



# ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 74 Spring 2013

## POSTAL ADDRESS and HEADQUARTERS

Royal Naval Patrol Service Association  
Naval Museum, Sparrows Nest,  
Lowestoft, Suffolk NR32 1XG

Charity No. 273148

Tel: 01502 586250

E-mail: [rnps\\_hq@lowestoft.org.uk](mailto:rnps_hq@lowestoft.org.uk)

Well that was a winter and a half, it must have liked us because it did not want to go. We have at last seen a few sunny days but nothing as yet to convince us that we are going to have a good summer. Perhaps it is saving itself for our reunion weekend so we can be in shirt sleeve order. In this edition you will find the details and booking form for the reunion in October when we hope to see as many of you as possible.

### Reunion 2013

So, the programme for the reunion is -

1. Friday 4<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 4<sup>th</sup>** at the Ambassador Suite, The Hatfield Hotel, Lowestoft, 6.30 for 7.00 and the cost will be the same as last year, £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. 5<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.
5. The Hatfield Hotel have arranged a special room rate for anyone staying there for the reunion, all you need to do is tell them when booking that you are with the Royal Naval Patrol Service reunion.

In the Sparrows Nest Gardens both the Martello Cafe and Giardino, the Italian restaurant and bar, will be open during the day – and in Giardino they serve rum! - so you know where to find me. It is an ideal place to sit and swing the lamp and imagine you are a young matelot on a run ashore. After last year's parade there was a group of "young" Sparrows sitting outside on the terrace and I don't know which was flowing more, the stories or the drink! – what a great atmosphere.

### 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 our 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. All counterfoils and money and any unsold books should be returned to us at "The Nest" as soon as possible but no later than 1<sup>st</sup> October.

### Assistant Secretary

For the last 20 years I have been working outside from a Company van and was able to drop into the office at the museum and do other odd bits and pieces such as phone calls etc. but last year the physical nature of the job took its toll on me and I was declared unfit for duties. I have now had my wings clipped and been entombed in an office and so cannot make any calls or get to the museum. This was starting to affect my position as National Secretary and I felt that I was not giving the service that was required. At a committee meeting it was agreed to reinstate the position of Assistant National Secretary and this has been filled by Committee member George Hawes who gets to the museum most times it is open. George and I will work it between us with George keeping an eye on the day to day bits and pieces that come into the office direct. Unless I get the lottery up it will be 20 months until I retire and then I can get back into the swing of it but so as not to be caught out again in the future we will continue with the position of Assistant Secretary.

### From the Treasurer – Ted Thompson

Shipmates, I have noticed that a number of Branches have decided to close down as a Branch due to falling membership and only meet up for comradeship. I would like to remind the shipmates that it costs the Association a minimum of £1.50 per member just to send out the newsletters. To keep the Nest running costs a considerable

amount, i.e. Electricity £1,037.44. Telephone. £280.99 and now the Waveney District Council have decided to charge us rates of £687.00.

Therefore if you have decided to cease to be a Branch, members who only paid Branch subscriptions rather than to HQ should now pay full subscriptions to H.Q. If still functioning Branches have members who only pay Branch subscriptions we would respectfully ask that consideration be given to a donation to HQ to cover newsletter costs.

### Wreaths

Any wreaths that people or Branches wish to obtain from HQ to be laid at the memorial at the reunion, or any other times, i.e. Remembrance Day, **must** be ordered in advance from HQ and **paid for in advance at £18.50 each**.

### Ocracoke



*Entrance to the British Cemetery, Ocracoke*

of the RNPS. Richard bought some books to learn more and in conversation it was mentioned that there was a service every year in the USA at Ocracoke to remember the loss of HMT Bedfordshire. Richard subsequently wrote to us from the States saying that if he could make it he would try and get to Ocracoke. On the 9<sup>th</sup> & 10<sup>th</sup> May this year Richard and a colleague, Andrew 'Bear' Wolf, who has a similar keen interest in the RNPS, made the journey to North Carolina, a trip of about 900 miles each way, to represent the RNPSA at the memorial services at both Hatteras and Ocracoke. For many years our Canadian Secretary, Patrick Griffiths, made the annual trip from Ontario but recently age and its related travel insurance problems stopped him from attending. By all accounts Richard received the same warm welcome that Patrick used to receive and was greeted by Commanders from the Royal Navy, The US Navy and the Royal Canadian Navy as well as the US Coast Guard.

In the last newsletter I reported that Richard Eagles had come over from Florida to bring his father in law, Jeff Palmer, down from Lincolnshire to the reunion for the first time. Richard admitted that he did not know what to expect but after the dinner on the Friday night he could not stop talking about it and was amazed at the stories some of you lads were telling during the evening. The service and parade on the Saturday just added to Richards baptism into the world



*Richard & 'Bear'*

Richard was interviewed at length by the local press and the resulting article and photographs can be seen at - [http://www.islandfreepress.org/2013Archives/05.13.2013-](http://www.islandfreepress.org/2013Archives/05.13.2013-AnnualCeremoniesHonorBritishSeamenBuriedInOcracokeAndBuxtonWITHSLIDESHOW.html)

[AnnualCeremoniesHonorBritishSeamenBuriedInOcracokeAndBuxtonWITHSLIDESHOW.html](http://www.islandfreepress.org/2013Archives/05.13.2013-AnnualCeremoniesHonorBritishSeamenBuriedInOcracokeAndBuxtonWITHSLIDESHOW.html)

The Official party consisted of Cdr. James Mitchell, Head of US Coast Guard North Carolina. Cdr. David Trudeau, Canadian Assistant Naval Attaché. Cdr. Ian Atkins CBE RN, British Assistant Naval Attaché. Cdr Karrie Trebbe, US Coast Guard North Carolina Logistics Dept. Lt Jason Rochester, Chaplin, US Navy.



*Cdr Atkins, Richard Eagle, Cdr Trudeau*



*The British graves*



*The official party*

The service was led by Cdr Karrie Trebbe and US Navy Chaplin, Lt Jason Rochester. During the service a specially written poem was read, which is reproduced at the end of this Newsletter, and addresses given by the USCG, Royal Canadian Navy and the Royal Navy. The history of the event and the roll of honour was given by students from both Hatteras and Ocracoke schools. There then followed the wreath laying and benediction followed by a 21 gun salute from the USCG Honour Guard, the playing of "Taps" (our equivalent of Sunset) and a very moving rendition of Amazing Grace played by the USCG Pipe Band.

Whilst there, Richard met Joe K. Schwarzer who is Director of the North Carolina Maritime Museums which encompasses the Graveyard of the Atlantic Museum and gave him copies of a couple of RNPSA books. The result is that Joe is very keen to get more copies of the books and to expand the Museum's knowledge and coverage of the Patrol Service. When you consider there are only 4 British graves at Ocracoke and all they put on to remember them it is really quite humbling.

### Post script to Ocracoke by Mike Sims

By mid January 1942 the USA had only recently been attacked by Japan at Pearl Harbour and the US Navy was struggling to get itself onto a war footing. Merchant vessels were being lost in large numbers off the US east coast as German U-boats were having a field-day amongst the US coastal shipping with virtual impunity. The idea of a black-out had not yet been appreciated by the governing authorities of the coastal towns with the result that the U-boats were being provided with a bright horizon silhouetting the merchant vessels as they made their way north and south. The US Navy was desperately short of anti-submarine escort vessels and asked Britain for assistance. In February Britain sent help in the form of 24 deep sea trawlers from its own meagre fleet of those which had been converted for anti-submarine duties. One of these was HMT Bedfordshire and they crossed the North Atlantic, no mean feat in itself in winter, to arrive first in Canada before going on to New York. After being repainted and refitted for the warmer climate in which they would be working 14 of the trawlers were ready for convoy patrol and escort duty by late in March.

Having reached her patrol area Bedfordshire was based at Morehead City, North Carolina where members of the crew made new friendships with some of the local residents. She carried out routine patrols and assisted with the attempt to recover intelligence from U-85, which had recently been sunk by USS Roper. By late April and into May she was still patrolling the waters between Norfolk, Virginia and Cape Lookout, North Carolina when she was lost with her entire crew. All that was known at the time was that after a routine radio message on the afternoon of 11th May contact with her had been lost. After WW2 the exact cause was established as a torpedo fired that same evening by U-558.

Her loss was confirmed a few days later when some bodies were washed ashore on the Outer Banks off North Carolina. By a strange coincidence some of those friends recently made ashore had been in a position to view and identify the bodies. Two were identified as Sub-Lt. T. Cunningham and Ord. Tel. S. R. Craig, and a further two bodies were recovered from the same area. All four were buried with military honours in what has become known as the British Cemetery at Ocracoke and their sacrifice is commemorated annually by the attendance of a US Naval or Coastguard representatives.

The story of the last days of HMT Bedfordshire and the recovery and identification of the bodies is told in 'In Some Foreign Field' a slim paperback written by L. Vanloan Naisawald and published 1972 by J. F. Blair, North Carolina. Further details of the U-boat campaign in US coastal waters are to be found in 'Operation Drumbeat' by Michael Gannon, published 1990 by Harper and Row.



*HMT Bedfordshire*

### Charlie's Arctic Convoy – by Kyle "Fred" Frederick

In the first week of January 1942, Charles Harris (known as 'Charlie', our National Vice Chairman) a recently called up fisherman, marched along the quay at Milford Haven to join his first war time ship in the Royal Naval Patrol Service. What a sight that met him, HM Whaler 'Shera' was listing to port by 20% and Charlie had that ancient forlorn feeling that mariners get with unlucky ships, he had a bad feeling about her. As an old Norwegian whaler she had seen better days chasing whales in the rough and cold seas of the North Atlantic. Charlie's omens were justified, having completed trials outside of Milford Haven, Shera was heading back into the Haven, Charlie was on the forecastle at Harbour stations lined up on the forward part of the ship, Charlie could see that there was a trawler dead ahead of them and the skipper was not slowing down, despite being an able seaman, Charlie had recently obtained his Second Mates ticket and knew about seamanship. He then took the precaution of moving everyone back, he was right to do so. The Shera slammed into the anchored trawler and holed her. Charlie shouted up to keep going forward to hold the sinking vessel up, but despite this she sank taking the chief Engineer with her who had gone back below to get his wallet but never got out in time. It was the first of many lives this small whaler would take.

After this the ship headed up to Greenock to be fitted with an anti-aircraft gun and a stability test, although there was no testing to see if the ship was sound from sinking the trawler in Milford she then proceeded to Iceland. However, the ship had to call into the neutral Faroe Islands overnight due to the heavy seas, and he remembered seeing the locals come down and stare at the ship as she bobbed at her anchor. She then proceeded to Iceland where her bad luck struck again. 8-9 of the crew had got some kind of a rash and had to be put ashore, Charlie being one of them. They were put in a Nissen hut where although under Army supervision, the soldiers would slide their food and drink through a gap in the door to minimize the risk of catching this mystery rash. Charlie and the rest of his ill shipmates rested for 5 days in this Nissen hut, which was surrounded by snow and only had a small stove heater for warmth whilst the ship went to Seyoisfjorour in Iceland. She then returned to pick up the sick seaman, whether they were fully recovered or not. On 4<sup>th</sup> March the ship then left Iceland and the safety of an anchorage for the last time.

She was tasked along with another Whaler ('Svega') to meet up with the Allied Arctic Convoy PQ12 heading for the Russian port of Murmansk. The crew however had not been issued with cold weather clothing and had to rely on the clothes they had brought with them for warmth in the cold waters of the Barents Sea. The ship had a crew of around 30, her Captain was a former Merchant Navy Officer and didn't take well to Navy routines as on the way up to Russia, the crew had no practices, they didn't practice lifeboat drills, action stations or what to do in an emergency.

On the 8<sup>th</sup> evening of the passage the two whalers steaming together had still not met up with the convoy. Through both the dog watches (4pm-6pm and 6pm-8pm) Charlie and his watch, on their own initiative had spent their time clearing the ice that had been building up on her decks and rigging, the cold weather was taking its toll and the building ice was to be disastrous. Charlie was sleeping in his bunk on the forecastle locker (forward part of the ship) when the bunk above him collapsed on top of him, which was immediately followed by the ships alarms sounding; the ship lurked over and then turned on her port side. Without orders everyone scrambled for the hatch. As Charlie exited the hatch he was met by a scene of chaos and he saw a man struggling to get free, with one arm he pulled the man up onto the ships side, although he admits he was stronger in those days. He saw the Svega lower a boat and thought this was his chance. He was the last to jump into the water and before the ship fully sunk, he looked back to see the ships bow sticking straight up out of the water, the ship then slipped stern first under the water. Charlie couldn't quite remember how many were in the water but he knew all in the forecastle locker got out and remembers seeing around half a dozen men in the water. He remembers seeing a Cornish seaman who had been in the Patrol Service since the start of the war, swimming backwards, with the youngest member of the crew linked in his arms, as the youngster was a weak swimmer. Charlie finding a cork lifejacket, hooked this under his arm and swam towards the Svega boat, he knew that he was a good swimmer and believed it was this continuous physical effort that kept him alive, although he says he could feel himself freezing to death with the feeling slipping away from his fingers and toes. He was the first to be picked by the small rescue boat, a seaman in the boat took off his jumper and gave it to him. By this time he had somehow survived an unbelievable 20 minutes in the water, instead of putting on the jumper he wrapped it around his feet, as his feet were so cold that they were freezing to the wooden bottom of the boat. They picked up another 5 members of the crew; the officers steward, 1<sup>st</sup> Lieutenant (who was a Norwegian and who was sitting on top of the wheelhouse which had broken away from the ship and was floating on the water), the wireless operator and another crew member who he did not know, this unknown shipmate and the wireless operator did not survive. A total of just 3 survivors from a crew of 30.

Charlie was slipping in and out of consciousness. He remembers waking up to find a stoker, slapping his feet causing incredible pain but it was this action that he believes saved his feet from frost bite and at the age of 92 is still able to climb the steps to the RNSPA and museum. The Svega arrived in Polyarny roughly 4 days later and he was taken by ambulance to a Russian hospital. Here he met the Russian people and despite the language barrier they were good to him and gave souvenirs like a small Russian badge of the Red Star and Sickle (although regrettably this has been lost). Four to Five days later he was put onboard the cruiser HMS 'Kenya' and sent home. Throughout the voyage he was in the sick bay but remembers the Captains tannoy announcements about a possible sighting of the Tirpitz although this proved to be a false alarm.

After disembarking at Scapa Flow he was taken to an Aberdeen hospital to be medically examined, as even the medical experts believed that he should not be alive! On 27<sup>th</sup> April, the day before his 21<sup>st</sup> birthday Charlie escaped the dangers of the war and walked through the door of his mother's house in Fleetwood and to the warmth and love of his waiting family.



*Charlie at last years reunion*

#### Ship's bell from HMS Egilsay in War Memorial Gallery

An original ship's bell is the latest addition to the collection at the War Memorial Gallery. The bell belonged to HMS Egilsay, one of 118 Isles-class naval trawlers commissioned during the Second World War for minesweeping duties with the Royal Naval Patrol Service. The ships took their names from islands in the Western Isles of Scotland. HMS Egilsay was built at Hull and launched in 1942. The trawler was used for minesweeping duties and harbour defence in the Mediterranean. The vessel was sold to Italy in 1946 and scrapped on being decommissioned.

The bell has been loaned to the gallery by the Black family, whose father, Jim Black, served on the ship during WW2. It is now on permanent display.



*HMT Egilsay*

The Black family, of which R Black is an Associate member of the RNPSA, happened to notice a piece on the Harry Tates Web site that the bell was for sale in an auction. They contacted the seller and explained the family connection and to cut a long story short, a deal was done. The family then discussed where would be the best place to put the bell and eventually decided on the War Memorial Museum in Belfast, not only because they are from Northern Ireland but as a tribute to all the Royal Navy and Royal Naval Patrol Service men from these islands who served during the war; In particular those who paid the ultimate sacrifice.

The ship's bell was unveiled in the Northern Ireland War Memorial, 21 Talbot Street, Belfast on March 4th 2013. The ceremony was performed by Captain Arthur Orr, a former Commanding Officer of HMS Caroline. Presiding at the ceremony, the chairman of the Northern Ireland War Memorial, Lieutenant Colonel C.T. Hogg said "We are honoured that the Black family have given, on long term loan, this magnificent ship's bell to the gallery in memory of their father who had served on the minesweeper during the Second World War. He was one of the many men from Northern Ireland who made a vital contribution to the war effort on active service with the Royal Naval Patrol Service."



*The bell before & after restoration*

Welcoming the loan of the bell, the Curator, Ciaran Elizabeth Doran, said "The bell is an important loan for our gallery. We have carried out some conservation work to restore it to its original condition. It now sits proudly in its display case in the gallery on view to the public."

Present at the ceremony were senior Representatives of the Royal Navy, the Merchant Navy Association and members of the Royal Naval Association branches in Ballymena, Bangor, Belfast, east Antrim, Limavady, Lisburn, Londonderry and Portadown.

### Arctic Star Medal

The Arctic Star is a campaign medal of the United Kingdom, awarded for service in World War II. The medal is awarded for any length of service above the Arctic Circle by members of the British Armed Forces and the Merchant Navy. The Arctic Star is a retrospective award, coming nearly seventy years after the end of World War II, being announced in late 2012. The Arctic Star was formally approved by The Queen, and began production in early 2013.

The Arctic Star is awarded for operational service of any length north of the Arctic Circle, defined as 66° 32' North Latitude. The inclusive qualifying period of service is 3 September 1939 to 8 May 1945. Though the Arctic Star is intended to recognize the service of personnel in the Arctic convoys of World War II, other members of the military and civilians may qualify. Eligibility is defined as follows:

Royal Navy and Merchant Navy personnel must have served anywhere at sea north of the Arctic Circle including, but not limited exclusively to, those ships participating in, and in support of convoys to North Russia. Fleet Air Arm personnel, not qualified by sea service, may qualify under the criteria applicable to Royal Air Force personnel.

Aircrew of the Royal Air Force are eligible if they landed north of the Arctic Circle or served in the air over this area. Non aircrew on operational service in the area, for example ground crew or those sailing with CAM ships (Catapult Aircraft Merchant Ships), are also eligible.

Army personnel serving in His Majesty's ships or in defensively equipped Merchant ships qualify under the rules applying to the Navy or Merchant Navy. Personnel taking part in land operations north of the Arctic Circle are also eligible for award.

Civilian Members of the few approved categories who qualify for Campaign Stars will be eligible so long as they meet any qualifying criteria while serving in support of military operations.

Foreign nationals serving in British or Dominion Forces, such as the Royal Canadian Navy and Royal Australian Navy, are eligible for the Arctic Star so long as the individuals have not been recognized by a similar award from their own government's.

Eligibility for the Arctic Star does not effect an individual's eligibility for any other previously awarded campaign medals, nor does it automatically entitle individuals for any further awards.

Application forms can be found on line at [http://www.veterans-uk.info/arctic\\_star\\_index.htm](http://www.veterans-uk.info/arctic_star_index.htm) and follow the link "Arctic Star Application Form" or contact THE ARCTIC STAR, MoD Medal Office, Imjin Barracks, Innsworth, Gloucester, GL3 1HW or EMAIL [SPVA-ASBCCApplications@mod.uk](mailto:SPVA-ASBCCApplications@mod.uk)

This medal can be claimed posthumously and all applicants should be aware that this is an official issue and therefore there is no charge. The following warning comes from the Minister of State for Defence Personnel, Welfare and Veterans – "I have received a letter from an MP for the attention of this office: An elderly lady was trying to apply for the Arctic Star online. Somehow she ended up paying £65 for a commemorative Arctic Campaign medal and was very disappointed when she received it regarding the quality and also the fact that it wasn't the 'official' medal. Technically the company has done nothing wrong however if you are not familiar with what you are looking for then I can see how who might make a mistake."

### Battle of the Atlantic – BOA70

While this Newsletter is at the printers, the 70<sup>th</sup> anniversary celebrations of the Battle of the Atlantic will be taking place at Liverpool, with similar events already having taken place in London and Londonderry. Ex RNPS Stoker, Jeff Palmer, mentioned in the Ocracoke article, attended the London event at St Paul's Cathedral in RNPSA rig helping to keep your branch of the service in the public eye. At the 50<sup>th</sup> celebrations our National Standard was carried by John Dunn and at the 60<sup>th</sup> celebrations by Leo Whisstock. This year, with both our National Standard Bearer, Leo and his deputy, Alf Muffett, on pre arranged engagements, the Association asked Midlands Branch Standard Bearer, Arthur Young, if he would represent the Association. In the next Newsletter we hope to have a report of Arthur's trip to Liverpool and some photographs.

### Nora Bensley

Regulars at the reunions will be sorry to hear of the passing of Nora Bensley and will remember Nora, who's husband, Robert got the DSM in the Patrol Service, as was one of the group of ladies who used to attend the Museum regularly to clean and help with functions etc. Anyone who sampled her buffets will know of her prowess in baking which she continued with right up until the end. With her friend, Joan Haylett, they were always together and the life and soul of the party, going on numerous coach trips and attending ex-service events around the Lowestoft area, representatives of which attended her funeral.

### Lord St Levan

The 4th Lord St Levan has died aged 94, as a wartime naval officer he served in the RNPS as a lieutenant on minesweepers, winning a DSC. He was on nine Arctic Convoys, including the fateful PQ17.

## 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 07975623651 (**new No.**) and we can arrange, if necessary, to open up for you at a suitable time.

### 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**

### **British Cemetery 2013 - Poem by Johnnie Baum**

More than eighty years ago, they came to this shore.  
These brave men who gave their all, in a time of war.

Friends and allies all, they sailed a stormy sea.  
Determined on their mission, to keep our nations free.

God's hand led them to rest, on this lonely isle.  
And here they will be honoured, who sailed many a mile.

Guarded here by those, who call the waters home.  
Amidst real peace and beauty, nevermore to roam.

On Ocracoke and Hatteras, they've a place to rest.  
These men who will remain, among their nation's best.

Who fought and died for freedom, and with God did stand.  
And defeat the evil, which threatened all the land.

Those who did not waver, but charged bravely on.  
As many others would, before this war was done.

From Canada and Britain, 'twas here they did serve.  
And proved to the world, from battle they'd not swerve.

So here they will be honoured, on Carolina's shore.  
Who gave for us their all, in a time of war.

They have earned the thanks, of all who live free.  
And a true safe harbor, off of the stormy sea

## 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)

Hi, I'm doing a research about the Anglo-Argentine volunteers who served in the RN and RM during WW2. One of them was a young man from Buenos Aires, S. Lt. George Cavanagh RNVR (MMS7 & MMS11). I think he also served on a **BYMS** in Sicily. Please contact [jose.maffeo@speedy.com.ar](mailto:jose.maffeo@speedy.com.ar) or [info@rnpatrolservice.org.uk](mailto:info@rnpatrolservice.org.uk)

My father, **Edgar L Jenkins** served in RNVR on patrol trawlers: **HMS Suma**, **MMS** and **Pointz Castle**. I was looking for information and pictures of these vessels and any shipmates. Gail Ives: [ives32@btinternet.com](mailto:ives32@btinternet.com)

My father, **Hugh Hendry**, of 6 Gale Grove, Heighington, Lincoln, LN4 1QS, died on 14th April 2013 aged 88. I know that he used to attend reunions in Lowestoft and had friends and comrades within the members. There may be some who would wish to know of his passing. He died of lung cancer here in Brighton where I live, having moved here in February this year. He bore the discomfort from his illness stoically and with good humour and in the end died peacefully in his sleep. Alan Hendry. contact via [info@rnpatrolservice.org.uk](mailto:info@rnpatrolservice.org.uk)

I wonder if any one can help me trace my father's steps during ww2. His name is **Solomon Oyo**. His certificate of discharge dated 11/3/46 show that he was a seaman and served in **EMPIRE MARYLAND** 169307 coasting West Africa as a fireman. He served in several other vessels between 1942 and 1946 including the **Kelt** which was damaged in a fire at Apapa Lagos in Dec 1942. I am particularly interested in any information about the events of 5 dec 1942 when three other vessels were lost due to the accidental fire. I would love to hear from any crew members of the Kelt or their families or any one that remembers my father as stoker in other vessels. onCtact - Solmos via [info@rnpatrolservice.org.uk](mailto:info@rnpatrolservice.org.uk) (sounds like Merchant Navy, ed)

My Dad, **Walter (Walt) Lush** served in the RNPS throughout WW II. He served on **ML1257** and **St Angelo**. I have many photographs of him and his shipmates but the one recurring picture is of him and his "best pal" Arthur, May be someone named Arthur recalls my Dad? On Nick Clark's RNPS site there is a photograph <http://www.rnpatrolservice.org.uk/forum/viewtopic.php?f=4&t=977> Arthur is left in the picture. Does anyone recognise him? Contact Kath via [info@rnpatrolservice.org.uk](mailto:info@rnpatrolservice.org.uk)

After visiting Bell Vue Park memorial in Lowestoft I am interested in finding out about my Mothers Uncle who died 7th Jan 1943 on board **HMT Horatio**. His name was **James (Jimmy) Wylie** and was from Lowestoft, Suffolk. Also any info on His Father **Thomas Wylie** who also served in the RNPS but I do not know what ship he served on but I believe he served as skipper in both wars and was a trawler skipper in peacetime. Contact Jonathan Pickess via [info@rnpatrolservice.org.uk](mailto:info@rnpatrolservice.org.uk)

With regard to my research: I would like to hear from any shipmates that were with the 24 trawlers sent out to the US in 1942. Also if any recall the surrender of the U-boats in Scotland in 1945.

### Facebook and Twitter

Nick Clark has asked me to inform members that the Harry Tates 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 page on the popular facebook! [www.facebook.com/RN.Patrol.Service](https://www.facebook.com/RN.Patrol.Service) Any silver surfers out there are most welcome!

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### Obituary for Winter 2012

S/M J Currie	Metheringham	Lincolnshire	S/M W E Allsop	Cannock	Staffordshire
S/M G Gollick	Wakefield	West Yorks	S/M Mrs N Bensley	Lowestoft	Suffolk
S/M L G Hammond	North Shields	Tyne & Wear	S/M R Pamment	Kingswinford	West Midlands
S/M H Hendry	Brighton	Sussex	S/M D Powell	Woodham Ferris	Essex
S/M E Heskett	Hadlow	Kent	S/M R Maddison	Maltby	South Yorkshire
S/M A R McLeod	Diss	Norfolk	S/M E Ragless	Bognor Regis	Sussex
S/M P Pallot	Barrow upon Soar	Leicestershire			

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



