

ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 92

Summer 2022



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Editorial

With COVID being overshadowed by other events and restrictions being lifted, we are starting to get back to as near normal as can be expected with a steady stream of visitors to the museum and plenty of queries coming in regarding service sheet interpretation and research enquiries which are always interesting to deal with. We find that not only are we able to give information to such visitors and help them in their quest but we are also able to pick up bits of information from them which we can learn from and add to the overall RNPS story.

Reunion

Our annual reunion and service will soon be on us and the reunion this year will be on Friday and Saturday **7th & 8th October**.

The programme for the reunion is -

1. **Friday 7th October**, the AGM will be held at the same venue as previously, Studio Theatre in Sparrows Nest Gardens at 14.00 (note the new time). 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. 8th 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.

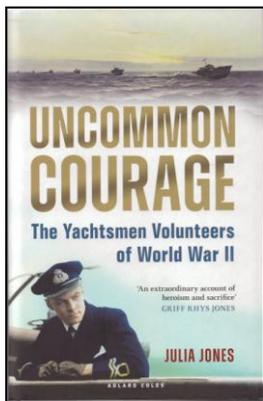
We have to accept the fact that numbers attending are becoming reduced due to age and so with that in mind we have again decided not to have the Great Yarmouth Band for the hymns but to have them on CD as we did last year, this also considerably reduces the overall cost of the event which we have to be mindful of. 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. We look forward to seeing as many of you as possible for this poignant event.

Books

Although this book is not specific to the Patrol Service I found it to be very interesting and informative. It is not a story, there is no artistic licence, it is about men who volunteered to join the RNVSR (Royal Naval Volunteer Supplementary Reserve) prior to the start of war, on the outbreak of war, the R.N.V.S.R. was discontinued, and its members were granted

commissions as temporary officers in the R.N.V.R. My father was one such officer and on leaving Greenwich RN College was given the rank of Acting Temporary Sub Lt RNVR. He progressed and eventually ended up as Lt. RNVR and the Commanding Officer of the converted drifter HMS Trouphead.

The forward in the book is as follows –



As World War II loomed, almost two thousand amateur sailors signed up to the RNVSR with little idea of what would be expected of them and for how long they would serve, but knowing that they were offering to risk their lives for their country.

Some were famous (such as Peter Scott and Nevil Shute) but most (such as the author's own father) were not. Some were wealthy (August Courtauld returned his pay to help the war effort) and others were not. Whilst some had extensive sailing experience, others had very little, and few could ever have dreamed that they would end up acting in areas that were so far beyond their normal lives, as they found themselves commanding destroyers

and submarines, and undertaking covert missions of sabotage. Some undertook the dangerous daily drudgery of minesweeping, others tackled unexploded bombs, engaged the enemy in high-speed attacks or played key roles in Ian Fleming's famous intelligence commandos.

This varied crew of courageous men were given tasks requiring endurance, extraordinary bravery, resourcefulness and quick thinking. Some died in the process, but for those who survived, their experiences inevitably changed them forever. Could their love of sailing and the sea survive the harsh realities of war?

The ISBN No. of the book is 978-1-4729-8710-5 and is published by Adlard Coles, Bloomsbury Publishing Plc, 50 Bedford Square, London WC1B 3DP

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This book tells the story of how fishing vessels came to be the answer to the strategic or tactical conundrums posed by new technology, previously ignored or overlooked by the Admiralty. It relates how trawlermen and skippers became part of the Royal Navy, the roles they played, the conditions they served under and the bravery that they showed. Importantly it also examines the ships themselves; their design, construction, arming, usage and development. In this, both author and reader are well served by the detailed drawings and plans depicted herein

Queen's Jubilee



Thursday 2nd June saw the Sparrows Nest Gardens full with families and various stalls celebrating Her Majesty the Queen's Platinum Jubilee. This was organised jointly by Lowestoft Town Council and the Royal British Legion. It started at 10.00 in Belle Vue Park with a service and a dedication of a stone to a local lad who was killed in the Falklands conflict and then festivities in the Sparrows Nest continued with some stage entertainment and side shows etc. until the lighting of the Country's most Easterly beacon at 21.15.

Our museum was open from 10.00 to 17.00 and we had a steady stream of visitors. It was nice to see the park being used for the benefit of the Town.

Royal Quiz

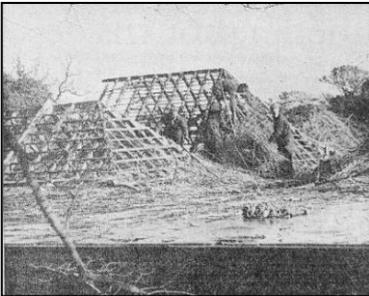
- 1 What is the full name of the Queen of England?
- 2 What animal does the Queen own all of in the UK?
- 3 What is Princess Anne's royal title?
- 4 How many grandchildren does the Queen have?
- 5 Who was the first royal of England?
- 6 Which breed of dog is associated with the royal family?
- 7 How old was the Queen Mother when she died?
- 8 In 2022 how many years has the Queen reigned?
- 9 How many children does Charles have?
- 10 As of 2022, where is Princess Beatrice in line to the Throne?
- 11 In which year did Prince Harry get married?
- 12 In which year did Princess Eugenie get married?
- 13 In which year did Prince William get married?
- 14 Who is Princess Anne married to?
- 15 As of 2022 who is next in line to the Throne?
- 16 Who designed Princess Diana's wedding dress?
- 17 How many years were the Queen and Prince Philip married?
- 18 What is the date of Princess Diana's death?
- 19 What is Megan Markle's real name?
- 20 What year did the current royal family line emerge?

Partial demolition of HMS Europa

Those of you who served during the war at HMS Europa in the Sparrows Nest gardens will remember that the buildings we are in now were built by the Navy as additional offices at the start of WW2 around the existing thatched building known originally as Cliff Cottage and date back to the 1600s. Robert Sparrow was an English country landowner and politician who sat in the House of Commons between 1774 and 1775 and lived in the property in the early 1800s but of all the people who owned and lived in the house his is the only name that is associated with



it and the grounds were much later named Sparrows Nest. The buildings that the Navy built on 2 sides of the main building at the beginning of the war were only supposed to last for the duration of the emergency but in November 1963 the Council decided to demolish the house and leave the “temporary” buildings standing and we and the café are still in them now 83 years later. The trouble is that they were built with solid walls and no insulation so we freeze in the winter and swelter in the summer.



These 2 pictures from the Eastern Daily Press of November 1963 show the demolition in progress. The man in the top left of the picture is standing on the roof of what is now our Stannard Room of the museum.

Another very important part of the HMS Europa story was the theatre that stood in the park. When the Navy commandeered it at the outbreak of war the seats were taken out and new arrivals would spend the first night sleeping on the floor before getting a billet somewhere, men would form up on the stage for drafting etc and around the walls were the honours boards that gave the names of all those awarded big awards and entered in the London Gazette. In 1974 most of these boards were “rescued” from under the stage where they had been stored as builders were found using some

to mix concrete on!! A local councillor who had been in the Patrol Service heard about this and persuaded the council to let him store them in the gardeners hut, word got around and other ex Patrol Service men came forward with bits and pieces and so the association and museum was formed really by accident.



These boards are now in our lower museum room (the former gardeners hut). In 1991 the council controversially demolished the theatre and this picture shows the work in progress.

The bandstand was an important part of the set up at HMS Europa and a focal point as officers used to conduct parades and divisions from it but that too was demolished in February 1986 following a fire in November 1985. Our members felt that after the demolition of the theatre and the bandstand that there was very little left of the old base site. Their feeling was that strong that it was decided to raise money to have the bandstand rebuilt. We approached the council who eventually, after a bit of goading, found the original drawings but said that although we could have it built to the same shape we had to use modern materials and methods.



Divisions WW2



Dedication 1994

A price was agreed and members started to contribute to the fund and soon we were almost at the figure but surprise surprise the price went up and so it did every time we got close until, I suppose, they realised that we were not going to give up and so the building went ahead and it was dedicated in October 1994 and called the Europa Bandstand. Being acutely aware of the liability both legal and financial of owning such a structure we gave the bandstand to the council with the caveat that we get use of it one day a year for our reunions, which we did for a number of years. In time the name of the bandstand was damaged and eventually removed altogether but just this year there is a council project to "improve" facilities in the park so I contacted them a number of times about the

replacing the name and just this month this has been done, not to the original design but nevertheless the word Europa is back.



The name in 1994



The name in 2022

Next on the council list for our museum are some new windows and some help to get our sign board (see front cover) repainted. The park continues to be a popular place for both visitors and locals alike and it is nice to see it being used. Now it is the sound of people enjoying themselves and not GIs shouting orders.

My War 1940 - 1946 by Ron Leonard

A little while ago the son of a RNPS veteran came in and gave us a copy of a book he had compiled about his father's time in the Patrol Service. The intention is that it is for research and reference purposes and will not be reproduced in full but we have been given permission to use pieces for the newsletter, the following is one such piece -

I was in Exeter and saw a Naval Recruitment Centre on the High Street. So I went in and joined the Navy down there and they told me they would call me up when I was eighteen. Having done this, I decided to go back home for a bit and wait for my call-up papers.

As it turned out, I wasn't there for very long before being called up. I turned 18 on the 7th July 1940 and was called up on the 8th July. I had to report to HMS Royal Arthur, which was in Skegness for 6 weeks training at Butlins Holiday Camp. I thought this sounded alright!

All the new recruits were billeted in chalets in the Holiday Camp, but there were still a lot of holidaymakers on the camp as well. We had to get up at 6.00 am in the morning – they played a bugle over the loud speakers and the call would be "Come to the cookhouse door". We ate our meals in a great big hall, and spent our days square bashing – drilling and marching. We also did a fair bit of swimming – we had to be able to swim two lengths of the pool dressed in a uniform made out of heavy material, otherwise they wouldn't accept you.

My first posting was to Lowestoft. All the stokers were trained at St Luke's, which was a converted Hospital in Lowestoft, and we had all our meals there as well. It was quite central, so all the stokers could get there easily from their sleeping quarters. The seamen had to go to HMS Europa at the other end of Lowestoft for their training.

Training consisted of more square bashing and shovelling. We were given a 16" flat shovel and were made to shovel piles of stones into a makeshift oven, built into a huge metal frame. When we had finished doing this, we had to pull all the stones out and start again. We had to do this all day long – not quite such fun as being at Butlins!



Shovelling stones in training

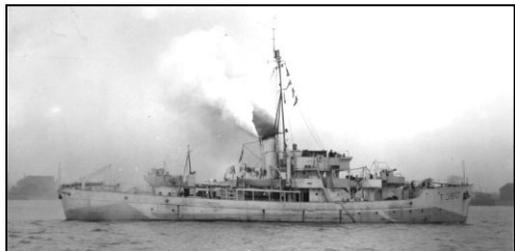
We were there for two weeks, and then I was posted to Gt Yarmouth and my first ship, **HMS Clotilde**. It was a dirty, old trawler for mine sweeping – that was the first time I realised that I was going to be sweeping for miles. Not a pleasant surprise.



We set sail and went 60 or 70 miles up the coast through "e-boat alley" in the North Sea. It was called this because of all the German e-boats (torpedo boats) that came over from Holland to try and torpedo the convoy. These boats tried to torpedo the minesweepers as well, and we were like sitting targets

because we couldn't break out of the minesweeping formation. Also, we could only travel at around 5 knots per hour, whereas the e-boats went at speeds of up to 25 knots per hour. It wasn't so bad if we were minesweeping on a dark night because we were all blacked out, but on a moonlight night, they could see us.

I joined **HMS Grain** in Edinburgh. HMS Grain was a brand new trawler, so we spent about six or eight weeks doing trial runs, and testing the engine. The Chief Engineman was a fellow of about 40 years of



age, a Scotsman, who had been at sea all his life and really knew the job inside out.

He made us all check every piece of the engine – he was really good because he showed us how to do things as he knew we were just “rookies”. He had loads of patience with us. If the piston felt hot, we had to take it all apart and sort out the problem. When he was satisfied that the Grain was seaworthy, we then moved on to do some trials with a submarine.

WW2 minesweepers for hire

The first ship for you is the former **BYMS 2137** built in Astoria Marine Construction Co. Astoria, Oregon, U.S.A. for the Royal Navy. She was launched in March 1943 and had the pennant No. J937. She is now called **MY Calisto** and operates out of Phuket, Thailand and the hire cost for anyone wanting a RNPS connected holiday is just \$65,000 per week.



MY Calisto

Our next offering for you is the American minesweeper **YMS 328** which was built at Ballard Marine Railway Co. Seattle, Washington USA and launched in December 1942. She was renamed **MY Wild Goose** and used to be owned by actor John Wayne and she operates out of Newport Beach, California and can be hired for such things as brunch cruises etc. The engine room is still exactly the same as it was when she was built.



MY Wild Goose



John Wayne at the wheel

The next ship is **BYMS 2026** which was also built at Ballard Marine in March 1942 after the war it was returned to the US Navy in 1947 and subsequently re-named "Calypso" and serving as a Maltese ferry, it was then purchased by French explorer Jacques-Yves Cousteau and converted into the famous research vessel of the same name. It is now the subject of a restoration project.



RV Calypso

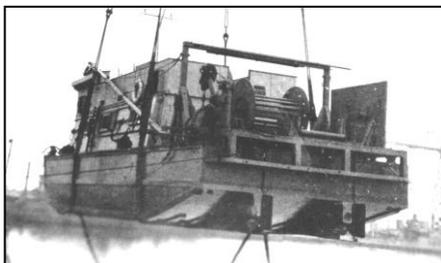
ZZ Craft by E Oldfield Wireman M S CMX 119223

My short time as wireman aboard the ZZ3 (24 July – 7 Nov. 1945)

Having written to the Admiralty requesting any information or photographs of the ZZ craft, I received the following reply from the Naval Historical Branch of the MOD:

'ZZ craft were developed as shallow-water minesweepers from a type of landing craft known as 'Z' lighters. 30 vessels numbered 1 – 30 were built in Alexandria and the Levant during 1944 to form the 251st and 252nd minesweeping flotillas (Force 60). ZZ3, ZZ6 and ZZ14 were shipped to the UK and transferred to the Netherlands navy in 1946 for service on the Schelde. ZZ12 capsized in the Firth of Forth on 5 May 1946 and the remainder were disposed of either in Trieste or Port Said during 1946.'

Unfortunately, after exploring many different avenues, the only photograph I have is the one included. As a last resort I wrote to the Netherlands Navy Department who checked their records and sent me a copy of the only photograph they have for which I am extremely grateful as at least it



proves that these boats were not a figment of my imagination after all these years! The photograph is not as detailed as I would have liked but it does

show the shape of the hull and also the twin rudders and the sweep drum in the stern of the boat.

From 1 June – 23 July 1945 I was kicking my heels at Sparrow's Nest, the RNPS HQ in Lowestoft, billeted in the brewery and waiting for another ship. At last, on a visit to the drafting office, I saw my name on the list. Inside I was told to report the next day with my gear as I was to join the ZZ3 at Leith Docks in Scotland. When I asked, the Chief replied 'Don't ask me what it is, but it's a magnetic minesweeper'.

When I arrived at Leith on 14 July, I was taken by lorry with my kit to a joiners' yard at Grangemouth. In a large pond used for seasoning timber was a very strange looking vessel tied up alongside two houses and a Police Station. It was small with square corners fore and aft.

I was welcomed aboard by the Skipper RNVR, who was about 24 years old, the Coxswain, a Petty Officer engineer, a diesel stoker, a bunting tosser and about 4 other seamen.

The following day I had a good look around and found that this sweeper carried an 'LL' sweep on a drum at the stern, an acoustic hammer to be towed on the port side and an oscillator disc towed over the starboard side – not bad gear for such a small boat. It was powered by 2 Gardner diesels driving twin screws giving, if I remember correctly, 5-10 knots not helped by the flat-shaped bows. The boat was as non-magnetic as it could be mostly made of wood with brass, where possible, instead of steel. The engine room was surrounded by a 'degaussing' cable.

I found out from the crew that the boat had arrived in the Clyde on the deck of a merchant ship. Most of the crew had been present and had seen it being lifted and lowered into the dock. After a few days kitting out and commissioning her they were ordered to proceed to the Firth of Forth via a small canal running from Glasgow to Edinburgh. I can only imagine what the villagers along the route must have thought seeing this strange craft, flying the White Ensign, as it navigated the locks. The crew were instructed not to discuss what it was if anyone asked. Eventually, even more peculiar to the crew, they diverted from the canal to a timber pond.

We could get from the pond via the canal into the Firth and so we used to go out in the morning and practice sweeping and getting familiar with all the equipment. It was an easy sweeper to operate from my point of view. Things were of a smaller scale than what I had been used to on trawlers. The batteries, an important part of my work, were situated quite conveniently in a cabinet below the steps leading up to the bridge. The sweep was not too long which made it easy to wind on to the drum. As far

as I remember I had a small cupboard containing my sweeping controls and various meters.

The bridge was open to the elements. The Skipper was up there, with a seaman at the compass and wheel. Behind the wheel was a console containing the 2 throttles and more meters. The engineer sat at this console and on each side of him was a long brass handle coming through the deck from the engine room below. To navigate was quite simple – push forward for ahead – back for reverse – mid position for neutral. The use of these 2 plus the 2 throttles made this craft very manoeuvrable.

The Admiralty photographer came aboard one day and took shots of us all using the equipment and later on we received a copy of the manual for operating a ZZ minesweeper. After a few weeks the Skipper got his orders to proceed under tow to Sheerness from where we would be sent over to Holland to clear the canals of any mines the Germans might have laid. Dockyard workers came aboard and fitted a tow rope all the way round the hull as the bollards on the boat were only strong enough to tie up with. The 2 ends of the rope finished at an eye for fastening the tow rope. The Skipper was given an army-type walkie talkie as we had no radio on board, only visual signalling equipment.

We sailed out into the Firth to be met by a fleet-sweeper. What he must have thought we were I don't know, but to us he looked huge. He floated down the tow and the Coxswain fastened on and we were on our way. There was nothing for us to do now except while the time away playing cards, sleeping, reading etc. One seaman did the cooking in a tiny galley and did quite well too.

However, typical of the Admiralty, from July to October we had enjoyed reasonable weather in the Firth only having to abandon sweeping practice a few times but now, in autumn and with freshening winds we were on our way down the North Sea! When we were about half way down, almost opposite Scarborough, a storm blew up. The fleet sweeper would think nothing of it, but to us it was terrible. Square at the bows, with no keel and completely flat bottomed, we were tossed about like a cork and came near to capsizing once or twice. Over the radio the Skipper was told 'Chop the tow and proceed into dock at Scarborough'. As an illustration of how rough it was for us, just before the instruction to chop the tow was received it was 'Up spirits' on the mess deck – the issue of our daily ration of neat rum brought down, as usual, in an enamel jug. Believe it or not a few of the lads refused their 'tot' and offered it to the more sturdy others. Anyone who knows what that means will realise that they were not feeling too good. Feeling really sorry for them we non-sufferers quickly obliged before they changed their minds!!

The Coxswain appeared on the lower deck with an axe and detailed 2 of us to help him. We scrambled forward and he lay down while we held onto one leg each as he leaned over and chopped the tow on each side. With both diesels started we were on our own. The fleet sweeper left us and went round to tie up in Grimsby. Out came our charts and we attempted to steer our way into Scarborough. However, each time we tried we were driven onto the sea wall as these boats were not designed for seas like this.

The engineer offered the Skipper his help as he used to sail herring boats before the war when they used to follow the shoals all the way down the East coast calling in to ports on the way. With the Coxswain on the wheel and the Skipper on the engine controls we steered well south of the harbour mouth and eventually the boat drifted into the dock and we tied up at the jetty. There were quite a few scary moments but good seamanship eventually got us through

After tying up we hurriedly parcelled up duty free cigarettes and dashed off to the Post Office before the customs officials came aboard. When we got back the Skipper had the customs officer down in his small cabin having a whisky to two.

The Skipper's orders were that each morning, at an agreed time, Bunts had to go to the end of the jetty and watch for the fleet sweeper appearing. After so long, if nothing appeared, he returned to the ship and we were safe for another day. On one particular Sunday one of the crew (a barrack room lawyer type from Lowestoft – a 'Pud') said it was 'stand easy' so we wouldn't be told to do too much today. The Coxswain must have heard him and went to see the Skipper. I can just imagine them saying 'We'll teach them what we can and can't made them do'. Suddenly down the mess deck came the order for all except the cook to report to the quay side in full No 1s. When we came on deck the Skipper made us fall in, and with crowds of locals looking on he proceeded to carry out a full inspection. Worse was to come; he then proceeded to march us in single file to the church at the top of the hill overlooking the harbour. We sat through the service, listened to the vicar giving us a real welcome, and saying how pleased he was that the Skipper had chosen his church for our Sunday church parade. Afterwards we formed up again and made a smart march back to the ship! The Coxswain told us all when we got back he had only planned for about an hour's cleaning for us and then we would have stood easy for the rest of the day. By the time we'd finished with our 'Johnny Know-All' he wished he'd kept his big mouth shut!

In the meantime, the old tow rope had been removed and a new one fitted ready for the rest of our journey. After about a week the weather broke

and the wind died down. During the next visit to the jetty Bunts saw the sweeper flashing him with a message for us to leave harbour and prepare to fasten on again. So out we went under our own power (a bit different to coming in) and collected the tow with no difficulty. The journey to Sheerness was without incident and we were finally towed into the jetty at Queenborough.

We thought we would be towed over to Holland but the Admiralty changed its mind and so we paid the ship off and handed it over to the Netherlands navy. All the time I was aboard we never saw another ZZ craft or heard of another - strange!?

Conclusion

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 that association subscriptions become due on the **1st January each year** for all classes of membership.

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 for updating and SAE with your subscription so that your renewal can be accurately recorded and accounted for and your book returned to you.

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

Wreaths can now be ordered from the Poppy Factory with our coloured wreath centre rather than the old black & white hand drawn one.

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. All item coming into the museum are catalogued and a form is completed, one copy is kept on file and the other copy goes to the donor so everything is on a firm footing.

Our latest acquisition is an old typewriter which may well have come from HMS Europa when the base closed as it is thought that a lot of similar equipment was sold or perhaps appropriated. This particular machine came from a local council so we can only assume. We do know that this make of typewriter was used at the base. It was made by the firm L C Smith and this one dates from around 1912.



Meeting Royalty

From time to time we at the museum get let out to see the day light, a bit like pit ponies and the Jubilee was no exception. Bonnie Whisstock, our Assistant Curator and Welfare Officer, put her glad rags on and went hobnobbing with royalty and met up with The Duke and Her Majesty, apparently they were both out for a knees up in Lowestoft.



The Last Post



Obituary for Summer 2022

S/M F Boyston	St Ives	Cambridgeshire
S/M C Tebbutt	Northampton	Northamptonshire
S/M J MacArthur	Watford	Hertfordshire
S/M C A Cobley	Lutterworth	Leicestershire
S/M S Adams	Hinckley	Leicestershire

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

Royal Quiz answers

- | | |
|---|-------------------------------|
| 1 - Elizabeth Alexandra Mary Windsor | 11 - 2018 |
| 2 - Swans | 12 - 2018 |
| 3 - Her Royal Highness The Princess Royal | 13 - 2011 |
| 4 - Eight | 14 - Sir Timothy Laurence |
| 5 - Athelstan (895-939 AD) | 15 - Charles, Prince of Wales |
| 6 - Corgi | 16 - Designer David Emanuel |
| 7 - 101 | 17 - 73 years |
| 8 - 70 years | 18 - 31 August 1997 |
| 9 - 2 | 19 - Rachel Meghan Markle |
| 10 - 11th | 20 - 1066 |

Slops

Slops items for sale from HQ - Winter 2021

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	10.00		
Museum pen metal	1.00		
Museum pen plastic	1.00		
Lapel Badge, Blue enamel	3.00		
White Ensign Lapel Badge	2.00		
RNPS Poppy badge	8.00		
White Ensign Car Sticker	0.50		
RNPSA Car sticker, coloured	2.00		
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	0.10		
Christmas cards - original	0.50		
Christmas cards – clean sweep	0.50		
HMS Europa Booklet	1.00		
Dawn Always Breaks (book) Reduced	1.00		
Churchill's Pirates Pt.2 (book) reduced	1.00		
RNPS crested Epaulettes (limited stock)	5.00		
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**



The new Chief Bosun's Mate Stores at our museum
(I would have preferred a rum shack!)



'Sparks' is waiting to receive your articles
for the next edition of our newsletter