenge to confirm location details, but the RNA Motorhome, Caravan & Camping Group will be hosted at a site in the Portsmouth area. If you would like to become a member of the group and camp over the weekend, please express your interest to their Group Leader, Ron Shilton - rna.camping.caravan.motorhome.club@gmail.com

On Friday evening, the 17th of June, Shipmates will reunite at 1900 for the Band of the Royal Marines to Beat Retreat at the steps of the Guildhall, followed by evening drinks reception on HMS Warrior*. Members will be invited to walk to HMS Warrior or call taxis from the Guildhall taxi rank. For those less able, the RNA minibuses will run a shuttle from the Guildhall to Victory Gate.

* Please note, Portsmouth City Council will run a separate and free Civic Dinner that evening for Falklands Veterans and one guest– Please see the specific details in Paragraph 2.

RELIVE

Saturday's events will be hosted in a marquee in the rear garden of the HMS Nelson Wardroom. An abbreviated National AGM will take place in the morning, with delegates gathering at 0830 for breakfast rolls with formalities starting at 0900.

This will be followed at 1100 by a 'Falklands Forum' with a panel of Falklands veterans, representing different aspects of the Conflict. Some RMA members will also attend, and a sandwich lunch will be provided.

Throughout Saturday afternoon we will have wellbeing support and guidance available for all Shipmates if required. Wellbeing experts will be on hand to give immediate support and signpost to ongoing initiatives. If you have any wellbeing concerns ahead of the event, please get in touch with our Wellbeing Programme Manager, Lynda Pearson to discuss them in confidence. lynda@royalnavalassoc.com

Model Making – The RNA Model Makers group will be displaying their crafts in HMS Nelson's Wardroom during the AGM and the Falklands Forum. If you'd like to join their group and display a model of your own, please express your interest to their Group Leader, Gary Daisley - rna.modelmakers@gmail.com

After a short break (time for a siesta/LLD and a dhobi), members and guests will be invited back to the marquee at HMS Nelson Wardroom at 1930 for an 80s themed dance and buffet dinner. With a live band and 80s tunes playing late into the night, this is an event not to be missed!

REMEMBER

On the Sunday, in Old Portsmouth, those connected to the Naval Service under the leadership of Portsmouth City Council, are invited to march with their Shipmates with the RNA National, Area and Branch Standards for a 1100 Service of Remembrance at the Falklands memorial in the Hot Walls. This will be followed by the City of Portsmouth unveiling a new memorial and presenting the RNA, RMA, and Falklands Veterans with Freedom of the City scrolls. Commemorations will conclude in Portsmouth Cathedral with a short service, as well as civic refreshments. Final timings and instructions for this element of the weekend will be published over the coming months, but those Shipmates marching will form up at the Ben Ainsley Building (Before Broad Street is closed to traffic) List of Hotels to assist.

*****The cost of the functions over the whole weekend (including HMS Warrior reception on Friday evening and Forum sandwich lunch and Buffet Dinner on Saturday) is £30 per person*****

Shipmate Submissions***Silent Service Gathers For Remembrance Weekend******Shipmate Steve Phillips***

Serving and veteran Submariners gathered in London in early November to remember comrades lost to eternal patrol during the 120 years the Submarine Service has been in existence. On Saturday, November 6, a wreath was laid inside Westminster Abbey at the submarine memorial.

On the Sunday, the annual parade of submariners took place in Middle Temple Gardens near the National Submarine War Memorial on the banks of the Thames. Head of the Submarine Service, Cdre Jim Perks CBE, and Admiral of the Fleet, the Lord Boyce KG GCB OBE DL, were among those present for the laying of wreaths.

The Submariners' Memorial Weekend is held a week before the National Acts of Remembrance to enable Submariners to attend both. As in 2020, the Submariners remained in Middle Temple rather than marching to the Thames memorial.

In future, it is hoped to hold a 'Memorial Day' at the new Submariners Memorial, soon to be dedicated at the National Arboretum, during the year.

From Russia With Love***Shipmate Hedley Willsea***

This year marks my twenty-first year of working overseas as a teacher in international schools. Despite it being my career, I vividly remember the words of an experienced teacher when I arrived in Kuwait for my first teaching job: 'Keep a bag packed with a change of clothes, your passport and some cash. You never know when you might need to leave suddenly.' By then I'd been out of the Royal Navy Reserve for three years and it reminded me of Roosevelt's words of wisdom which would not become significant to me until later in my career: 'A smooth sea never made a skilled sailor.'

This is my twelfth year of working in Russia and my experience as a teacher here has been unique because aside from life-changing events such as marrying a Russian national and starting a family, my school was until recently a diplomatic entity; it was formed in 1949 as a joint effort between the British, American, and Canadian embassies to provide a western education for the children of its employees. While I have enjoyed the protective bubble of diplomatic status such as being



provided with accommodation in the centre of Moscow, it hasn't all been plain sailing. For example, I've spent seven years charting the troubled waters of international relations by renewing my diplomatic visa every three months and being without my passport for six weeks each time. This has been own my first-hand experience of east-west tensions and I've learned the hard way that it is referred to as 'mutual reciprocity', perhaps better known as tit-for-tat. In other words, somewhere in London there has been a Russian diplomat whose visa issues have mirrored my own.

Perhaps the most precarious point in my continued presence in Russia was in 2018 during the immediate aftermath of the infamous Salisbury incident which resulted in several countries expelling diplomats. While it felt surreal to imagine somebody sitting in a room a few miles away from me about to draw a line either under or through my name, it was terrifying to think that the decision could result in unemployment and indefinite separation from my wife and child. Yet despite having lived under this cloud of deteriorating east-west relations, it has never felt personal, and I've never experienced any form of harassment. I remember visiting the British Embassy to collect some documents for my latest visa renewal and due to my passport being held yet again, I'd taken with me an old, expired version for identification purposes. The Russian policeman standing guard outside the embassy became suspicious and demanded to inspect it. 'Why do you carry this?' he probed after noting the expiry date. My automatic reply was: 'To buy beer'. It was an honest reply, and I went on to explain that some of the older women working in the supermarkets refused to believe I was over 18. The Russian policeman burst out laughing and hugged me. 'Welcome to Russia, my friend!'

My life here is marked by seasonal celebrations: New Year which is celebrated more than Christmas, and then Maslenitsa and Victory Day. Maslenitsa is a Slavic folk holiday held in February-March to mark the end of winter and it involves the burning of a straw effigy. Victory Day on May 9th celebrates the surrender of Nazi Germany. While the military parades have been portrayed by the western media as Russian sabre-rattling, I admire the pride and respect shown by younger generations to their veterans on this day and when I shop at my preferred mall, I pass the World War 2 tank traps which have been left as a reminder to all of how close Nazi Germany came to winning not just militarily but also ideologically.

Despite these yearly markers, Moscow has changed significantly since my arrival 12 years ago. For example, makeshift stalls selling Tasers outside metro stations have been removed and the streets are generally much cleaner and safer. Moscow has modern department stores and restaurants; it seems immune from the sanctions which are periodically inflicted upon the country, and I remember asking one of my Russian students how he felt about this. He shrugged his shoulders, as if drawing on some ancestral memory bank: 'This is Russia. We are all used to hardship here.' But the reality is that when prices rise and the standard of living slips yet a little further, it is not the middle- or upper-income Muscovites who suffer, it is the ordinary workers and the pensioners who somehow slipped through the cracks in the post-soviet turmoil of the 1990s.

While the relationship between Russia and Western Europe continues to be strained, my visa difficulties have subsided since my school transitioned from a diplomatic body to a private educational establishment. When my son was born my wife and I were quick to register him as both British and Russian, and seeing my family surname in his Russian passport made me realise that I now have a permanent and genuinely affectionate tie with Russia. However, Churchill's 1939 description of Russia as '...a riddle, wrapped in a mystery, inside an enigma' reminds me that as a foreigner who still has neither Russian citizenship nor mastery of the Russian language, nothing is to be taken for granted.

Army v Navy Tickets

Shipmate Gus Honeywood

Shipmates

The RNA has currently been allocated 200 tickets for the Army v Navy game on 30 April 2022.

There is the possibility of being allocated more tickets should there be enough interest.

Attempts are being made to offer the tickets at a concessionary price, however current prices are:

Category 1 - £37.50 – side of pitch, lower and middle tiers.

Category 2 - £32.50 – end of pitch, lower and middle tiers.

Category 3 - £27.50 – upper tier.

Coach parking pass - £60.00

Minibus parking pass - £50.00

A £3.50 booking fee will be applied to each order.

Tickets will only be available to members of the RNA.

If you would like to register your interest then please email your name, membership number, Branch and preferred seating area to rna.rugby.union.sig@gmail.com.

Laugh Along with Smiffy

Forces Bickering

The reason the Air Force, Army, Navy and Marines bicker amongst themselves is that they don't speak the same language. For instance, take the simple phrase "secure the building". The Army will post guards around the place. The Navy will turn out the lights and lock the doors. The Marines will kill everybody inside and set up a headquarters. The Air Force will take out a 5-year lease with an option to buy.

Angry Wife

An angry wife was complaining about her husband spending all his free time in a bar, so one night he took her along with him. "What'll you have?" he asked. "Oh, I don't know. The same as you I suppose," she replied. So, the husband ordered a couple of Kraken rum and threw his down in one shot. His wife watched him, then took a sip from her glass and immediately spat it out. "Yuck, that's TERRIBLE!" she spluttered. "I don't know how you can drink this stuff!" "Well, there you go," cried the husband. "And you think I'm out enjoying myself every night!"

Lorry Driver

A lorry driver was driving along on the motorway. A sign comes up that read "low bridge ahead." Before he knows it, the bridge is right ahead of him, and he gets stuck under the bridge. Cars are backed up for miles. Finally, a police car comes up. The cop gets out of his car and walks around to the lorry driver, puts his hands on his hips and says, "Got stuck, huh?" The truck driver says, "No, I was delivering this bridge and ran out of diesel"

Confirmed by Snopes!

I thought you would want to know about this e-mail virus.

Even the most advanced programs from Norton or McAfee cannot take care of this one.

It appears to affect those who were born prior to 1960.

Symptoms:

1. Causes you to send the same e-mail twice... (Done that!)
2. Causes you to send a blank e-mail! (That too!)
3. Causes you to send e-mail to the wrong person. (Yep!)
4. Causes you to send it back to the person who sent it to you. (DUH!)
5. Causes you to forget to attach the attachment. (Well damn!)
6. Causes you to hit "SEND" before you've finished. (Oh no - not again!)
7. Causes you to hit "DELETE" instead of "SEND." (and I just hate that!)
8. Causes you to hit "SEND" when you should "DELETE." (Oh No!)

IT IS CALLED THE "C-NILE VIRUS!!!"

Captain Smithers

In the greatest days of the British Empire, a new Commanding Officer was sent to an African jungle outpost to relieve the retiring Colonel. After welcoming his replacement and showing the courtesies (gin and tonic, talent is simply boundless." Smithers was summoned and introduced to the new CO who was surprised to meet a crooked, toothless, scabbed, and pockmarked specimen of humanity, with three strands of hair on his head - a particularly unattractive man of less than three foot tall. "Smithers, old man, tell your new CO about yourself." "Well, sir, I graduated with honours from Sandhurst, joined the regiment and won the Military Cross and Bar and three DSOs after 12 months of expeditions behind enemy lines. I've represented Great Britain in equestrian events and won Gold Medals in the middleweight division boxing, archery gold, wrestling and 2 golds in the Olympic games. I have researched the history of....." Here the Colonel interrupted, "Yes, yes, never mind that Smithers, the CO can find all that in your file. Tell him about the day you told the witch doctor to "Go f**k himself.

On This Day - 12 February - U33 and Enigma

In February 1940, U-33, then captained by Hans-Wilhelm von Dresky, had been ordered to lay mines in the Firth of Clyde, in Scotland. However, the minesweeper HMS Gleaner, captained by Lieutenant-Commander Hugh Price, detected the U-boat on the 12th and dropped depth charges over a period of several hours. Eventually, the damaged U-33 was forced to surface, and the crew abandoned the boat, which sank soon afterward. 25 men died while 17 survived. Before the boat was abandoned, the U-boat's secret Enigma rotors were distributed amongst a few of the crew, who were instructed to release them into the sea to avoid capture. This was not done, however, and as a result the British captured three rotors, including two (VI and VII), that were only used by Kriegsmarine and for which the wiring was previously unknown.

On This Day - 14 February - The Battle of Cape St Vincent

The Battle of Cape St Vincent (14 February 1797) was one of the opening battles of the Anglo-Spanish War (1796–1808), as part of the French Revolutionary Wars, where a British fleet under Admiral Sir John Jervis defeated a larger Spanish fleet under Admiral Don José de Córdoba y Ramos near Cape St. Vincent, Portugal.

Origins

After the signing of the Treaty of San Ildefonso in 1796 allying Spanish and French forces against Great Britain, the British navy blockaded Spain in 1797, impairing communications with its Spanish Empire.

The Spanish declaration of war on Britain and Portugal in October 1796 made the British position in the Mediterranean untenable. The combined Franco-Spanish fleet of 38 ships of the line heavily outnumbered the British Mediterranean Fleet of fifteen ships of the line, forcing the British to evacuate their positions in first Corsica and then Elba.

Early in 1797, the Spanish fleet of 27 ships of the line, which were supposed to join the French fleet at Brest lay at Cartagena, on the Mediterranean Sea, with the intention of sailing to Cádiz as an escort of a 57-merchant convoy, carrying mainly mercury—necessary for gold and silver production—which would eventually enter that Spanish harbour along with warships Neptuno, Terrible and Bahama, prior to running into the British force.

Don José de Córdoba and the Spanish fleet left Cartagena on 1 February and might have reached Cádiz safely but for a fierce Levante, the easterly wind, blowing between Gibraltar and Cádiz, which pushed the Spanish fleet further out into the Atlantic than intended. As the winds died down, the fleet began working its way back to Cádiz.

In the meantime, the British Mediterranean Fleet, under Admiral Sir John Jervis, had sailed from the Tagus with ten ships of the line to try to intercept the Spanish fleet. On 6 February, Jervis was joined off Cape St. Vincent by a reinforcement of five ships of the line from the Channel Fleet under Rear-Admiral William Parker.

On 11 February, the British frigate HMS Minerve, under the command of Commodore Horatio Nelson, passed through the Spanish fleet unseen thanks to heavy fog. Nelson reached the British fleet of fifteen ships off Spain on 13 February and passed the location of the Spanish fleet to Jervis, commanding the fleet from his flagship Victory. Unaware of the size of his opponent's fleet—in the fog, Nelson had not been able to count them—Jervis's squadron immediately sailed to intercept.

Unaware of the British presence, the Spanish continued toward Cádiz. Early on the 14th, Jervis learnt that the Spanish fleet was 35 miles to windward.

Battle

Early morning

During the night came the sounds that the British fleet had been waiting to hear – the signal guns of the Spanish ships in the fog. At 2:50 a.m. came the report that the Spanish fleet was some fifteen miles distant. By early morning, at 5:30 a.m., Niger reported them to be closer still. As the dawn came, it brought a cold and foggy February morning. In the increasing light, Jervis saw his fleet around him, formed into two lines of battle. He turned to his officers on the quarter-deck of Victory and said, "A victory to England is very essential at this moment." Jervis gave orders for the fleet to prepare for the coming action.

Captain Thomas Troubridge in Culloden was in the lead. At 6:30 a.m., Culloden signalled that she could see five enemy sail to the southeast, and then with Blenheim and Prince George turned toward the Spanish ships. Jervis had no idea of the size of the fleet he was up against. As they loomed up out of the fog, a signal lieutenant in Barfleur described them as "thumpers, looming like Beachy Head in a fog."

As dawn broke, Jervis's ships were in position to engage the Spanish. On the quarter-deck of Victory, Jervis, Captain Robert Calder, and Captain Benjamin Hallowell counted the ships. It was at this point Jervis discovered that he was outnumbered nearly two-to-one:

"There are eight sail of the line, Sir John"

"Very well, sir"

"There are twenty sail of the line, Sir John"

"Very well, sir"

"There are twenty five sail of the line, Sir John"

"Very well, sir"

"There are twenty-seven sail of the line, Sir John" "Enough, sir, no more of that; the die is cast, and if there are fifty sail, I will go through them"

Seeing that it would be difficult to disengage, Jervis decided to continue because the situation would only get worse were the Spanish fleet to join up with the French. Meanwhile, the Canadian Captain Hallowell became so excited that he thumped the Admiral on the back, "That's right Sir John, and, by God, we'll give them a damn good licking!"

As the light grew, it became obvious that the Spanish ships were formed in two loose columns, one of about 18 ships to windward and the other, of about nine ships, somewhat closer to the British. At about 10:30 a.m., the Spanish ships in the weather column were seen to wear ship and turn to port. This gave the impression that they might form a line and pass along the weather column of the British fleet, exposing the smaller British column to the fire of the larger Spanish division.

At 11:00 a.m., Jervis gave his order:

Form in a line of battle ahead and astern of Victory as most convenient.

When this order was completed, the British fleet had formed a single line of battle, sailing in a southerly direction on a course to pass between the two Spanish columns.

At 11:12 a.m., Jervis made his next signal:

Engage the enemy

and then at 11:30 a.m.,

Admiral intends to pass through enemy lines

The Battle of Cape St. Vincent fleet deployment at about 12:30 p.m.

The Battle of Cape St. Vincent had begun.

11:30 a.m.

To the British advantage, the Spanish fleet was formed into two groups and was unprepared for battle, while the British were already in line. Jervis ordered the British fleet to pass between the two groups, minimising the fire they could put into him, while letting him fire in both directions

12:30 p.m.

Culloden tacked to reverse her course and take after the Spanish column. Blenheim and then Prince George did the same in succession. The Spanish lee division now put about to the port tack with the intention of breaking the British line at the point where the ships were tacking in succession. Orion came round but Colossus was in the course of going about when her foreyard and foretop yard were shot away. She was forced to wear ship instead of tack and the leading Spanish vessel came close enough to threaten her with a broadside. Saumarez in Orion saw the danger to his friends and backed his sails to give covering fire.

As Victory came to the tacking point, another attempt was made to break the British line. Victory, however, was too fast and Principe de Asturias had to tack close to Victory and received two raking broadsides as she did so. "We gave them their Valentine in style," later wrote a gunner in Goliath.

As the last ship in the British line passed the Spanish, the British line had formed a U shape with Culloden in the lead and on the reverse course but chasing the rear of the Spanish. At this point the Spanish lee division bore up to make an effort to join their compatriots to windward. Had they managed to do this, the battle would have ended indecisively and with the Spanish fleet running for Cádiz. The British ships would have been left harrying their sterns in much the manner of the Armada, 1588.

1:05 p.m.

Situation around 1:05 p.m.

At 1:05 p.m., Jervis hoisted a signal:

Take suitable stations for mutual support and engage the enemy as coming up in succession

Nelson had returned to his own ship Captain (a seventy-four) and was now towards the rear of the British line, much closer to the larger group. He concluded that the manoeuvre could not be completed to allow the British to catch them. Unless the movements of the Spanish ships could be thwarted, everything so far gained would be lost. Interpreting Jervis' signal loosely, and disobeying previous orders, Nelson gave orders to Captain Ralph Miller to wear ship and to take Captain out of line while engaging the smaller group.

As soon as the seventy-four was around, Nelson directed her to pass between Diadem and Excellent and ran across the bows of the Spanish ships forming the central group of the weather division. This group included the Santísima Trinidad, the largest ship afloat at the time and mounting 130 guns, the San José, 112, Salvador del Mundo, 112, San Nicolás, 84, San Ysidro 74 and the Mexicano 112.

Nelson's decision to wear ship was significant. As a junior commander, he was subject to the orders of his Commander in Chief (Admiral Jervis); in taking this action he was acting against the "form line ahead and astern of Victory" order and using

his own wide interpretation of "take suitable stations" in the later signal. Had the action failed, he would have been subject to court-martial for disobeying orders in the face of the enemy, with subsequent loss of command and disgrace.

At about 1:30 p.m., Culloden was gradually overhauling the Spanish rear and began a renewed but not very close engagement of the same group of ships. Jervis signalled his rearmost ship, Excellent to come to the wind on the larboard tack and following this order, Collingwood brought his ship round to a position ahead of Culloden. After a few more minutes, Blenheim and Prince George came up behind and the group of British ships prevented the Spanish from grouping together.

The Captain was now under fire from as many as six Spanish ships, of which three were 112-gun three-deckers and a fourth Córdoba's 130-gun flagship Santísima Trinidad. At about 2:00 p.m., Culloden had stretched so far ahead as to cover the Captain from the heavy fire poured into her by the Spanish four-decker and her companions, as they hauled up and brought their broadsides to bear. Of the respite thus afforded to her, the Captain took immediate advantage, replenishing her lockers with shot and splicing and repairing her running rigging.

At about 2:30, Excellent having been directed by signal to bear up, edged away and at 2:35, arriving abreast of the disabled Spanish three-decker Salvator del Mundo, engaged the latter on her weather bow for a few minutes; then passing on to the next Spanish ship in succession, the San Ysidro, whose three topmasts had already been shot away. This ship Captain Collingwood engaged closely until 2:50 when, after a gallant defence in her crippled state, the San Ysidro hauled down the Spanish flag.

Moments later, Excellent and Diadem commenced an attack on the Salvator del Mundo, with Excellent stationing herself on the weather bow and Diadem on the lee quarter of the Spanish three-decker. Observing that the Victory was about to pass close astern, the Salvator del Mundo, which had been disabled, judiciously hauled down her flag as soon as some of Victory's bow guns came to bear.

3:00 p.m.

By about 3:00, Excellent was already in close action with San Nicolás which, with foretop mast shot away, had been in action against Captain. Excellent fired broadsides into San Nicolás and then made sail to clear ahead. To avoid Excellent, San Nicolás luffed up and ran afoul of San José, which had suffered the loss of mizzen mast and other damage. Captain was by now almost uncontrollable with her wheel shot away. At this point, her foretop mast fell over the side leaving her in a completely unmanageable state and with little option but to board the Spanish vessels. Captain opened fire on the Spanish vessels with her larboard (port) side broadside and then put the helm over and hooked her larboard cat-head with the starboard quarter of San Nicolás.

At 3:20, with a cry of "Westminster Abbey or Glorious Victory!", Nelson ordered his boarders to cross the first Spanish ship onto the second. He later wrote,

The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were almost the foremost on this service – the first man who jumped into the enemy's mizen chains was Commander Berry, late my First Lieutenant (Captain Miller was in the very act of going also, but I directed him to remain); he was supported from our sprit sail yard, which hooked in the mizen rigging. A soldier of the 69th Regiment having broken the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols: but having broke open the doors the soldiers fired, and the Spanish Brigadier fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck, where I found Commander Berry in possession of the poop, and the Spanish ensign hauling down. I passed with my people, and Lieutenant Pearson, on the larboard gangway, to the fore-castle, where I met two or three Spanish officers, prisoners to my seamen: they delivered me their swords. A fire of pistols, or muskets, opening from the stern gallery of the San Josef, I directed the soldiers to fire into her stern; and calling to Captain Miller, ordered him to send more men into the San Nicolas; and directed my people to board the first-rate, which was done in an instant, Commander Berry assisting me into the main chains. At this moment a Spanish officer looked over the quarter deck rail, and said they surrendered. From this most welcome intelligence, it was not long before I was on the quarter deck, where the captain, with a bow, presented me his sword, and said the admiral was dying of his wounds. I asked him on his honour if the ship was surrendered. He declared she was: on which I gave him my hand, and desired him to call on his officers and ship's company and tell them of it: which he did – and on the quarter deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards: which as I received, I gave to William Fearney, one of my bargemen, who put them, with the greatest sang-froid, under his arm.

Both Spanish vessels were successfully captured. This manoeuvre was so unusual and so widely admired in the Royal Navy that using one enemy ship to cross to another became known facetiously as "Nelson's patent bridge for boarding enemy vessels."

By the time Santísima Trinidad had struck her colours to surrender, Pelayo and San Pablo, separated from de Córdoba's group during action, having been dispatched by the commander the day before, sailed in and bore down on Diadem and Excellent. Pelayo's captain Cayetano Valdés warned Santísima Trinidad to fly her flag again under threat

she would be deemed an enemy ship and raked. The Spanish four-decker raised her flag. She was saved from being captured by the British.

By 4:00, the Spanish ship *Santísima Trinidad* was relieved by two of her escorts and made away from the scene. Admiral Moreno's squad put together the survivors of Córdoba's group and turned to assist the harassed Spanish sails. Jervis signalled his fleet to cover the prizes and disabled vessels and at 4:15 the frigates were directed to take the prizes in tow. At 4:39 the fleet was ordered to take station in line astern of *Victory*. The battle was by now almost over with only some remaining skirmishing between *Britannia*, *Orion* and the departing Spanish covering *Santísima Trinidad* (which was to later serve as the Spanish flagship at the Battle of Trafalgar).

End of the battle

Nelson remained on board the captured Spanish ships while they were made secure – and was cheered by the British ships as they passed. He returned to the Captain to thank Captain Miller and presented him with the sword of the captain of the *San Nicolás*.

At 5:00, Nelson shifted his pennant from the disabled Captain to *Irresistible*. The Battle of Cape St. Vincent had cost the lives of 73 men of the Royal Navy and wounded a further 227 (this figure only includes serious injuries). Casualties amongst the Spanish ships were far higher – aboard *San Nicolás* alone 144 were killed. Then, still black with smoke and with his uniform in shreds, Nelson went on board *Victory* where he was received on the quarter-deck by Admiral Jervis – "the Admiral embraced me, said he could not sufficiently thank me, and used every kind expression which could not fail to make me happy."

It was a great and welcome victory for the Royal Navy – fifteen British ships had defeated a Spanish fleet of 27, and the Spanish ships had a greater number of guns and men. But Admiral Jervis had trained a highly disciplined force, and this was pitted against an inexperienced Spanish navy under Don José Córdoba. The Spanish men fought fiercely but without direction. After the *San José* was captured, it was found that some of her guns still had their tampions in the muzzles. The confusion amongst the Spanish fleet was so great that they were unable to use their guns without causing more damage to their own ships than to the British.

Aftermath

Jervis had given orders to destroy the four prizes had the action restarted. Several days later, the frigate *HMS Terpsichore* (32) spotted the damaged *Santísima Trinidad* making her way back to Spain. The captain, Orozco, now commissioned by de Cordoba, had flown his flag in frigate *Diana*. *Terpsichore* engaged but kept always out of range from the stern guns of the ship anytime *Santísima Trinidad* bore down on the English frigate. *Terpsichore* nonetheless was hit twice with those cannons in a sudden move, resulting in damage in her rigging, masts and sails as well as some impacts on her hull. Captain Richard Bowen then ordered to keep the pursuit but from a longer distance until the frigate vanished away.

In the battle, the British casualties were 73 killed, 227 badly wounded, and about 100 lightly wounded. The Spanish casualties were about 1,000 men killed or wounded. While the British fleet lay at Lagos Bay, in Portugal, the Spanish prisoners received from the four prizes, numbering about 3000, were landed.

Jervis was made Baron Jervis of Meaford and Earl St Vincent. Nelson was knighted as a member of the Order of the Bath. Nelson's promotion to Rear-Admiral was not a reward for his services, but simply a happy coincidence: promotion to flag rank in the Navy of the time was based on seniority on the Captain's list and not on achievement. The now Earl St Vincent was granted a pension for life of £3,000 per year. The City of London presented him with the Freedom of the City in a gold box valued at 100 guineas and awarded both him and Nelson a ceremonial sword. The presentation box and sword are both currently held at the National Maritime Museum, Greenwich. The two swords awarded Jervis and Nelson were the first of their kind to be issued by the City of London. St Vincent was awarded the thanks of both Houses of Parliament and given a gold medal by the King. The *London Gazette* published an advertisement in 1798 regarding the prize money that was due to the officers and men who had fought at the battle. The sum quoted was £140,000 of which, as admiral, Jervis was entitled to a sizable share. In 1847 the Admiralty authorized the issuance of the Naval General Service Medal with clasp "St. Vincent" to all surviving claimants from the battle.

Córdoba was dismissed from the Spanish navy and forbidden from appearing at court.

Jervis resumed his blockade of the Spanish fleet in Cadiz. The continuation of the blockade for most of the following three years, largely curtailed the operations of the Spanish fleet until the Peace of Amiens in 1802.

The containment of the Spanish threat, and the further reinforcement of his command, enabled Jervis to send a squadron under Nelson back into the Mediterranean the following year. That squadron, including Saumarez's *Orion*, Troubridge's *Culloden*, and the *Goliath*, now under Foley, re-established British command of the Mediterranean at the Battle of the Nile.

On This Day - 16 March - HMS Invincible and Memorial

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 rainwater from the Church roof that many skeletons were found, laid out in rows, some as shallow as 3 feet 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.

On This Day - 28 March - St Nazaire Raid

The St Nazaire Raid or Operation Chariot was a successful British amphibious attack on the heavily defended Normandie dry dock at St Nazaire in German-occupied France during the Second World War. The operation was undertaken by the Royal Navy and British Commandos under the auspices of Combined Operations Headquarters on 28 March 1942. St Nazaire was targeted because the loss of its dry dock would force any large German warship in need of repairs, such as the Tirpitz, to return to home waters via either the English Channel or the GIUK gap, both of which were heavily defended by British units including the Royal Navy's Home Fleet, rather than having a haven available on the Atlantic coast.

The obsolete destroyer HMS Campbeltown, accompanied by 18 smaller craft, crossed the English Channel to the Atlantic coast of France and was rammed into the Normandie dock gates. The ship had been packed with delayed-action explosives, well hidden within a steel and concrete case, that detonated later that day, putting the dock out of service for the remainder of the war and up to five years after.

A force of commandos landed to destroy machinery and other structures. Heavy German gunfire sank, set ablaze or immobilised all the small craft intended to transport the commandos back to England; the commandos had to fight their way out through the town to try to escape overland. They were forced to surrender when their ammunition was expended, and they were surrounded.

After the raid 228 men of the force of 611 returned to Britain; 169 were killed and 215 became prisoners of war. German casualties were over 360 dead, some killed after the raid when Campbeltown exploded. To recognise their bravery, 89 decorations were awarded to members of the raiding party, including five Victoria Crosses. After the war St Nazaire was

one of 38 battle honours awarded to the Commandos; the operation has since become known as The Greatest Raid of All within military circles.

Special Interest Groups

American Football

When applying to join the Facebook Group, please ensure you complete the Group Questions and agree to the Group Rules; otherwise, we are unable to confirm that you are a member of the RNA.

Group Leader: Steve Phillips



[Email Group](#)

Leader Branch: Norwich



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Group Leader: Gus Honeywood

Leader Branch: Norwich

Classic Car

Group Leader: Bill Oliphant



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Cycling

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Group Leader: Selwyn Davies

Leader Branch: Merthyr Tydfil

Genealogy

Group Leader: Mike Wilkinson



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Golf

Group Leader: Colin Dinsdale



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Insignia & Badges

Group Leader: Paul Banyard



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Model Makers

Group Leader: Gary Daisley



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Motorhome, Caravan and Camping

Group Leader: Ron Shilton



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Riders

Group Leader: Dave Ives



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Leader Branch: Darlington



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Rugby Union

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Group Leader: Gus Honeywood

Leader Branch: Norwich

Woodcraft

Group Leader: Graham Warner



[Email Group](#)

Leader Branch: Rhondda



[Group Page](#)

Useful Links

This section will provide links to various Associations and Organisations. If any link is broken, please let us know so we can update it.

Associated Organisations

- [Norwich Sea Cadets](#) Norwich Sea Cadets are part of the UK's oldest nautical youth charity. Telephone: 01603 631787

Royal Naval Association

- [Royal Naval Association](#) With over 20,000 members across 300+ Branches in the UK and overseas, we are a family of current and former Naval Service personnel, relatives, and supporters of our country's Royal Navy.
- [Royal Naval Association Community Site](#) This is an unofficial site, it has been created as a portal for members of the Royal Naval Association (RNA) to keep in touch via the means of a community forum, blog pages and social media applications.

Veterans Associations

- [NBC – Norfolk Breakfast Club](#) We meet the last Sunday of the month from 0930hrs onwards and breakfast is ordered around 1000hrs
- [Royal British Legion – Norwich Branch](#) The Norwich Branch of the Royal British Legion is still active and meets on the 1st Wednesday of the month.
- [Royal Marine Association – Norfolk Branch](#) Whether a member is just starting their career with the Royal Marines; serving full-time or with the Reserve; preparing for civilian life or already there, belonging to the Royal Marines Association puts them at the very heart of the Royal Marines Family.
- [Royal Norfolk Veterans Association](#) To band together in goodwill and the sympathy all discharged soldiers, sailors and marines living in Norfolk who are in possession of medals for active service or long service and good conduct. Later expanded to include members of the Royal Air Force.
- [Submariners Association – Norwich Branch](#) The Submariners Association is an Association of ex and serving Submariners which seeks to maintain the special bonds of friendship, loyalty, and comradeship, together with a pride in the Submarine Service, formed during service in Her Majesty's Submarines

Veterans Charities

- [SSAFA – Norfolk](#) We help veterans and service personnel, and their families, in the local community. Telephone: 01603 403 322
- [The Matthew Project – Outside The Wire](#) A bespoke alcohol and drug service offering confidential advice and support to HM Forces/Veterans/ Reservists and their families across Norfolk and Suffolk. Telephone: 01603 626123
- [Veterans Norfolk](#) Veterans Norfolk brings together all Norfolk's Service Charities.
- [Veterans Welfare Service](#) The Veterans Welfare Service (VWS) is committed to enhancing the quality of life for veterans and beneficiaries of Veterans UK pensions and compensation schemes, and all their dependants. Telephone: 01562 825527
- [Veterans' Gateway – RBL](#) Through a consortium of organisations including The Royal British Legion, Veterans' Gateway makes finding the right support quicker and easier – no matter where you are or what you need. Telephone: 0808 802 1212
- [VETS East](#) VETS East is all about improving employment outcomes for service leavers, veterans and employers in Norfolk, Suffolk, and Essex.

Veterans Resources

- [Veterans Resource](#) Veterans Resource

Calendar of Events – 2022

2022

February

6th – Queen's Platinum Jubilee – Honningham Church – Standards Muster 1030

8th – Branch Meeting – 1930

13th – 80th Anniversary of the Fall of Singapore – St. Peter Mancroft Church – Standards Muster- 0930

March

1st – Committee Meeting – 1930 – Online

8th – AGM and Branch Meeting – 1930

13th – Breakfast Club – Hotel Nelson – 1000

19th – HMS Invincible Memorial Service – Happisburgh – 1200

April

5th – Committee Meeting – 1930 – Online

12th – Branch Meeting – 1930

May

3rd – Committee Meeting – 1930 – Online

10th – Branch Meeting – 1930

June

3rd – Costessey Fete Military Day – Longwater Lane Park

7th – Committee Meeting – 1930 – Online

14th – Branch Meeting – 1930

25th – Armed Forces Day – National

July

5th – Committee Meeting – 1930 – Online

12th – Branch Meeting – 1930

August

2nd – Committee Meeting – 1930 – Online

9th – Branch Meeting – 1930

September

6th – Committee Meeting – 1930 – Online

13th – Branch Meeting – 1930

October

4th – Committee Meeting – 1930 – Online

11th – Branch Meeting – 1930

22nd – Trafalgar Night – Wensum Valley Hotel – 1900 for 1930

November

1st – Committee Meeting – 1930 – Online

8th – Branch Meeting – 1930

11th – Armistice Day Parade – City Memorial – 1045

13th – Remembrance Day Parade – City Memorial – 1000

December

6th – Committee Meeting – 1930 – Online

13th – Branch Meeting – 1930

Future Editions of Up Spirits

Shipmate Gus Honeywood

The next edition of Up Spirits will be published for the beginning of April, and I would request that all submissions for that edition are forwarded to me by 28 March 2022.

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

All submissions will be gratefully received.