

ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 95

Winter 2023



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Editorial

We seem to have had 2 summers this year, one at the proper time and a short one at reunion time but storm Babet seems to have taken over proceedings at the moment. The Anglo-Saxon name Babet comes from when the family resided in Suffolk. The surname Babet refers to a person who came from Babe, which may refer to an area known as the Hundred of Babegh in the county of Suffolk. The place-name literally means Babba's enclosure. Babba is a personal name meaning protector. As it is suggested that the name comes from Suffolk and our museum is in Suffolk please do not blame us for any damage done by storm Babet, we did not sign for it.

Life in the Association office and the museum continues on a steady course and we have seen some interesting artefacts/memorabilia arrive this year, the latest being from the family of a Patrol Service Skipper and it is a set of inspection reports on his ship and ships company, the first time we have seen anything like this and probably similar to the modern day dreaded FOST inspections (Flag Officer Sea Training).

Our office and museum are closing over the Christmas period this year as usual, our last day of opening will be Friday 8th December and we will reopen on Monday 8th January, a slightly longer closure this time by a week due to staff holidays. With this in mind our season's wishes go out to all of you and let's hope we are no worse off this time next year.

Reunion

The reunion this year went off very well, helped in no small way by the unseasonably good weather. The AGM on the Friday was a relatively small affair with no major issues raised. A recurring theme through the meeting was the need for more volunteers which although it is being addressed by the committee is a problem being faced by museums all over. Membership as of the AGM stood at 61 Served Members, 205 Members, 76 Widows and Life Members and 10 Overseas members. The



officers and committee were re elected en bloc. The dates for the 2024 AGM and reunion service were set at Friday 4th & Saturday 5th October with the same tried and tested format.

The service on Saturday was conducted by Revd Peter Paine and Parade Commander was Kevin Smith from the Royal Engineers Association. Our President, Cdr Garry Titmus RN and Vice President, Cdr David Braybrooke were joined by Lowestoft Town Mayor, Cllr Sonia Barker, and other Town Councillors. We were also joined by Mac MacDonald MBE who is the Commonwealth War Graves Commission Coordinator for the East of England. (the memorial is owned and maintained by the CWGC).

The service was attended by ex-service association standards and supporters, Beccles & Lowestoft Sea Cadet Corps, families of Patrol Service men and we were delighted to have 2 actual WW2 RNPS veterans with us plus members of the public.



After the service Commander Titmus spoke to the congregation about the significance of the occasion which this year was extra special as it was the 70th anniversary of the unveiling and dedication of the memorial which is the Royal Navy's Lowestoft Port Division Memorial and on it are the names of 2,385 men who were lost at sea and never recovered and as the words on the memorial say "have no known grave but the sea". In 1953 at the unveiling of the memorial by the Admiral of the Fleet, Sir Roderick McGrigor, was a 13 year old girl, Margaret, whose father, Petty Officer Bert Harvey, had been lost at sea in 1941 when the armed trawler HMS Thistle was sunk. Margaret has been coming back to the memorial every year since then and now joins us each year at our reunion service, as she did again this year.



Cdr Garry Titmus



Cllr Sonia Barker

Cllr Barker, spoke of the very close bond the men of the RNPS had with Lowestoft and indeed continue to have and the close working relationship between our association, museum and the Town Council.

After the service everyone made their way down to the Sparrows Nest where the standards marched past and our President and the Mayor took the salute before forming up outside the museum for a short address from Commander Titmus. This was followed by the ceremony of “sunset” which was conducted by the Sea Cadets. Once the parade had been dismissed the museum was open and many stories were shared and the Standard Bearers, in true Naval tradition, raised a glass to “The King”.



HMS Wildfire III commemoration

In September Bonnie and I drove down to Kent for the HMS Wildfire III parade and service. We spent the Saturday at Chatham Historic Dockyard, it was sunny and very hot and a thoroughly interesting day but the Sunday dawned overcast and the weather forecast did not look very good for Queenborough but undeterred we carried on after all I have been on wet parades before in fact on 2 parades the only thing that was still dry were the things I had left in the car!!

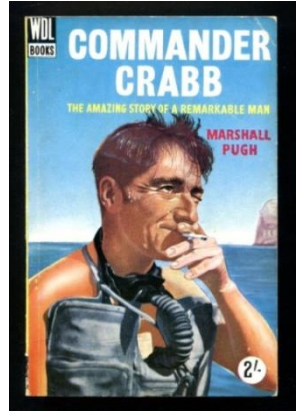
The standard bearers and some of the veterans gathered at the muster point and kept glancing at the very overcast sky. We eventually got the order to march off towards the memorial in the park. Once everyone was in place it started to lightly drizzle and then a bit later the drizzle became more steady but the service continued albeit with some under umbrellas. At the wreath laying, Bonnie Whisstock laid our Headquarters wreath. The parade then reformed to march back to the start point with the salute being taken outside the Queenborough Guildhall. When the parade was dismissed the standard bearers went back to the Guildhall for their traditional tot of rum before joining everyone else at the Rose Inn for entertainment and a huge buffet put on by the landlord who is an ex matelot (we were both on HMS Penelope but years apart) he is also the Chairman and standard bearer for the Queenborough & District White Ensign Association.

The name of HMS Wildfire still exists today and is now the Royal Navy Reserve Unit at Northwood and each year a contingent from HMS Wildfire come to Queenborough to take part in the parade and service.

Buster Crabb

I remember when I was growing up in the 50s & 60s that the story of Buster Crabb was a bit like something out of “Boys Own”. Since then more has come to light and the following has been put together from various articles now in the public domain and as you will see he was in the Royal Naval Patrol Service.

When Lionel Philip Kenneth Crabb was lost without trace in April 1956 he had already been working on his WW2 memoirs with Marshall Pugh, his eventual biographer. Crabb had a background of apprenticeship with the merchant navy but together with a colleague was attracted by a number of money making ventures which they tried together at home and in the far east. He felt that he had an affinity with the Chinese of Singapore.



In 1938 at the age of 28 he tried to join the Royal Naval Volunteer Reserve in London but was told that he was too old. He must have had private means as he then spent a year in the Cavendish Hotel seeking a job until the war, which he was sure was coming, broke out.

In September 1939, still considered too old for RNVR he sailed from Thameshaven as a defence gunner on the tanker Aruba and after a year he was able to transfer to the **Royal Naval Patrol Service**. To his biographer he described his time at Lowestoft as with ‘civilians who had mustered with him and became petty officers while he was left as an able seaman, sailing in trawlers with strange skippers and fishermen who did not care to wear naval uniform nor to attend Divisions and who were certain that they had some special dispensation from the Articles of War’. Sounds familiar!

At the end of 1941 he was commissioned and then the Navy found he had a weakness in his left eye and he was barred from further sea service. He volunteered for special duties and was appointed ‘drainage and passive defence officer’ of the Coastal Forces base at Dover.

A saloon bar acquaintance helped him discover and to join the ‘Rendering Mines Safe’ branch of the navy. He did not expect to make a good mine



disposal officer as at school he could not follow the theory of electricity but he must have managed somehow as he was appointed to Gibraltar in the same role.

His arrival coincided with the Italian campaign of using limpet mines against allied shipping from a base vessel moored in Algeciras. He had no formal training in underwater warfare and his small team's only underwater breathing apparatus comprised adapted Davis submarine escape sets. This underwater working party spent until 1944 combatting anything explosive that came their way including Italian manned torpedoes.

After the fall of Italy Crabb was sent on clearance diving to Italy to help make Leghorn fit as a supply port and then on to Florence to retrieve Italian mines from where they were manufactured. He was promoted Lieut. Commander and placed in charge of all anti-sabotage diving in north Italy.

At the end of the war he was told that his naval service could not be extended and he once again drifted between jobs but retained contact with his colleagues at HMS Vernon

MI6 recruited Crabb in 1956 to investigate the Soviet cruiser Ordzhonikidze that had brought over head of state Nikita Khrushchev and Nikolai Bulganin on a diplomatic mission to Britain. According to Peter Wright in his book *Spycatcher* (1987), Crabb was sent to investigate Ordzhonikidze's propeller, a new design that Naval Intelligence wanted to examine. On 19 April 1956, Crabb dived into Portsmouth Harbour and his MI6 controller never saw him again.

Years later, a Russian who had been on board Ordzhonikidze claimed that the Soviets were expecting him that night (after being tipped off about the British operation by a mole) and that he dived into the dark and dirty waters beneath the Ordzhonikidze, hunted down Crabb, and slit his air hose and his throat with a knife. Crabb's companion in the Sally Port Hotel took all his belongings and even the page of the hotel register on which they had written their names. Ten days later British newspapers published stories about Crabb's disappearance in an underwater mission.

MI6 tried to cover up this espionage mission. On 29 April, under instructions from Rear Admiral John Inglis, the Director of Naval Intelligence, the Admiralty announced that Crabb had vanished when he had taken part in trials of secret underwater apparatus in Stokes Bay on the Solent. The Soviets answered by releasing a statement stating that the crew of Ordzhonikidze had seen a frogman near the cruiser on 19 April.

It was reported by Radio Moscow that the Kremlin had sent an official note to the United Kingdom concerning what Pravda described as "shameful espionage". The Foreign Office reportedly replied: "Commander Crabb

carried out frogman tests, and, as is assumed, lost his life during these tests. His presence in the vicinity of the destroyers occurred without any permission whatever, and Her Majesty's Government express their regret at the incident."

British newspapers speculated that the Soviets had captured Crabb and taken him to the Soviet Union. The British Prime Minister Anthony Eden disapproved of the fact that MI6 had operated without his consent in the UK (the preserve of the Security Service, "MI5"). It is mistakenly claimed that Eden forced director-general John Sinclair to resign following the incident. He had determined to replace Sinclair with MI5 director-general Dick White before the incident. The Prime Minister told the House of Commons it was not in the public interest to disclose the circumstances in which Crabb was presumed to have met his end.

A little less than 14 months after Crabb's disappearance, on 9 June 1957, a body in a diving suit was brought to the surface in their net by two fishermen off Pilesey Island in Chichester Harbour. The body was brought to shore in a landing craft operated by members of RAF Marine Craft Unit No. 1107.

It was missing its head and both hands, which made it impossible to identify (using then-available technology). According to British diving expert Rob Hoole, the body had the same height as Crabb, the same body-hair colour, and was dressed in the same clothes, Pirelli two-piece diving suit and Admiralty Pattern swim fins that Crabb was wearing when he embarked on his final mission. Hoole wrote that given the length of time that Crabb's body had been in the water, there was "nothing sinister" about the missing head and hands. Crabb's ex-wife was not sure enough to identify the body, nor was Crabb's girlfriend, Pat Rose.



Sydney Knowles was requested to identify the body shortly after its discovery. He described the body as being clad in a faded green rubber frogman suit of a type issued to Royal Navy divers, and the remains of a white sweater. The suit had been cut open from the neck to the groin and along both legs, revealing very dark pubic hair. Knowles examined the body closely, looking for a Y-shaped scar behind the left knee and a prominent scar on the left thigh. He failed to find any scars on the body and stated that it was not Crabb. A pathologist, Dr. D. P. King, examined the

body and stated in a short report for the inquest that a careful examination of the body failed to reveal any scars or marks of identification.

The inquest was opened on 11 June 1957 by Bridgman, who had received the pathologist's report that there was no way of establishing identity. As neither Knowles nor Crabb's ex-wife nor a Lieutenant McLanahan, a Royal Navy torpedo officer from HMS *Vernon*, had been able to identify the body, Bridgman adjourned the inquest until 26 June to allow time for identification.

The inquest was resumed on 26 June. The pathologist, King, gave evidence that he had returned to the mortuary and re-examined the body on 14 June. He reported that he had found a scar in the shape of an inverted Y on the left side of the left knee, and a scar on the left thigh, about the size of a sixpenny coin. King stated that the scar had been photographed whilst he was present.

As information was declassified under the 50-year rule, new facts on Crabb's disappearance came to light. On 27 October 2006, the National Archives released papers relating to the fatal Ordzhonikidze mission. Sydney Knowles, a former diving partner of Crabb's, stated in a televised interview on Inside Out – South on 19 January 2007 that Crabb did not dive alone on his fatal last mission: "He told me they'd given him a buddy diver." Furthermore, papers released under the Freedom of Information Act indicate that there were other divers investigating Ordzhonikidze while the ship was in Portsmouth Harbour. On 9 November 2007, The Independent reported how the government had covered up the death of 'Buster' Crabb.

The cruiser Ordzhonikidze was transferred by the Soviet government to Indonesia in 1962, where it operated as KRI Irian. The ship operated in the conflict against the Netherlands over West Papua, and was later used as a floating detention centre for suspected communists during the Indonesian killings of 1965–1966. The cruiser was scrapped in 1971.

In a 1968 retrospective on the affair Time reported that a skull thought by some to be Crabb's was found in early March 1967 on a beach near Portsmouth.[[]

Ocracoke

Older members may recall that each year our Canadian member, Pat Griffiths, used to travel from Ontario to North Carolina to represent our association at the annual remembrance service for the small number of Patrol Service graves at Ocracoke. Since Pat's passing, 2 of our members in Florida have volunteered to carry on the annual pilgrimage, they are

Richard Eagles and Andrew “Bear” Wolf and in May this year, accompanied by their wives, they again drove the 900 miles from Florida to Ocracoke at their own expense to represent us and lay our wreath. The following is a report from Richard on this years event..



We left the Ft. Lauderdale area 7am Tuesday morning and arrived in Lafayette NC that night, stayed over and continued the journey Wednesday morning arriving at Buxton Wednesday afternoon. On the Outerbanks most of the damage caused by last years storm was rebuilt or repaired and the OBX looked pretty much as expected although a

few huge houses had been reclaimed by the sea.

First thing after checking in at our hotel was to drive around and look at the gravesite where we found the coastguard setting up the tents for the service. Great bunch of lads and very friendly, we chatted a while and took a few photos then let them get on with their task. Thursday morning we ate breakfast at a small diner called Diamond shoals. We usually have breakfast there as in past events and always bump into members of the coastguard Pipe and Drum Corps, no one was at breakfast this year and we began to wonder if any would show and how well attended would the events be? (the Corps come from all over the states at their own expense) and all volunteers.

When we arrived at the gravesite it was quite obvious this was going to be very well attended occasion. We met up with the RN and RCN attaches and introduced ourselves. This was the first time we presented our wreath at this event and it was very well received .The service went off very well

indeed, however, reception was relocated to a different venue. The Graveyard of the Atlantic museum was under renovation.



A really good luncheon was served by the coastguard and coastguard auxiliary.

There were many familiar faces to welcome us back and quite a few older faces missing too, I hope they

are still with us and just could not make it this year.

After lunch we boarded the ferry to Ocracoke and for the first time claimed preference for boarding (on official coastguard business) no waiting and were directed straight onto the ferry we did not have to 'sweat' on whether we board or might be queuing for hours.

Thursday night we had dinner with Cdr Derek Powles RN and his family. He and his family were like old friends, we had spoken and exchanged phone calls and emails last year and stayed in contact between times.

Early Friday morning there were lots of signs of activity from the islanders and coastguard it was quite apparent that this too would be a well attended event. During CDR Powles speech he took the time to tell the audience about the RNPS and who they were and what they did. I thought that was a really wonderful gesture and acknowledgment to the RNPS and the first time I had heard anyone do that. We presented the wreath and 'fluffed the flowers'. Bear took most of the photos. After the service we did not have any time to enjoy the food at the reception and could only manage fifteen minutes there as we needed to get the ferry back to the mainland and head home.



*Andrew, Richard
Cdr Powles*

All in all it was an excellent experience and well worth the effort. We are looking forward to next year and representing the RNPSA. truly an honour.

Kind regards Rich and Bear

Patrol Service Dance Bands

A lot has been written about the famous Patrol Service dance band the Blue Mariners who had amongst their numbers musicians from some of the great dance bands of the time but had been called up for military service for the duration of the current hostilities.

While going through some records at the museum in preparation for writing this newsletter I came across a photograph taken by a well know Lowestoft, Ford Jenkins, dated 1945 of a dance band called the Patrolliers. As this was in a folder from an ex RNPS member, Jimmy Brown, who was a musician and collated and wrote a lot about the Blue Mariners I have to

assume that the Patroliers were also RNPS but I have been unable to find any reference to them anywhere. There were also other musicians in the RNPS that did not go into any dance band, one such person was Signalmen Trevor Stanford DSM, better known to us as pianist Russ Conway who while he was at HMS Europa he used to play in the First & Last pub in Lowestoft for beer money.



The Patroliers dance band

In those days there was a lot of home spun entertainment and a lot of people could play an instrument passably well and so it was not uncommon for a ship to have one or two who could entertain for a sing



song and this photograph illustrates this. It was not unknown for ships in port to get together and in Liverpool during Warship Week a makeshift band got together on the Minesweeper HMS Hornbeam and this published publicity photograph shows this – you can see the RNPS badge in front of the drum kit. I think the modern generation have lost the art of home made group interaction.

Getting back to the initial mention of the Blue Mariners we now take another deviation and pick up a story from the Secretary to Commodore Daniel de Pass, Commanding Officer of the RNPS who was based in Lowestoft (in fact his office is now our museum office) and his Secretary, Lt Edward Astley-Jones, had his office in what is now our Curators office and Galley.

This part of his story has been written onto the BBC People's War site by Storygatherer Lucy Thomas of Callington U3A on behalf of Frederick Edward Astley-Jones.

My name is Edward Astley Jones. In August 1941 I was given a new appointment and I left the mountains of Argyllshire for the flat terrain of Suffolk, and the port of Lowestoft. My posting was as Secretary to the Commodore of the R.N. Patrol-Service Central Depot and entertainments organizer, where fishermen were being mobilised and trained to serve in minesweepers.



*Cdre de Pass
Lt Astley-Jones*

At this time, we had some three thousand navy men in the Port - 2000 in HMS EUROPA which was the ship name given to the Central Depot; 500 in HMS Mantis the minesweeping squadron, and another 500 in HMS Minos the motor torpedo boat Squadron. By the end of 1943, there were over 5000 men in the Central Depot alone, equalling about a third of the town's population! Lowestoft had been a holiday resort, with a peacetime population of 32,000 but was now a shadow of its earlier size with only 12,000 or 15,000 the rest had been evacuated to the midlands. Commodore Daniel de Pass, commanding the Central Depot was a very imaginative leader, and he realised that hard training by day deserved some recreation after 6 pm! Evening entertainment became a deserving priority. This was made easier because the Central Depot had been a Town Council Amusement Park in peacetime and boasted a splendid Concert hall! No training Depot is without a Royal Marine Band for parade work, and in the evening as an orchestra they did wonders. The Navy knows a lot about making its own fun with Concert Parties. Add to that the fact that Dunkirk led to many men becoming eager to serve in the Navy, and we had many in our ranks who came from the world of entertainment in London. We put it all into good use and created a Dance Band called "The Royal Navy BLUE MARINERS." They were the Royal Navy's challenge to the Squadronaires and the Blue Mariners were celebrating the fact that they were composed of men who had played for the famous dance bands of London. Here are their names and the celebrated dance bands for whom they had played.

George Crowe Pianist with band leader Jack Jackson
 Hughie Ratcliffe Trumpet with band leader Henry Hall
 Freddie Gardner Saxophone with band leader Jay Wilbur
 Reg Pink Saxophone with band leader Jay Wilbur
 Freddy Latham Vocalist with band leader Henry Hall
 Ronnie Clitheroe Trombone with Jack Chadwick
 Al Jennings Bass

During the long winter months from 1941 to 1944, we tried to do the utmost with our own resources at Lowestoft to provide lots of music, song and dance, and we endeavoured to amuse not only the navy men but also the several hundred landladies in the town who had been billeting thousands of our men throughout the time that mobilisation of the fishing fleet began in the summer of 1939. We were even able to take our shows out to the USAF Airfields close to Lowestoft. Freddie Gardner's Saxophone really "sent them"!! They would never let him leave the stage.



The Blue Mariners dance band

In the course of arranging concerts it was suggested that Joyce Grenfell might come down with one or two fellow actors or actresses and give a show for the men. Unfortunately the men didn't take to Joyce Grenfell but the evening performance was notably different when there were a few officers in the audience who did enjoy her humour.

Early in 1944, there was a change of command at Lowestoft, with the departure of Commodore de Pass who was relieved by Commodore Duke, who brought his own secretary.....

In the slops list in this newsletter you will see we sell a CD of some of the Blue Mariners WW2 radio broadcasts.

A drifter off Tarentum

After our reunion I was sent this by a member of the public who had attended the service and it fits the RNPS exactly. It is taken from a collection of short poems by Rudyard Kipling called **Epitaphs of War**

He from the wind-bitten North with ship and companions descended,
 Searching for eggs of death spawned by invisible hulls.
 Many he found and drew forth. Of a sudden the fishery ended
 In flame and a clamours breath known to the eye-pecking gulls.

And this on a Canadian Memorial from the same collection

From little towns in a far land we came,
 To save our honour and a world aflame.
 By little towns in a far land we sleep;
 And trust that world we won for you to keep!

The Nore

When reading about the RNPS there is nearly always a mention of “The Nore” which quite often confuses the casual reader who does not really understand what or where it was. The following may help to show its importance.

The Commander-in-Chief, The Nore, was an operational commander of the Royal Navy. His subordinate units, establishments, and staff were sometimes informally known as the Nore Station or Nore Command. The Nore is a sandbank at the mouth of the Thames Estuary and River Medway. In due course the Commander-in-Chief became responsible for sub-commands at Chatham, London (less the Admiralty), Sheerness, Harwich and the Humber. The origins of the Commander-in-Chief's post can be traced to Stafford Fairborne, in 1695.

In 1907 the Commander-in-Chief moved to a new Admiralty House alongside the naval barracks (HMS Pembroke) in Chatham, the Sheerness house being given over to the Commander-in-Chief, Home Fleet. The Dover Patrol, Harwich Force, and Humber Force operated in the Channel during the First World War, but were responsible to the Admiralty in London; the Nore was effectively a provider of shore support rather than a command with operational responsibilities.

In 1938 an underground Area Combined Headquarters was built close to Admiralty House to accommodate the Commander-in-Chief together with the Air Officer Commanding No. 16 Group RAF, Coastal Command, and their respective staffs; similar headquarters were built close to the other Royal Dockyards. During the Second World War, the Nore assumed great importance: it was used to guard the east coast convoys supplying the ports of North Eastern England.

During the Second World War, the Commander-in-Chief at the Nore, at Chatham, included eight sub commands, each of which usually commanded by a Flag Officer either a Rear Admiral or Vice Admiral. They included Brightlingsea station, Harwich, Humber, London (not including the Admiralty), Lowestoft, Sheerness, Southend and Yarmouth. These sub-commands were then sub-divided into Base areas usually commanded by a Naval Officer in Charge or a Residential Naval Officer (RNO) these included HM Naval Bases at Boston, Burnham-on-Crouch, Felixstowe, Gravesend, Grimsby, Immingham, and Queenborough.

The map on the back page will help to show the area known as the Nore. and given the convoy traffic that needed to use that area during the war it can be seen how important it was.

Jolly Jack

As you are probably all aware, Royal Navy sailors are often referred to as matelots and by other services as Jack, which dates back to the age of sail when they were known as Jack Tars because of the use of tar on the rigging etc to waterproof them which inevitably ended up on their clothes.

Sailors, even those of today, will get up to the odd light hearted activity! This was evidence recently with a photograph I found of new recruits at the WW2 training establishment called HMS Royal Arthur which before the war had been Butlins Holiday Camp at Skegness. The Royal Navy took over the whole camp and sailors were billeted in the wooden chalets/huts that the holiday makers used to stay in. The large swimming pool was used to teach rowing in the 12 man whalers.

It is often asked what is the definition of "Jack proof" with the answer that there is nothing Jack proof! and this photograph shows that. It appears that Butlins did not clear out all their odds and ends when the Navy took over and some of the lads found this car and trailer and took it for a spin. I wonder what else they managed to unearth while they were there?



And while we are talking about HMS Royal Arthur at Butlins, the rowing, or to give it its Naval expression, pulling, posed a problem as although they had use of a very large swimming pool, twelve men all pulling together would see the boat hit the side hard in a matter of seconds so they came up with a solution. The solution was to tether the boat fore and aft so it sat in the middle of the pool and then they drilled large holes in the blades of the oars reducing the strain on the ropes but still giving a bit of resistance for the rowers to feel.



RNPSA Branches

At this year's reunion, one of our newer members from Scarborough asked if we ever had a Scarborough Branch. I told him that we did and this got me thinking about all the other branches of the RNPSA that we used to have. All the branches have now closed, with Portsmouth being the last one to finish in January 2023. After some investigative work I found out when the Scarborough Standard was dedicated and where and when it was laid up. The other Branches of the RNPSA were Merseyside, West Riding, Fleetwood, West Midlands, Southend, Scotland, Hanworth, North London, Portsmouth, Isle of Man, Grimsby, York and Bolton. I would very much like to have any information about these branches in particular when their Standards were dedicated and when and where they have been laid up; we have odd snippets but not the full stories. In the museum we have the Standards of North London, Fleetwood, Hanworth, West Midlands and Merseyside that were laid up but unfortunately not all the relevant dates can be located. If anyone has any information with regard to our old Branches that I could add to our records I would be most grateful.

While I am asking for information, one thing we are short of is knowledge on where the various offices located in the Nest area, we know a lot were in beach huts in the grounds and other permanent buildings were used but their exact use has been lost in the passage of time – any ideas?

Bonnie Whisstock, Assistant Curator

Usual reminder

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** and **£10 for 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. We are now able to receive payments electronically by Paypal via our email address hq@rnpsa.co.uk and in person by Sumup.

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 items 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.

The Last Post



Obituary for Summer 2023

S/M Mrs E Dimbleby WRNS	Doncaster	South Yorkshire
S/M G Peake	Bolton	Lancashire
S/M H Horrocks	Ormskirk	Lancashire
S/M R Balshaw	Birkenhead	Merseyside
S/M F Adams	Hetherset	Norfolk
S/M A Mott	Shewburyness	Essex

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

Slops

Slops items for sale from HQ - Winter 2023

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		
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 Nore

This map shows some of the wartime Naval Command areas and the area (marked in red) is the area covered by the Nore Command which stretches from Ramsgate to Bridlington. It shows the sub areas and bases that came under Nore See <https://www.naval-history.net/xDKWW2-4201-40RNShips2Home.htm> for details of the ships at the bases in January 1942

