

# **ROYAL NAVAL PATROL SERVICE ASSOCIATION**

**NEWSLETTER No. 94**

**Summer 2023**



Naval Museum, Sparrows Nest Gardens,  
Whapload Road, Lowestoft, Suffolk NR32 1XG

**Charity No. 273148**

**Tel: 01502 586250**

**E-mail: [hq@rnpsa.co.uk](mailto:hq@rnpsa.co.uk)**

## Contents

Editorial	3
Reunion	3
HMS Wildfire commemorations	4
A Close Encounter	6
Battle of the Atlantic	8
Eggs	9
Song of the minesweepers	10
Warship Weeks	11
HMS Cambridgeshire	12
Just Nuisance	13
Cat	16
The Last Post	16
Sea Cadets	17
Usual Reminders	18
Slops	19

### **Royal Naval Patrol Service Association National Committee**

President	Cdr Garry Titmus, RN
Vice-President	Cdr David Braybrooke, LVO, RN
Honorary National Padre	Revd. James Izzard
Local HQ Padre	Revd. Peter Paine
Chairman	Mr. George Hawes
Secretary	Mr. Leo Whisstock
Assistant Secretary	Mr. George Hawes
Treasurer	Mr. John Davies
National Standard Bearer	Mr. Leo Whisstock
Welfare Officer	Mrs. Bonnie Whisstock
Curator	Mr. Alf Muffett
Assistant Curator	Mrs. Bonnie Whisstock
Committee member	Mr. Michael Sims
Committee member	Mr. James Burd
Committee member	Ms Rachel Brogan

Printed by Olympic Print, 217 London Road South, Lowestoft NR33 0DS  
Email: [sales@olympicprint.org.uk](mailto:sales@olympicprint.org.uk) Tel: 01502 582487

## Editorial

It is time to try and bring you all up to date with what is happening in the world of the RNPSA and museum. Age and ailments seem to be the predominant factor at the moment but we are still managing to keep the museum open and keep the association going. Our downstairs museum room has long suffered from damp caused by the earth bank being about 4 feet up the wall and the walls being solid with no insulation, coupled with the earth bank being riddled with springs. Over the years we have had to replace the floor with a concrete one as the old wooden one rotted away and more recently we have had to put 2 inch thick insulation boards on the wall to keep the honours boards away from the wall as they were deteriorating due to the damp. In a bid to try and reduce the problem we installed 2 dehumidifiers which each pump out about 20 litres of water a day. This has greatly reduced the humidity level in the room from around 90% to one of 53% and we have seen the improvement in the honours boards which are starting to get back to shape and the floor is starting to dry. Lowestoft Town Council have stepped in to try and help and have employed a company who are at this moment digging all the earth away from the back wall and installing a retaining wall about 3 feet from our wall to try and reduce the ingress of water. Needless to say that outside our museum at the moment resembles the Somme.

## Reunion

Our annual reunion and service will soon be on us and the reunion this year will be on Friday and Saturday **6<sup>th</sup> & 7<sup>th</sup> October**.

The programme for the reunion is -

1. **Friday 6<sup>th</sup> 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 Restaurant at the bottom of the park.
2. The service of remembrance will be at 11.00 on **Sat. 7<sup>th</sup> 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 but both cafe and restaurant will be open for people to make their own arrangements.. We look forward to seeing as many of you as possible for this poignant event.

## HMS Wildfire commemoration

Every year the people of Queenborough on the Isle of Sheppey in Kent welcome veterans and families to a parade, service and reception to remember those who served at HMS Wildfire and HMS Wildfire III during WW2. This year the event is on Sunday 17<sup>th</sup> September which enables it to coincide with the Queenborough classic boat festival weekend. Our National Standard will be in attendance and the parade will muster outside Holy Trinity Church in the High St. at 13.30 for March off at 13.45. The service in the park and wreath laying will take place at 14.00hrs at Queenborough Park after which the salute will be taken at the Guildhall. The refreshments and entertainment are at the Rose Inn Queenborough High St (next to the Church.). Parking is available at Recipharm, formally Abbots, car park opposite the park. If you require further detail, the organiser, Janet Flew, can be contacted at [janetflew@sky.com](mailto:janetflew@sky.com) or phone 01795585052.



The following article is taken from a fantastic website dedicated to HMS Wildfire <http://www.wildfire3.com/home.html> it has a huge wealth of information on it especially the ships that operated from there and is probably the most comprehensive site dedicated to a WW2 base.

The Destroyers at HMS Wildfire, Sheerness and the Minesweepers at Wildfire III, Queenborough, in addition to their significant roll at Dunkirk, Dieppe, D-Day and the Battle of the Scheldt, played a huge part in the survival of Great Britain during World War Two.

When Britain “stood alone” the minesweepers kept the sea lanes open. This allowed the raw materials Britain desperately needed, to manufacture the guns, ships and planes to come flooding into London and the South East of England. Wildfire helped to bring Britain the breathing space it needed to recover after Dunkirk.

The Destroyers at HMS Wildfire Sheerness and Minesweepers at HMS Wildfire III Queenborough kept the sea lanes open for the build-up of war material in the south of England resulting in the successful invasion of Europe by the Allies. Ships from Queenborough and Sheerness were at Dunkirk and returned to England bringing 17,458 troops to safety. Smaller vessels from Sheerness rescued many thousands more, taking them from the beaches out to bigger ships standing offshore and bringing thousands of troops home.

At D-day, it was the minesweepers from Wildfire III Queenborough, which lead the way. They swept the troop ships and war ships into place and continued sweeping until the sea became too shallow. With shells falling around them they went closer to the beaches than any other vessels other than the landing craft.

In a “David and Goliath” battle, Sheerness Destroyers, hopelessly outnumbered and outgunned attacked a huge German Battle Fleet which included Pocket Battle Ships and a Heavy Cruiser protected by Destroyers, Motor Torpedo Boats and hundreds of Aircraft.

Queenborough Minesweepers opened up the Scheldt and the Port of Antwerp, the most critical and important operation of WW2, and by so doing shortened the war.

Queenborough Minesweepers significantly influenced the Battle of the Bulge by opening up the Port of Antwerp only two weeks before the German counter offensive.

The Queenborough Minesweepers saved the lives of tens of thousands of starving Dutch people by opening up the Dutch ports allowing food and humanitarian aid to be delivered.

Three Hundred and seventeen ships were sunk in the Thames Estuary during World War Two. Of these, one hundred and twenty-nine were Royal Navy Ships many of them minesweepers. These ships were not sunk by U-boats (German submarines) but by mines. The majority of these mines were not the oval mine with spikes which float on the surface of the sea. They were “Ground mines” which lay on the sea bed and were activated by the magnetic field (magnetic mines) the sound (acoustic mines) and the water pressure (oyster mines) of a ship. To complicate things, many were fitted with delay mechanisms of various types.



The following is a message from the Prime Minister to the Officers and men of the Minesweeping Flotillas

*Now that Nazi Germany has been defeated I wish to send you all on behalf of His Majesty's Government a message of thanks and gratitude.*

*The work you do is hard and dangerous. You rarely get and never seek publicity; your only concern is to do your job, and you have done it nobly. You have sailed in many seas and all weathers... This work could not be done without loss, and we mourn all who have died and over 250 ships lost on duty.*

*No work has been more vital than yours; no work has been better done. The ports were kept open and Britain breathed. The Nation is once again proud of you.*

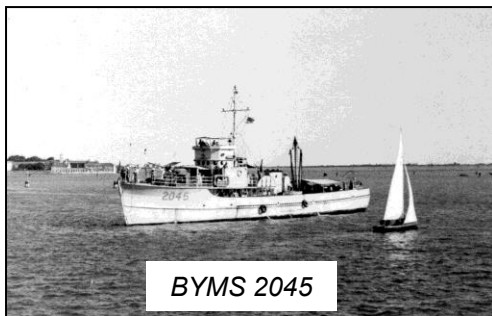
W S Churchill

## A Close Encounter

Our curator team have been going through some old correspondence and papers etc with the aim of logging onto our system any ship names or numbers that are mentioned to help build up a better record for people doing research and one such letter from an ex P.O. Engineman from 20 years ago with an attached photograph caught their eye and they thought it worthy of printing it in the newsletter as follows:-

In response to your comments asking for memories I thought I should put on record those that I experienced on BYMS 2045

I joined 2045 in December 1944 in Swansea where she had recently arrived from the States having been brought over by a Newfoundland crew. After trials we set off in convoy we thought to Australia but having reached Port Said we were sent back to Malta with the understanding that we were being diverted to sweeping operations in the Adriatic.

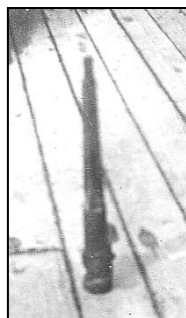


Having served earlier at Greenwich, Grimsby, Glasgow and Scapa I thought of myself as an old sweat but I was new to service overseas.

Within a few days we were in Taranto and on our way to Venice to join a flotilla of minesweepers which operated between Venice and Trieste.

We were soon accustomed to the sweeping operations sometimes stopping overnight at Trieste more often than Venice. There were a number of wrecks we had noted in the approaches to Trieste and we were not surprised when on one occasion we thought we had struck one submerged timber believing it to be from one of these wrecks. You can imagine our horror when getting the sweeping tackle inboard to discover a mine attached to the sweep wire coming up under our stern. It was only the quick wittedness of the wireman on the winch which prevented our stern being blown off with the loss of the ship and possibly a good many crew members with it.

On returning to Venice later, arrangements were made to have the ship's hull examined and it was discovered that a minespike was embedded in the hull – a photo of this is enclosed ! In those days of course there was no such thing as counselling and next day it was back to the job – out sweeps ! It wasn't for some time later and many hours of sweeping operations around the South China seas that I said a fond farewell to 2045 but apart from chasing Chinese pirates and running aground in the Pearl River I was never to experience anything quite like hitting a mine again.



By sheer coincidence another article caught the eye of our Assistant Curator, it was a carbon copy of a report submitted by a UNN war correspondent and describes mine detonations at Trieste in 1945 :-

### MINES EXPLODE IN SEA NEAR TRIESTE

#### SWEEPER AT WORK A KILOMETRE OFF PIAZZA DELL'UNITA

TRIESTE, October 17 (UNN)--- A series of explosions in the sea off Piazza dell'Unita, Trieste, today brought a forceful reminder to the people of the city that death in the form of German mines lurks under the waves a kilometre away.

Shortly before 1000 hours a rumbling noise was heard throughout Trieste, though the vibration caused was more noticeable than the noise. The explosions were caused by the operations of a British Navy minesweeper plying near the breakwater at the entrance to the port.

This, writes the UNN naval correspondent, is what I felt, and saw, and did. While seated at my desk I felt, rather than heard, a rumble deep down under the foundations of the building. "Explosion," thought I, "or an earthquake in Turkey."

In a few minutes I had established by contact with the Trieste meteorological station; that no earthquake had been recorded. Somebody at the station said that a minesweeper was at work off the breakwater.

And so down to the sea I hurried, and arrived just in time to see a mine go up in a plume of black smoke. A kilometre away MMS 1 (Lt Commander B Abbott) was magnetizing the water to cause mines to explode. On the quayside a crowd was watching. Before 1030 hours five magnetic mines were exploded.

At the end of a jetty I felt a trifle apprehensive; but decided that in the interests of truth and accuracy, I had better remain and risk a bit of mine landing near me, or a flat fish hitting me in the face. I waited for an hour and a half, but no more explosions. MMS 1 continued to magnetize the water, and aboard other sweepers in port, crews conjectured as to whether the "sweeper" at sea had sufficient crockery left for lunch.

How many mines lie hidden off Trieste, adds the UNN naval correspondent, is not definitely known. The Germans, before evacuating the port, probably sewed them thickly.

But the British Navy is on the job. The comparative safety of ships coming into Trieste with much needed supplies will be assured.

END

## Battle of the Atlantic commemorations



The 80<sup>th</sup> anniversary of the Battle of the Atlantic was marked with 3 days of events in Liverpool on 26<sup>th</sup> to 28<sup>th</sup> May but unfortunately this year I could not get there to parade our National Standard due to both health and holiday which was a shame as it had been paraded there for the 50<sup>th</sup>, 60<sup>th</sup> & 70<sup>th</sup> celebrations. There was however a Lowestoft connection as a cornet player in the Band of His Majesty's Royal Marines, Scotland, was the young Marine cadet from Lowestoft who used to play Sunset at our

reunions in Lowestoft. These pictures from the Liverpool Echo will I hope give a flavour of the occasion. Among the numerous events taking place was a church service attended by Her Royal Highness the Princess Royal, fly pasts, a drum head service, a Royal Marine Band concert, performances from 4<sup>th</sup> Battalion, The Duke of Lancaster's Regiment, the Royal Danish Navy band, as well as local cadet bands, drill and PT displays, a light show, Navy ships open to the public, the list goes on. By all accounts it was a roaring success and a search on the internet will give you a better idea of what it was like.





*The veterans salute the crowd*



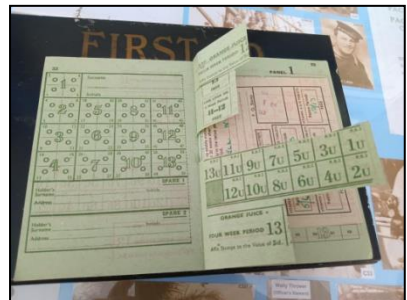
*Battle of Britain flypast*



*Band of His Majesty's Royal Marines, Scotland,  
march past the saluting base*

## Eggs

Every so often we get something given to the museum that takes us by surprise and today was one of those occasions. One of the items we received today was an unopened wartime issue tin of powdered eggs! By the sound of it they have gone hard now but we intend to make up a ration display with ration cards etc. Along with the powdered eggs were also given an old metal first aid box and some ration books etc.





Dried egg powder was the response of the government to a wartime shortage of fresh eggs. Dried egg powder became available in 1942 (fresh eggs were rationed in June 1942) and it was used to supplement the egg allowance while rationing was in place. Dried egg powder came from America. A tin of it contained the equivalent of a dozen eggs and was “extra to your regular egg ration”. Among other uses, dried eggs could be used to make scrambled eggs or in a cake mixture. The government tried to sell the idea of dried eggs – which were not joyously received by the majority – with a poster campaign. Issued by the Ministry of

Food, the poster extolled the view that dried eggs were real eggs in all but name. The tin states “supplied by the United States of America for European recovery”

## **The Song of the Minesweeping Trawlers** **(To the tune of Onward Christian Soldiers)**

Gallant little trawlers guarding Britain's shores  
With their well know emblem – 3 Balls at the Fore

Up and down the coast lines daily “sweepers” go  
Through all kinds of weather, fog, gales, sleet and snow  
Sailing before dawn breaks, anchoring after dark  
“Laying to” in heavy gales “pointing to the mark”

Mines they lurk beside them, may be more below  
Magnetic, towed, acoustic “floaters” - who may know  
Braving every peril “sweeping” on they go  
They alone can convoys pass in safety to and fro

Manned by sturdy fishermen, sailors, volunteers  
Men from every walk in life, youngsters, lean of years  
Fighting for the same good cause what matters who they are  
Royal Naval Volunteer Reserve, Patrols or R.N.R.

Comes a loud explosion, smoke and flash of flame  
Some poor little trawler ne'er comes home again  
The Admiralty announces in phrases cold and quinn  
“Regret HMT ..... lost, informed all next of kin

Swooped upon by bombers, machine gunned as they go  
“Slipping sweeps” they man the guns fighting off the Foe  
Many a German Airman regrets the day he saw  
Those splendid little trawlers – 3 Balls at the Fore

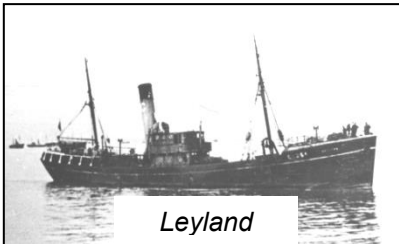
“E” Boats in the moonlight eager for the fray  
Sweep upon those trawlers little chance have they  
Yet all seabourn traffic in and outboard flow  
Safe along the Convoy Routes where the “Sweepers” go

Battleships and Cruisers passing with disdain  
Destroyers, Aircraft Carriers using Convoy Lanes  
Well they know the debt they owe as in the last Great War  
To dirty looking trawlers showing 3 Balls at the “Fore”

Gallant little trawlers guarding Britain’s shores  
With their well known emblem – 3 Balls at the Fore

## Warship Weeks

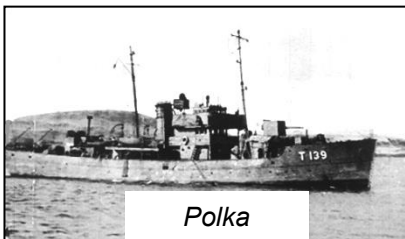
In the last issue I listed the ships sponsored by towns in Suffolk as part of Warship Week. 4 of the ships were Patrol Service vessels, the trawlers Leyland and Staffa sponsored by Leiston, Shakesperian class trawler Macbeth by Mildenhall and Dance class trawler Polka by Saxmundham. I have managed to find photographs of them in our database.



*Leyland*



*Staffa*



*Polka*

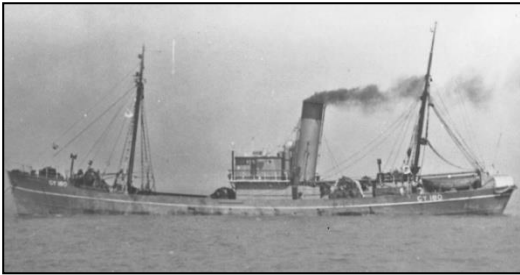


*Macbeth*

## History of H.M.S Cambridgeshire

H.M.S. CAMBRIDGESHIRE, a trawler, was bought by the admiralty in September 1939 and taken in hand at Portland for conversion to an Anti-Submarine Trawler. She completed the conversion on the 3<sup>rd</sup> of October 1939 for service with the 17<sup>th</sup> A/S Group stationed at Swansea. On arrival at Swansea, CAMBRIDGESHIRE took up A/S patrol duties, and, during the course of these duties, investigated several possible U-Boat contacts. She did not, however, succeed in making any successful attacks on U-Boats.

On the 6<sup>th</sup> of April 1940, while stationed at Swansea, CAMBRIDGESHIRE, in company with two other trawlers, was sent to investigate a possible ditched aircraft. The search was unsuccessful but a piece of aeroplane



under-carriage was picked up by the trawlers.

On the 2<sup>nd</sup> of May 1940 CAMBRIDGESHIRE was ordered to stand by while an attempt was made to float off an Eire steamer, aground in the vicinity of the Foreland. Later this month, on the 27<sup>th</sup>, two aircraft collided and

crashed into the sea off Ilfracombe. A search was made for the crew and CAMBRIDGESHIRE picked up four bodies.

During the Dunkirk operations in May-June 1940, CAMBRIDGESHIRE was present as an A/S boat, escorting convoys back and forth across the English Channel, and on the 18<sup>th</sup> of June 1940 she picked up General Brooke and his staff from the French Coast and conveyed them back to Portsmouth.

CAMBRIDGESHIRE was based at Swansea with the 17<sup>th</sup> A/S Group until the 14<sup>th</sup> September 1940 when she proceeded to Plymouth with two other A/S trawlers, the LORD WAKEFIELD and the WARWICK-DEEPING. From Plymouth CAMBRIDGESHIRE proceeded to Portsmouth and joined the 3<sup>rd</sup> Division of the Belfast A/S Force. In the first week of December 1940, still at Portsmouth, she was transferred to Anti-Invasion duties.

Throughout 1941 CAMBRIDGESHIRE was on Anti-Invasion duties at Portsmouth, being frequently in dock for repairs and boiler cleaning up till August of that year.

About February the 1<sup>st</sup> 1942 CAMBRIDGESHIRE transferred to the 26<sup>th</sup> A/S Group and later became the Senior Ship to the Group. At the beginning of March 1942 she went to Plymouth to join Escort Group 'E' under H.M.S. ULLSWATER. CAMBRIDGESHIRE was with this Group until June 1945, escorting small convoys round the coast and carrying out Anti-Submarine sweeps in the Western Approaches Command. In May-

June 1944 she took part in the operations on Normandy, (Operation Overlord), escorting convoys across the Channel and sweeping for U-Boats.

On the 11<sup>th</sup> of June 1945 CAMBRIDGESHIRE was taken out of active service and was laid up at Plymouth waiting to proceed to Leith for disposal. She arrived at Leith on the 6<sup>th</sup> of July 1945 and was re-converted for return to fishing.

## Just Nuisance

During the war a lot of ships both large and small, had animal “mascots” such as cats, dogs, monkeys, geese etc. Whilst not normal naval practice it can be assumed that a blind eye was turned to it as it was seen as a tremendous moral booster during those hard uncertain times. One such animal that probably received more notoriety than others was a Great Dane at Simon’s Town, South Africa that went under the name of **Just Nuisance** and as far as can be ascertained is the only animal to be officially enlisted into the Royal Navy. The following article comes from Wikipedia and gives a very good account of this famous animal.

**Just Nuisance** (1 April 1937 – 1 April 1944) was the only dog ever to be officially enlisted in the Royal Navy. He was a Great Dane who between 1939 and 1944 served at HMS Afrikander, a Royal Navy shore establishment in Simon's Town, South Africa. He died in 1944 at the age of seven years and was buried with full military honours.

**Early life** Although the exact date of Just Nuisance's birth is not known, it is usually stated that he was born on 1 April 1937 in Rondebosch, a suburb of Cape Town. He was sold to Benjamin Chaney, who later moved to Simon's Town to run the United Services Institute (USI). Just Nuisance quickly became popular with the patrons of the institute and in particular the ratings, who would feed him snacks and take him for walks. He began to follow them back to the naval base and dockyards, where he would lie on the decks of ships that were moored at the wharf. His preferred resting place was the top of the gangplank.



Since he was a large dog even for a Great Dane (he was almost 2 metres (6.6 ft) tall when standing on his hind legs), he presented a sizeable obstacle for those trying to board or disembark and he became affectionately known as Nuisance.

**Train travel** Nuisance was allowed to roam freely and, following the sailors, he began to take day trips by train as far afield as Cape Town, 22 miles (35 km) away. Despite the seamen's attempts to conceal him, the conductors would put him off the trains as soon as he was discovered. This did not cause the dog any difficulty, as he would wait for the next train, or walk to another station, where he would board the next train that came along. Amused travellers would occasionally offer to pay his fare but officials of the state-owned railway company (South African Railways and Harbours) eventually warned Chaney that Nuisance would have to be put down unless he was prevented from boarding the trains or had his fares paid.

**Naval service** The news that Nuisance was in danger of being put down spurred many of the sailors and locals to write to the Navy, pleading for something to be done. Although somebody offered to buy him a season ticket, naval command instead decided to enlist him by the book. As a member of the armed forces, he would be entitled to free rail travel, so the fare-dodging would no longer be a problem. For the next few years he would be a morale booster for the troops serving in World War II. He was enlisted on 25 August 1939. His surname was entered as "Nuisance" and, rather than leaving the forename blank, he was given the moniker "Just". His trade was listed as "Bonecrusher" and his religious affiliation as "Scrounger", although this was later altered to the more charitable "Canine Divinity League (Anti-Vivisection)". To allow him to receive rations and because of his longstanding unofficial service, he was promoted from Ordinary seaman to Able seaman.



He never went to sea but fulfilled a number of roles ashore. He continued to accompany sailors on train journeys and escorted them back to base when the pubs closed. While many of his functions were of his own choosing, he also appeared at many promotional events, including his own 'wedding' to another Great Dane, Adinda. Adinda produced five pups as a result, two of which, named Victor and Wilhelmina, were auctioned off in Cape Town to raise funds for the war effort.

Nuisance's service record was not exemplary. Aside from the offences of travelling on the trains without his free pass, being absent without leave, losing his collar and refusing to leave the pub at closing time, his record shows that he was sentenced to having all



bones removed for seven days for sleeping in an improper place – to wit, the bed of one of the petty officers. He also fought with the mascots of ships that put in at Simon's Town, resulting in the deaths of at least two of them.

### **Discharge and death**

Nuisance was at some point involved in a car accident. This caused thrombosis, which gradually paralysed him, so on 1 January 1944 he was discharged from the Navy. His condition continued to deteriorate, and on 1 April 1944 he was taken to Simon's Town Naval Hospital where,



on the advice of the naval veterinary surgeon, he was put down.

The next day he was taken to Klawer Camp, where his body was draped with a Royal Naval White Ensign and he was buried with full naval honours, including a gun salute and the playing of the "Last Post". A simple granite headstone marks his grave, which is on the top of the hill at Klawer, at the former SA Navy Signal School. A statue was erected in Jubilee Square in Simon's Town to commemorate his life.

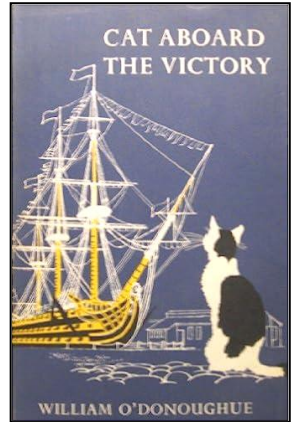
*Just Nuisance being put to sleep, his headstone at Klawer and statue at Simon's Town with his hat and collar*



The Simon's Town Museum has an exhibition dedicated to his story, and since 2000 there has been an annual parade as close to his birthday as possible of Great Danes and other dogs, led by a band, ending up at his memorial statue.

## And now for a cat

If you are familiar with the layout of Portsmouth Dockyard back in the day and you like a story about a cat, can I recommend a book called “**Cat aboard the Victory**”, it took me by surprise when someone suggested I read it. It follows the life of a cat from birth in a pub, to life onboard ships and then life living on its wits in the dockyard. It is a good read, funny, serious, nostalgic and written from the cat’s point of view and thinking, even to self help when injured. It was printed in 1969 but can still be found on Amazon, Ebay etc. or through libraries. It is not that expensive and would make a nice stocking filler for Christmas!



## The Last Post



### Obituary for Summer 2023

S/M N J Lark	Lowestoft	Suffolk
S/M D E Clayton	Hurstpierpoint	Sussex
S/M D C McLeod	Birmingham	West Midlands
S/M T P Simcock	Havant	Hampshire
S/M R Black	Newark	Nottinghamshire
S/M W Willis	Kessingland	Suffolk
S/M O R Black	Nottingham	Nottinghamshire
S/M E Soar	Woodford Green	Essex

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



## Sea Cadets

Following the article in the last newsletter about the demise of the Lowestoft Sea Cadet Unit, TS Europa, I am happy to report that the merger with the Beccles Sea cadet unit, TS Brave, has gone ahead and the unit at Beccles is now known as the Beccles & Lowestoft Sea Cadet Unit, TS Brave. The adjacent Sea Cadet boating station is to be named the Europa Boating Station and will be officially named and opened later in the year.



Not all the Lowestoft cadets managed the transfer to Beccles but the few that did are doing very well and have fitted into their new surroundings.

*Ex Lowestoft cadets, Graves and Dyer, receiving their awards at the Beccles unit awards presentation night.*



## From the Museum Curator Team

A lot has been written about the Patrol Service but there are so many memories and information still out there however small that need to be recorded. With this in mind, and mindful of the time when we shall lose all these stories and Memories (however small) please put pen to paper, write it down or make an audio recording and let us have it. Stories of courage about somebody you know, because knowing you lot you won't talk about your own courage and determination but somebody else might. Amusing stories? Information? Anything will be most helpful. There are some items in the museum that we do not know of their origin, if you can help

with this when you visit us please let us know this as well. As you know we get lots of enquiries about all sorts of things so the more information we have the better. Please send your replies to us c/o the Museum. We look forward to hearing from you.

## 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 **1<sup>st</sup> 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.

# Slops

## Slops items for sale from HQ - Winter 2022

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	1.00		
Lapel Badge, Blue enamel	3.00		
RNPS Poppy badge	8.00		
White Ensign Car Sticker	0.50		
RNPSA Car sticker, coloured	2.00		
RNPSA Bookmark	1.50		
RNPSA Colouring Poster	0.30		
Photo Key Ring (Museum building)	1.00		
Photo Fridge Magnet (Museum building)	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		
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		
<b>Total</b>	<b>£</b>		
P & P Small items	1.25		
P & P Large / Heavy items	2.50		
<b>Total Submitted</b>	<b>£</b>		

Name \_\_\_\_\_ Tel No. \_\_\_\_\_

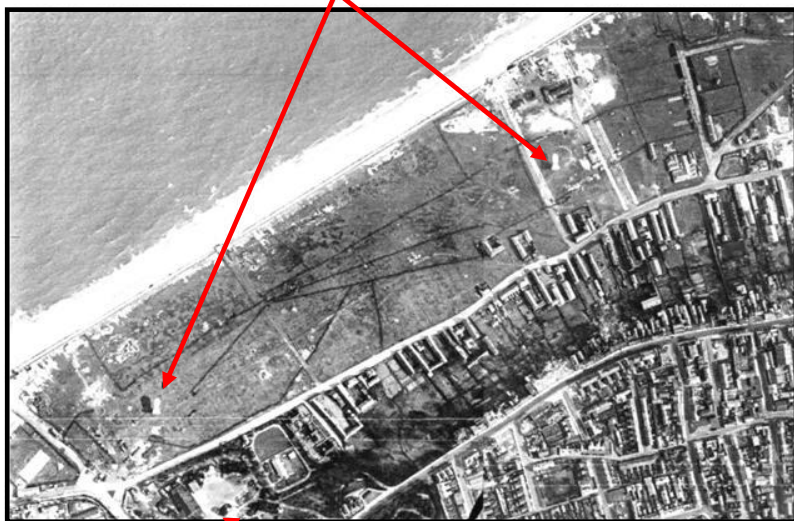
Address \_\_\_\_\_

\_\_\_\_\_ Post Code \_\_\_\_\_

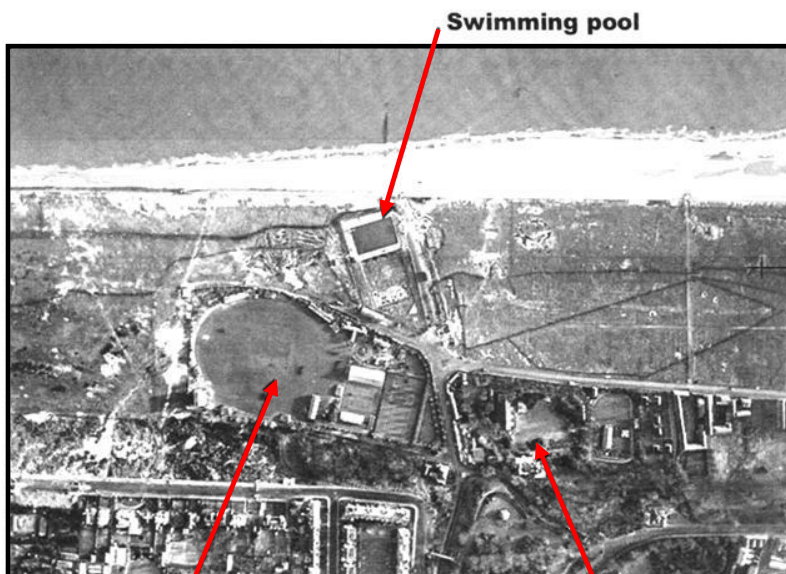
**Royal Naval Patrol Service Association, Naval Museum,  
Sparrows Nest, Lowestoft, Suffolk NR32 1XG**

## How we looked from the air in 1944

**Barrage balloons**



**HMS Europa**



**The Oval**

**HMS Europa**