

ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 90

Summer 2021



FEAR GOD HONOUR THE KING.

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Contents

Editorial	3
Reunion	3
Battle of Atlantic	4
Bomb Damage	6
Museum Upgrade	8
Negatives	10
Books	10
Padre	13
Quiz	14
Motor Mine Sweeper	15
Reminders	16
Answers	17
Obituary	18
Slops	19

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Editorial

I hope everyone is still staying safe and looking forward to restrictions finally being lifted, although I suspect the experience of these last 18 months will stay with us and cause us to double think everything and err on the side of caution. Our museum has been open following the Government advice on museums and we have seen a fairly steady number of visitors, most being ones who wanted to come for specific reasons. 2 new exhibits have been kindly donated during this time, one is a German military telephone which is thought to have come off a German submarine and the second is a Royal Navy Electricians tool box complete with its tools. Looking back through the records I think this is the 41st newsletter I have written/put together and after all that time it does not get any easier. Over the years we have increased the number of pages, added photographs and now changed format. We used to run a "shipmates corner" where members would put in a piece looking for others they had served with but naturally as the years march on the number of veterans decrease but we do get a lot of email enquiries from people researching family WW2 RNPS history which we are only too pleased to help with.

Reunion

Well, this is with fingers firmly crossed, we are going ahead with the reunion this year and it will be on Friday and Saturday 1st & 2nd October.

The programme for the reunion is -

1. Friday 1st October, the AGM will be held at the same venue as previously, 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 service of remembrance will be at 11.00 on Sat. 2nd October (muster 10.45) in Belle Vue Park.
3. We will then continue 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.

We are acutely aware that some people may still be apprehensive about travelling and mixing and that numbers attending may be reduced and so with that in mind we have decided not to have the Great Yarmouth Band for the hymns but to have them on CD as we did last year, this also considerably reduces the overall cost of the event. We have given a lot of thought to the question of a lunch after the parade is dismissed but again the problem of numbers comes into play. In 2019, which was the last time we had a lunch, we struggled to get to the minimum number required by

the caterers to ensure an acceptable price per head and unfortunately, as with most buffets, we had a few complaints about the choice of food. To take this further we need people to contact us in plenty of time to let us know if they want a buffet lunch which will be approximately £12.00 per head and then we can make a decision. Both the Martello Café and the Giardino restaurant in the park will be open and serving food so the choice is up to our members as to which way we go.

Battle of the Atlantic

A World War Two-era signal lamp, originally used to send Morse code messages between ships, is set to play a major role in services commemorating the Battle of the Atlantic after being saved from the scrap heap.

The Aldis Lamp, named after inventor Arthur Cyril Webb Aldis, was found by chance on board a vessel at the Port of Hull. The discovery was made by Tony Lewis, HQ Manager at Associated British Ports Hull, who removed the lamp for safekeeping before contacting Cdre Phil Waterhouse, director and trustee of the Battle of the Atlantic Memorial charity in Liverpool.

Aldis Lamps are typically positioned on the bridge wing of maritime vessels. They signal Morse code messages via flashing light and are still used to this day as a way of communication between ships, both warfighting and merchant. They played a vital role in the Battle of the Atlantic, allowing ships sailing in convoy to send messages while maintaining radio silence.

These Atlantic convoys not only kept Britain and Russia supplied with food, critical industrial supplies, men and munitions, but arguably facilitated all other crucial engagements throughout World War Two across the European theatre of war, from Stalingrad to D-Day. The battle was the longest-running campaign of the war and claimed more than 100,000 allied lives.

Mr Lewis said: "I just happened to be looking around the dockyard as part of my rounds and stumbled across the lamp on a ship destined for the scrap.

"I had heard that Cdre. Waterhouse was looking for something similar for the memorial, so after a few enquiries we were able to procure it and make this day a reality."

The Aldis Lamp has now been moved to its new home at Liverpool's Western Approaches Museum – the original command headquarters of the

Battle of the Atlantic – following an official handover ceremony in Hull attended by representatives from Big Heritage (which manages Western Approaches Museum), ABP Hull and the Naval Regional Command Northern England.

As well as being an important new exhibit, the lamp will be brought into use once again. During memorial services held on the Liverpool docks it will signal the names of individuals and ships that were tragically lost during the Battle of the Atlantic.

Cdre. Waterhouse, Naval Regional Commander for the North of England and IOM (NRC NE), said: “On behalf of the Battle of the Atlantic Memorial charity and the Western Approaches Museum, we are hugely grateful to ABP Hull for donating this important item to our memorial.

“It goes to show the techniques and equipment that were used all those years ago have stood the test of time. This Aldis Lamp will now go on to play a vital part in our memorial, rather than be doomed to the scrap yard.”

In March, the Battle of Atlantic Memorial charity announced a fresh concept for the UK’s official memorial to the campaign, with plans to raise around £750,000 to support initiatives across four key areas.



The concept includes a permanent memorial titled ‘Atlantic Lights’ positioned at Exchange Flags, a garden of remembrance at St Nicholas Church on the Pier Head and a Merseyside-wide heritage trail taking in key sites of the battle. The charity will further officially partner with Western Approaches Museum, helping preserve its unique status as ‘a living memorial to the battle’.

The idea for Atlantic Lights came from Western Approaches Museum and the plan is for Exchange Flags to stage a daily event to remember those who died and served in the Battle of the Atlantic, as well as celebrate its ultimate success. The Atlantic Lights concept involves LED lights flashing Morse code onto the columns of buildings in Exchange Flags remembering ship names, key convoys and names of personnel who died and served.

The museum and the Battle of Atlantic Memorial charity are working together on the project, along with Royal Navy Regional Headquarters in Liverpool. The project is also receiving tremendous support from the owner of Exchange Flags, Ashtrom Properties UK.

For more information on the campaign, sponsorship packages and to make donations visit: www.battleoftheatlantic.org
email: info@battleoftheatlantic.org Twitter: [@BattleAtlantic](https://twitter.com/BattleAtlantic) Note: overseas donations must be made by cheque.

Bomb Damage

We are often asked the question about enemy attacks on the Sparrows Nest during WW2 and in particular bomb damage. While we are aware of the large number of attacks on the town in general we were not aware of specific attacks on HMS Europa in the Park. To answer this I contacted good friend and local aviation historian Bob Collis for his help. The following is his report.

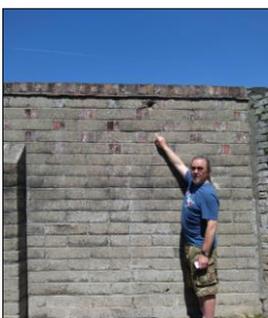
1. 18 Nov 1940 0955 hours 50 kg HE bomb from a Do 17Z going W - E at 5,000 feet exploded in a tree adjacent to The Ravine. A mother and son who were walking nearby were injured. The boy, Harry Hoyle, aged 10 died from his injuries later the same day in Lowestoft Hospital.
2. 26-27 Jul 1941 2359 hours 50 kg HE bomb, type of aircraft not known. Exploded on edge of Sparrow's Nest grounds, SW end of Cart Score. Crater 10 feet by 6 feet. Electric cables damaged. No casualties.
3. 26-27 Jul 1941 2359 hours 50 kg HE bomb, same aircraft as above. Exploded in Sparrow's Nest Gardens, 60 feet east of Lowestoft Lighthouse. Crater 6 feet by 4 feet. Damage to trees and shrubs. No casualties.
4. 12 May 1943 0841 hours 500 kg HE bomb dropped by low-flying FW 190 struck Belle Vue Park Gardens, making indentation 13 feet 6 inches long and 1 foot wide, bounced into the air for a distance of 150 yards and exploded on Nos 45/47 Royal Avenue.
5. 12 May 1943 0841 hours This or another FW 190 cannon-shelled Sparrow's Nest area. A 20mm shell penetrated a brick wall in the NE corner of Sparrow's Nest Gardens. The hole is still extant.

Following on from Bob's report Bob and I met up in the Sparrows Nest gardens and had a walk and talk through the events. The event of 18 November 1940 brought back a memory of a reunion many years ago when I was talking with one of our veterans who told me about a boy who

had been hit outside the Sparrows Nest and he went to pick him up and get assistance, as he was carrying him the boy said "it is getting dark", he then became unconscious and never came round again. It is thought the mother and boy were in the area because they had a relative in the Patrol Service in Sparrows Nest and had gone to collect some money



Point of entry



Point of exit

The cannon shell attack of 12 May 1943 is one that is still very much evident as the shell penetrated the outer wall of the park and the hole is still there. Bob told me that there was a sailor in uniform sitting on top of the wall talking to a relative who was outside when they



Path of shell

heard a noise and saw aircraft attacking 2 RNPS training vessels just off the coast then one broke off and headed for them and firing at them, the chap sitting on top of the wall fell backwards into the park while the other ran up the ravine at record breaking speed. It can be seen from the position of the entry and exit holes in the wall that the shell must have landed very close to the Theatre if not actually hitting it.

The position of this incident is at the bottom of The Ravine as the wall turns to Whapload Road.

There was also a lot of damage to the harbour area which was full of RNPS men, offices and ships. On 4th May 1941 the Trawler Ben Gairn was hit by a parachute mine in the Waveney Dock in Lowestoft Harbour. Reports indicate that there was no loss of life, so for this we must be thankful. Some reports give it as being mined off Lowestoft but



HMT Ben Gairn

as the photograph shows she was definitely tied up alongside. The large presence of the Royal Navy in Lowestoft made it a target of choice for the Luftwaffe and the town took a considerable number of hits causing vast

damage and loss of life. The harbour area was of course of particular interest to them and it took some hits as the following photograph shows. The raid on Sunday, September 29 1940 was made by a Dornier Do 17 bomber which dropped six high explosive bombs aimed at the harbour and dock



Navy offices on the fish market

facilities where Royal Navy minesweepers were based. One landed unexploded on the North Pier Extension, three in the water of the docks, and the worst loss of life occurred when an office on the Herring Market took a direct hit and was destroyed – with four sailors and four civilian Navy employees killed. The last bomb exploded in the roadway near The Bethel in Battery Green Road, leaving damage to the brickwork of nearby buildings which can be viewed to this day. A further tragedy came an hour later when the unexploded bomb – in reality a delayed action time bomb – detonated while a group of soldiers were standing over it, killing four of them.



This map of the bombs dropped on Lowestoft has been created by a local researcher utilising hand drawn maps by the late Jack Rose and help from Bob Collis. It shows the concentration of the attacks around the harbour area and I have outlined the area of HMS Europa in red.

Museum upgrade

We are continuing with the upgrade work having completed the major alterations during the lockdowns. Our task now is to change and add to the photographic displays so that visitors can see different images to those they may have seen on previous visits. James, who works in our office looking after the touching up of images on the PC, numbering them all so they can be searched for and digitising them has a mammoth task on his

hands but the results he produces have enhanced our displays. It now means that if someone asks, for sake of argument, about a particular ship we can search the data base which will tell us where the image is both original and copy, either stored or displayed and from the number James can bring it up on his computer and print copies.

In the introduction to this edition I mentioned 2 new exhibits that we have been given. One is already on display in our lower room and is the German telephone. This was given to us by a retired telephone engineer who acquired it some years ago, he got the inside mechanisms back into working order but left the outside "as found" to add to its authenticity. I said earlier that it is thought to have come from a submarine and this is solely based on that was what he was told by the person he got it from but what we do know, having researched the makers name, is that it is German and WW2 era.



Our second item is the Electrician's tool box which was given to us by an ex Tiffy (Artificer) of 22 years in the RN. The tool box has been in his loft ever since he left the Navy and is still in as good a condition as the day he left as he had rubbed it all over with an oily rag to help preserve it, how I just love that engineering oil smell, an engineer's answer to Chanel No. 5. The box is WW2 pattern or very similar but the tools are post war as the donor served just after the war. Although this is not of RNPS origin and therefore outside our collections policy we felt that it was a good exhibit as it is the only complete tool box we have and was not many years removed from the period. We have identified an area to display it in but we need to construct a Perspex box so that "little fingers" do not remove any of the tools!

It is always fascinating when we are donated something out of the ordinary as it adds to the story we are trying to portray to our visitors.



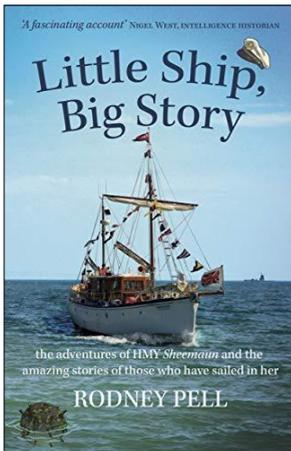
Negatives

During the seemingly endless task of cataloguing all our photographs and papers etc. we have come across a number of negatives for which we do not have any prints. Unfortunately they were all different sizes with some 4½" x 4", not the usual 35mm and so High Street photographic shops either cannot print from them or charge an exorbitant amount to do so. I put a post on Facebook to see if there were any suggestions for either companies or individuals who could help and by complete coincidence we received an email from a local company (Norwich) who had undertaken a similar job for a local WW2 aviation museum and were able to discover some previously unseen images. The company kindly offered us a VERY favourable and generous proposition which includes cleaning and tidying up the images and digitising them and are, as I write, about to receive our negatives via their courier. We will keep you posted on what images we discover.

If anyone is interested in getting material digitised be it negatives, film or tapes etc .then give them a call, their prices are very reasonable. The company is called **Each Moment** <https://eachmoment.co.uk/> Call Jude Daniels on 01603 334212 or at the lab on 01603 291552 email jude@eachmoment.co.uk

Books

Little Ship, Big Story by Rodney Pell



We were contacted recently by Rodney Pell who has written a book about a vessel he now owns called the Sheemaun, his email is as follows –

I am the owner of Sheemaun, an historic 25 ton 1935, 15m Gentleman's motor yacht. She served in the second World War as HMV Sheemaun, an armed Royal Navy Thames Auxilliary Patrol Boat. Sheemaun is recognised as one of the United Kingdom's nationally significant historic vessels (NHS UK registered No 1939.) She was the NHS UK Flagship 2010 and until Covid 19 she was often seen at International Maritime Festivals.

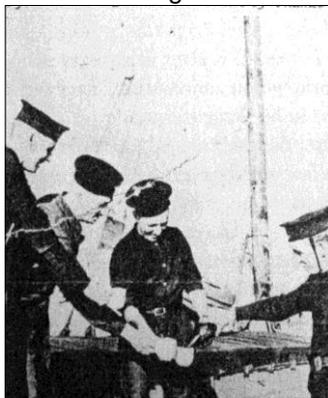
In my book 'Little Ship, Big Story' I trace the story of Sheemaun through 84 years, including the amazing stories of those who have sailed on her and served during WW2. One of those people was the late Stanley Dodd RNVR and who served as mechanic on

HMY Sheemaun. Stanley's family have kindly let me have his memoirs from which extracts are quoted in the book. I attach Stanley's picture. In 1939 Stanley Dodd volunteered for naval service and underwent training at the Sparrow's Nest, his account of which can be found in the book. – as a



taster, here is an extract of his account '..... I was still keen on the sea and I saw an advert in the paper about Joining Patrol Services – for duty on fast motor boats. So I applied, had an interview and test at the Admiralty and in due course was called up some 6 months before my time, like a fool I put on my best suit and saying farewell to everyone made my way to Liverpool St Station en route for Lowestoft where the base was. H.M.S. Europa. This turned out to be a holiday gardens – “Sparrows Nest” – It was inhabited by a sadistic Scotsman, who had never

seen the sea and although I was only there a week getting kitted out, inoculated, etc, it was one of the worst memorable incidents in my life. They were all, without exception a shower of Barstards. You couldn't understand their broad Scots accent and they couldn't understand your Cockney accent. The uniform situation patchy, so much so, that I was issued with a Sailors Cap, arm band saying R.N. and a pair of boots two sizes too large for me. Mind you it wasn't entirely the fault of the man, for we spent at least 6 hours of daylight hiding behind sandbags in shelters whilst the German air force nipped over for a quickie and shot or bombed anything in sight. This did not worry me too much as I, at any rate was used to it, but you couldn't move without permission and many a pint of beer lost a good home because they wouldn't let me out sort of thing. After all I'd much rather be sitting in a pub in a raid than hiding under some bushes in a greasy gutter. Besides - apart from my hat and arm band I still had my best suit on until I got the boots. Talking of the boots – I got them after I had been there some 3 days and on putting them on, we had to march and run out to Oulton Broad – to disperse because of the “hit and run” raids I hadn't worn these boots long before my feet were a mass of broken blisters and the boots filled with blood. On our return to base, I was marched to the M.O. to have my feet hardened with permanganate of potash and then march again to have my photograph taken for my pay book and identity card. When the photographer said

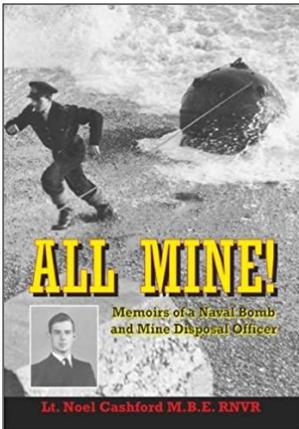


supplying rum & tobacco to Observation Barges

to each of us as the photo was being taken – don't laugh – I don't know whether he was a humourist or meant it. Don't laugh! There's the actual photo somewhere around showing Stan Dodd head and shoulders and bearing a blackboard stating LT/KX128268 which is the complete 100% antithesis of laughter. Fortunately after a week I was away from there – so now for active service. By this time I had been kitted out and so, resplendent in a ill fitting new uniform a small draft of 5 of us set off for H.M.S. Tormentor, Warsash near Southampton

Although this is a paperback it runs to some 460 pages and traces the Sheemaun from launch in 1935 until the present and the WW2 connection caught my interest as my father and grandfather owned and operated a passenger launch, "Exile", at Southend and this too was requisitioned into the Thames Auxiliary Patrol. I purchased a copy and was pleasantly surprised that the section covering her time during WW2 was large enough to have been a book on its own. I can certainly recommend this book particularly if you are a small boat follower and as all the facts are taken from primary sources and personal accounts it is a true record with nothing made up or added. Copies can be purchased from the author who will sign them via <https://sheemaun.com/contact.htm> or from any good book shop such as Waterstones etc.

All Mine! By Lt. Noel Cashford MBE RNVR



This book, although about mines, is not about minesweeping at sea but is about the mine and bomb disposal men. Noel Cashford worked with Cdr John Garnault Delahaize Ouvry DSO RN who was instrumental in identifying the first magnetic mine which was discovered on mud flats at Shoeburyness on 23rd November 1939 and from this counter measures were able to be put in place. On 26th November 2009 our Curator, Alf Muffet, and myself were invited to London to represent our association at a special event on HMS Belfast to commemorate the 70th anniversary of this discovery. Cdr Ouvry's son David was present and gave an insight to his father and his work as was Noel

Cashford (86) who gave a long and detailed presentation of the mine disposal work and in particular this first magnetic mine which was on display on HMS Belfast. To bring it all up to date Cdr Peter Greenwood, CO of the Fleet Diving Squadron then presented an illuminating history of Royal Navy Bomb & Mine Disposal capabilities and achievements since the Second World War and described how the ethos of Ouvry's legacy has been inherited by current Explosive Ordnance Disposal personnel serving

in the UK and such places as the Suez Canal, the Red Sea, Bosnia, the Gulf, Iraq and Afghanistan. Also present at the event were Admiral Lord West who was the immediate past 1st Sea Lord and an array of equally senior Naval and civilian personnel including the Russian Naval Attaché.



Noel Cashford addresses those present on HMS Belfast 26th November 2009



The first Magnetic mine on display on HMS Belfast

Padre

As your National Padre I am conscious that I have had to miss so many reunions due to ill health, however I have been hearing from Bonnie our Welfare officer, who does a magnificent job of telling me of shipmates who have been suffering through sickness and bereavement and my prayers are with them.

Thinking about visits to the National Arboretum in Staffordshire and seeing our memorial and the memorials of other sailors it reminds me of the tremendous sacrifice often made, they remind me just how brave our men are, what **you** went through, and it reminds me of the sailors prayer "**Keep us, our God; for your ocean is so wide and our boat is so small.**" How truly beautiful those words are. They speak to us with a special meaning precisely because we understand that they might well be uttered by each of us at some point on our sometimes difficult journey on the sea of life. We are so weak, so helpless, and yet so forgetful of our God's loving kindness. Tossed to and fro at the mercy of circumstance, we would likely perish if He did not hold us in his providential care.

At times the challenges and difficulties of life threaten to overwhelm us. We sense our weaknesses and our inability to overcome them. The problems we face are so great and perplexing that we feel they have no solution. Our pain can be so deep that it seems to have no end.

We feel like crying out to God in the words of the psalmist "**I am poor and needy You are my help and my deliverer.**"(Psalm70:5). It is precisely

then, when the storm is strongest and at its most threatening, that we need to remember that when we call upon God and cast ourselves on Him with simple trust, we can be sure that His great power and wisdom will carry us through even the greatest tribulation and deliver us to the safe water of a calm harbour. And so, even though we each journey in a “small boat” on a “wide ocean”, we can surely trust our God to guide and protect us even in the worst of storms. We need only ask Him I am prayerfully hoping, God willing, to meet with you at our 2021 Reunion at The Nest, but meanwhile keep safe and well. You remain in my prayers.

Your National Padre Jim

Quiz

Remember the old £.s.d. ? If so convert each clue to an amount in pounds, shillings, pence and see if you agree the balance. The example (A stone) is included in the total.

e.g. A stone = Fourteen pounds = £14.0s.0d.

A bicycle

A singer

Part of a gorilla's leg

A mans' name

A kind of pig

The Sun, Moon and Mars

A leather worker

50% of a pair of panties

A royal head dress

Hit repeatedly

Unwell sea creature.

Total £32. 17s.8½d

Answers on Page 17

The Motor Mine Sweeper (MMS)

The British Royal Navy operated large numbers of small Motor Minesweepers (MMS) during the Second World War, in two major classes, the first with 105 ft (32 m) hulls (of which 294 were built) and the second with 126 ft (38 m) hulls (of which 102 were built). Intended to counter magnetic influence mines in coastal waters, they had wooden hulls.

105 ft MMS In the early months of the Second World War, Germany made extensive use of magnetic mines, which led to a requirement for a wooden minesweeper, less vulnerable than steel trawlers. The resultant design, the 105 ft-class (also known as the MMS 1 series and later the Type 1501 series) was built between 1940 and 1944.

They were 105 ft (32.0 m) long between perpendiculars, with an overall length of 119 ft 4 in (36.37 m), a beam of 23 ft 5 in (7.14 m) and a draught of 8 ft 9 in (2.67 m). Displacement was 240–255 long tons (244–259 t). They were powered by a 500 bhp (370 kW) diesel engine, giving a speed of 11 kn (13 mph; 20 km/h). Their major minesweeping equipment was the LL sweep, where two minesweepers operating side-by-side each trailed two buoyant cables with electrodes at the end of the cables. Pulsing a high current through the cables generated a magnetic field sufficient to set off mines over an area of about 1 acre (0.40 ha). They were later fitted with an SA sweep to deal with acoustic mines, which consisted of a hammer box mounted on an A-frame on the ship's bow, which could be lowered into the water when required. The ships did not have enough towing power to use conventional contact sweeps for dealing with moored contact mines. Defensive armament consisted of two 0.5 inch machine guns and/or one or two Oerlikon 20mm cannons. The ships had a complement of 20 men.

The coastal minesweepers had pennant numbers MMS1 to MMS312 and MMS1001 to MMS1090. They were nicknamed "Mickey Mouse".

Although the motor minesweepers lacked the power to tow sweeps for contact mines they were suitable for handling equipment for combating magnetic mines and some later models were fitted with an acoustic hammer on a retractable "A" frame over the bow for countering acoustic mines.

The motor minesweepers had limited use post-war so they were quickly disposed of. Three were transferred by Lend-Lease to the Soviet Navy.



Typical 105 ft MMS

Usual reminders

Association Facebook page If you search on Facebook under Royal Naval Patrol Service, you will see about 3 different sites, you need to look at the one that has the picture of our badge as seen here. This is now the most active and almost official Facebook site for the RN Patrol Service. A lot of people have posted on it and have since found out a lot about their relatives that were in the RNPS. The site web address is as follows



<https://www.facebook.com/groups/133715066730668/>

The administrators of the site are Patrol Service Association members.

Subscriptions – PLEASE NOTE Subscriptions become due on the 1st January each year for all classes of membership. From our records we see that some of you who are receiving this newsletter have not paid any subscriptions for a number of years, this is both served members and members (formerly Associate members) Could you please check your membership books to see what the last date is that has been entered.

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.

Wreaths If anyone would like one of our coloured association wreath centres to go on a wreath we can supply them already laminated to fit in a standard Royal British Legion “Type C” wreath. These are different and more superior to the plain, hand drawn, black & white one supplied by the Royal British Legion Poppy Factory. For more details contact Leo on 01502 584555 or 07975623651.

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

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.

Quiz Answers

£.s.d. Did you get it right ??

A stone	14 pounds	£14. 0s. 0d
A bicycle	Penny Farthing	£0. 0s. 1¼d
A singer	Tenor	£10.0s.0d
Part of a gorillas' leg	Apes knee	£0. 0s. 0½d
A mans' name	Bob	£0. 1s. 0d
A kind of pig	Guinea (pig)	£1. 1s. 0d.
The sun, moon & mars	Three far things	£0. 0s. 0¾d
A leather worker	A tanner	£0. 0s 6d
50% of a pair of panties	Half a knicker	£0.10s.0d
A royal head dress	Crown	£0. 5s. 0d
Hit repeatedly	Smacker	£1. 0s. 0d
Unwell sea creature	Sick squid	£6. 0s. 0d
Total		<u>£32.17s.8½d</u>



The Last Post

Obituary for Summer 2021

S/M J D Morris	Milford Haven	Pembrokeshire
S/M K C Taylor	Caerphilly	Glamorgan
S/M V Gatherum	Chippenham	Wiltshire
S/M A S Arnold	Bournemouth	Dorset
S/M A J Davies	Halesworth	Suffolk
S/M D W Haley	Ickenham	Middlesex
S/M H E Bessey	Woodbridge	Suffolk
S/M T J O'Reagan	West Bridgeford	Nottingham
S/M J S McArthur	Leavesden	Hertfordshire
S/M G Hughes	Wolverhampton	West Midlands
S/M Mrs D Hemp (WRNS)	Lowestoft	Suffolk
S/M Mrs P Bailey (WRNS)	Lowestoft	Suffolk

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



Slops

Slops items for sale from HQ (Winter 2020)

Item / Title	£	Qty	£
Lg. Blazer Badge, Gold wire	12.00		
Lg. Blazer Badge, Woven	6.50		
Small Beret / Blazer Badge, Gold wire	9.00		
Small Jumper / Beret Badge, Woven	4.00		
Association Crested Tie	12.00		
Museum pen	1.00		
Museum pen	2.00		
Lapel Badge, Blue enamel	5.00		
White Ensign Lapel Badge	3.50		
RNPS Poppy badge	8.00		
White Ensign Car Sticker	0.50		
RNPSA Car sticker, coloured	2.50		
RNPSA Bookmark	1.50		
RNPSA Jubilee Mug	3.00		
RNPSA Colouring Poster	0.30		
Photo Key Ring	1.00		
RNPS Memorial Post Card	0.10		
Sparrows Nest Post Card	0.20		
Christmas cards - original	0.50		
Christmas cards – clean sweep	0.50		
HMS Europa Booklet	2.00		
Dawn Always Breaks (book) Reduced	1.00		
Churchill's Pirates Pt.2 (book) reduced	1.00		
Red Diamonds (book) reduced	1.00		
Blue Mariners CD	4.00		
The Story of the RNPS, 2 CD set	6.00		
Total	£		
P & P Small items	1.25		
P & P Large / Heavy items	2.50		
Total Submitted	£		

Name _____ Tel No. _____

Address _____

_____ Post Code _____

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

In the last edition of this newsletter I mentioned a cross stitch kit that was being marketed. Below is the finished article which now sits at home alongside a model of a WW2 Patrol Service Rescue Tug, similar to the one my father was on as 1st Lt, HMS St Day.

