



ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 82 Spring 2017

POSTAL ADDRESS and HEADQUARTERS

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

Charity No. 273148

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Shipmates, it is my sad duty to inform you that our National Chairman, John Street, crossed the bar on 25th February.

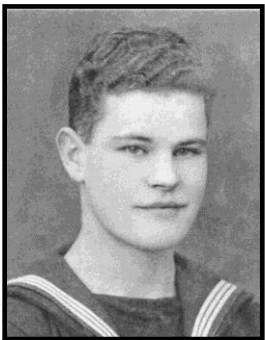
John Robert Street

26/10/1923 – 25/02/2017

John, in recent years, had suffered some health problems, some of which were quite serious but he never let these get in his way. He maintained his three mornings a week at the museum office and continued to represent the Association at events and functions both locally and further afield. His memory was still as good as ever and he continued his effective hold on the association's reins in his quiet, methodical way, in fact he was at the museum the day before he died. John will be a hard act to follow. John's funeral was very well attended by his Police colleagues, past and present Civic representatives, local Sea Cadet officers, ex-service associations and Patrol Service members and supporters from both near and far. 6 standards, led by our National Standard, gave John the send off he deserved. The service was conducted by the Vicar of St Margarets and our Padre, Rev Peter Paine. After the service John was buried alongside his wife in Kirkley Cemetery.

The following is the eulogy delivered at John's funeral by our President Cdr. Garry Titmus.

John Street



It is no coincidence that there is a strong nautical presence to our gathering today, nor is there any surprise to the references to service, devotion and duty as we share our memories of a true gentleman and a dear friend - John Street. John was born in, the then, great fishing port of Hull in 1923. Even as a teenager he was determined to help his fellow human beings in wartime Britain, becoming a messenger boy in the Air Raid Precautions organisation, usually referred to as the ARP. Almost as soon as he could though, in April 1942 he volunteered for the Royal Navy. His first ship in July that year was not something that floated and went to sea, nor was it even a 'stone frigate' but HMS DUKE - a Royal Naval shore establishment in Great Malvern that was used to provide tented accommodation for New Entry Stokers. But John did not have to put up with canvas for too long and by August he was here in Lowestoft at HMS EUROPA and starting his service with the Royal Naval Patrol Service. The ARP's loss was Harry Tate's Navy's gain. He spent most of the next four years on minesweepers, engaged in the arduous and dangerous job of keeping Britain's sea lanes clear of enemy mines. His specific job was a vital one - to keep the engines and machinery running so that the ships could get to sea and carry out their tasks. And, it was during this period that he met John Dunn, later to become the long serving and now sadly departed National Secretary of our Royal Naval Patrol Service Association, as they served together on Motor Minesweeper (MMS) 269. It was together on this vessel they swept the River Schelde up to Antwerp in the autumn of 1944. Remarkably we have a detailed eye witness account of the work in those days of the minesweepers off Antwerp in general and more remarkably that very special small ship - MMS 269. So that you can get a flavour of the life that our John and his shipmate John Dunn were engaged in, I make no apologies for reading just a little of that account, written by another Royal Naval Commander nearly 73 years ago:

"And then I noticed a group in a little ship (Motor Minesweeper MMS 269) close by. A bunch of lads who - except for an occasional glance appeared to be taking no interest whatsoever. They seemed far more concerned with the splicing of a wire, the creaking of a winch and the hanging up of their washing. And that seemed strange because these were the men who, more than anyone else, were responsible for the safe arrival of the great supply ships - the men of His Majesty's Minesweepers. And, having been with them for the last few weeks, I had a pretty fair idea of what they had been through. Even in peacetime, the River Schelde, with its dangerous currents and constantly shifting sandbanks, is renowned among sailors as one of the most hazardous channels in the world. Now in wartime, with no navigational information for 4 years,

and the channel studded with wrecks, block ships and every conceivable kind of mine, it was a positive nightmare. The fleet of little minesweepers groped its way on, everyone watching this grim expanse of dark, muddy water, wondering exactly what lay beneath and longing for some clue – however drastic – to the answer. Anything seemed better than this silence with its sinister uncertainty. On they went until the first mine had been found and almost immediately afterwards, there was a sudden jar underfoot as the mine detonated. From that moment on there was never a dull second. Mines seemed to be going off everywhere. Hardly a minute passed without a sudden jar; the tremendous impact as the surface of the sea lifted and then the huge plume rising hundreds of feet as the mud and water were forced upwards. They were going off so rapidly that it was almost impossible to keep check on their numbers and exact positions. What a job. There were over 70 miles of channel, sown with every type of mine and I spent many days out on the Schelde with these happy-go-lucky men of the minesweepers, and what struck me about them was first, their persistent delight in getting mines – the most enthusiastic fisherman doesn't come within a mile of them – and secondly their amazing stamina. They were such long, long days. Sometimes tedious and slow moving, with nothing in the bag, sometimes desperately exciting, with a record catch, but always long, always tiring and sometimes nerve-wracking. Never a moment without the constant threat of what might suddenly happen and then – often when you least expected, it did – the sudden jarring impact; sometimes enough to knock you off your feet, the roar of the explosion and – as the great plume of mud and water subsided – the cheers of the crew at the thought of another chevron to be chalked up on the funnel. No, I'm wrong. Not quite all the crew. Down in the engine room were men, who – with the first violent impact – had instinctively grasped a handrail; had ducked when the plaster came showering down and – being unable to see – couldn't be sure how close it really was. Of all the great heroes of the minesweeping game, these men down below who, even when the ships sides buckle and great chunks of machinery are badly uprooted – never leave their posts, unless they are either blown out, or hear the call 'Abandon Ship' - are the greatest heroes of them all."

John Street was one of those heroes in the engine room. This remarkable work earned the two Johns recognition from the Belgian authorities and a few years ago, accompanied by Leo Whisstock, they both returned to Antwerp where the town held a reception and made presentations to them. John was drafted out of HMS Europa in late 1945 and left the Service finally, after a short period at HMS Fieldfare, in October 1946. He then continued with this strong sense of duty by serving in the Suffolk Police force in both uniformed as Sgt and civilian roles until he finally retired in 1988. It was a chance but happy meeting during his retirement with his old shipmate from MMS269, John Dunn, that brought John back again into the Patrol Service world. He became closely involved as part of the team of volunteers of the RNPSA at the Sparrows Nest Museum and Headquarters, here in Lowestoft. He thoroughly enjoyed being part of the team and meeting with his shipmates and friends. And when his beloved wife Win sadly died he became even more involved with the RNPSA. He worked alongside John Dunn and others, enjoying the shipmates' banter and especially John Dunn's many tales – whether tall or not!

As President, I was delighted that he was appointed National Chairman of the Royal Naval Patrol Service Association in 2006 alongside his dear friend Charlie Harris as Vice Chairman. Tall and upright, John had presence and the determination that everything should run as properly as possible. He was every inch a gentleman. He looked forward enthusiastically to the annual reunions in October and he worked tirelessly with others to ensure they went smoothly. It was good to see how well supported he was by his family, especially his granddaughters. Over the past few years his health declined but even still, very little stopped him attending at the RNPSA offices Monday, Wednesday and Friday mornings. His passion for the Association and all it stood for shone through. He was a great National Chairman for more than a decade and will be remembered with fondness and missed by all of us.



John's last parade
Oct 2016

Reunion 2017

The venue for the Friday evening reunion dinner is again at the **Hotel Victoria**, Kirkley Cliff Rd, Lowestoft NR33 0BZ Tel: 01502 574433 or info@thehotelvictoria.co.uk This hotel is on the same road as the Hatfield and just 700yds further south. They have a car park and on road parking. For those staying at the Kitchener Holiday Centre, it is just up the road to the right, also access for the less agile is a lot easier.

So, the programme for the reunion is -

1. Friday 6th October, the AGM will be held at the same venue as last year, Studio Theatre in Sparrows Nest Gardens at 13.30. This is the old theatre box office and is next to the new Italian Restaurant at the bottom of the park.

2. The annual Dinner will also be held on Friday 6th at the **Hotel Victoria**, Lowestoft, 6.00 for 7.00 and the cost will be £25 per head which is the same as last year. There is a car park 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. 7th Oct. (muster 10.45) in Belle Vue Park.
4. The reunion will end after the service on Saturday in Sparrows Nest Gardens 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 make their way down to the Nest and get their second wind.

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 once again a young matelot on a run ashore.

Wreaths for reunion

If anyone would like a poppy wreath ordered for laying at the service on the Saturday could they please let us know as soon as possible so we can get them ordered and badged with the RNPSA badge or one of your choice.

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 30th September**. Extra books can be obtained from the "Nest".

Request

I am searching for a photo of my late father's ship the minesweeper BYMS 2204 on which my late father was a Seaman. His name was Patrick Robbins from Northern Ireland and BYMS 2204 was the ship he spent the longest period of his war service - from 1943 to 1945 - New York to India, Burma, French Indo China – If anyone would have a photo I would be very grateful if they would contact me at bwms2204@eircom.net Thanking you for any help you can give me. John Robbins.

Headley Crago

Hedley was a member and Standard Bearer of the former North London RNPSA Branch and for a long while National Public Relations Officer for our Association. At every opportunity he would fire off a missive to the National and local press and the Navy News, even the radio and television, correcting them on some fact or extolling the virtues of the Patrol Service or just giving us some publicity. He also corresponded with other like minded people and the following is one such example from one of his correspondents –

A valued friend of mine, Hedley Crago often sends me some wonderful letters written in good humour and full of insight into the everyday life of a sailor serving in the RNPS (Harry Tate's Navy). This week's letter was no exception and he also included a copy of an email he sent to the Navy News. I have included Hedley's email to the Navy News below:



Hedley at a reunion in Lowestoft

Sir, I read with interest the plan to paint warships grey/green instead of Pussers 'CrabFat'. I was in the Royal Naval Patrol Service during the 1939/45 war and served on an armed Asdic fishing trawler, escorting convoys. Many of these trawlers were requisitioned along with their crews, and fishermen are probably the most superstitious group you will ever meet.

The colour green was a particular no-no. If somebody brought back from leave a lovingly knitted pullover, hat or scarf, it would mysteriously disappear. Nobody would wear anything green or allow anything to be coloured green.

Other superstitions were - sailing on Friday, mentioning rabbits (let alone eating one!), passing salt from hand to hand, whistling, passing a mug through an open window, allowing women on board, predicting an event (it would never happen), and sleeping head to stem. On my first night on board HMS Sapphire the only space I could find to 'sling' (my hammock) was head to stem. Howls of protest and prophecies of

doom! I ignored them. That night there was an air raid on the port. A bomb dropped in the sea by the side of the ship. No harm was done, but it was my fault. They warned me - didn't they? I had very nearly got all of them killed. But I got my sling in a good place the next night.

(Crab Fat - the colour of an ointment).

Hedley Crago (ex Telegraphist)

Events at HMS Europa / Sparrows Nest as recalled by Pamela Smith (Nee Brown)

On the 18th November 1940 the Italian Air Force (AMI) decided to carry out a bombing raid on England. Their bombers were escorted by CR-42 biplane fighters which by that time were easily outperformed by RAF monoplane fighters such as the Hawker Hurricanes and Supermarine Spitfires. The raid was not effective, and the Italian formations either broke up, got lost, attacked wrong targets, or got shot down etc.

One Italian CR-42 biplane fighter coded 85-16 serial number MM6976 from 85 Squadriglia of 18 Gruppo, piloted by 23 year old Sergente Majori Antonio Lazzari got lost off the east coast and was intercepted by RAF Hurricanes from RAF Coltishall and was forced to crash land in a field at Corton, just north of Lowestoft. Sergente Majori (equivalent to a Flight Sergeant in the RAF) Lazzari sustained only minor injuries from his landing and was immediately taken prisoner by soldiers from a nearby army unit.

For some reason, which I have never been able to get to the bottom of, instead of being taken straight to Lowestoft Police Station, Lazzari was taken to Sparrows Nest/HMS Europa. He ended up in the part of the Navy, Army Air Force Institute or NAAFI used by Petty Officers. My mother, Pamela Brown, worked for NAAFI and was present when Lazzari was brought in. At first he was quiet but once offered some light refreshment on the orders of the Officer of the Day, he started 'chatting up' the NAAFI girls, who enjoyed the attention from this handsome young Italian airman. It got to the point where Lazzari offered the 'girls' some gold filter tipped cigarettes. This was the final straw and enraged the Petty Officers, forcefully removed Lazzari from the NAAFI and hastily 'marched' him off to Lowestoft Police Station.

Another incident worthy of mention was much later in the war, although I am unable to give a date. On some evenings NAAFI staff and sailors mostly from the Royal Naval Patrol Service, walked from the Sparrows Nest down to the 'old' Beach Village. I'm not sure why they did this, but I suspect that this may have been a way of circumventing some of the wartime rationing of beer and spirits because the place they visited in the Beach Village was a pub!

All the gates at HMS Europa were guarded by armed sentries. These sentries were mainly sailors but sometimes army personnel. During the day passes were shown and access gained. However, at night in the darkness, the sentries verbally challenged anyone approaching a gate. The sentries yelled "Halt !! Who goes there ? Friend or Foe ?" Given the British sense of humour, the reply from those approaching was more often than not "Foe" !! This usually led to some laughter and banter between those gaining entry and the sentries.

However, as the war went on there was an influx of foreign nationals into our armed forces, many who had taken great risks to escape from Nazi occupied Europe to come to Great Britain and fight in the hope of freeing their nations from Nazi oppression. One evening my Mother, now married and had become Pamela Smith, who was by then the NAAFI Manageress at the Sparrows Nest, was one of a group returning from the Beach Village to HMS Europa in the dark, when they were challenged by a gate sentry Halt ! Who goes there? Friend or Foe? • to which came the reply Foe ! • . This was rapidly followed by the sound of the bolt being opened and closed on the sentry's Lee Enfield Rifle as a .303 inch round was pushed from the magazine into the breach of the rifle. One of the RNPS Petty Officers leaped forward and pushed the muzzle of the Lee Enfield .303 skywards with his left hand and got the index finger of his right hand behind the trigger so the weapon could not be fired. A brief scuffle ensued and once calm was restored it became clear what had actually happened. The sentry that night was a young Czechoslovakian, whose english was good but who hadn't got his head around the British sense of humour. He had taken the reply 'foe' quite literally and admitted later that he was going to open fire. Both sides learned a lot that evening and replying 'foe' when challenged became restricted to those occasions when the challenge came from a clearly British sentry.

Although 'officially' frowned upon many of the personnel of HMS Europa would listen to Lord Haw,Haw the Nazi propagandist on long wave radios. He often referred to "The Sparrows in the Nest". It was bluff though, no German bombs ever fell inside the main HMS Europa compound. The nearest they got was a hit on The Ravine, although it wasn't for the lack of effort on the Germans part. Sadly this was not the case with members of the Royal Naval Patrol Service who ventured to sea, many of these brave souls paid the ultimate price, many a long way from 'The Nest'.

HMS Bedfordshire commemoration, Ocracoke, North Carolina

Every year member, Richard Eagles and his colleague Andrew (Bear) Wolf, make the 900 mile journey from their homes in Florida to North Carolina to represent the RNPSA at the ceremonies at Hatteras and Ocracoke to commemorate the wartime loss of the Armed Trawler Bedfordshire. This year they were joined by their wives and also some others, including Rob Reedy who took some of these photographs and Tom Cunningham, son of Sub Lt T Cunningham who died on the Bedfordshire, who had heard about it and met up with them at the events. Robert places our RNPSA wreath each year which goes alongside the Canadian, British and American national tributes. We have reported on this annual event for many years, going way back to when Patrick Griffiths used to travel down from Canada but this time I thought I would share with you a different part of this year's event. The following is from the Ocracoke newspaper.



Our wreath

International friendship and water blend in 75th British Cemetery Ceremony

Water is a potent symbol for sailors, said Andrew W. Johnson, a Marine Corps veteran and member of the American Legion in Fredericksburg, Va., on Friday during the annual British Cemetery ceremony.



Legion bikers blend the water

Johnson and several American and Royal British Legion Riders made a poignant closing when they blended water brought from England with that of Hatteras and anointed a wreath in honour of the fallen.

They were among other new visitors who added more layers to this annual ceremony to commemorate the 37 sailors and officers who lost their lives 75 years ago on May 11, 1942, when a German U-boat torpedoed the *HMT Bedfordshire* off the coast here. Four British subjects are buried in the Ocracoke plot over which the British ensign flies.

The ceremony included members of the U.S. Coast Guard, attaches from England and Canada and Danny Couch, president of the Graveyard of the Atlantic Museum in Hatteras, which coordinates the Ocracoke event and one in Buxton the day before.

Joy Whites of Banbury, England, one of the Legion riders, held the bowl in which the waters were blended and then sprinkled it on wreaths that were laid on the main headstone that lists all of the lost men. Decked out in black-leather vests laden with various insignia, the 18 riders were on an eight-day motorcycle ride along the Eastern seaboard.

More of this article can be viewed at -

<https://ocracokeobserver.com/2017/05/15/international-friendship-and-water-blend-in-75th-british-cemetery-ceremony/>



US Coast Guard Honour Guard

*Tom Cunningham
Addresses the crowd*



Some of our representatives

*Richard Eagles and Andrew Wolfe
with Commodore Martin Connell RN*



Our association is extremely grateful to Richard Eagles for spearheading our involvement in this annual ceremony and in turn to the US authorities and the local people in North Carolina for continuing to look after and honour our shipmates.

Lowestoft Station - arches project

Last year we were approached to see if we would be interested in taking part in a community project, in conjunction with Greater Anglia rail operators, which would see 10 arches on Lowestoft Railway Station permanently filled with artwork from local groups and schools. We agreed to take part and I was asked to design our entry. Given the size of the arch it needed some careful planning as what looks good on an A4 sheet of paper on the desk is not necessarily practical when viewed from 40 feet away, across a railway line, on a wall. There was a need for high resolution pictures which, given the cameras used during the war, was not going to be easy but eventually suitable images were created. We had to be careful not to

over crowd the picture as, like advertisements, it should be visually clear at a glance so people do not have to search for the message. Once I and the committee were happy with the result, it went to a graphic artist who worked with me to tweak a couple of the pictures. The final artwork was then sent to the sign makers along with all the other entries to be transferred into the finished articles. Earlier this year the project was completed and there was a grand press opening on the station at which Mike Sims, who runs our web site and is a committee member, attended as I was away (of all the days they could have picked!). The photographs show all the arches with their artwork and a close up of ours which depicts a mine, an iced up ship in the Russian Convoys, a MMS, an Armed Trawler, our memorial, a view of our museum and our RNPS medal. In the centre is a RNPS sailor – not just any sailor - this is our former National Secretary John Dunn which I thought was a fitting tribute as not only



was he an integral part of our association but he was also an ex railway man. If you are in Lowestoft at any time, try and go to the station concourse and look at the arches which have brightened up a rather bland wall.



The fate of HMT Shera

In Newsletter 74 of Spring 2013 we ran an article on Vice Chairman Charlie Harris and the sinking of his ship, HMT Shera. On a family history site <https://suzysu.wordpress.com/2013/10/27/the-fate-of-hmt-shera-closed-until-1972/> we have come across the resulting naval enquiry.

HMT Shera was a Norwegian trawler, probably used for whaling. It was requisitioned by the British Navy and brought into commission as a minesweeper on the Arctic Convoys on 12 January 1942. These convoys, which operated from August 1941 to May 1945, were made up of merchant ships and escorts from the Royal Navy, US Navy and Royal Canadian Navy. A total of seventy eight convoys transported vital supplies to the USSR during a time when the Nazis controlled much of the territory around that vast country. The Shera was en-route to Murmansk to be loaned to the Soviet government when it sank.

Prior to the departure of the convoy, stability testing had been carried out to determine whether the whalers would be at risk of capsizing in the icy waters of the Arctic. Without understanding the engineering, it seems that the additional fuel loads required to make the long voyage to Murmansk meant that the boats – and in particular the Shera – were susceptible to capsize in heavy seas. As the extra fuel was burned, the load balance was shifted, increasingly instability.

The official inquiry focused almost exclusively on the possible causes of the Shera's capsize, and barely mentions the crew. Whatever the actual number of men aboard; it is clear that only three survived the sinking. In total, five men were pulled from the water into a small boat lowered by another trawler, the HMT Svega, but two died soon afterwards. The survivors were:

- Lieutenant Nils Olaves Hansen (Norwegian)
- Ship's Steward Douglas Robert Phillips (British)
- Ordinary Seaman Charles Alfred Harris (British)

Causes of the disaster

The official inquiry included testimony from all three men; each of whom was asked about the stability of the boat. All three expressed concern about the boat's sea-worthiness under the circumstances. Lieutenant Hansen had worked on trawlers like the Shera for 10 years and testified that he had talked to the Captain about the boat being top-heavy. Seaman Harris was also an experienced fisherman and in his testimony he said "there had been much talk in the mess about her (Shera) being top-heavy." The final survivor, Douglas Phillips said:

There had been a big roll to port the morning of the 8th. The crew complained of her heavy roll. One stoker complained that 'she wasn't a sea-going ship'. She had a list to port at Milford Haven and carried it ever since. ... All the crew said she was top-heavy. I was on-board at Greenock when the gun platform was fitted. The crew continually complained of her being top-heavy.

The three survivors also testified that the day before the sinking, crew had chipped off large amounts of ice and that at the time of the sinking, the seas were not exceptionally heavy.

The official inquiry noted that:

There is evidence that considerable doubt existed in the minds of officers and ratings of both HMT Shera and Svega of the stability of these vessels as fitted for passage from the United Kingdom to North Russia, and that there was free discussion onboard HMT Shera on the result of the stability test carried out at Greenock during 1942 ...

And ... "hearsay evidence ... indicates that there is reason to believe that the stability test on HMS Shera was unsatisfactory."

The report concluded *After a full and careful enquiry, with all the witnesses available, into the circumstances attending the loss of HM Trawler Shera ... the opinion of the Board is that the loss is attributable to the instability of the vessel, aggravated by a heavy formation of ice ... which resulted in the vessel becoming unstable and capsizing.*

Sixteen days after the sinking of HMT Shera, an almost identical boat, HMT Sulla disappeared in the Barents Sea whilst part of the same convoy. No trace of the ship was ever found, so it is impossible to know for sure if it sank for the same reasons as the Shera, but an official inquiry concluded that it was likely the Sulla capsized due to excessive ice and high seas with the loss of all onboard.

Both inquiries concluded that no-one could be held accountable for either sinking, and in a final note said: *'In view of the urgency of the service requirements, the sailing of these ships had to be accepted as justifiable in wartime.*

Newsletter in PDF format

Our newsletters are now available on line on our website or can be sent in PDF format via email for anyone who would prefer this method.

Subscriptions – PLEASE NOTE

This is an important item from those in the office who deal with subscriptions. Firstly, can you please note that the current subscription rate is **£8 for Served Members** (formerly known as Members) and **£10 for Members** (formerly known as Associate Members) and could you also please make sure you send in your membership book and SAE with your subscription so that your renewal can be accurately recorded and accounted for. Subscriptions become due on the 1st January each year.

Wreath laying service

With the help of the Commonwealth War Graves Commission (and others) it is now possible to arrange for Poppy Wreaths to be placed on graves in most overseas countries.

Please make requests for laying at least eight weeks in advance.

Contact The Poppy Appeal, Royal British Legion Village, Aylesford, Kent ME20 7NX Tel: 01622 717172

Welfare

Our National Welfare Officer is there to try and help you, she cannot perform miracles but will do her best to address any concerns which, of course, are kept confidential. Bonnie's contact details are - Mrs Bonnie Whisstock, 133 Corton Road, Lowestoft, Suffolk NR32 4PR. Tel. 01502 584555 or via e-mail at bonniewhisstock@outlook.com As an extension of this service our Honorary National Padre, Rev. Jim Izzard has a very understanding ear backed up by a lifetime of dealing with maritime folk so if you would prefer to have a chat with him his telephone number is 01983 855155 or 07899902933.

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 and/or names where possible.

Web site

Don't forget, if you have access to a computer, to keep checking the web site connected to our Association which is: www.rnpsa.co.uk 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 you can email them to me at hq@rnpsa.co.uk

Yours Aye, **The Duty Watch**

Obituary for Spring 2017

S/M J Street	Lowestoft	Suffolk	S/M G Davies	Monmouth	Gwent
S/M S Chapman	Buckhurst Hill	Essex	S/M E Thomas	Worcester	Worcestershire
S/M J Mudie	Birmingham	West Midlands	S/M A Briggs	St Albans	Hertfordshire
S/M J Kerby	Banbury	Oxfordshire	S/M C Gaunt	Liversedge	West Yorkshire
S/M W Dodd	Ipswich	Suffolk	S/M W Harsley	New Eltham	London
S/M G Durrant	Oulton Broad	Suffolk	S/M D Holland	Llanelli	Dyfed
S/M Mrs W Mills	Leeds	Yorkshire	S/M S Fenwick	Pembury	Kent
S/M C Richardson	Witham	Essex	S/M A Ross	Ontario	Canada
S/M F Towler	Accrington	Lancashire	S/M G Askew	Hopton	Norfolk
S/M H Crago	Hemel Hempstead	Hertfordshire			

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

Slops items for sale from HQ (Spring 2017)

Item / Title	£	Qty	£	Item / Title	£	Qty	£
Lg. Blazer Badge, Gold wire Out of stock				Sparrows Nest Post Card	0.20		
Lg. Blazer Badge, Woven	6.50						
Small Blazer Badge, Gold wire Out of stock				Publications			
Jumper / Cap Badges, Woven	4.00			Christmas cards - original	0.50		
Association Crested Tie	12.00			Christmas cards – clean sweep	0.50		
RNPSA Ladies head square	7.50			HMS Europa Booklet	2.00		
Museum Squiggle pen	1.00			Dawn Always Breaks	5.00		
Museum 4 colour pen	2.00			Churchill's Pirates Pt.1	5.00		
Lapel Badge, Blue enamel	7.00			Churchill's Pirates Pt.2	4.50		
White Ensign Lapel Badge	3.50			A Brief History of the RNPS	4.00		
White Ensign Car Sticker	0.50			Blue Mariners CD	4.00		
RNPSA Car sticker, coloured	2.00			The Story of the RNPS, 2 CD set	6.00		
RNPSA Bookmark	0.50			Red Diamonds	3.00		
RNPSA Jubilee Mug	3.00						
RNPSA Key rings	1.00			Total	£		
RNPSA Epaulettes (pair)	6.00			P & P Small items	1.25		
RNPSA Colouring Poster	0.30			P & P Large / Heavy items	2.50		
RNPS Memorial Post Card	0.10			Total Submitted	£		

Name _____ Membership No. _____
 Address _____ Post Code _____ Tel. No. _____

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

Cut ✂ or copy -----

BOOKING FORM FOR ANNUAL REUNION DINNER - FRIDAY 6th OCTOBER 2017

The dinner will be at the Hotel Victoria, Lowestoft, doors open at 6.00 for 7.00pm

Name _____ Membership No. _____ Tel No. _____

Address _____

I would like ____ Tickets @ £25.00 each **TOTAL PAYMENT £** _____

I would, if possible, like to sit with (please check they are attending) _____

Indicate your menu choice for each person **with names** **Name** **Name**

Starter

Leek, Potato & Watercress Soup, Crusty Roll

Ham Hock, Apple & Walnut Salad

Prawn & Crayfish Cocktail with Granary Bread & Tomato Crème Fraiche

Main

Roast Sirloin of Beef with a baby onion, Tarragon & Button Mushroom Jus

Bacon wrapped maize fed chicken breast with Sage & onion stuffing
 Fondant Potato & Madeira sauce

Confit Tomato, Baby Mozzarella, red onion & rocket Tartlet (V)

All served with seasonal vegetables and potatoes

Dessert

Vanilla Cheesecake, Berry Compote, Raspberry sorbet

Sticky Toffee pudding, Toffee custard, Vanilla Ice Cream

Chocolate & Orange Brownie with Vanilla Ice Cream & Citrus Syrup

Cheese & Biscuits

Freshly brewed Tea & Coffee

All bookings with money **MUST** be made by **Wed 27th September**. After this date NO refunds will be made.
 Secretary, Royal Naval Patrol Service Association, Naval Museum, Sparrows Nest, Lowestoft, Suffolk NR32 1XG