



# ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 72 Spring 2012

POSTAL ADDRESS and HEADQUARTERS

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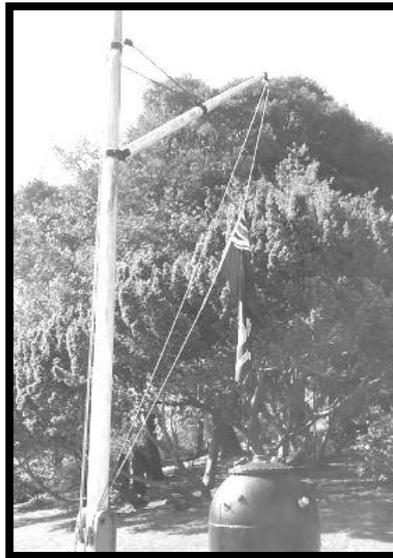
Shipmates, it is my sad duty to tell you that John Dunn crossed the bar on the afternoon of Thursday 24<sup>th</sup> May.

**John James Dunn**

**26/11/1920 – 24/05/2012**



*John at HMS Raleigh Oct 1941*



*HQ flag at half mast 25<sup>th</sup> May 2012*



*John at RNPSA reunion Oct 2005*

This has to be the hardest and saddest article I have written for the Newsletter since I started many years ago. I first met John back in the 1980s while on holiday when the association used to run a teddy bear stall at events on the seafront at Lowestoft. It was here that I realised that this was the branch of the Royal Navy that my father had been in during the war and so my connection with the association started. When I moved up to Lowestoft in 1991 I got involved with the museum and naturally John and so the friendship started. John was from East London and I was from South West London, miles apart but a common bond as relative newcomers to East Anglia. In those days the museum was open every day, staffed by a group of volunteers and when John and I were on duty together we used to sit and chat. We discovered that not only did we have London and the Navy in common but also railways, as John had spent his working life on British Rail at Liverpool Street, Barking, and Ilford area and I had been with the Longmoor Military Railway in Hampshire and also the steam preservation movement. Anyone who knew John will know that he could talk at length – boy could he talk – but it was all interesting stuff full of facts and figures and delivered in a style which would put you in the action and a smile on your face. During his time in London life dealt John a few hard knocks but as always he dusted himself off and got on with it and he and Rose worked tirelessly for their local church until they moved up to Lowestoft when they switched their efforts to our association.

John had an amazing gift of memory, you just had to mention a members name and he could tell you where he came from and in a lot of cases the ships he had been on. Mention a name of a ship and off he would go straight to the picture of it in the museum.

The ship John talked most about was MMS 269 on which he was a gunnery rate and also where he met John Street who is now our National Chairman. They were together on the 269 when they had the task of sweeping the Scheldt up to Antwerp at the beginning of the battle of the Scheldt in 1944. A few years ago I had the pleasure of taking the 2 Johns back to Antwerp where the Town held a reception for them and made special presentations to them in recognition of their work during the war, Belgian television were there to interview them and the 2 of them were, deservedly, stars for the day.



*Painting of John's beloved MMS269*

John was passionate about the Patrol Service and along with his wife, Rose, were always to be found at the Museum or travelling the Country representing the Association. When Rose passed away suddenly in 1991 John immersed himself in the Association even deeper. Everyone who met John was told about the Patrol Service and its importance to the Country and everyone soon realised how proud John was of his service with the RNPS.

John was one of life's characters with a strong personality and let's be fair about it, he said what he thought which some people did not always take kindly to but he got results as can be witnessed by what he achieved during his 29 years as National Secretary of our association and National Standard Bearer.

In the last few years John had developed a few health problems which although took its toll on him he did not let them stop him doing what he enjoyed, being at the museum and going on coach trips. It was only last year when he eventually found he could no longer make it up the stairs to the top room and so an office was created for him in the bottom room. John struggled on when many would have given up. At the end of October the district nurse who was treating his leg found him collapsed on his lounge floor and he was rushed into hospital and we were told that it was only likely to be days, in fact they called his relatives but John was having none of it, defying the odds he pulled round. After a few weeks he was allowed back home but was house bound but in typical John manner he put a brave face on it. Our Welfare Officer, Bonnie, visited him regularly at home and at the end of February the 2 of us went to see him one Sunday and found him in pretty good spirits and chatty which was pleasing but in the early hours of the next morning John pressed his emergency button and he was rushed back to hospital. John spent just over 2 months in hospital where his health varied from very ill to being like the old John. They even thought he was well enough and sent him to Norwich to have a pacemaker fitted and this certainly gave him a lift as a few days later he was discharged to a care home on the sea front in Lowestoft where he seemed very happy and was regaling the staff with his stories and beating them at draughts. During all this time Bonnie visited him twice a week and kept the Museum up to date on his progress. Prior to one visit to him at the home the staff called Bonnie as he was found to be unresponsive. The emergency services were called and Bonnie went with him to A&E and stayed with him all evening. As before he picked up again and had his good and bad days but it was becoming clear that he was a lot worse than previous. John was moved out of the main ward to a single room and it was here on Wednesday 24<sup>th</sup> May that Bonnie visited him and found him dead in bed, she notified the staff and left as it was too upsetting. 2 hours later we had a phone call to say that John had passed away.

John, it was a pleasure and a privilege to have known you and everyone associated with the RNPSA owes you a great debt of gratitude for all you have done for the association and you will certainly not be forgotten. I have no doubt that already the angels have been told about the goods train that de-railed at Barking, how you used to nip home to London while you were based at Queenborough during the war, how on one ship you used to put a net over the side and do a bit of fishing on the way back from minesweeping, but more importantly, you are back with Rose – Sleep well Shipmate.

#### A tribute from the President Cdr Garry Titmus

It was with a deep personal sadness that I learned that Shipmate John Dunn had passed over the bar. Even though Leo and Bonnie had kept me informed of his condition and even more, that I had the opportunity to visit John in hospital not so very long ago, it was still a shock to learn that the corner stone of the Association was no longer with us. John had become so much a part of the Headquarters at Lowestoft, especially after his wife, Rose, passed on twenty or so years ago, that it felt strange recently in the Sparrow's Nest to be there without him barking out his "gunnery rate style orders" to me. He had put his life and soul into the Association and, if at times he tried to run it according to his own rules, then it was simply because his ideas were nearly always the right ones. He had an encyclopaedic knowledge of the Patrol Service and I had hoped that, after retiring as National Secretary, he would have been able to take on a roll as the Association's Historian – a sort of living data base, but it was not to be. I have a great deal to be grateful for from John Dunn, he kept me on the straight and narrow as President all these years and was never slow in telling me whenever I might have been straying. I shall miss him as much as, maybe even more than, anyone. John was a true shipmate to us all and I suspect, deep down, that he wasn't really John James Dunn but was actually born - Harry Tate.

#### Reunion 2012

So, the programme for the reunion is -

1. Friday 5<sup>th</sup> October, the AGM will be held at the Trinity Methodist Church, Park Road at 1.30
2. The annual Dinner will be held on **Friday 5<sup>th</sup>** at the Ambassador Suite, Hotel Hatfield, Lowestoft, 6.30 for 7.00 and the cost will be £23 per head. There will be no coach transport due to the costs but there is a small car park opposite plus street parking. See booking form at the end of the newsletter to make your menu choice and please get it back to us early as preference will be given to RNPS veterans.
3. The service of remembrance will be at 11.00 on Sat. 6<sup>th</sup> Oct. (muster 10.45) in Belle Vue Park
4. The reunion will end after the service on Saturday with "Sunset" outside the museum by the mast. There will be no march down from the memorial, we will just re-gather when everyone has had a chance to get down to the Nest.

The bar in the Sparrows Nest Gardens that has been closed on the last couple of reunions has re-opened as Giardino, an Italian restaurant and bar and will be open after the parade – and they serve rum! - so you know where to find me. It is an ideal place to sit and swing the lamp and imaging you are a young matelot on a run ashore.

### Wreaths

Any wreaths that people or Branches wish to obtain from HQ to be laid at the memorial at the reunion, or at other times, i.e. Remembrance Day, **must** be ordered well in advance from HQ and also **paid for in advance**.

### Draw books

If you live in the UK and have indicated to HQ that you wish to receive the annual reunion draw books then there will be 5 books included with this Newsletter. The cost is £1 per book and the counterfoils, money and any unsold tickets should be sent back to the Secretary as soon as possible. It has always been Association policy that the annual reunion is funded from the sale of the draw books and does not draw on general funds, with this in mind and our slowly decreasing number of members, please do your best to sell / buy the tickets to help the Association.

### From the Treasurer – Ted Thompson

Since the changes to the postal system, we have had to collect some member's subscriptions and books from the Post Office and pay an **extra £1.06** because they were too thick for the 5mm slot and therefore the ordinary postage did not cover it. We cannot sustain these extra costs. When sending in your subs, please remove the plastic cover and open up the insert and lay it flat, then enclose your stamped addressed envelope (6½" x 4½") laid flat. Send to HQ in a (7½" x 5") envelope, or if you speak French, (190mm x 127mm).

There are a number of members both Full and Associate who have not paid subscriptions for the last three or more years. The committee has decided to take those members off the membership list who are not up to date – if you are in doubt then please contact us and we will advise you of your membership status.

### RNPS Memorial, National Memorial Arboretum

There will be a small service at our memorial at the National Memorial Arboretum at Alrewas, Staffordshire on Sunday 19<sup>th</sup> August. This will be smaller than previous years and as far as we are aware at this moment in time there will be no meal afterwards.

For more details contact Midlands Branch Secretary, Arthur Young 01386 552154

### Queenborough

This annual parade and service to commemorate HMS Wildfire III will be on Sunday 9<sup>th</sup> September with all the usual times and places as per previous years. They always treat us very well when we go there and some members travel quite a long way for what has become a firm fixture on our calendar. Their HMS Wildfire museum will also be open and is well worth a visit. The program of events is as follows:

13:30 Parade muster, outside The Holy Trinity Church, High Street, Queenborough.

13:45 Parade march off.

14:00 Memorial Service in Queenborough Park.

14:30 Parade and march past, with salute taken outside the Guildhall.

Following this there will be a reception at the Queenborough Social Club, North Road, just near the park where the service is. For further details contact Janet Flew at 01795663784 or [janet.flew@btinternet.com](mailto:janet.flew@btinternet.com)

### RNPS / Silver badge files come to light – Part 3 by G. A. Michael Sims

The earliest item in 'the Silver Badge file' is dated 13th December 1939, only the day after Winston Churchill's minute to the Fourth Sea Lord initiating the design and implementation of Silver Badge for the RN Patrol Service. Far from what might be expected this first item concerns publicity and recruitment.

The writer is Captain Taprell Dorling, RN, who refers to a conversation the previous day with the Second Sea Lord, Admiral Sir Charles Little, responsible for naval personnel. His letter is to Captain H. E. Morse at the Admiralty setting out what appear to be bullet points for a publicity campaign on behalf of the Royal Naval Patrol Service.

Born in 1883 Captain Dorling had retired from the Royal Navy in 1929 and since then had become a well known writer of naval stories, both fiction and non-fiction, under the pseudonym of 'Taffrail'. One of his non-fiction works had been 'Swept Channels', the account of minesweeping during World War One.

Like many others he had been recalled to the Service and probably because of his writing experience he was now serving with the Naval Press Bureau. The main thrust of the proposed publicity campaign was an article entitled 'Fishermen and the War'. This 1500 word article was about to be circulated to over 700 provincial newspapers 'including the 200 in which advertisements for men would be appearing on Friday'.

The article, which is also contained in the file, is too long to reproduce here but it covers the current expansion of our minesweeping capability and the need for volunteers to man the ships. It describes the tradition and history of Britain's fishermen in enlisting in the Royal Navy in times of need, the service they gave to minesweeping during WW1 and quotes the regard in which the volunteers were held by senior naval officers for their courage and seamanlike qualities.

A major paragraph in the covering letter is an 'earnest suggestion' from Captain Dorling that Captain Morse proposes that all personnel of the minesweepers, officers and men alike, be allowed to wear a special badge. He suggests that the King should be asked to authorise the badge simultaneously with the announcement of the minesweeping awards in the forthcoming Honours List. He further suggests that the badge could take the form of a

small crown over M.S. in monogram, be worn on the left cuff and be of untarnishable silver metal so as to be different from the usual red badges and to give the auxiliary personnel a mark of distinction.

He also suggests other ways of gaining publicity, of a press release about the RN Patrol Service, of possible candidates for Hon. Admiral of Minesweeping, the chances of getting the BBC to broadcast an interview with a trawler skipper and a deck-hand who have experience of minesweeping, and tracking down the son of the Lowestoft VC who served on a trawler in WW1.

It might not be any more than coincidence that Captain Dorling suggested a silver badge as an aid to recruiting. There was certainly a precedent for the badge which he would have known about as in the immediate aftermath of WW1 the Mine Clearance Service wore a large silver coloured metal badge of the their left cuff. Or he might have heard a rumour that the previous day a silver badge had been proposed for the men of the RNPS by the First Lord of the Admiralty!

At this distance in time it is impossible to say what triggered his suggestion but one thing is certain, that the Admiralty themselves filed his letter, suggestions and article about recruitment in their file on the Silver Badge.

### Were you getting enough? G. A. Michael Sims

One of the advantages of being a bookseller is that you come across many ephemeral items that you would not have bought for yourself but that you later discover have something of particular interest to you. On flicking through the pages of a collection recently acquired I found in a September 1940 issue of the weekly magazine Picture Post a reference to something I had never heard of, the "Vegetable Scheme for H.M. Minesweepers".



The brainchild of a Mrs. Hyde-Cates, who had a brother in the navy, the scheme was to send surplus fruit and vegetables to minesweeper bases which were in evacuated defence areas where fresh supplies were difficult to obtain. It received the blessing of the Admiralty and seems to have been widespread throughout the Eastern Counties with the county of Essex supplying Harwich, Suffolk supplying Lowestoft and Cambridgeshire supplying Great Yarmouth.



As soon as a minesweeper put in to port the crew would visit the local fruit and vegetable depot, usually run by the WVS or the local Women's Institute, to take their pick from the piles of whatever happened to be in season, all free. As readers of this newsletter would have been the beneficiaries, was this your experience?

It seems that in some places hampers were also prepared to be taken on board vessels about to leave and it is understood that at some of the larger bases the crews of destroyers and submarines would be permitted the leftovers.

### A Tale of 2 sweepers

Lowestoft still has 2 WW2 minesweepers! But don't get too excited as they are not seaworthy and do not resemble what you would remember.

The first is HMD Eadwine, a drifter of 96 tons built in 1914. She was fitted with a 6pdr gun and hired from 1915 to 1919 as an armed net drifter and a boom defence vessel. In WW2 her pennant No. was FY1892 and she was fitted with a 3pdr gun and used as an auxiliary patrol drifter from October 1940 until March 1946. In peace time she was a Yarmouth drifter with the number YH228. Her hulk lies on the North shore of Lake Lothing near the Lowestoft Cruising Club. Her engine is still visible and at low tide so is her propeller.



The second is MMS1086, she lies on the south side of Lake Lothing, almost opposite the Eadwine. She was transferred to Norway in 1944. After decommissioning in 1961 she became a survey ship, hence her name Probe. She was sold for breaking up in March 1969 after working out of Lowestoft for some time with a fleet of other odd old vessels. Obviously anything of real value has been taken off her or it is very expensive to recover. MMS 1086 was built at Oulton Broad so in effect she has come full circle.

Local maritime historian, Malcolm White, very kindly supplied me with the photographs and information

## RNPS Commando - PO. Harold Hiscock by G. A. Michael Sims

I was recently talking to a colleague, a retired British Army Major who now leads battlefield tours in Europe and who had been investigating the records of Sachsenhausen Concentration Camp, in what was East Germany. He had come across a reference to an RNPS member, apparently a commando, who had been executed there in 1945 and who is mentioned on the Addenda Panel of our Memorial in Belle Vue Park, Lowestoft.

I had not heard anything about him and I checked with those at 'the Nest' and they hadn't either so I have been trying to follow it up. The name on the Addenda Panel is Petty Officer Harold Hiscock and the details of the Commonwealth War Graves record of him as 'of Newfoundland', his service no: LT/JX 217862, his date of death: as 02/02/1945 and that he was attached to HMS Quebec.



*Harold Hiscock*

Isn't Google wonderful! Cutting a long story short(er) it appears that PO. Hiscock was a member of a seven strong team trained at the Combined Forces Training Centre at Inverary (HMS Quebec), operating as part of No. 14 (Arctic) Commando who were sent to Norway in Operation Checkmate to attack Axis shipping by attaching limpet mines to them. In mid April 1943 the team, a fishing coble and two canoes were dropped by an MTB on a small island north of Stavanger from where they operated, attacking and sinking a number of ships at Haugesund.

Subsequent details are somewhat sketchy but it appears that the whole team was captured by the German Army over a period of several days in mid May, with the aid of the police and Norwegian civilians. The team were operating in uniform and should have been regarded as prisoners of war but for Hitler's notorious 'Commando Order' of October 1942 ordering the execution of any commandos. They were handed over to the Security Service (SD) and after spending some time in Grini Concentration Camp in Norway they were transferred to Sachsenhausen Concentration Camp just outside Berlin. There they underwent forced labour, marching 30 miles per day over cobbles breaking in army boots for a number of months.

Except for two the almost exclusively naval team were executed at Sachsenhausen on 2nd February 1945. The team comprised Lieutenant John Godwin, RNVR (in command), Sgt. Victor John Cox (on attachment from No. 12 Commando), Petty Officers Alfred John Roe and Harold Hiscock, and three Able Seamen, Neville Arthur Burgess, Keith Mayor and Andrew Anthony West. Two of the team, PO. Alfred J. Roe and AB. Keith Mayor, were transferred to Belsen where PO. Roe was executed on 7th April 1945 and Mayor died there from typhus.

As is the sad way with these things the men are commemorated separately on a number of different memorials for those with no known grave. Lt. Godwin is mentioned on the Portsmouth Memorial, Sgt. Cox at the Brookwood Memorial, PO. Roe at Portsmouth, PO. Hiscock at Lowestoft, AB. Burgess at Chatham and ABs. Mayor and West at Plymouth.

It may be too late but as PO. Hiscock was a Newfoundlander it would be great to hear of any recollections of him from any surviving members from overseas.

### RNPSA web site

Our web master, Mike Sims, has made some changes to our site with some useful links to other sites so give it a look, it is <http://www.rnps.lowestoft.org.uk>

**STOP PRESS – Bus 104 now stops at the bottom gate at Sparrow's Nest Gardens - ideal for the museum. It is a half hourly service and goes via the bus station to Pakefield.**

## REMINDERS

### Branch and member information

This is a well rehearsed request but nevertheless one that seems to fall by the wayside in a lot of cases. Can you please inform the Secretary at "The Nest" of any changes to your address etc. Each time we do a mailing run we get a lot returned by the Post Office marked "Not at this address". Can we again also remind all Branch Secretaries to keep HQ up to date on their membership records in all classes of membership such as Life, Associate and Widows.

### Welfare

Our National Welfare Officer is there to try and help you, she cannot perform miracles but will do her best to address any problems. Bonnie's contact details are - Mrs Bonnie Whisstock, 133 Corton Road, Lowestoft, Suffolk NR32 4PR. Tel. 01502 584555 or via e-mail at [bonnie@theharbour.fsbusiness.co.uk](mailto:bonnie@theharbour.fsbusiness.co.uk)

### Curator

If you are sending anything to the Museum can you please make sure you state if it is on loan or a gift as it helps with the cataloguing and any future claims to ownership and with photographs please give descriptions. Our pool of volunteers are gradually making headway with restoring, copying and documenting all the photographs which will hopefully make locating them in the museum much easier.

### Museum visits

For information, the Museum and office are open Monday, Wednesday and Friday mornings until about 11.30 (ish). What we do recommend is that if you are travelling some distance that you telephone a few days beforehand to either the office on 01502 586250 or my home on 01502 584555 or 07966879106 and we can arrange, if necessary, to open up for you at a suitable time. When you do arrive at the top room of the Museum please turn to your right and wave!! as you will be on CCTV.

### Service Personnel and Veterans Agency (SPVA)

The Veterans Agency is a very useful contact on all aspects of veterans affairs and don't forget that a veteran is anyone who has served in the armed forces, up to the present day, for at least 24 hours and not been dishonourably discharged. Their contact details are as follows:-

Freephone 0800 169 22 77 (UK only) BT Mobile, Orange, Virgin or 3 mobile, Customers will not be charged for the call by their provider. +44 1253 866043 (Overseas). 0800 169 34 58 Textphone facility (UK only)

Telephone lines are open: 8.15am to 5.15pm Monday to Thursday; and 8.15am to 4.30pm Friday.

By post:- Service Personnel and Veterans Agency

FREEPOST NAT18006

Norcross

Thornton Cleveleys FY5 3ZA (1st Class) or FY5 3ZZ (2nd Class) Website [www.veterans-uk.info](http://www.veterans-uk.info)

### Web sites

Don't forget, if you have access to a computer, to keep checking the 2 web sites connected to our Association which are: [www.rnps.lowestoft.org.uk](http://www.rnps.lowestoft.org.uk) run by Mike Sims and [www.harry-tates.org.uk](http://www.harry-tates.org.uk) run by Nick Clark. Both offer a wealth of information. There are also plenty of other sites where you can search for old oppos or look for things to do with the war and the Royal Navy. Nick is looking for anyone who can supply a story for his "Veterans Stories" section. Take a look at some of the photos, how did they get their hats to stay on "flat aback"?

Keep the odds and ends coming, they all make interesting reading. If you have any items for inclusion in the next Newsletter or comments on this one, please send them to me at , Leo Whisstock, 133 Corton Road, Lowestoft, Suffolk NR32 4PR. Tel. 01502 584555 or via e-mail at [rnpsa@theharbour.fsbusiness.co.uk](mailto:rnpsa@theharbour.fsbusiness.co.uk)

Yours Aye, **The Duty Watch**

### Shipmates Corner

If you do not have access to e-mail or you have information on any of the following enquiries that do not have contact details, then you can pass the information to me (Leo) at the address above **or** to Nick Clark, 174 Manton Crescent, Beeston, Nottingham NG9 2GA Tel: 077124 59257 (new number) or by E-mail at [nickclark1961@googlemail.com](mailto:nickclark1961@googlemail.com) or [info@rnpatrolservice.org.uk](mailto:info@rnpatrolservice.org.uk)

These requests are all from the Harry Bates web site so only an email is given for a contact. This means the individual who submitted the original request has to reply via email with further contact details, such as address and telephone number etc. Thought I best point this out for all the non silver surfers out there who don't have access to a computer! Of course they can contact me and I'll try and help'

### Facebook and Twitter

Nick Clark has asked me to inform members that the Harry Bates Navy web site is now at last on twitter at: [www.twitter.com/harrytatesnavy](https://www.twitter.com/harrytatesnavy) and that he has also created a brand new facebook page! [www.facebook.com/RN.Patrol.Service](https://www.facebook.com/RN.Patrol.Service) All good exposure for the RNPS!

My Father **Francis Rossall** served in **HMS Lady Hogarth**, **HMS Viviana** and **HMS Goth**. Does anyone remember him? I have several crew photographs.

Albert Rossall email [albertrossall@hotmail.co.uk](mailto:albertrossall@hotmail.co.uk) or C/O Nick Clark

I am looking for information on my grandad **Frederick Wink** who was on the minesweepers and the Russian convoys ships during ww2, he was based I think at Scapa flow. I do not know the names of any of the ships he was on or any other details only that he was blown up three times and I think he worked as a cook on board the ships. He was born and bred in Harwich and passed away 6 years ago, nobody in my family really seems to know about his time in the war and I would really like to find out somehow.

Eliza email [perkins.eliza7@gmail.com](mailto:perkins.eliza7@gmail.com)

Does anyone remember my late father, Seaman **Joseph Smith**, LT/JX 265251, was on **HMS Cava**. He joined the ship at Stornoway where I believe they were doing sea trials? He was mentioned in despatches in the London Gazette on 19th December 1944.

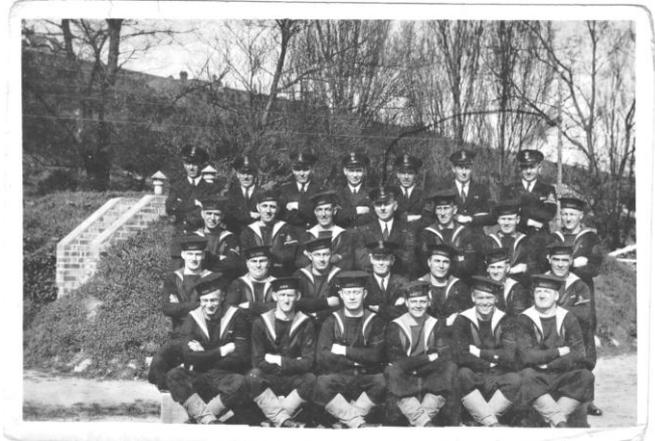
Alex Smith email [alex.smith.2816@btinternet.com](mailto:alex.smith.2816@btinternet.com)

**George Brown**, nickname "Raffy", my Grandfather, was Skipper on the Drifter "**Fisher Boy**" LT334 which was given WW2 number FY1505 and was involved in the evacuation of Dunkirk. The boat and its crew were also involved in the Mine Recovery Flotilla. Does anyone have any knowledge of my grandfather or of anyone who served with him? Paula Lacey email [bootlace@riscos.org](mailto:bootlace@riscos.org)

My grandfather, LT JX205481 able seaman **Patrick John Robert Healey**, who was born at Cwm, South Wales in 1909, joined the RNPS in April 1940 and was based at HMS Europa. He served in **Florio, Andronie, Camiel, Oracle, M.L. 237, Invertay and Coldstreamer** Nick Healey email [nick\\_healey@yahoo.co.uk](mailto:nick_healey@yahoo.co.uk)

My father Frank **Eric Thorogood** was a leading Seaman on an armed trawler on the following dates, 31 May 1941 until 31 May 1942. In 1944 he was with the **marshal Soult** from 29 May 1944 until Feb 1945. I have photos of the **van dyke** and her crew could anybody who knew him please get in touch. Michael Frank Thorogood email [mike621@sky.com](mailto:mike621@sky.com)

Here is a photograph, which is titled "Ships Crew", in which my father appears with 26 others - he is in the centre of the third row. From his records, he spent most of the war years at "Wildfire". He also spent some time at "Europa", so I have been trying to find out whether the photo was taken at "Wildfire" or "Europa". As to the others in the picture, I am afraid I have no idea. (Father died 35 years ago - so I can't ask him!) I do recall him telling us that he was cox'n of a motor boat, and had a crew of three, all called George! One of them was a trawlerman from Whitby. It would be interesting to know if anyone can recognise anybody. David email [dmrowden@bigpond.com](mailto:dmrowden@bigpond.com)



*I am 99.99% sure it is at Europa in the Sparrows Nest Gardens given the topography of the land. Also I would make a guess that it is fairly late on in the war as at least one silver badge is visible and most have a long service and good conduct stripe up which was for either 4 or 6 years service (not quite sure as it has changed over the years). I also think that they may be base staff given that they are nearly all slightly older than the usual young faces seen on ship's company photos and as such may have been instructors etc. - editor*

I have quite a few photographs of **BYMS 2047** kindly sent to me by Jeff Palmer (stoker) who was with the minesweeper from 1942 onwards. Does anyone remember Jeff? Please contact me Nick Clark (usual contacts etc)

I have been researching **BYMS 2008** for a website that I am in the process of building (<http://www.coppsurvey.org.uk>). It is my belief that this boat (**J-808**) was involved with several operations involving Combined Operations Pilotage Parties, the subject of my website. Was anyone with this vessel? Rob Crane email [info@coppsurvey.org.uk](mailto:info@coppsurvey.org.uk)

Looking for anyone who served in **HMS Duncton, HMS Birdlip, HMS Pollux, HMS Sphene** and **HMD Olivine**. Also looking for a photograph of **HMS Juniper T123** (maybe the museum could help here?) Please contact me Nick Clark (usual contacts etc)

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### Obituary for Spring 2012

|                   |            |               |                  |   |                 |
|-------------------|------------|---------------|------------------|---|-----------------|
| S/M R Ashcroft    | Burnage    | Manchester    | S/M D Pailthorpe | Swansea                                 | South Wales     |
| S/M P Aspinal     | Bolton     | Lancashire    | S/M T A Piall    | Bromley                                 | Kent            |
| S/M H Bosworth    | Cowes      | Isle of Wight | S/M D R Nicholls | Ferndown                                | Dorset          |
| S/M J J Dunn      | Lowestoft  | Suffolk       | S/M E Searle     | Stoney Stratford                        | Buckinghamshire |
| S/M W Farmer      | Rotherham  | Yorkshire     | S/M D Smith      | Bolton                                  | Lancashire      |
| S/M D R Green     | Kingsheath | Birmingham    | S/M J Street     | Wivenhoe                                | Essex           |
| S/M A J Henderson | Scousburgh | Shetland      | S/M R E Taylor   |   | London          |
| S/M W King        | Brigg      | Lincolnshire  | S/M S Thornton   | Norwich                                 | Norfolk         |
| S/M R W Lawson    | Letchworth | Hertfordshire | S/M J Wareing    | Cleveleys                               | Lancashire      |
| S/M L Lock        | Amport     | Hampshire     | S/M P H Willis   | Heacham                                 | Norfolk         |
| S/M L P Macey     | Sudbury    | Suffolk       | Eric Minett      | author of the book "The Coast is Clear" |                 |

**At the going down of the sun and in the morning, we will remember them**



**Tributes laid at the 2011 reunion**

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