



Trafalgar
Night money
due
September
meeting

AHOY SHIPMATE

RNA Torbay Newsletter

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Deep Thoughts

I love being married. It's so great to find that one special person you want to annoy for the rest of your life.

Claudia Schiffer must be a genius because I told a friend my plan to attain world peace, and he told me I have "Schiffer Brains."

Isn't having a smoking section in a restaurant like having a peeing section in a swimming pool?

Marriage changes passion. Suddenly you're in bed with a relative.

Why is it that most nudists are people you don't want to see naked?

Now that food has replaced sex in my life, I can't even get into my own pants

Wouldn't you know it! Brain cells come and brain cells go, but FAT cells live forever.



Editorial

By Shipmate Norrie Millen

Hi! Shipmates,

Isn't navalese a strange language? It came to mind the other day when I was trying to explain to Angela about Figgy Duff, S*** on the raft, Train Smash, Baby's Heads, Arrigonies, Banjo's and Bits. Of course there is also 'Slide' and 'Snake and Pygmy' pies. Common language in our days in the Andrew, but I find that I still use a lot of them today. I still refer to any kind of dessert as 'Duff' and sweets as 'Nutty'; I am sure many of you do too. One does get some strange looks at times when using these words in public!

The same goes for parts of ship, I still refer to walls as bulkheads and the ceiling as the deckhead, am I 'anchor-faced' or what? I guess it all comes down to the fact that despite some bad times in the RN, we did have a lot of fun and a great social life and cling onto those wonderful memories.

What about nick names? They were in great abundance too. Most are from word associations or a play on words, but the origins of the more unusual ones cannot be ascertained. Common ones like Dinger/Daisy Bell, Wiggy Bennett, Dusty Miller, Topsy Turner, Jimmy Green, Charlie Noble, Chats Harris, Nosey Parker and Sharkey Ward. However I am sure you must have come across some unusual ones, like AA Target 'Armstrong' Jones & Beery Glass. I would be very interested in your unusual contributions. (See page 4) Matter of fact it be nice to get any answers from members!

Life was not all that bad in the Royal Navy!

The way I see it anyway!



Chairman's Corner

By Shipmate John Soanes

The Royal British Legion is researching current compensation arrangements for veterans with Mesothelioma and other forms of asbestos related lung cancer.

They are particularly interested in hearing from single or widowed veterans currently living with the disease. If you know someone who has been affected please contact; Harriet DEANE, Policy Advisor by calling 020 3207 2126.

I wonder how much the Ministry of Defence were charged last year when they had to purchase spare parts from the scrapyard that had demolished HMS Ark Royal? This was in order to make repairs to damaged radio switchboard and surrounding cabinet of HMS ILLUSTRIOUS after it had been damaged by fire during her deployment off Somalia. I very much doubt if it was a bargain price!

From early 2015 US Coastguard (USCG) Senior Rate Machinery Technicians will be serving in Marine Engineering Section head Billets in RN Warships. For a variety of reasons the Royal Navy is currently experiencing a shortfall of Technical Senior Rates in the Marine and Weapon Engineering Branches. In order to resolve this specific issue and manning issues in general, and due to the fact there is a relatively long lead time to deliver the required number of suitably qualified and experienced engineering personnel and in order to maintain Operational Capability whilst alleviating pressure on those currently serving at sea, there is a requirement to provide additional short term manpower support.

The option that provides the most suitable people to undertake the role of a Technical Senior Rate at sea in the shortest possible time is the loan of experienced engineering personnel from partner navies. This is known as Non Reciprocal Exchange.

In support of this the First Sea Lord and the Commandant of the United States Coastguard (USCG) signed a Memorandum of Understanding on 30th July 2014 which enables USCG personnel to serve in Royal

Navy Warships. The first four will arrive in October 2014 and following a period of familiarisation training, they will be assigned for two years to Portsmouth based Type 23 Frigates in a range of Marine Engineering Department Section Head Billets. It is planned for larger groups of 16 USCG volunteers to arrive in September 2015 and 2016. Their employment opportunities are likely to be broadened to include Devonport based ships, including the amphibious platforms. Each USCG individual will be assigned to the UK for a total of three years. As Victor Meldrew of "One Foot in the Grave" fame would say **"I don't beleeeeeeve it"**.

Did you know?

That on the 24th August 1867 the murder of a child named Fanny Adams which led to Winchester's last public hanging resulted in mess traps becoming known as 'fannies'?

Macabre and grisly details of how her body had been dismembered were given in Court and widely reported. The introduction of tinned meat in the Fleet that same year led to lower deck concerns about the provenance of the meat!

The tins however became useful containers hence 'fannies' for mess traps.

(Source the RNA website)

I was reading an article last night about fathers and sons, and memories came flooding back of the time I took my son out for his first drink.

Off we went to the local bar, which is only two blocks from the house.

I got him a **Miller Lite**. He didn't like it – so I drank it.

Then I got him a **McEwan's Heavy**, he didn't like that either, so I drank it.

It was the same with the pint of **Guinness** and the **Harp** lager.

By the time we got down to the **Irish whiskey**, I could hardly push the stroller home!

The story of the Whale Island Tank

*From Tenby Times submitted by Ken Jones additions
by Norrie Millen*

When I was drafted to Whale Island in January 1958 on completion of Boys training, I was intrigued to see a WW1 Tank mounted on a concrete plinth overlooking the hallowed parade ground. I did not know the story behind it until much later.

During WW1 the tank was invented in order to break the stalemate of barbed wire defences stopping an army advance, leading to static trench warfare.

The army's problem was to train gunners to operate 6 pounder guns from a moving platform and so they were referred to the gunnery school at Whaley, who made up a rolling platform and between April 1916 and late 1917 they trained 2416 gunners of the Heavy Section and Heavy Branch MGC, later to become the Royal Tank Corps, in firing guns from a moving platform.

Just after the war finished the Tank Corps Training centre at Bovington presented Whale Island with a WW1 Mk 4 tank No. 2324 with EXCELLENT painted on its side in appreciation of the navy's training efforts.

There it remained on its plinth until the dark days of 1940, when a young RASC Officer sent to round up any available weapons, persuaded the Captain of Whaley that he could resurrect the tank and then led a small team to restore the engine by cannibalising parts from the other Mk4 monument on Southsea Common. They got it going and it was added to the RN Battalion, flying the White Ensign it trundled down to the front each day in the defence of Pompey until more modern weapons replaced it. It was then returned to its plinth until, in 1969 work began again on its restoration. The work was slow as it was a very low priority, so it was that in 1971 the then Captain of Whale Island, Capt. P.D.Nichol handed tank 2324 over to the Royal Armoured Corps centre at Bovington in Dorset where, by 1974, after a great deal of work by their workshop personnel, she was restored to working order, repainted and in May 1975 in an

official handing over ceremony, EXCELLENT was handed over by the then Captain of Whale Island to the Commandant of the RAC. Who signed over the rate book in which the tank was listed at 2/3rds of her original value of £333.33p.

The tank, with an HMS EXCELLENT's crew, dressed in 1914/18 uniforms and with a White Ensign flying and accompanied by a Chieftain tank trundled past the dais to the Hearts of Oak and on to the RAC museum where she is listed as Tank Mk 4 No 2324. So, if anyone wants to visit the RAC museum at Bovington, it is situated a mere 20 miles West of the Arlington, look for the Whale Island tank with EXCELLENT painted on her hull.

This Mark IV is a Male and was built in 1917. It is numbered 2324 which indicates that it was part of the batch of 101 built by Fosters in the sequence 2300 to 2400. It was presented by the Tank Corps Training Centre to H.M.S. Excellent, Portsmouth, for assistance given in training in 6 pdr gunnery during World War I. In 1940 a young naval officer got it running again in case the Germans invaded. It served as part of H.M.S. Excellent's Royal Naval Battalion in the defence of Portsmouth, though apparently its only action was to damage a private car. It has three plaques on its nose that read as follows:

When the tank was originally presented to HMS Excellent on 1 May 1919 it was mounted on a concrete plinth overlooking the parade ground, and emblazoned on its side was

its new name 'Excellent' In 1940 a young subaltern in the RASC worked on it and returned it to running order. It became operational in the RN battalion allocated to the defence of Portsmouth and regularly drove out of Whale Island to Southsea Common and back.

Eventually after a number of breakdowns and with more modern weapons becoming



Registration: 01020 painted on forward hull sides.
Name: EXCELLENT0 previously painted on left hull side.
Other Identification: Three plaques fitted on nose.

Inscriptions

Presented by Tank Corp Training Centre to HMS Excellent Whale Island in recognition and appreciation of the great assistance given in training and gunnery (6 pounder) 136 officers 2413 other ranks of the Tank Corps World War 1

In World War II served as part of HMS Excellent's Royal Navy Battalion in the defences of Portsmouth at a time when weapons were scarce and the threat of a Nazi invasion was very real.

1971 presented by HMS EXCELLENT, Whale Island, to RAC centre and restored to original condition by craftsmen of 18 command workshop REME, 1974

available it was returned to retirement on its concrete base. In 1969, under an RN Engineer Lieutenant, work began on it again. With work partially completed it was decided to present it back to Bovington as the best way to preserve it for the future. After restoration by REME it was officially handed over from the Royal Navy to the Army on 29 May 1975 outside the Armour School, in the presence of RN and Army dignitaries and junior leaders. (Source: Memorials in Portsmouth).



From that year it did not move under its own power again until the summer of 1984 when it was restored to running order by the museum in

order to take part in a BBC television programme. It is displayed with its sponson doors open so the interior can be viewed..



PINCHER Martin from the nick name of Admiral; Sir W.F. Martin (1801-95) who was renown as a strict disciplinarian and did not hesitate to 'pinch' rating for minor offences

DUSTY Miller, from the dust caused when grinding the wheat.

TOPSY Turner, possibly related to the term topsy-turvy.

NOBBY Clarke - this interesting name comes from the social climbers of the Industrial Revolution. As commoners became wealthy, people changed the spelling of their names. Smith became Smythe, Brown became Browne and Clark became Clarke. The less wealthy members of the family who became ostracised called their snooty relatives the nobs or the Nobby

FLORRIE Ford – Named after the Australian born Music Hall singer most famous for his song 'Down by the old Bull & Bush'

SHARKEY Ward. After the nickname of John Ward English sea captain turned Barbary Corsair (when he became Yiisuf Rais.) The origin of his nickname 'sharkey' is unknown

HOOKEY Walker probably derived from Mr John Walker in the 19th century. He was an unpleasant man and would invent bad reports about his co-workers; He was noted for his hook nose.

Ships Biscuits

Taken from "Not enough room to swing a cat" by Martin Robson © 2008

Hard Tack

Tack is usually associated with the course of a sailing ship but in tack does not relate to a sailing term but instead to ship's biscuit. This was a rather interesting concoction designed to solve one of the ring problems, namely to create a nutritious foodstuff that would survive on long voyages and to be easy to store. The answer was a flour-based baked biscuit, known to the world as 'ship's biscuit'.

The biscuit formed the hardy staple of the sailor's diet until the introduction of tinned foodstuffs in the nineteenth century. Even after this date the biscuit was still issued as part of rations. During the time of the Armada, English sailors were supposed to receive a daily allowance of 1lb of ship's biscuit. Visitors to the National Maritime, Greenwich, in London can see a later example that bears the inscription, 'This biscuit was given - Miss Blacket at Berwick on Tuesday 13 April 1784, Berwick'. Biscuits for the Royal Navy were mass-produced ashore at special baking houses in the Royal Navy Victualling Yards. The bakehouse at Plymouth could manufacture enough biscuits every day to feed 16,000 men.

Due to the coarse and very hard nature of the biscuit it was known as 'hardtack', as opposed to 'softtack', which was more like traditional bread and was freshly baked onboard ship. Frequently the biscuit was so hard it posed a danger to sailors' teeth, so they would usually soak it in some kind of fluid to soften it up and make it more palatable; sometimes with coffee for breakfast or with water, soup or even beer. If no liquid was available then the biscuit could, albeit with some difficulty, be broken into smaller pieces. In the United States Navy ship's biscuits were

nicknamed 'monitors' after the first ironclad warship commissioned into the Federal navy.

Alongside dental dangers, the biscuit could also attract pests in the form of weevils - small burrowing beetles that would make the hardtack their home and then lay their larvae. One way to get rid of them was to bang the biscuit against the mess table, thereby sending the weevils tumbling out. During the American Civil War soldiers would drop their hardtack into coffee, the weevils would float to the surface allowing the soldier to scoop them out and resume his meal. Writing in 1904 one young naval cadet told his mother, 'At 8:45 we have a glass of ripping milk & weevily dog biscuits, the only article of fare that is not splendid'. So, the word 'hardtack' became known to the wider world to refer to poor quality food that does not live up to expectation.

Should any reader be crazy enough to try making their own, here is a recipe for the ship's biscuit courtesy of the Royal Naval Museum:

Plain ship's biscuit

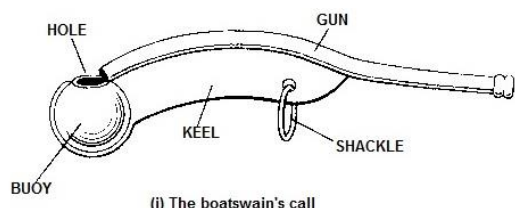
Add water to 1lb medium coarse stone-ground wholemeal flour and ¼ oz salt to make a stiff dough. Leave for 30 minutes and then roll out very thickly. Separate into 5 or 7 biscuits. Bake in a hot oven approx. 420°F for 30 minutes. Leave biscuits in a warm, dry atmosphere to harden and dry out.

Perks of being over 60 and heading for 70 and beyond

**No one expects you to run –
Anywhere**

**People no longer view you as a
Hypochondriac.**

The Bosuns Call



Wot! Dat's no whistle

It's amazing how many people refer to the Bosuns Call as a whistle. Whistling at sea was verboten. It's said to bring on a gale, but the real reason is actually practical. Bosuns' whistles were used as signals when raising or lowering something by rope, and someone whistling could cause confusion and possibly danger.

A great variety of notes and tones may be obtained with the boatswain's call by manipulating the fingers and varying the breath blown into the mouth of the gun, but certain notes and tones are only used in piping in the Royal Navy, and these, together with the method of producing them, are described below.

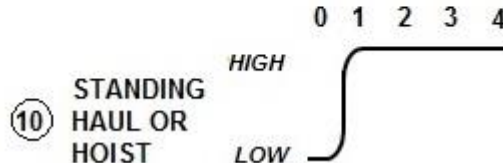
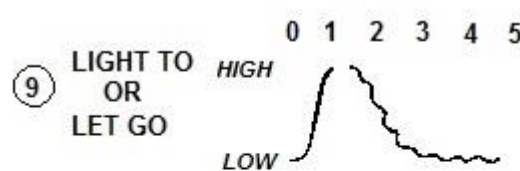
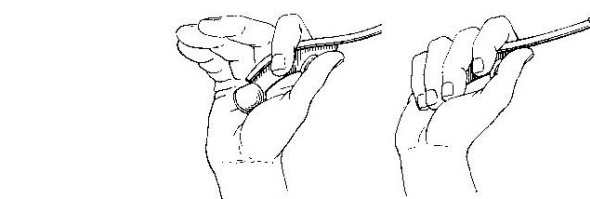
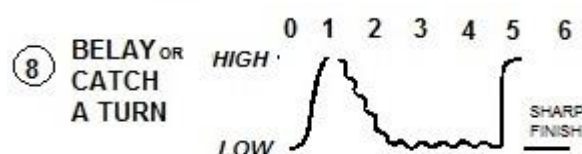
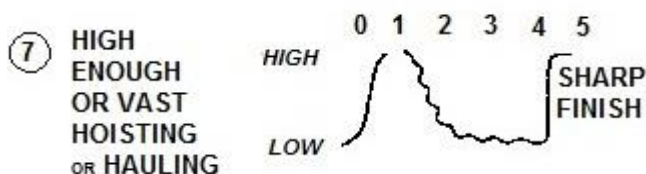
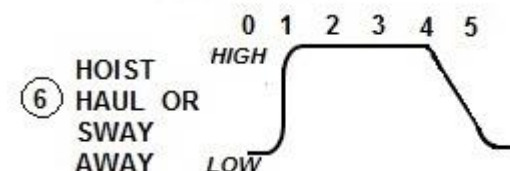
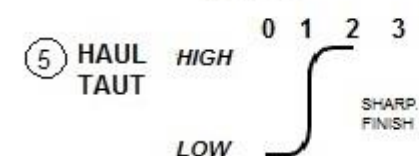
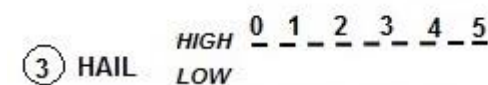
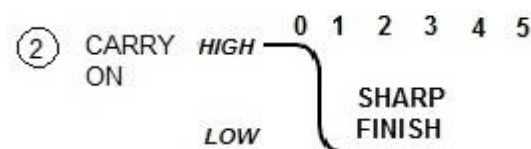
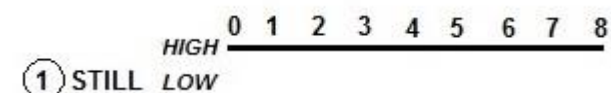
There are two main notes, the "low" and the "high," and there are three tones; these tones are the "plain," marked on the chart with a steady line, the "warble," marked with a wavy line, and the "trill," marked with a cross-hatched line.

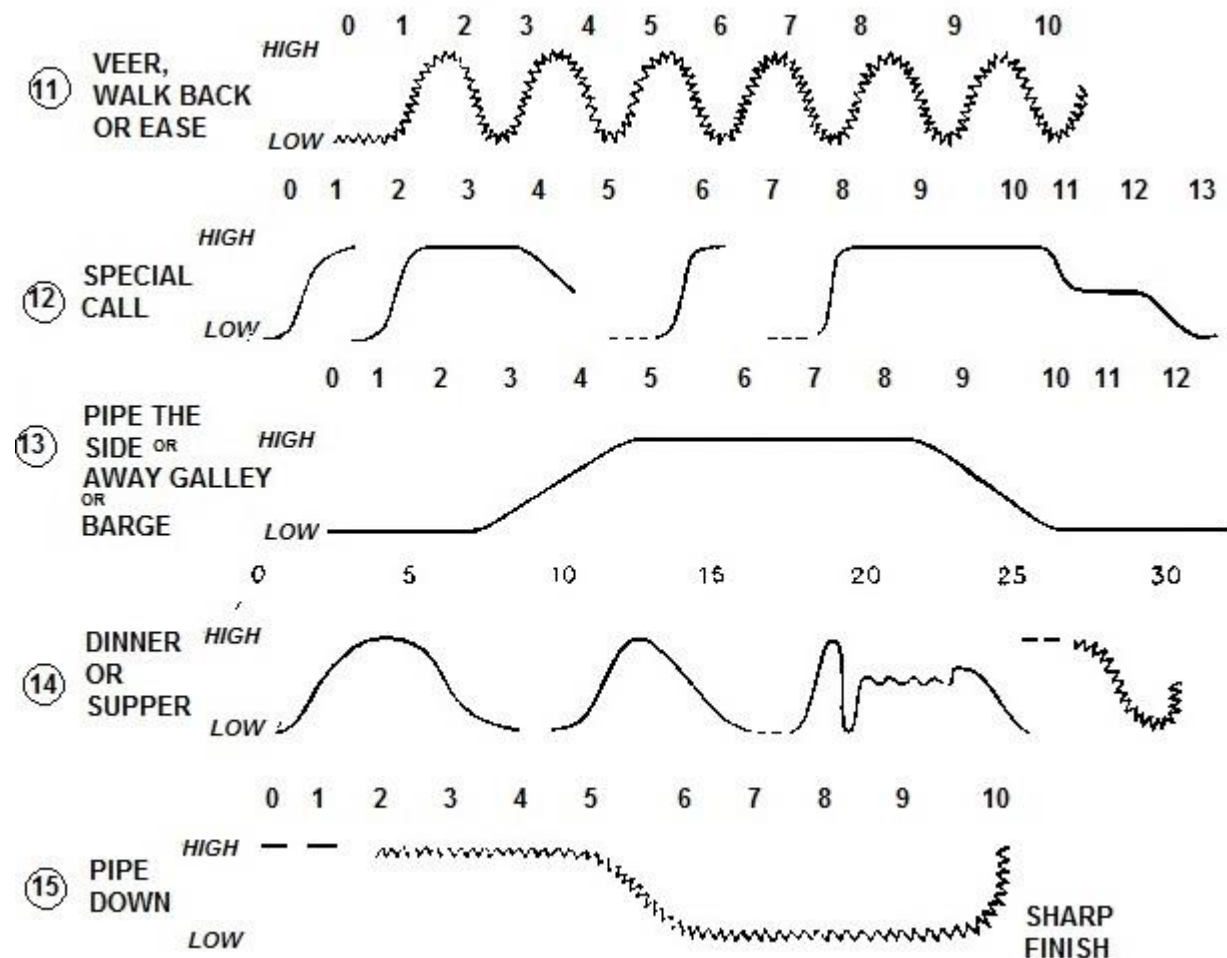
The plain low note is produced by blowing steadily into the mouth of the gun with the hole of the buoy unobstructed by the fingers. The plain high note is produced by throttling the exit of air from the hole of the buoy; this is done by closing the fingers around the buoy, taking care not to touch the edges of the hole or the end of the gun. Intermediate notes can be obtained by throttling to a greater or lesser degree.

The warble is produced by blowing in a series of jerks, which results in a warble similar to that of a canary.

The trill is produced by vibrating the tongue while blowing, as in rolling the letter "R."

The chart shows the various "pipes" used in the Royal Navy today. The figures at the top of each diagram represent seconds of time. The nature, continuity and tone of the notes are indicated by the various lines, and the degree of their slope indicates the speed of ascent or descent of the notes.





Under Two Flags Part II

Under the Stars and Stripes the armament of the 1917 flushdeckers had uniformly consisted of four 4-inch, 50 calibre rifles, one 3-inch, 23 calibre anti-aircraft gun and four 21-inch torpedo tubes. Their old guns came along with them when they were turned over to Canada, but the number of torpedo tubes was increased to twelve, mounted in four banks of three each.

Thus equipped, the old ships which had missed their chance at the Hun in World War I entered the second war's Battle of the Atlantic. At the time of writing only two are reported still on active service, the *Niagara* and the *St. Clair*. The latter has been stationed for some time past at Halifax for the training of ratings from the high-sea fleet in fire-fighting operations. The *Niagara* also has been a training ship for some time. "Boots" fresh from shore-side training camps received their induction and first high-sea training

aboard her on runs between Halifax and Newfoundland.

In keeping with traditional American naval nomenclature, all seven destroyers were originally named after men prominent in U.S. naval affairs. In fact, the name list of the seven ships almost provides a short-cut review of American naval history. Two of them, the *St. Clair* and *Columbia*, were named after two Massachusetts seadogs who exchanged the poops of merchant vessels for



the quarterdeck of men-o'-war during America's Revolutionary War.

The *St. Clair's* American name was *Williams*, after Capt. John Foster* Williams (1743-1814), of Boston, who was commissioned as captain in the Massachusetts State Navy at the outbreak of

the rebellion against Britain. He became famous for his victory in one of the most sanguinary sea battles fought during the war, when his ship, the *Hazard*, 14 guns, fought it out with the British privateer *Active*, 18 guns.

A year later Williams, now in command of a new State cruiser, the *Protector*, had a fight with the famous privateer *Admiral Duff*; the outcome was very much in doubt for the Yankees when a lucky shot from the *Protector* struck the *Duff's* magazine and she blew up. At once hostilities were forgotten and the erstwhile foemen turned lifesavers. Yet only fifty-five of the *Duff's* original complement of well over a hundred could be saved. After independence was established, Williams became skipper of the first American revenue (Coast Guard) cutter, the *Massachusetts*.

Captain John Haraden (1745-1803), of Gloucester, gave his name to the *Columbia* when she was the U.S. DD 183. A new American destroyer, the DD 585, launched at the Boston Navy Yard in the spring of '43, is now bearing the name of the old skipper who, also a commander in the Massachusetts State Navy earned his niche in history with his fight in the *General Pickering* against the British cruiser *Achilles*.

Courage and conduct of both, Yankees and British, during that fight inspired Admiral Farragut, the victor of New Orleans during America's Civil War, to say many years afterwards: "I would have rather fought that fight than any other ever fought on the ocean."

The American Civil War also had two representatives among the seven Canadian destroyers, the heroic little *St. Croix* and the *Niagara*. The former was originally named *McCook*, after Commander Roderick S. McCook. (1830-86). The *Niagara* was the *Thatcher*, for Rear-Admiral Henry Knox Thatcher (1806-80). Both men commanded vessels in the Atlantic blockading squadron that reduced the southern Confederate States' strongholds along the shores of North and South Carolina in a series of amphibious operations. Something of the spirit of the man I who commanded a quickly landed battery of naval howitzers before I Fort Fisher,

North Carolina, on Christmas Day, 1864, was exhibited by a new *McCook*, the DD 496, when she; steamed close inshore at Normandy on D-Day last year and, using her 5-inchers as field artillery, blasted the way clear for the amphibious forces storming ashore from their barges.

Another vessel, replaced only in May last on the U.S. ships' list, is the *Mackenzie*, which became the Canadian *Annapolis*. She was a monument to the memory of two men, father and son, by the identical name, Alexander Slidell Mackenzie. The older of the two was captain of the training ship *Somers*, whose name has become connected with one of the most tragic chapters in U.S. naval annals.

In 1842, on her return from Slave Patrol station on the West African coast, she became the scene of the famous " *Somers* Mutiny " and the subsequent court-martial and hanging of Midshipman Philip Spencer, a son of the U.S. Secretary of War, as ringleader. Though a court of inquiry acquitted Captain Mackenzie of all fault in the unhappy affair, the public criticism evoked by the felon's death of a cabinet officer's son hastened his own death.

He died in 1848, when his son, the younger Alexander Slidell Mackenzie, was only six. He, too, found a relatively early end. In 1887, as a lieutenant commander, he led a landing party on the coast of Formosa that was to extract punishment from the natives for the wholesale murder of the entire crew of the American barque *Rover* some time earlier. Mackenzie's party fell into an ambush and he himself met the fate he had intended for the savages.

Symbol of American-British friendship was the original name of *Bancroft* for the *St. Francis*. She was named after George Bancroft (1800-1891), the famous historian. As ambassador to the Court of St. James, from 1846 to 1850, Bancroft was -able to settle the so-called Northwest Boundary dispute between Britain and the U.S., becoming thereby not merely responsible for much of Canada's present-day western borders, but also for the removal of what had

long been a serious obstacle to closer Anglo-American understanding.

Deservedly the *Hamilton* also has found a new American namesake in the *Kalk* (DD 611). The man after whom she was named was Lieutenant Stanton F. Kalk (1894-1917), who was posthumously cited for his gallantry when the U.S. destroyer *Jacob Jones* was sunk by a German submarine during the First World War.

Times of stress, of passing misunderstanding and of close-knit friendship were reflected in the names of the seven little ships, whether they bore their original U.S. Navy designations or, later, the names of Canadian rivers—rivers mostly that both neighbours north and south of the border have in common—rivers that, far from being barriers, have become bonds between friends. Whether it was "Old Glory" or the Union Jack, that was fluttering over their decks, "Beneath it rung the battle shout and burst the cannon's roar" of the fight in a common cause.



AN ODE TO ENGLISH PLURALS

We'll begin with a box, and the plural is boxes,
But the plural of ox becomes oxen, not oxes.
One fowl is a goose, but two are called geese,
Yet the plural of moose should never be meese.
You may find a lone mouse or a nest full of mice,
Yet the plural of house is houses, not hice.

If the plural of man is always called men,
Why shouldn't the plural of pan be called pen?
If I speak of my foot and show you my feet,
And I give you a boot, would a pair be called beet?
If one is a tooth and a whole set are teeth,
Why shouldn't the plural of booth be called beeth?

Then one may be that, and three would be those,
Yet hat in the plural would never be hose,
And the plural of cat is cats, not cose.
We speak of a brother and also of brethren,
But though we say mother, we never say methren.
Then the masculine pronouns are he, his and him,
But imagine the feminine: she, shis and shim!

Let's face it - English is a crazy language.
There is no egg in eggplant nor ham in hamburger;
Neither apple nor pine in pineapple.
English muffins weren't invented in England.
We take English for granted, but if we explore its paradoxes,
We find that quicksand can work slowly, boxing rings are square,

And a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing,
grocers don't groce and hammers don't ham?
Doesn't it seem crazy that you can make amends but not one amend.
If you have a bunch of odds and ends
And get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught?
If a vegetarian eats vegetables, what does a humanitarian eat?
Sometimes I think all the folks who grew up speaking English
Should be committed to an asylum for the verbally insane.

In what other language do people recite at a play and play at a recital?
We ship by truck but send cargo by ship.
We have noses that run and feet that smell.
We park in a driveway and drive in a parkway.
And how can a slim chance and a fat chance be the same,
while a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language
In which your house can burn up as it burns down,
In which you fill in a form by filling it out,
And in which an alarm goes off by going on.
And in closing, if Father is Pop,
How come Mother's not Mop?

How to know you are getting older

You know you are getting older when getting a little action means your prune juice is working. You're now somewhere between the young and the restless and the old and the senseless.

Your secrets are safe with your friends, because they can't remember them either. Your joints are more accurate than the weather forecast.

At your age, you've seen it all, done it all and heard it all; luckily, you can't remember half of it.

One good thing about forgetting is that you can no longer worry about, whatever it was you forgot!

Look on the bright side; at least wrinkles don't hurt, unless you trip over them.

Your mind wanders a lot but, fortunately it's too weak to go very far.

You know you are getting older when, you move your bed closer to the bathroom because you spend half your nights there anyway.

BUT, do not regret growing old it is a privilege denied many!



Cooks to the Galley

Norrie's Bread Pudding

Ingredients

500g	white or wholemeal bread
500g/18oz	mixed dried fruit
85g	mixed peel
1½ tbsp	mixed spice
600ml	milk
2 large	eggs, beaten
140g	light Muscovado sugar
100g	butter, melted
2 tbsp	Demerara sugar
	zest 1 lemon (optional)

Method

1. Tear the bread into a large mixing bowl and add the fruit, peel and spice. Pour in the milk, then stir or scrunch through your fingers to mix everything well and completely break up the bread. Add eggs, Muscovado and lemon zest if using. Stir well, then set aside for 15 minutes to soak.

2. Heat oven to 180C/160C fan/gas 4. Butter and line the base of a 20cm non-stick square cake tin (not one with a loose base). Stir the melted butter into the pudding mixture, tip into the tin, then scatter with Demerara. Bake for 1½ hrs until firm and golden, covering with foil if it starts to brown too much. Turn out of the tin and strip off the paper. Cut into squares and serve warm.

Alternatively you could try recipe on page 5, if you are really hard up!

One beautiful Sunday morning, a priest announced to his congregation; "My good people, I have here in my hands three sermons ... a £100 sermon that lasts five minutes, a £50 sermon that lasts fifteen minutes, and a £10 sermon that lasts a full hour. Now, we'll take the collection and see which one I'll deliver.

DEAR ALGEBRA,
PLEASE STOP
ASKING US TO FIND
YOUR X.
SHE'S NEVER
COMING BACK AND
DON'T ASK Y.



A couple are lying in bed. The man says, 'I am going to make you the happiest woman in the world.' The woman replies, 'I'll miss you.....'



"You don't need any bread with these bangers stripey they are 85% bread anyway!"