



ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 83 Winter 2017

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: hq@rnpsa.co.uk

It looks as if winter has at last decided to hit us but I suppose we cannot complain too much as we have had it pretty mild up to now. All of us at the Nest send you our best wishes for Christmas and the New Year and hope you have the best time you can.

Reunion 2017

This year's reunion went off well but as was to be expected, attendances were reduced slightly. The Annual General Meeting on the Friday afternoon went very well. The meeting was opened by Vice Chairman Charlie Harris and our President, Cdr Garry Titmus, welcomed everyone. There were no motions or matters for discussion notified to the committee prior to the meeting. Garry Titmus stressed the importance of keeping the Association in the public eye and to maintain links with the local authorities, the public and the veterans. The Secretary, Leo Whisstock, also spoke of the connection with the local councils and of the work with schools and the progress, albeit slow, on our attempt to get the museum accredited. He ended by giving the membership breakdown which was 185 Served Members, 154 Members, 128 Life and Widows and 13 Overseas. The Treasurer, Tony Addison, gave the statement of accounts which had been circulated to those present and said that these had been sent off to and accepted by the Charities Commission. He said that he was in discussion with our accountant about getting registered for "Gift Aid" but it was not a straight forward task. Museum Curator, Alf Muffet thanked all those who have helped at the museum from those undertaking repair and refurbishment tasks, those helping with the cataloguing and those who regularly keep the place nice, clean and tidy. He also mentioned the work he and Assistant Secretary, George Hawes, have been doing on the accreditation side and that although we are almost there, the last bit seems to be taking the longest. Welfare Officer, Bonnie Whisstock, without giving names, said that she had been able to help a couple of members with problems they had been having. She also said that she had been in touch with Padre, Jim Izzard, and that he is reasonably well although on new medication. At the election of officers Leo read out a letter from Jon Scoles who unfortunately had tendered his resignation as Vice President for personal reasons. The post of National Chairman was also vacant. John Street's son, John Street Jnr, had been asked if he would like to stand as a Committee Member as he has helped out at the Museum since his father passed away. With these 2 adjustments, an en-bloc vote was taken with a unanimous result. The dates of the 2018 reunion were given as the 5th & 6th of October with AGM and service venues being the same, the only difference will be there will be no dinner on the Friday evening. The number attending the dinner this year was down considerably and for the first time the receipts for the dinner did not cover the cost. This decision was accepted by those present at the AGM.

Reunion 2018

As you will have read in the Annual General Meeting resumé, the dates of the 2018 reunion will be Friday 5th and Saturday 6th October. The Annual General Meeting will be at 13.30 on Friday and the service and parade will be at 10.45 for 11.00 on the Saturday. The major change will be that there will be NO dinner on the Friday evening. This is not a decision we came to lightly, in fact we thought long and hard about it and explored various options but this year we only had 62 for the dinner, of which only 6 were RNPS veterans, which fell well below a financial break even point. Our thinking is that we will have a ticket entry buffet in the Restaurant in Sparrows Nest Gardens straight after the parade is dismissed on the Saturday. The cost will be greatly reduced from that of the dinner and I have seen this format work well at other similar reunions. It has always been the case that the reunion should be self funding and not a drain on association funds but there is always a first for everything and this year was it. The realisation came too late for us to cancel this year's dinner as up to the cut off point there was always the chance that we would get more dinner bookings. We are sure members will understand our reasoning and still continue to support us.

Reunion Draw Results - 2017

Prize		Winner
1	£200.00	K Worsley, Marston Moretaine, Bedfordshire
2	£150.00	L & J Phillips, Widegates, Cornwall
3	£100.00	R Bennett, Carlton Colville, Suffolk
4	£25.00	A Lindfield, Felixstowe, Suffolk
5	£25.00	W Whomes, Neath, Glamorgan

Our congratulations to all the winners and our thanks to everyone for buying the tickets.

Gibraltar museum

On a holiday earlier this year Bonnie and I found ourselves in Gibraltar for a day so took the opportunity to meet up with our friend and association member, Phil Smith, who works for the Gibraltar Museum and was instrumental in setting up a small display about the Gibraltar armed trawlers of WW2. Two of their prized exhibits are the ships badge from HMS Honjo that was set on fire when HMS Erin was sabotaged in Gibraltar and a non-magnetic divers knife recovered from the wreck of the Stella Sirius. Descriptions by the items read – **“HMS Erin and Honjo** On the 18th of January 1942 these vessels were sabotaged by a Spaniard who worked in the Dockyard, where he placed a bomb next to one of Erin’s depth charges. The resultant explosion blew Erin to pieces and set fire to Honjo, which sank a short while later. The remains of Erin were towed outside the Detached Mole and dumped, but Honjo was salvaged and although her hull was damaged beyond repair, her boiler and machinery were recovered and restored.” **“HMS Stella Sirius** On the 25th of September 1940 the Vichy French Air Force attacked Gibraltar and a bomb struck HMS Stella Sirius, which was moored up inside the South Mole. The ensuing fire threatened to explode its depth charges and magazine, so the ship was scuttled (deliberately sunk) and later towed out of the harbour. After the war, the mine clearance dive team used explosives to disperse the remnants of the vessel, so it would not be a hazard to navigation.” “In 2002, a joint project between the Gibraltar Museum’s Underwater Research Unit and 317 Dive Club set out to indentify 2 sections of wreckage found just outside the harbour. Following many months of careful study and research, these were identified as the remains of HMS Erin, and the remains of HMS Stella Sirius were also identified and recorded. This project was awarded the Nautical Archaeology Society’s first ever ‘Adopt a wreck’ award in November 2003”

The diver’s knife is an anti-magnetic type, made of bronze and covered in a non-reflective black paint and presumably dropped by one of the divers during the post war wreck dispersal and was found by Phil Smith in 2003 when he led a Joint Services dive party to further explore the wrecks. When he found the knife all that could be seen was the handle, the rest being covered in a huge ball on concretion. When it was carefully chipped off it revealed the knife as you see it, still with its black paint.

The wooden ships badge was “liberated” from the bridge of the burning ship and turned up in the UK in the 1980s, the scorch marks can still be seen on it.



HMS Honjo ship's badge and the divers knife showing the remarkable condition after 58 years in the sea

Phil Smith explains to Bonnie Whisstock about the exhibits



Issues with Minefield Communications in WW2 – by Bill Pinfold

The use of minefields for both aggressive and defensive tactics in war has been used with meaningful effect since the nineteenth century. An important aspect of mine warfare is the need to ensure that one’s own ships are aware of the location of defensive minefields in home coastal waters and near friendly ports whilst keeping such information secret from the enemy. It is also important to detect where the enemy has deployed aggressive mines, especially in home waters, and alert vessels about dangers and when those dangers are subsequently known to have been nullified.

In 1914 the Germans laid 840 mines off the British coast causing the loss of over fifty ships and boats, and the numbers grew steadily through the war. At first the sinking of a ship was the primary mechanism for learning that mines were present and triggering an alert to local shipping. That would be followed by a

sweep to attempt to clear stray enemy mines and the concept of a continuously swept channel evolved. The growing number of ships lost in 1915 became unacceptable and more effort was put into detection of new fields, especially after the Germans started sowing small focused minefields using submarines. From early 1916, the Royal Navy started to address the problem by introducing Q messages, sent by wireless transmission from Cleethorpes, with ships instructed to listen for update messages every two hours as to the condition of the swept channel. With the development of better spotting tactics including the use of aircraft from 1917, and the evolution of mine technology, the cat and mouse game of mine laying, detection and clearance progressed.

After the Armistice in 1918 Britain started a diplomatic programme to share the lessons learned about Q messages with allies and to try to reach a common standard for such communications amongst friendly nations. Led by Captain (later Vice-Admiral) Frank Larken who was then the Director of the Local Defence Division in the Admiralty, the work involved technical conferences and lengthy correspondence. The Canadians, Americans and Australians were cooperative and an extended form of standard Q message was developed between the wars

By the start of World War Two a global zoning had been defined with the Q extended to two-letter message names such as QP for North and Central Pacific Ocean; QM for South Pacific; QB for Mediterranean; QG for South Atlantic; and QZ for the "British Home Station which actually covered from the Bay of Biscay past the British Isles and across the top of Scandinavia and Russia. For more detailed local coverage the two-letter codes could be made three-letter, so within the West Atlantic QJ region the US Eastern Seaboard messages were QJC; the Gulf of Mexico was QJD and the Caribbean QJE.

The British coastal waters were the busiest area and required the three-letter codes to be even more detailed. The Admiralty team heading the department of mine-sweeping (DMS) made the following rules:

QZH Messages – Hydrographic

QZF Messages – Secret War Channels

QZO Messages – Flooded Mine Fields

QZS Messages – Searched Channels

QZX Messages – Mined Areas – Two Letter Type

QZY Messages – Mined Areas – Three Letter Type

QZR Messages – Special to Russia

Within the Admiralty there was a constant tussle between the Head of Naval Intelligence, who wanted to keep tight control on how many ships were supplied with secret information, and the regional Commanders in Chief who wanted to ensure the safe passage of craft under their command. Ocean going craft, termed Major War Vessels, received the encrypted data in full as they could be routed to many locations. Smaller vessels that stayed close to shore were deemed Minor War Vessels and could only get limited Q messages before a specific journey if the route merited it. At the cusp between those two groups were some specialist ships that worked relatively close to Britain but did occasionally sail near to or through the home mine fields. These included the escort trawlers that went out to accompany convoys as they came across the eastern Atlantic.

Initially these borderline ships received all of the QZ messages, but the maintenance of the paper files of updates as fields and channels changed was considerable work and required manpower and secure storage on board. The quantity of communication was also difficult, with some ships – especially submarines – only able to receive messages in bursts when they were either on the surface for wireless reception or in a port for physical message delivery. This continued to concern the intelligence chiefs and in late 1941 a compromise was reached which saw the issuing of a limited sub-set of coded information to such vessels.

In general the QZ system worked well, but there were flaws hidden in its design which can be highlighted by two incidents.

The first occurred in late April 1940 when the allies had launched the landings in Norway and the level of shipping activity had increased along the east coast of the British Isles. Convoys were in operation both in support of the military landings and also in the provision of supplies to the domestic population. Submarines were running regular sorties to the Baltic and Norwegian coastal areas to harry the enemy.

The submarine HMS Unity was ordered to sail from Blyth on a mission to Norway and sent a crewman ashore just before leaving to collect the latest messages about minefields and local convoy activity. At the dock office the tele-printer was queued back with several QZ messages that had highest priority for delivery, with some convoy notices to follow. The crewman waited as long as he could and collected as many messages meant for HMS Unity as had arrived by the departure time, but left before the tele-printer had completed its output. The submarine set out from harbour in thick fog and with no lights.

The flood of QZ messages had prevented the crewman from collecting the notice of a convoy en route from Methil to the Tyne, passing the mouth of the river Blyth, which included the freighter SS Atle Jarl, registered as Norwegian. Neither ship used their fog horns in time and as the HMS Unity unwittingly sailed into the

midst of the convoy a collision was inevitable. The watch officer of the submarine sighted the Atle Jarl at the last minute and ordered the engines into hard reverse. As soon as the freighter struck he realised that the Unity could not stay afloat and ordered the crew to abandon. Two men died on board, staying below to help all of their shipmates to leave. For that act Lieutenant John Low and AB Henry Miller were both awarded the George Cross. Two other crewmembers died because they were not found in the water by the Atle Jarl which stopped to rescue men from the sea.

The second incident was the loss of HMS St Briac in March 1942. The St Briac had been assigned to act as a target ship for the training of Fleet Air Arm pilots and navigators. She was generally treated as a Minor War Vessel so did not ordinarily receive QZ messages, but her officers heard that there may have been a change to a minefield off the mouth of the River Dee so they phoned the base at Dundee while they were in port to request a specific message, QZF43. Ship to shore telephone communications being somewhat distorted, the wren who took the call heard the request as QZS43 and when she checked found that QZS43 had been cancelled so was no longer a valid message. In calling back to HMS St Briac to pass that on, perhaps because they were expecting to hear F rather than S, the signalman who took the call heard that QZF43 had been cancelled and relayed that message back to the officers. Consequently the St Briac sailed believing that she could stay to her usual route, not knowing that a new set of defensive mines had just been laid there. She struck a mine and sank with the loss of 43 of her 70 man crew.

A key consequence was that a month later the QZF sequence of messages was re-titled QZL to ensure that such a mix-up did not happen again.

Ironically, but having been lost in the minefield for a different reason, HMS Rockingham also lies in the area, a few miles from HMS St Briac, and is notable because she sank when carrying out the same Fleet Air Arm training role in September 1944 and also struck a mine.

Further reading on the subject:

“Fighting the Great War at Sea: Strategy, Tactic and Technology” by Norman Friedman

“Beneath the Waves: A History of HM Submarine Losses 1904-1971” by A.S. Evans

<http://www.scottishshipwrecks.com/hms-rockingham/> and

http://www.naval-history.net/xGM-Chrono-11US-HMS_Rockingham.htm

Bill Pinfold has been researching Q messages for a book due to be published in the near future.

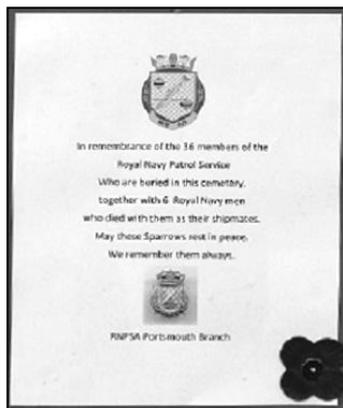
Nov 11 2017 crosses by Tony Brett, RNPSA Portsmouth Branch

On Saturday the 11th of November members of our Branch laid Remembrance crosses on all known RNPS Graves in the area. Included with the RNPS members were graves of Royal Navy men and NAP personnel who died serving with RNPS men as their shipmates. In total 50 crosses were laid. The majority of these were laid at the Haslar Royal Navy Cemetery in Clayhall Road, Gosport. Other Cemeteries were Highlands Road Cemetery Portsmouth and Wickham Road Cemetery Fareham.

The photographs shown indicate the age range of the casualties and are the graves of Alexander Petrie, Engineman HMT Gateshead aged 37, who was from Aberdeen and died on 13 July 1944. The second grave is that of George Arthur Tait, Ordinary Seaman of the Trawler Rodino aged 19, he died of wounds received when the Rodino was bombed in the Dover Straits.

This was the second year running that we have carried out this act of Remembrance. At Haslar Cemetery a Remembrance Plaque was also laid on the War memorial. The Plaque, embellished with the RNPS Crest, the Silver Badge and a single poppy read:

In remembrance of the 36 members of the
Royal Navy Patrol Service who are buried in this Cemetery
Together with 6 Royal Navy men
Who died with them as their shipmates.
May these Sparrows Rest in Peace
We remember them always.



42nd Annual Reunion - 2017



Wreath from Ocracoke, North Carolina



Lt Cdr Ted Thompson



Revd Peter Paine



CPO Len Manners



Alf Muffett



Cdr Garry Titmus

THE MEN IN CHARGE



An answer to a question from Newsletter 81 by Colin Bray

First I should like to thank you very much for the newsletter, which as usual I found very interesting. I would like to comment on a couple of items.

The first was about the gun platform on the stern of MMS8. In 1943 I was serving aboard MMS31, this was my first ship, she was based in Granton, near Edinburgh, whilst I was on board we had a gun platform fitted for an Oerlikon Gun. I remember this quite clearly as I was made the number 2 and I was supposed to reload the magazine. We did a couple of target practice runs but unfortunately whilst I was on board I don't remember doing any sweeping runs with the gun platform aboard also I cannot say whether it was used for this as I was recalled to Lowestoft to do my Engineman's course. I never saw any other ships with a gun like this and I did see quite a few at Queenborough where I was based in 1946 before I was demobbed in October of that year.

Secondly seeing the article on the Oropesa sweeping I thought I should like to say a bit about LL sweeping. I'm not sure of any dates but it seems to me the discovery of the first magnetic mine and the building of the MMS fleet must be some sort of record. I was wondering did the crew who designed the ships, found a method of blowing up the mines and worked out the degaussing system get some recognition as they must have done this in less than 18 months.

I have never seen a description of how it worked so I might be teaching my grandmother to suck eggs. To the best of my knowledge I'll have a go. There were two cables streamed from the stern I am not sure how long these were but when we were winding them in they were very long. These cables had two electrodes capable of delivering a charge of around 3,000 volts AC. This power came through two breakers in the engine Room which took the charge from about 250 batteries, which were kept in a separate compartment between the aft accommodation and the engine Room, where there were two generators for charging the batteries.

Sweeping three abreast they had to be sure of each ship sending a charge through the cables at the same time. A time switch which was situated in the wheel house, which operated the breakers, I presume was synchronized the timing in the three ships. I believe this was highly secret at the time.

Thirdly I also spent some time on MLs as relieve Engineer in Freetown and Takoradi. These boats, which had a couple of depth charges, were used for Boom patrol. These boats were supposed to have two engines, but in Freetown we only had one, the second engine was always out of order. If we have to drop one of the charges we would not have been able to get out of the way quick enough.

The ML I joined in Takoradi didn't have any engines so I worked ashore for a while assisting mechanics on the MLS engines. After the war we went back to Freetown on the MLS where we arrived safely after nearly capsizing and a fire in the galley. I was glad to get back to MMS's when I arrived back in the UK.

What a long winded missive I think I need a tot of rum.

New carrier HMS Queen Elizabeth R08

Her Majesty the Queen will commission the new British aircraft carrier, HMS Queen Elizabeth, named after her into Royal Navy service on December 7th – on the anniversary of an infamous naval battle where numerous warships were sunk.

The Queen will formally welcome the 75,000-tonne warship into her fleet. During the last few months, HMS Queen Elizabeth has been on sea trials off the British coast, testing the ship's systems and sensors before F-35 flight trials start next year.

December 7 is also the 76th anniversary of the Japanese attack on the American naval base at Pearl Harbour in Hawaii. The surprise attack, delivered before Japan's formal declaration of war on America, was intended to sink the US Navy's Pacific-based aircraft carriers.

As a comparison, the new carrier's weight is equivalent to roughly 312 WW2 era MMSs or BYMS and 3½ times the weight of the WW2 carrier HMS Ark Royal which was 22,000 tons.

A question often asked is why do carriers have the pennant number starting with R when Frigates have F, Destroyers have D and Patrol boats have P etc? The answer is that they take the first letter of the type but



HMS Queen Elizabeth entering Portsmouth Harbour for the first time on 16th August 2017 taken from HMS Victory by Sue Thomas, PA to the Commanding officer of HMS Victory.

with an Aircraft Carrier, A already stood for Auxiliary, the second letter I was not used as it was too easily confused with the number 1 and so they went for the third letter of the word R. The same applied with the second word Carrier as C already stood for Cruiser.

Armed Forces Day 2017, Lowestoft by Leo Whisstock



Armed Forces Day has been running nationally now since 2006 when it was originally called Veterans Day. This title lasted for 2 years but was changed to Armed Forces Day as it was felt that it gave the impression that it was only for WW2 veterans when in fact the government's tag line for the event was "Remembering Britain's Armed Forces Past, Present and Future". In Lowestoft the event was started by myself and a colleague from the Royal Artillery Association and consisted of 3 stalls in the town centre and a small parade of standards and ex-service and cadets. We continued like this for 3 years and then with encouragement from others decided to go bigger and moved our event to Royal Green on

the sea front. I continued to run the event for a number of years but now it is so large there is a small group of us who put on the event. The event has grown so that now we have a full size Spitfire on the ground, the Royal Artillery bring up one of their big guns, the Royal Engineers bring their explosive ordnance equipment and the Royal Anglians bring along some of their equipment. We have a full arena display running from 10.00 to 16.00 with bands and displays and a drum head service at noon and all the ex-service associations and charities and cadet units have stands. We also put on 3 flying displays including a WW2 Spitfire but unfortunately due to the Shoreham air disaster the insurance coverage went up astronomically and so we had to put a halt to the flying for 2 years but we intend to bring it back this time with the help of sponsorship. This year I was lucky enough to secure the Band of Her Majesty's Royal Marines, Collingwood who came and performed in the arena in the morning and afternoon, at the drum head service and in the grand finale. The RNPSA always has a stand in the "Navy row" and this year Midlands member, Sim Mayou, came down and spent the whole day manning our stand and swinging the lamp with the public. The 2018 event is on Saturday 30th June and it is the biggest Armed Forces Day event in this part of the country and this free event regularly attracts about 2,000 people.



The Band of Her Majesty's Royal Marines, Collingwood, lead the parade into the arena for the Drum Head service at the 2017 Lowestoft Armed Forces Day and Tattoo

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 Winter 2017

S/M J Hodge	Birmingham	West Midlands	S/M G Ballinger	Gosport	Hampshire
S/M J Holmes	Lowestoft	Suffolk	S/M J Pratt	Llanttwitt	Glamorgan
S/M P Symonds	British Columbia	Canada	S/M H Marrington	Fareham	Hampshire
S/M B Singleton	Waterlooville	Hampshire	S/M J Lawrence	Aberdeen	Scotland
S/M K Harrison	Bolton le Sands	Cumbria	S/M T Fruin	Feltham	Middlesex
S/M J Hunter	Cambridge	Cambridgeshire	S/M H Allen	Great Totham	Essex
S/M J Ttherne	Corringham	Essex	S/M K Jones	Bexley Heath	London

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

Cut ✂ or copy -----

Slops List update

With decreasing numbers of members, we are evaluating our stock requirements with regard to re-order quantities. It is quite likely that some items, once they have run out, may not be replaced or if they are may cost more than they are at present as we will have to order smaller quantities. Please bear with us on this as we are constantly seeking suitable suppliers at favourable prices.

Slops items for sale from HQ (Winter 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 Out of stock				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. _____