

ROYAL NAVAL PATROL SERVICE ASSOCIATION

NEWSLETTER No. 97

Winter 2024



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Editorial

With the days getting shorter and the weather getting colder it is a stark reminder that another year is about to slip by. In my childhood the years seemed to be very long with defined, dependable seasons but I am finding now that the years are not that long anymore and it is a lottery as to what season we are in!

At the museum we have had a successful year with a lot of visitors, in fact over a 12 month period we have clocked up over 1,100 visitors. We have been busy changing some of the photo displays and we have created a representation of a WRNS desk that may have been seen at HMS Europa during the war – more on this later in the magazine.

The museum will be closed from 14th Dec to 12th January.

Merry Christmas and a happy new year

Reunion

This year's reunion went off very well, helped in no small way by the nice weather. The AGM on the Friday was the useful small meeting with only 17 present although we have 54 served members, 214 members, 74 widows and life members and 10 overseas members.

There were no major items to discuss and no motions had been submitted prior to the meeting. There were a couple of changes to the committee, Alf Muffett stood down as Museum Curator after a lot of years in post which has seen the museum data base created and the cataloguing of items. Bonnie Whisstock, who has been Alf's assistant since 2019 has taken over as Curator and Chris Weight has taken on the position of Assistant Curator. Chris is one of our new volunteers and is a former PO Writer in the Royal Navy and also a volunteer at the East Anglian Transport Museum looking after the archives. The next change is Rachel Brogan who has taken on the role of Assistant Secretary.

The main event on the Saturday started with our usual service at our memorial in Belle Vue Park. Unfortunately our Padre Peter Paine was unable to take the service this year due to other commitments but we were lucky to have the services of Amanda Wisher who is the Fisherman's Mission Area Officer for East Anglia. Amanda took the service and the Parade Commander was Paul Filsell from the local Royal Naval Association, a former Royal Navy Gunnery Instructor.

After the service we reformed down in the Sparrows Nest gardens but unlike previous years this time we formed up and took the salute at our Europa Bandstand, this was because the Lowestoft Town Council were going to officially present our association with the Freedom of the Town. The Council had laid on a public address system for the occasion and

provided seating in front of the bandstand. After the march past, our President, Cdr. Garry Titmus, gave a speech reflecting on his long association with the RNPSA, the association's involvement with the town and the importance of the RNPS in the war. After his speech there was a presentation to the museum of a mounted and framed set of medals that had belonged to our first association secretary in 1975, Reg Pye. The interesting thing is that the person who had the medals mounted and was presenting them to our museum was not aware that Reg Pye had been one of our founder members. After this presentation the Mayor of Lowestoft Cllr Nasima Begum officiated in the bestowing of the Freedom of the Town saying that Lowestoft Town Council were honoured to bestow the 'Freedom of the Town' - the highest award it can honour - to the Royal Naval Patrol Service Association (RNPSA). Cllr Nasima Begum said: "It is fitting that we are awarding the Freedom of the Town today in the shadow of the former RNPS Headquarters and its current museum and National Office. The title of Honorary Freedom of the Town celebrates the RNPSA's service to its members and its continued dedication to the town of Lowestoft."

The 'Freedom of the Town' is the highest honour that the Town Council can bestow on a person or organisation and is reserved for persons or organisations of distinction who are linked to Lowestoft and have rendered eminent services to the Town.

Nominations for the award of 'Freedom of the Town' are made by the public and considered by the Town Council. When awarded the 'Freedom of the Town', the title holder, or a representative from the organisation, is formally invited to attend all civic events organised by the Town Council.



From L to R

Leo Whisstock, National Secretary: Cdr. David Braybrooke, Vice President
Cdr. Garry Titmus, President: Cllr . Nasima Begum, Mayor of Lowestoft
George Hawes, National Chairman: Bonnie Whisstock, Museum Curator

Also attending the presentation were Lowestoft Town Councillors, previous Freedom of the Town recipients and representatives from local organisations as well as some WW2 vehicles. When the presentation was

completed and photographs had been taken the standards reformed in front of the bandstand and the formalities were completed by the Parade Commander asking for permission to carry out "Sunset". The parade turned to face the mast and the ceremony was carried out by Beccles & Lowestoft Sea Cadet Unit with Gemma Eglington playing "Sunset" on cornet. The parade was then dismissed, more photographs were taken and the standard bearers retired for their traditional tot of rum.

When the dust settled we reflected on the day and agreed it had gone well and with next year being the 50th reunion we are hoping to put on something special with themed acts on the stage and things happening in the park – we hope to be able to bring you more news in the next newsletter but a date for your diary is the AGM will be on Friday 3rd and the service etc. will be on Saturday 4th October.

URGENT - Web Master needed

I published this request in the last issue but rather disappointingly we did not receive any response so here goes for attempt No. 2!

You should all be familiar with our association web site www.rnpsa.co.uk which has been an important part of the association and museum since its inception many years ago. We are now looking for someone to take over the running of the site as our present webmaster, who has run it since day 1, now has increasing business, domestic and other demands on his time. With modern technology whoever takes on the position does not necessarily have to be in the Lowestoft area and it is not a full time job, more a case of updating information from time to time, which usually comes via the secretary. Please give this some serious thought as it is a vital part of our public image.

HMS Wildfire III commemoration



This year's event turned into a bit of a disaster for Bonnie and myself. We left home at 08.30 which should have given us about 2hrs at Queenborough before the parade but there was no advance warning about the M25 being closed and no diversion signs once we got there - there was a sign to say the M2 was shut at Jct 5 (Isle of Sheppey turn off). After sitting on the M25 for about an hour we eventually got to the A127 turn off and like everyone else headed towards Southend and the A130 (A13) junction and headed to The M25 that way - again we queued for ages.

When we eventually got to the M25 it was 12.55 which meant that with the queue to get on the motorway, the bridge and the hold up on the M2 we would have missed the parade so we decided to head back home, we later found out that the M25 had been shut for 13 hours after a fatality in the early hours of the morning. - I was behind the wheel for 7 hours!! it was the first one our National Standard has missed since we set it up in the early 1990s.

The following is a report from the present day HMS Wildfire

On Sunday our Commanding Officer Lt Cdr Ian Dorward was honoured to attend the Annual Parade held in Queenborough to remember those that gave their lives during WWII when HMS Wildfire was a unit located in Queenborough.

The CO said "It is profound for me as the current Commanding Officer of HMS Wildfire to be in Queenborough knowing that my forebears moved here from Sheerness at the onset of WWII. HMS Wildfire III went on to make a significant contribution to the war effort particularly with D Day. Queenborough is hallowed Wildfire ground and it is a humbling privilege for me to stand here today and remember those from the former ship's company that gave their lives, for us. We remember them."



Read about HMS Wildfire in WW2 at <http://www.wildfire3.com/home.html>

Protection of Military Remains

In the last issue I gave a web link to the act that governs the protection of military remains. "Protection of Military Remains Act 1986" I do not know if anyone actually looked at the act but it is not easy reading and not really written for the average layman. Basically the act is - An Act to secure the protection from unauthorised interference of the remains of military aircraft and vessels that have crashed, sunk or been stranded and of associated human remains; and for connected purposes.

see – <https://www.legislation.gov.uk/ukpga/1986/35/contents>

Rummy III

Rummy III is a vessel that is a veteran of WW2 and in fact spent some of its war service at Great Yarmouth. She was originally built as a 42 ft twin screw day yacht but she was requisitioned by the War Office on 22 June 1940 for the use of Resident Naval Officer Boston and then went into service on 20 July 1942 as a fire float for the coastal forces unit at Great Yarmouth. She was renamed HMS FLYCATCHER and became the nominal depot ship of the Royal Naval station of the same name at Ludham, Norfolk. On 14 July 1945, she was laid up at Sandersons Yard, Reedham, Northam and, in October 1945, she was sold out of service back to her original owner, Geoff Livingstone, of Red Mill Reedham and re-built by Herbert Woods in Norfolk. Subsequently, she has had five owners. Her present owners, Andy Smerdon and his partner Susan, have restored the vessel to its WW2 condition (complete with machine gun mounted on the foredeck) and live on her full time. She is at present on the east coast fairly close to us and there is a possibility that she may spend some time in



Lowestoft on the heritage pontoon in the harbour. Andy has become a good ambassador for not only the RNPS in WW2 but also for our association and our museum.

This web site is from the Great Yarmouth Mercury about Rummy III going to D-

day 80.

<https://www.greatyarmouthmercury.co.uk/news/24328037.couple-will-sail-ww2-boat-lay-d-day-wreaths-normandy/>

Earlier this year the couple took Rummy III across to Belgium and France for the D-day 80 events and were warmly welcomed everywhere they went and if you look at their Facebook page you will see a wealth of boat/RNPS pictures as well as a lot of grave stones many of which are RNPS men. If you scroll through their site you will come across their trip to Europe and their exploits while there and while getting there in some very rough weather. As Rummy III had at one point in the war been a fire float they engaged with others and started the fire pumps and invited the local firemen to "have a go". They also had some WW2 reenactors on board to

show more of how the boat would have looked like and been operated during the war. We look forward to working closely with Andy and Susan and of course Rummy III in the future.

<https://www.facebook.com/p/Rummy-III-100079933077378/>



Casting flowers into the sea on behalf of the RNPSA off Arromanches



Laying our association wreath at Bayeux memorial



Demonstrating fire fighting Port en Bessin



Reenactors on Rummy III D-day 80 in France

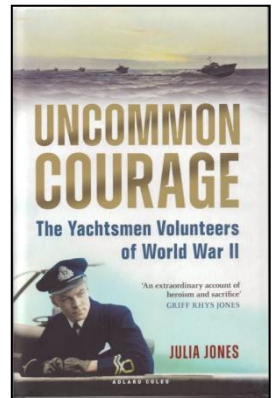


Every day is a school day!

We are all familiar with the initials RN, RNR and RNVR standing for Royal Navy, Royal Naval Reserve and Royal Naval Volunteer Reserve but the other day we noticed that on one of our honours boards in the museum there was a name followed by RNVWR. People looked in my direction for an answer but I did not have one but not wanting to be out done I immediately went into research mode and eventually found that it stands for Royal Navy Volunteer Wireless Reserve and was for volunteer amateur radio operators and enthusiasts mobilised in 1939 becoming an integral part of the Royal Navy. I went into it a bit further and found that in the interwar period, there were several types of wireless reservists; Royal Fleet Reservists, Royal Naval Volunteer Reservists and Royal Naval Wireless Auxiliary Reservists RNWAR. The latter eventually became Royal Naval Volunteer Wireless Reservists RNVWR. To read more about this branch see - <https://www.commsmuseum.co.uk/rnvwr/rnvr.pdf>



There was also the RNVSR The Royal Naval Volunteer Supplementary Reserve. In the late 1930s, The Admiralty realised that the numbers available would not meet the needs of the fast approaching war and created the Royal Naval Volunteer Supplementary Reserve RNVSR. The main recruits were amateur yachtsmen, who were given sufficient training to get them up to speed in a very high-pressure manner compared with the 'ordinary' RNVR. The RNVSR uniform was the same as the RNVR one. The RNVSR was dropped after World War II. They became officers during World War II were considered to have joined the RNVR and wore that service's uniform. Most of the officers in landing craft, Coastal Forces and the Atlantic Convoys were RNVR and many regular officers were astonished how well they coped. My father was one of them and ended up as CO of HMS Trouphead. In the Summer 2022 edition of our newsletter I mentioned the book called Uncommon Courage which is all about men who came from the RNVSR



We all know that from 1939 to 1946 the Patrol Service was known as the RNPS but just to confuse things even more the letters RNPS are still officially used in the Royal Navy today, in fact they are used twice – the Royal Navy Piping Society and also the Royal Navy Philatelic Society.

Reunion pictures





LOWESTOFT TOWN COUNCIL
HAS RESOLVED TO GRANT

HONORARY FREEDOM OF THE TOWN

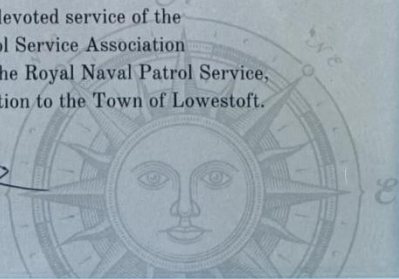
To

*Royal Naval
Patrol Service
Association*

We the Council
grant the highest honour we can bestow for
the valuable and devoted service of the
Royal Naval Patrol Service Association
in uniting the personnel of the Royal Naval Patrol Service,
and their continued association to the Town of Lowestoft.

Mayor of Lowestoft

Dated 05/10/2024



Museum archives - Cooks

At the museum we like to think we know quite a bit about the Royal Naval Patrol Service during WW2 in as much as what the vessels were, what sort of work they did, where they operated etc. We know HMS Europa was the Head Quarters but the gap in our knowledge is what were the various offices, and where were they within the base. We know about the Mail Office, the Drafting Office, the Pay office, the Court Marshall room but there were a lot more, such as the School Office which we have only just found out about after seeing a rubber stamp on a wartime magazine in our archives. The RN archives do not have a site plan and the local council do not either as it was not something they would have got involved with. We have often thought about the catering for everyone on base but we have never heard of anyone being in that line of work – that is until this year!

A couple of people, independently from each other, have mentioned that they had a relative who worked in the NAAFI at Europa but unfortunately had no further information other than one thought it had been at the far end of the building now occupied by the Martello Cafe.

A post appeared just a very short while ago on our Facebook page from Julie Brett - My Mum, Elsie Lilian Cock, served as a WREN in the Second World War and was stationed at HMS EUROPA as a Cook. She told us so many wonderful stories of her time there. My Mum is top row, 3rd in from the right, on the second row down from top, 2 in from the right, was my Mum's best friend in the WRENS, Joan Bullimore from Cromer who my Mum kept in touch with for years, my Mum, passed away in 2017. Mum also had a friend Dolly who lived in Palgrave Road Great Yarmouth, she passed away before my Mum.



These 2 pictures are not taken at Europa but are typical of the WRNS cooks at the time, under instruction and serving new recruits. We would love to know more about the WRNS at Europa, their jobs, any clues as to where in the base they worked or who they worked with. We know that all round the grounds of the Sparrows Nest Gardens (HMS Europa) were lots of beach huts, each one an office but what for, that is the question. I suppose the real reason is that when the Royal Navy shut the base in 1946 and handed the grounds back to the Borough Council nobody thought that in decades to come people would be interested in minute details.



Museum archives – WRNS Desk

Every so often I have a “bright idea”, well it seems like it to me but usually gets the response “are you sure?”. This year I came up with the idea of trying to create an impression of a WRNS desk that might have been at the base. The idea was fuelled by the fact that we had in store a typewriter, hidden in a cupboard that had been used in the base during the war. I found a space we could use for it and proceeded to do a rough drawing of how I envisaged it. I also acquired a 1940s telephone quite cheaply which I donated to the museum as a sort of sweetener and explained how it would fit in with the typewriter. My son and I got the wood and made and stained the desk at home and then took it to the museum in kit form and assembled it. We put the typewriter in position and the telephone and then started to look through the archives in store for period note books or things a Wren might have on her desk so we gave her a calendar, a photograph of her boy friend (a sailor we had a photo of but no name) a navy magazine (stamped HMS Europa) and a note book and pad, both used in WW2. We even have the original sign asking



all correspondence for the Secretary to be handed to the Commodore's office. All we need now is a realistic mannequin to sit behind the desk, our existing figures all look realistic with skin tone etc but modern ones are featureless but if you can find an old one they command big money, so now there is just a WRNS jacket on the back of the chair, she has probably just nipped to the NAAFI for a sandwich.



BBC WW2 People's War

<https://www.bbc.co.uk/history/ww2peopleswar/stories/98/a4189098.shtml>

This web site has hundreds of people's stories on all aspects of the war including quite a few on the Royal Naval Patrol Service and the following is taken from one such story called The Coastal Sparrows by Jack Yeatman

.....Where there WAS a direct connection with the Navy of old though, was in the living conditions. The ship I served in - HMS "Pearl" formerly the "Dervish" of Hull - was a 600-ton, 160-foot long, coal-burning distant-water trawler, designed to operate in the Arctic fishing-grounds with a crew of 12. As an "Asdic Trawler" escorting convoys and hunting U-Boats, we had 47 men on board - 22 of us were in the former fish-hold! And there was no communication below deck - you had to carry your meals along the open deck from the coal-fired Galley right aft to the Mess Deck up for'ard, which meant that, even in normal English Channel and North Atlantic weather, they often arrived in a "modified condition with extra salt". And of course the freshwater tanks were quite inadequate for the much larger crew, so that the washing of person and clothes at sea was strictly forbidden - there were only 3 tin wash-basins, right up under the foredeck, anyway. In recompense for all this, the Admiralty - not noted for its beneficence - paid us "Hard Lying Money" at the rate of ninepence a day - but only for days actually at sea. That may not sound very much, but, with, for example, my Ordinary Telegraphist's pay standing at half-a-crown (two shillings and sixpence) a day, it was a considerable bonus. Jack Yeatman also wrote the following poem.

The Changelings

O'er ever the battered liners sank,
With their passengers, to the dark,
I was head of a Walworth Bank,
And you were a grocer's clerk.

I was a dealer in stocks and shares,
You, in butters and teas,
And we both abandoned our own affairs
And took to the dreadful seas.

Wet, and worry about our ways -
Panic, onset and flight,
Had us in charge for a thousand days,
And a thousand-year-long night.

We saw more than the night could hide -
More than the waves could keep,
And - certain faces over the side,
Which do not go from our sleep.

We were more tired than words can tell,
As the pied ships fled by,
And the heaving mounds of the Western swell
Hoisted us, Heavens-high

Now there is nothing - not even our rank
To witness what we have been;
And I am returned to my Walworth Bank,
And you - to your margarine !

From Commodore Daniel de pass

Rules for the Guidance of Landladies

1, **Accommodation** – Landladies must inform the Billeting Officer of any alteration in the number of beds available for Naval personnel.

Only one rating is allowed to sleep in a bed and landladies are warned that billets will be closed unless this rule is strictly adhered to.

Due notice should be given to the Billeting Office if it is desired to close a billet either temporarily or permanently.

In no circumstances may a rating have his wife staying in an official billet where other ratings are living.

2. **Billeting Chits** – Every rating sent out to a billet from the Depot is provided with a billeting chit bearing his name, rating, and the date and address where he is to be billeted. Landladies must keep these chits and attach them to the next claim form returned to the Billeting Office. (See Section 7)

Landladies are recommended to keep a book in which the names of all ratings entering the Billet are recorded, together with the dates and times they entered and left the Billet.

In the event of queries arising over payment this record will be helpful in tracing errors.

On no account must a rating be accepted without a billeting chit, except when returning from Escort Duty (see Section 6) or leave of 8 days' duration or less (see Section 8)

3. **Blankets** – All ratings joining the Depot are issued with two clean blankets. Any ratings who arrive at a billet without blankets should be sent back to the Depot to draw their blankets.

4. **Damage** – All cases of wilful or accidental damage, including damage to bedding, for which landladies wish to claim compensation, should be reported to the Billeting Officer at once in writing. The names, official numbers, and ratings of men responsible should be quoted in the report.

An Officer will be sent to inspect all cases of damage reported and assess the amount to be claimed for compensation.

All cases of damage to service beds or bedding must also be reported immediately, although no compensation is payable to the landlady for such damage.

5 **Discipline in Billets** – Landladies are responsible for keeping good order in their billets. Any rating who misbehaves badly or makes himself a continual nuisance in the billet should be reported immediately to the Billeting Officer, who will take appropriate action.

All ratings must be in their billets by 2300 (11 p.m.) unless provided with a permit to be out later. The police have instructions to report names of ratings found out after 11 p.m. to the Naval Authorities and to order the ratings to proceed to the Depot for the night.

Landladies are asked in their own interests to co-operate by not allowing ratings without permits to enter billets after 11 p.m. and to report the names of such ratings to the Billeting Officer.

6 **Emergency Draft and Escort Duty** – Ratings detailed for emergency draft are required to remain in Depot from 1400 (2 p.m.) on the day detailed till dinner time the following day. They are provided with tea, supper and breakfast at the Depot and landladies are not therefore paid for

these meals. As ratings remove their kits lodging money is not payable, and the sum of 2/1d. is therefore deducted from the week's claim.

Ratings on Escort Duty are provided with meals while away and landladies are therefore paid only lodging money during this period.

Instructions for filling Claim Forms – Billeting money is paid weekly one week in arrears. Claim forms should be obtained from the Billeting Office and the name and rating of each man in the billet entered in the space provided. Instructions on the form should be carefully read and care should be taken to fill in landlady's name and full address. Name and rating of each man can be found on the billeting chit (see Section 2)

Forms should be completed up to 2300 (11 p.m.) each Saturday, and taken or sent to the Billeting Office, Sparrow's Nest, so as to arrive not later than Noon the following Monday.

The following example explains the correct method of filling in a Claim form:-

A Billet for three ratings is opened on Tuesday, 6th July, and two ratings are sent to the house at 5.30 p.m. on Tuesday night. One more rating is sent at 11 a.m. the next morning. One of the original men is drafted at 4 p.m. on Thursday, 9th, and another man sent in his place at 10.30 a.m. on Friday, 10th.

Name and Rating Billeted	Date	Time	Date	Time
A Smith, Seaman	6 th July	5.30 pm	11 th July	11.0 p.m.
B Brown, Stoker I			9 th July	4.0 p.m.
C Robinson, O/Seaman	7 th July	11.0 a.m.	11 th July	11.0 p.m.
D Jones, Stoker II	10 th July	10.30 a.m.	11 th July	11.0 p.m.

The four chits should be attached to the Claim form, which should be sent to the Billeting Office as already explained. The money should be collected on either Thursday or Friday according to directions on the Claim form. On the following week the claim should be made out from 11th July 11 p.m. in respect of Smith, Robinson and Jones, and *not* from the date of entry.

8 **Leave** – Ratings are instructed to inform landladies before proceeding on leave, and to report their date of return.

Ratings granted eight days' leave or less return to their old billets, and in this case lodging money is paid for the period the rating is on leave, and the bed *must* be reserved.

Ratings returning to a billet from leave under these circumstances do not require a billeting chit (see Section 2)

No bed money is payable in respect of ratings proceeding on more than eight days' leave. Ratings will, however, be allowed to return to their old billet if there is a vacancy when they return, and so long as the landlady wishes to have the rating back.

As a general rule leave commences at 2 p.m. When this is the case dinner is the last meal paid for, and any subsequent meals or food taken away is the responsibility of the man going on leave.

9 **Rates of Payment** – Rates of payment are as follows:-

Breakfast	...	9d.
Dinner	...	1/2d.
Tea	...	3d.
Supper	...	5d.
Lodging	10d. for first man, 8d. for each additional man	

In addition a sum not exceeding 10d. per occupied bed per week may be claimed for laundering bed linen, and between 1st October and 31st May 2/6d. per week may be claimed for each fire (other than that used for cooking), lit for the benefit of ratings billeted.

(N./B. – Fires in private sitting rooms which are not used by ratings may not be claimed for.)

A full week's payment if one man only is billeted, therefore, including fire and laundry money, is £1 7s. 3d.

Letters for Re-direction – should not be dealt with by landladies, but should be brought to the Billeting Payment Office on the next occasion of calling.

Usual reminder

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.

The Last Post

Obituary for Winter 2024

S/M A M McPherson	Aberdeen	Scotland
S/M J S Bowie	Aberdeen	Scotland
S/M L C Manners	Lowestoft	Suffolk
S/M J Jacques	Stonehouse	Gloucester
S/M R Shambrook	Hitchin	Hertfordshire
S/M C T Bray	Benfleet	Essex
S/M D Jones WRNS	York	Yorkshire

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

Slops

Slops items for sale from HQ - Winter 2024

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		
Fridge Magnet (RNPS badge)	1.00		
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	1.75		
P & P Large / Heavy items	3.75		
Total Submitted	£		

Name _____ Tel No. _____

Address _____

_____ Post Code _____

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

