

ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 91

Winter 2021



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Contents

Editorial	3
Reunion	3
Unique Service	4
WRNS	8
HMS Tyne Visit	11
Museum upgrade	13
Negatives	15
Books	16
Wine	17
Reminders	17
The Last Post	18
Slops	19
Christmas Cards	20

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Editorial

As I sit here and type away on my computer on this the latest association magazine the temperature has already dropped to zero, Christmas music is starting to be played in shops and a sure sign that Christmas is near is that summer holiday adverts have started to appear on television. With the COVID restrictions still in place at the beginning of the year we were not able to open the museum until mid May and so it feels like a very short year. The summer saw quite a few people make special journeys to visit the museum but we are still down on our normal visitor numbers. Depending on what news you listen to it could be many years before anything like a pre pandemic normal is realised again so in the mean time stay safe and don't forget that Lowestoft and the surrounding area is good for a staycation!

Reunion



The annual reunion in October went off as well as could be expected in the present climate. The formalities of the Annual General Meeting passed without any issues on the Friday and the committee was re elected with the exception of the Treasurer, Tony Addison who stood down as he is moving from the area

but his place was taken by John Davies whose late father served in the RNPS. The weather for the service on the Saturday was good to us and we had a pretty good turn out of both members and families as well as members of the public. We were particularly pleased to have with us 7 of our WW2 veterans, some of whom were booted and suited and stood for the whole service and did the short march afterwards. Well done lads from all of us at The Nest. The service at the memorial was conducted by our local Padre, Rev'd Peter Paine and our President, Cdr Garry Titmus was joined by the Mayor of Lowestoft, Cllr Allan Green. After the service we



gathered down at the museum for the march past and salute followed by an address from our President and the Mayor. Sunset was then carried out by the Lowestoft Sea Cadet Corps, TS Europa. After the parade was dismissed the museum was open for visitors to wander round and the rum



President's address

tots were issued in the bottom room for the standard bearers. Whilst the day was considered to be a success, it was not quite the same for me as I passed out in the museum twice after the parade had been dismissed, luckily there were still some people in the room and so I was looked after until the ambulance arrived – not the end I had planned. While I was in hospital they found I also had COVID so when they let me out the next day I was on 10 days isolation but being the generous sort of chap that I am Bonnie also tested positive. 2022 WILL be a better year!!



Sunset

Unique Service

The exceptional and undoubtedly unique Second World War Royal Naval Patrol Service 1940 Distinguished Service Medal, West Africa Benin 1897 Anti-Slavery Naval Brigade and Great War Trawler Minesweeping long service group awarded to Chief Engineman W.C.G. Godsall, Royal Naval Patrol Service, formerly Royal Naval Reserve and Royal Marine Light Infantry. As part of the Naval Brigade from the cruiser Theseus, he took part in the punitive expedition against Benin in 1897, before going on to twice desert, the latter resulting in his never being found. Having settled in Grimsby and found work on the fishing trawlers, he lied about his age and joined the R.N.R. being mobilised on the outbreak of the Great War. He operated out of Grimsby on various vessels, and in 1919 was aboard the paddle minesweeper Mercury. On 11th November 1920 he was selected to represent the Royal Naval Reserve for the funeral of the Unknown Warrior in London. It was during the Second World War however that he distinguished himself when with the Royal Naval Patrol Service serving aboard the hired drifter "Reverberation" during 1939 to 1940 as part of the Dover Command. Being then aged 64, he is quite possibly the oldest

recipient of the Distinguished Service Medal, the award being made for distinguished service - he having displayed 'outstanding zeal, patience and cheerfulness, and for never failing to set an example of wholehearted devotion to duty'. After served in the Far East, Godsall was at Grimsby when he died in service in January 1946, he being then aged 70.

William Charles Gilbert Godsall was born on 20 June 1876 in Lambeth, London, and having worked as a labourer, then enlisted into the Royal Marine Light Infantry as a Private (No.7775) on 14 April 1894, being sent to the Recruit Depot at Walmer. On completion of his training he was posted to 'C' Company of the Chatham Division on 24 October 1894, he was then posted aboard the cruiser Theseus from 14 January 1896, and then saw service in the Mediterranean.

In January 1897 Theseus was ordered from the Mediterranean to join Rear Admiral Sir Harry Rawson's fleet that had been sent to West Africa for a punitive expedition against Benin. The force was assembled off the coast of Benin by 3rd February, with landings taking place on 9th February, and Benin City was captured on 18th February and the force re-embarked on the ships of the fleet on 27th February. The ship's crew suffered badly from malaria as a result of her service during the Benin expedition, and when Theseus was refitted at Chatham later that year she required a thorough disinfection.

The Benin Expedition officially lasted from 6th February to 7th August 1897, the operations centred round an expedition to Benin City against Chief Overiami who was involved in the slave trade and in practices of human sacrifice. Lieutenant Colonel Bruce Hamilton, East Yorkshire Regiment, commanded a force of Niger Coast Constabulary and Rear Admiral Rawson, Royal Navy, and aboard St George, was in overall command. Commissioner Ralph Moor accompanied the expedition. Godsall is confirmed as having served during the operations and was most probably employed with the Naval Brigade ashore and his service record confirms 'Feb 1897 Took part in Expedition against Benin City'.

Having returned home to the Chatham Division on 20 July 1897, he is recorded as having deserted on 23 August 1897, but was recovered on 7 November 1897, and tried by District Court Martial and imprisoned between 23 November and 31 December 1897. His medal for the Benin 1897 operations was awarded to him on 14 May 1898. Godsall's second and final seagoing appointment with the Royal Marines was when he was embarked aboard the cruiser Galatea on 26 June 1899, she being the coast guard ship for the Humber district and based at Hull. Godsall is recorded as having deserted from her on 13 January 1900, and this time he was not found.

For his part, Godsall, having evaded the authorities, had then gone to live in Grimsby, where he worked as a fisherman on the trawlers. He was working in this role when he enrolled into the Royal Naval Reserve on 13 June 1911 as a 2nd Engineman (No.E.S.30) with the Grimsby Division. At this time he gave his date of birth as 21st June 1882.

With the outbreak of the Great War Godsall was mobilised on 8 August 1914 for service aboard Admiralty requisitioned trawlers operating out of Grimsby in the North Sea. Godsall saw service aboard the trawler Vesper from 8th August to 30th September 1914, and was then aboard the Solon from 1st October to 15th December 1914. Godsall was aboard the Britannia from 16th December 1914 through to 5th November 1915. He was aboard the Greyhound from 13th March to 31st December 1916, and after a period of service ashore, was back aboard her from 29th July 1917 to 5th May 1918, before joining the paddle minesweeper Mercury for employment on mine clearance work in 1919, he being demobilised on 22nd December 1919.

Godsall's service record indicates that he represented the Royal Naval Reserve for the funeral of the Unknown Warrior in London on 11th November 1920, and was then awarded the Royal Naval Reserve Long Service and Good Conduct Medal on 25th April 1921. He had in the meantime joined the Grimsby Defence Force in April 1921, being discharged from this in July 1921.

It appears that Godsall found it hard to initially get a job back at sea, and during 1921 is initially shown as unemployed, being in December of that year found road making work under the Grimsby Corporation. Then from March 1922 he was casually employed as a 'watcher' for H.M. Customs and Excise, before finding further casual employment as a dock labourer for the Grimsby Coast Railway Company from December 1922, and in a similar capacity for the London North Eastern Railway Company from March 1923. It was in October 1923 that he returned to his work as a 2nd Engineman aboard fishing trawlers, being made a 1st Engineman from October 1924 whilst aboard the trawler "Coronne". He later worked aboard the "Simerson" from September 1925. In July 1926 he re-enrolled for a further period of service with the Royal Naval Reserve at Grimsby.

On the outbreak of the Second World War, Godsall enrolled into the Royal Naval Patrol Service. Some 70,000 men and 6,000 ships including trawlers, drifters, MFVs (Motor Fishing Vessels), MLs (Motor Launches), and later MMS (Motor Minesweepers or 'Mickey Mouses'), American produced BYMS and numerous requisitioned vessels served with this organisation, which fought all over the world in all theatres of the war and was mainly involved with minesweeping and anti-submarine work. For this

WRNS Daphne Jones



I joined the Women's Royal Naval Service at 17 years old and was called up at 17½. Like dozens of others I had to report to Mill Hill in London. I had no idea where that was. In those days 17 was still like a school girl, not like today a grown up woman. My parents took me there.

We had two weeks probation there and could leave if we wanted to but were told that when our call up came we could not re-join the WRNS. I didn't get any sleep the first night as I was allocated a top bunk which I was terrified of falling out of and quite a lot of the girls were crying – they wanted to go home.

Next day we were issued with a navy blue overall, a bucket and scrubbing brush and had to start washing the stairs. When we got to the bottom another girl was starting at the top. They were the cleanest steps in London! Apart from various other chores we had to go to lectures, get square bashing and got drilled into us that navy time was 5 minutes before time which has stayed with me all my life. I am never late for anything. The two weeks probation came to an end and we then got our first uniform – Hooray!! War time uniforms weren't the same as peace time. We had shirts without collars and starched collars which had to be attached with studs which chafed your neck until you got used to them. We were also issued woollen stockings and "black out" or "passion killer" knickers, these were long and looked like granny knickers which came down to your knees. (They were supposed to take the place of a chastity belt!). We paraded around the cabin wearing them and laughed our heads off but once we put the whole uniform on we were all very proud to be Wrens. We were then posted out, taken off in naval trucks to our different destinations.

I was a Writer so went off to Finchley Road to do the Writers course. I passed that and was then taken by truck to Westcliffe-on-sea to a holding depot to wait a posting. Every afternoon at 1400 hours we had to muster outside dressed in raincoat, chin strap, gas mask and tin hat where a PO or CPO was waiting. In hail, rain or freezing cold we had to march along the sea front to Southend-on-Sea. Along the way we drilled right wheel, left wheel, about turn and mark time. Hard luck if you were marking time near a puddle as you got wet stockings.



*HMS Europa Billeting Office staff,
Daphne is middle of top row*

At last a posting came through for me – I was to go to HMS Europa at Lowestoft in Suffolk. This was in February 1942 and I was taken to Liverpool Street Station, put on a train and told to get off at Beccles. Travelling by train in war time was a nightmare, all the carriages were blacked out, and the light was

so dim you couldn't read, no heating and the stations had no names. I never did find Beccles but ended up in tears at Norwich! I eventually got to Lowestoft. I was taken to Naval HQ at Sparrows Nest and posted to the billeting office. Lowestoft wasn't a naval base but a big fishing port and there was no barrack accommodation, so all navy personnel had to be billeted in private homes. The local landladies would come to the billeting office and say how many rooms they had available. I then had to issue the landladies with the ration books of their lodgers and every week the rents had to be paid. It was quite a busy office. The navy took over all the fishing boats and skippers in Lowestoft for mine laying duties. I was billeted at St Mary's Convent at the other end of the town so a naval truck collected us at 7,30 am, took us to work, brought us back for lunch but we had to make our own way back at night, about a 3 mile walk. I soon settled into the work and met lots of nice girls. I enjoyed my time there in spite of the bombing. Once a month we had to go out on all night fire watching duty with our own stirrup pump and bucket of sand in case of fires. I thought Westcliffe was cold but nothing compared to the North Sea, but like everything else, you got used to it. When it was daylight we came in, had something to eat, a wash and then it was off to work. No time for a bath as we were only allowed one of those a week with only 5" of water, so it was in and out very quickly, nothing like the luxury of lying in it.

The American Air Force got stationed in Norfolk and we got invited to dances at the bases. We didn't know what to expect – the dance was held in the aircraft hanger not a ballroom but we didn't mind. They put supper on for us with foods like ham and cheese sandwiches, hot dogs, doughnuts and ice cream – foods which we hadn't seen for years. When servicewomen visited the base they would open up their PX stores where we could buy make-up and lipstick which was a real luxury. The good thing about going to the dances you got an extra late pass. We were always accompanied by a PO or CPO who made sure we got back safely and on time. We had to be in our lodgings by 10.30 pm, once a week 11.30 pm. If we went to the pictures you either saw the end of the film and got in late or missed the end to get back in time. We always saw the end and got home late. We had to hide until the navy patrol left the convent, then we snuck around to our cabins, knocked on the window and the girls should take the blackout down open the window and we would climb in. We became such experts that we could have become cat burglars in civvy life.

I got a promotion to Leading Wren but as there was one already in the office I had to be moved on. My next posting was to HMS Duck in Worcester so sadly I had to say goodbye to all the friends I had made in Lowestoft. Travelling from Lowestoft to Worcester wasn't too bad as it was summer and you could see where you were going. Also the war was coming to an end so there weren't many air raids. On arriving at Duke I was greeted with "What do you want?" I told them I was the replacement Writer and was told "we already have her we don't want you." But you just didn't sit around waiting for something to turn up, they find things for you to do and you just get on with it.

My next posting was to HMS Wax Wing in Dumbarton, Scotland, just north of Edinburgh, so off I go again. By this time I was older and wiser and I had my hook and 3 year stripe and in my 20s. I arrived at Wax Wing to be told they were closing down. I stayed and helped with the closing down and as things weren't quite so strict I was able to get out at the weekends and go to Edinburgh to look around. The local Wrens were able to go home and when they came back would always bring shortbread or biscuits that their mothers had baked. I would never call the Scots mean' they were very generous people and shared what they had.

Once Wax Wing closed I was off again this time to HMS Roseneath which was the other side of Scotland about 30 miles from Glasgow. I went by train to Helensburgh then by ferry to Roseneath. By this time the war was over. Roseneath was a submarine base which was different and it was a more relaxed posting and more free time. While I was there I was lucky to see Glasgow which I loved and Loch Lomond, places I would never have seen had I not joined the WRNS.

I was due promotion to Petty Officer but my demob came through and I had to leave and go back to my previous employment. I loved my life as a Wren, even in uniform you were respected as a woman. If a matelot swore in front of you he would apologise with “sorry Jenny”. I would do it all over again even with all the bad times we had. I have written this for all the young ones in my family who wanted to know what I did. I have been lucky and managed to travel abroad. I meet people who say to me “Did you come all this way on your own?” “You are so brave, I couldn’t do it”. My reply is “You could if you had been a Wren”.



Daphne at one of our reunions

Daphne has been a regular attendee at our reunions for a lot of years and always has a lovely smile. Daphne originally wrote this article for the WRNS Association magazine and kindly sent it to me for inclusion here.

HMS Tyne visit



Earlier this year we were contacted by the Royal Navy as they were keen for their River-class offshore patrol vessel, HMS Tyne, to visit our museum and to lay a wreath at our memorial in Lowestoft. There were a lot of aspects of this proposed visit that had to be cleared from their end, not least the draught of the vessel and the shallow channel depth through the bridge at Lowestoft! The man with the task of putting it all together was the Naval Liaison Officer at HMS President in London, Lt Charles Perrett. Eventually everything was in place and the ship arrived in Lowestoft on the morning of Wednesday 25th August and the visit to us was scheduled for the afternoon. As is common practice for such visits, the Commanding Officer of the ship, Lt Cdr. Ben Costley-White, paid a courtesy visit to the Harbour Master and then on to Lowestoft Town Council to meet with the



In the top museum



Signing the visitors book

Dep Mayor Cllr. Nasima Begum and Town Clerk Shona Bendix before coming with them to the museum where they were met by myself, Chairman, George Hawes and my wife Bonnie. They were shown around both of our museum rooms and the C.O. was very interested in the work of the RNPS and also certain similarities with the work he and his ship do now. The Council representatives were similarly impressed and appreciated what an asset we are not only to the Sparrows nest gardens but to the Town.

They all signed our visitors book before moving on to the next part of the visit which was to lay a wreath at the memorial in Belle Vue Park and this part was covered by the local press photographer. Unfortunately, because of the ongoing COVID restrictions, only the Commanding Officer was allowed to leave the ship and nobody was allowed to visit the ship so with only 6



C.O., Dep Mayor, Std Bearer, NLO

and the photographer, it was not the spectacle we had all hoped for. The wreath had a Royal Naval crest and a card with the words –

**In sincere and grateful thanks for a difficult job
well done and never forgotten.**

Stand easy, we have the watch now.

**Lt. Cdr. Ben Costley-White Commanding Officer
and Ship's Company HMS Tyne P281**

The C.O. asked if it was possible that the wreath could be taken back to the museum and laid with the others at our reunion in October as it's significance was somewhat lost with just 6 of us there. This was indeed done and at the reunion our Vice President, Cdr. David Braybrooke laid the wreath so that it could be seen and appreciated by everyone.

HMS Tyne is the first of the Royal Navy's original generation of River Class ships, she has been serving the nation since the summer of 2003.

Working for the Fishery Protection Squadron - the oldest formation in the Royal Navy - and, more recently, the Offshore Patrol Squadron, HMS Tyne is one of the busiest ships in the Fleet, typically at sea around 190 days every year.

Museum upgrade – a new display

This article could quite easily be titled “A means to an end” - let me explain. In our upstairs room there is storage space under the central display unit where we keep our archive document storage boxes. Over the years we have been donated some WW2 RN issue suitcases, which are nice to have but difficult and bulky to display and so they ended up under the unit as well. We reached the point where there was no more space left but still a need for storage space. We pondered this for some time and then I had one of those light bulb moments and thought about having a luggage display on a railway porter's barrow which would enable us to stack the cases therefore taking up less space, the only problem being that I did not have a porter's barrow! Undeterred by this minor setback I set out on an internet search to try and find one. I identified several likely candidates but due to their size and weight they were all to be collected and not delivered. One or two were a long way from, either up north or South Wales etc. and others were, in my mind vastly over priced. I kept searching and tried describing them in other ways to see what came up. One appeared fairly near to me but on close inspection of the pictures found that the iron work had been renewed and the woodwork had been “attacked” to try and make it look a lot older and then the whole thing had been varnished – totally ruined it. Eventually one caught my eye as it was the only one to be in original railway colours, the light green of the Southern Railway. The price the seller was asking for was not over priced but he did say open to offers and so I contacted him with an offer and to say that it would go into a museum as a display item. The seller replied to say that he was happy with my offer because it was to go



into the museum. The next hurdle to overcome was that it was in Pevensy on the South Coast, about 180 miles from me. Time to put the thinking cap on again and I asked the seller that having paid for it if it would be possible for him to keep it for just over a month so that I could collect it on my way home from my next trip to Portsmouth – this he agreed to. We arranged a date and time to meet up and collect it and when I arrived at his house found that he was only about 150 yards from Pevensy railway station and his house backed onto the railway, this got my railway interest going and I asked him did he know the history of the barrow but he said not really, they had moved into the property 30 years ago and found it in the garage when they moved in! I can only assume that someone “borrowed” the barrow many years ago from the railway and did not want to take it with them. We wheeled it out to my car and then the fun started as it was VERY heavy and he and I struggled to get it into my car even though it is an estate car, not only because of its weight but also its size which meant going in at an angle and then changing direction when half of it was in. I drove back to Lowestoft very happy as I had just acquired a genuine 1940s Southern Railway Porters barrow.

When I got it back to the museum I decided not to do much to it as that would have spoilt its genuine period look. I wiped it down with a wet cloth to remove 30 years of dust etc. and treated a small area that had been attacked by woodworm but it proved to be from some time ago as it did not appear to be active. It was decided that it would go in the bottom museum room but the heavy ship's steering gear would have to be moved about 15 inches, again not easy as it weighs a tremendous amount so I had to jack up one side, put a roller under it and then pinch bar it across, repositioning the roller every couple of inches. Once moved and the carpet tiles re cut to fit round it I was able to install the porters barrow and stack the cases and a kit bag on it – Job done! Comments so far have been very positive.



At the reunion, one of our WW2 veterans, Sim Mayou, told me about when he was drafted to Lowestoft and his kit bag along with everyone else's was put on the train but when he got to Lowestoft his kit bag was missing and he had to replace everything at his own expense. I put this dit on our Facebook page and someone added the following comment about her father - He was hospitalised for over 4 months after being based at HMS Baldur in Iceland and had exactly the same experience with his kit bag when embarking on the hospital ship. He couldn't walk and someone "kindly" offered to load his bag on the hospital ship - he never saw it again and had to pay for replacement kit.

Negatives

In the last issue of the newsletter I mentioned about some previously unseen negatives that we discovered during our archive work and that we were getting them professionally digitised. What we found was that a lot of the negatives were to do with the building of the YMS/BYMS minesweepers in America. We will be using some of the images to create a BYMS display in the museum but as a taster here are some of the pictures here.



*YMS 176 ready for launch at
H C Grebe & Co. Chicago
January 1943*



*YMS 100 & 101 at Astoria Marine
Construction Co. Oregon
28 August 1941*



*Day of launch YMS 255 later
BYMS 2255 at Mojean & Ericson,
Tacoma Washington 25 April 1943*



*YMS 135 being laid down at
Astoria Marine Construction Co.
Oregon May 1942*

The **BYMS class** was a class of wooden motor minesweepers, part of the United States Navy YMS-1 class minesweepers. One hundred and fifty ships destined for the United Kingdom were launched from 1941 to 1943. The initial 80 ships were ordered by the U.S. Navy specifically for transfer to the United Kingdom under the Lend-Lease Programme. On transfer to Britain, BYMS-1 through to BYMS-80 were assigned the British pennant numbers BYMS-2001 through to BYMS-2080. Names were not assigned to the class members.

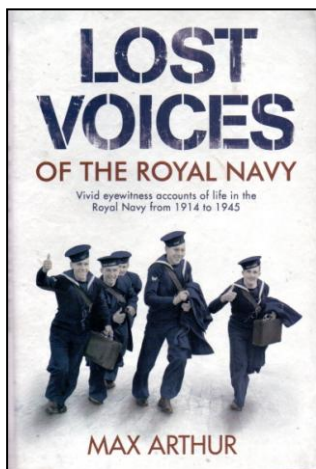
A further 53 BYMS vessels bore hull numbers from 137 to 284. These were originally built for the U.S. Navy as part of the YMS-1 class and transferred to Britain on, or shortly after, completion. On the Navy List they were designated **BYMS**, with their original U.S. Navy numbers. The remaining 17 BYMS vessels were delivered in a final batch.

A list showing all the YMS builds and the BYMS transfers can be found on the following link - <http://www.navsource.org/archives/11/19idx.htm>

The people who helped us with this project are a firm called **Each Moment** <https://eachmoment.co.uk/> Call Jude Daniels on 01603 334212 or at the lab on 01603 291552 email jude@eachmoment.co.uk

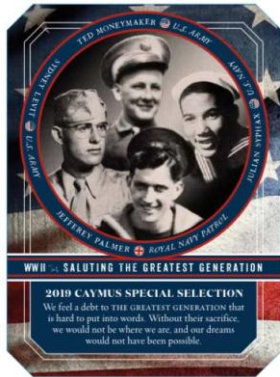
While we are talking about wooden minesweepers, another thing that came to light during our COVID lockdown archive reorganisation was a full set of works drawings for a **MMS Motor Mine Sweeper** (also know as a Mickey Mouse) which came from one of the Canadian yards that built some for us. So if the balloon goes up again it is a quick trip to B&Q for a new saw and some wood and we can go into production!!

Books



Although this book is not Patrol Service orientated I found it to be very interesting and informative. It is not a story, there is no artistic licence, it is purely personal accounts of various aspects of actions that ships were involved in during both WW1 and WW2. For a particular action there may be 6 or 7 accounts from both ratings and officers from various ships in the action, each giving their account according to what they actually experienced. The first 134 pages cover the first world war and the next 418 pages cover the second world war. There is also a very detailed index of names and ships. The ISBN No. for the book is 0-340-83814-0

Wine



Our member, Richard Eagles, who lives in Florida has sent me details of a limited edition wine that has been produced by Camus Vineyards in California. The label commemorates 4 WW2 veterans, 2 US Army, 1 US Navy and Jeff Palmer, one of our RNPS veteran members who lives in the UK. There is an audio that explains about the 4 featured ex servicemen but unfortunately I could not copy the link to it but I will see if Richard can help and will put it in the next edition.

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

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.

The Last Post



Obituary for Winter 2021

S/M J F Wilson	Edinburgh	Scotland
S/M T J Crickmore	Ipswich	Suffolk
S/M C Richardson	Beccles	Suffolk
S/M R Goodger	Wigston	Leicestershire
S/M Mrs G Reavill	Retford	Nottingham
S/M D A Harrison	Bromsgrove	Worcestershire
S/M G Lancashire	Harrow on the Hill	Middlesex
S/M S Fletcher	Bury	Gt. Manchester
S/M B Bright	Kingsteignton	Devon
S/M J Stirling	Hawick	Roxborough
S/M E Reed	Worthing	Sussex
S/M J Thompson	Dalgety Bay	Fife

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

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. _____

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

Christmas Greetings



Full well they knew the risks they ran,
But still had power to give:
God's grace to all the little ships
Who died that man may live.

*Breezy Seasonal Greetings
from
The Mine-Sweeping Types
and*

H.M. M.M.S. *280* -
c/o G.P.O., London



H.M.S. STAR OF ORKNEY

CHRISTMAS, 1944



MAY HEALTH AND PROSPERITY BE
WITH YOU AND THE JOYOUS
CHRISTMAS CHIMES RING IN A
TIME OF PEACE, HAPPINESS AND
CONTENTMENT.

From *your loving*
son Frank

125
5m