

# ROYAL NAVAL PATROL SERVICE ASSOCIATION

**NEWSLETTER No. 98**

**Summer 2025**



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

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## Editorial

The time has come round again when I sit down at the computer and try to put the newsletter together. Since the last edition we have been busy in the museum with a steady stream of visitors, not an earth shattering number but mainly people visiting with a purpose rather than casual members of the public in the park. Those coming specifically to visit us often travel a long way in order to see where their relative served and to learn more about what they did and in a lot of cases where they can get more information as they do not have the original service record, in these cases we point them in the right direction and tell them how they can apply to the MOD for a copy. Quite often these sort of visits get quite emotional both for the visitor and the museum volunteers but in all cases it is very rewarding.

We have had some organised group visits to our museum ranging from young children, various social groups to ex service veterans. For ex service groups we put on a tot of rum but before you get worried, we do NOT give the children rum!!! Most of the ex Navy people we get at the museum have no knowledge of the Patrol Service and are genuinely interested in what the RNPS did and the conditions they had to do it in as well. Our attendance figures for the last 3 years, April – March are 1044, 967 and 1136.

One thing that never ceases to amaze me is that there were 66,000 men plus the WRNS in the Patrol Service and we have hundreds if not thousands of photographs which we change in the displays from time to time but occasionally someone will walk round our museum and find a picture of their relative, that is the sort of thing that makes us realise how important our work is.

Although our work is generally very rewarding we do get the occasional low and recently this has come with a series of problems with our lift. When we came to renew our contract with Otis Lifts we were advised by the manager which level of cover he felt would suit us based on past experience with the lift. So far recent repairs to the lift have cost us in the region of £7,000 which has put a dent in our accounts to say the least. We are going to see if Otis can change our contract to include parts etc but of course this will increase the annual contract fee. Life is certainly full of ups and downs!

With the high utility bills and general running costs that we incur for the Association/museum we are seeing the law of diminishing returns looming on the horizon and getting closer but like the minesweepers did we will continue to steam ahead regardless.

# Reunion

This year our reunion will be on Friday 3<sup>rd</sup> October for the AGM and Saturday 4<sup>th</sup> October for the service, parade and entertainment afterwards.

The programme for the reunion is –

1. **Friday 3<sup>rd</sup> October**, the AGM will be held at the same venue as previously, Studio Theatre in Sparrows Nest Gardens at 14.00. This is the old theatre box office and is next to the Restaurant at the bottom of the park. We would like to see more people attend this meeting as it is important in our running of both the association and the museum.
2. **Sat 4<sup>th</sup> October**, the service of remembrance will be at 11.00 (muster 10.45) in Belle Vue Park.
3. We will then continue after the service on Saturday in Sparrows Nest Gardens with the march past, salute and “Sunset” at the bandstand but this year as it is our **50<sup>th</sup> reunion** we have arranged for a professional 1940s style singing duo called the Vibettes to entertain you at the bandstand. They are very good and have just headlined at the Guernsey Liberation Day events in the Channel Islands. We respectfully ask you all to stay at the bandstand when the parade is dismissed and support the Vibettes, our reunion organisers and Lowestoft Town Council who are working with us on this occasion.

There will be no march down from the memorial, we will just re-gather when everyone has had a chance to make their way down to the Nest and get their second wind.

One thing we noticed last year was that a lot of people went straight to the cafe when they came down from the memorial which unfortunately reduced the number who attended part 2 at the bandstand.

We look forward to seeing as many of you as possible for this poignant and important part of our year.

## Young Film Makers

A short film was made in our museum by a small group of young children from the YMCA Shine organisation. They filmed it themselves, decided what to film and what to say and it was all done in 1 hour which was quite some feat. They also filmed in other local museums but ours was the first so it was a bit of a learning curve for them. The project is part of the Town

Hall regeneration project who supported the venture, YMCA Shine who agreed to take part in the project and the National Lottery Heritage Fund who funded the project. "The Lowestoft Town Hall Project is a Lowestoft Town Council initiative supported by National Lottery players via The National Lottery Heritage Fund. Other significant funders for the regeneration include Towns Fund and East Suffolk Council."

You will find this short film on our Facebook page, just look for this picture but please remember that these children had no input from the 3 adults who were just there to chaperone them. I think they learnt a lot, not only about our exhibits but also about making films. You can see the other films they made at other museums by going to their Facebook site and scrolling down. At the time of writing, 4 of their films are on their site, they are at the Lowestoft Independent Archive, The Mincarlo Trawler, the Maritime Museum and our Museum. It shows that these young children have achieved something constructive and hopefully they have learnt a lot along the way. See more at -<https://www.facebook.com/profile.php?id=100086736331195>



## Mystery item

When people come to our museum we tend to have the impression that they expect us to know everything about the RNPS, its ships, the men, their work and all the equipment etc. To be fair we have varying degrees of knowledge among us volunteers with a couple knowing quite a lot and a couple of the new volunteers picking up the knowledge as they go but it is very rare for us not to be able to answer a question one way or the other – that is until a couple of months ago when a couple came in. They had driven down from Lincolnshire specifically to show us a piece of equipment that he had come across which he was told was to do with minesweeping but he wanted to make sure because if it was he would donate it to our museum. Myself, the Curator and one of our volunteers who was a long serving CPO Artificer in the Royal Navy all drew a blank. It had an



adjustable dial marked in fathoms, a grooved wheel that we found out had a connection to the fathom dial and a long wooden handle. We turned it every which way and came up with various theories but nothing we could say hand on heart was definitely connected to minesweeping. On the back was a stamped "item number" which began with the letters HYB which led us to think it may be something from the Hydrographic Branch. With an inconclusive answer we said that it would not be right for us to take it just because it was there but we would keep looking into it. The couple fully understood and after looking round the museum drove back to Lincolnshire.

In my 37 years being involved with the association, its members and the museum, plus my late father was in the Patrol Service, I have never heard of such an item. Those that know me know that I do not like to be beaten with things like this and tend to shake the question until an answer rattles loose. I did endless searches on the internet and I sent emails to a couple of friends who had served in the Hydrographic Branch and a couple to post war minesweeping men but none of them were able to give me an answer. BUT a few weeks later I was doing a similar internet search for something totally unrelated, in fact I was looking into the history of a WW2 shore base, when a picture appeared and low and behold it was our mystery item being used on a minesweeper with the description ***"A careful check on the amount of sweep wire veered is kept by the use of a wire measure on board a British minesweeper, part of a mixed flotilla operating from the naval base HMS LOCHINVAR at Granton, Scotland"*** Those at the museum at the time gathered round my PC to see and were equally surprised and pleased. I sent a copy of the photograph to the Gentleman who came to the museum with it and he was very pleased and said that as it was 100% to do with the RN Patrol



Service he would give it to our museum. Bonnie and I called in and collected the item on our way back from a weekend away. The next job is working out how best to display it – if only we could extend our museum rooms!

So there you go - every day is a school day.

## VE Day 80

In Lowestoft VE Day 80 was celebrated on the actual day, Thursday 8<sup>th</sup> May and the Town's event was held in Sparrows Nest Gardens. The day for us started at 08.30 when we arrived to open up the museum, get the signs out, the flags ready and hoist our House Flag on our mast. It had been arranged that nationally Union Flags would be raised at 09.00 and for Lowestoft the Town Council chose the place to fly their Union Flag to be from the gaff on our mast. Just before 09.00 the Mayor of Lowestoft, Council officials, the bugler and 3 RNPSA representatives and a few members of the public formed up outside our museum. As we were in a former Naval base and we still have some Naval connections I decided to make the flag raising into a Colours ceremony. At 09.00 exactly the bugler sounded reveille, the order was given to "face the main mast and salute, Colours" and I had the privilege of raising the most Easterly Union Flag on VE Day 80. After the "carry on" the official party left and Bonnie and I went into the museum to sort a few bits and pieces out, including a cup of tea and at 09.30 the first couple of visitors turned up and so it continued non stop all day and we were very grateful for our volunteers who came in during the day to help manage the crowd. We had 263 visitors in during the day, the most we have ever had in one session. There was a full programme of entertainment on the stage from 15.00 which included solo and duo singers, Jazz band, swing band, big band and a youth choir the final act was the fantastic Glenmoriston Pipe Band who performed a marching and static display. There were various ex service association stands, charity stands, military vehicles and vendors. The weather was good but thankfully not too hot and the park was full of public which was estimated at around 2,000 throughout the day. Just before 21.30, in keeping with the rest of the country, the Standards, veterans and cadet units marched on and formed up by the beacon then there was a rousing National Anthem, a speech by William Kendall, Deputy Lord Lieutenant of Suffolk, the lighting of the beacon and the Glenmoriston Pipe Band played Auld Lang Syne. By the time the parade had been dismissed and we had got back to the museum and sorted everything out ready for opening the next day we finally left the park just after 22.30 – I did stop at the bar in the park for a large rum and a quick debrief with the event organiser from Lowestoft Town Council who had also been on site for an equal amount of time and we both felt the event had gone off well and from the RNPSA side we were pleased to be part of it. With so many similar events happening in our area we were pleasantly surprised by the large number that came to ours and based on the number that came to the similar for last years D Day 80 event we surpassed that number by a lot.

I have put together a selection of pictures of the event, some taken by Bonnie and some by the Lowestoft Journal Photographer, Mick Howes.





“Colours” 09.00  
RNPSA Chairman, George Hawes  
Act Town Clerk, Sarah Foote  
Mayor, Cllr Nasima Begum





## North Carolina commemorations

Our Member in Florida has sent the following report.

The trip to the outer banks of NC went well and without incident. It seems as though the distance gets farther away each year. Probably because I'm getting older. There is no doubt in my mind that if Bear and I do not go and represent the Patrol Service Association, the Patrol Service would be completely lost, swallowed up by the Navy. By my reckoning, Bear and I have been attending the Buxton and Ocracoke memorial since 2013 and as in Lowestoft, there are fewer and fewer men of the greatest generation in attendance, very sad indeed. The Graveyard of the Atlantic museum has undergone changes (to the museum and the leadership) and the Ocracoke Preservation Team has also changed leadership. All need educating about the RNPS including the Royal Navy. This year's event was attended by officers of the RN, Commodore Phillip Nash, RCN, Cdr Richard Lane, several officers of the USCG including Lt Cdr Cory Woods, (who is being transferred to duty abroad), Cdr Luisa Winkler from the German Navy and Pipe Major Loudermilk with the Coastguard Auxiliary Pipe Band.

Our journey began on Tuesday the 6th at 7am as we needed to get to Fayetteville N.C. before dark. The journey continued the following day and we arrived in Buxton early Wednesday afternoon. After checking into the hotel, we went to the Buxton gravesite where we came across the Coast Guard erecting tents for the following morning. We gave them our wreaths and stands to set up at the gravesites. The event on Thursday went off well although the crowd seemed to be a little smaller than usual. We then went to the lunch reception at the Graveyard of the Atlantic Museum and talked to familiar faces and met new ones. There were a couple of RN and RN vets in attendance. After the lunch we boarded the ferry to Ocracoke to make sure we did not miss the event at the British Cemetery on Ocracoke Island. The weather, visitors, supply trucks and general traffic can make it very unpredictable as to whether there is room on the ferry. A part of the journey that once took about 20 minutes now takes 75 minutes due to shifting sands. This has also impacted our route home. Bear and I had dinner with the Canadian Attaché and his wife at the Flying Mellon restaurant. We had a very nice evening with them. The memorial on Ocracoke went off very well and we reconnected with a lot of familiar faces there. The Friday service was very well attended. Some of the shrubbery at the site obscured our wreath and made it impossible to get a photo, although I was sent a video clip of myself 'fluffing' the wreath. The Islands Free Press had some very nice photographs, but nothing of the Patrol Service. I contacted them about this and they were very good. They have asked to meet with us next year and hopefully we can impress upon them the importance of the Royal Naval Patrol Service and the role

they played protecting the US coast. We then went to the reception but could only stay a short while because we had to get the 1:30pm ferry back to the mainland, a 2 hour and 40 minute trip. We needed to get back to Fayetteville again before dark to make sure that we could get back home by Saturday night. All in all, another very worthwhile trip and looking forward to next year.

It is an honour and pleasure to represent the RNPSA at these events.  
Kind regards to all, Richard and Bear



Our distinctive poppy wreath



Lt Cdr Cory Woods USGC  
Cdr Richard Lane RCN  
Cdr Luisa Winkler German Navy  
Richard Eagles RNPSA  
Cdre Phillip Nash RN



US Coast Guard  
ceremonial gun salute



Our association badge travelling  
through America

BZ and our sincere thanks go to Richard Eagles, Andrew "Bear" Wolf and their wives for making the 1,900 mile round trip to represent us at the 2 ceremonies in North Carolina. Our thanks also go to the people of North Carolina that keep these few British graves so well and annually

commemorate their loss and also the Military representatives who add gravitas to the occasion.

We have received the following from the organisers of the North Carolina events following the association's representation by Richard and Bear.

On behalf of the Graveyard of the Atlantic Museum and the Friends Board of Directors, we would like to offer our sincere thanks and appreciation for all you did to make the 83<sup>rd</sup> Anniversary of the British War Graves such a meaningful occasion. Your attendance and participation made the event truly special and we are honoured to have had you join us. It was a pleasure to see you there. We look forward to seeing you again in the future.

Sincerely,

Dee Callahan, Administrative Director

Friends of the Graveyard of the Atlantic Museum

## Challenge Coins

Following on from the above article, Richard Eagles and Bear Wolf decide (with our agreement) to have some challenge/friendship coins minted as there is a growing tendency to give and exchange these at events and meetings, not to everyone but to special/official guests. The coins are 1¾" dia. The artwork was worked on by Richard and Bear, with some input from us at Headquarters and when we all agreed on the final design a quantity were produced and the first recipients were at the events in North Carolina and Richard writes – "The coins went over very well and really do help keep the Patrol Service name out there. We gave some to the local press and dignitaries as well as a number of military attaches and service men, including a couple of RN sailors and a RN vet who meet regularly with other RN vets here in the USA. The coins were very well received."

Richard has said he will send a couple over to us and we may decide to place an order but we will have to wait as it depends on the production cost and more importantly the postage and possible import duty from America.



The obverse and reverse of the coin



An online site I looked at says that their origin stems from it being a small coin or medallion, bearing an organization's insignia or emblem and were carried by the organization's members. Traditionally, they might be given to prove membership when asked and to enhance morale. They are also collected by service members and law enforcement personnel. Historically, challenge coins were presented by unit commanders in recognition of special achievement by a member of the unit.

They could also be given in recognition of visits to an organization which is now the popular modern day use of the coins both in the USA and the UK and some Royal Navy units do this now.

## New Padre

For a number of years our local RNPSA Padre has been the Revd Peter Paine who was the Port Missioner at Great Yarmouth as well as Padre to the Lowestoft Sea Cadet Unit. Earlier this year Peter retired from the Port Mission after serving there for over 25 years and also from the position of our local RNPSA Padre. Our association was represented at Peter's retirement event and our thoughts and thanks go with him as he and his wife enjoy a long awaited holiday touring Britain.



Peter at our reunion, his retirement cake and our Secretary with Peter at his retirement party

Our new association Padre is Mission Area Officer East Anglia, Amanda Wisher, from The Fishermen's Mission in Lowestoft. Those who attended last year's reunion would have seen her as she stood in and took our service at short notice when Peter was unable to attend. We welcome Amanda to our association and look forward to the friendship that we enjoyed with Peter and before him Jim Izzard, now our Honorary National Padre.



## Charlie's rescuer

A couple of months ago we had a visit at the museum from an ex RN man who lives in Exeter and en route to us he stopped and picked up his father. When they arrived at the museum one of our volunteers asked me to speak to the 2 as they had some questions. He produced the service certificate of his grandfather who had been in the Patrol Service and just by chance the first word I saw on the sheet was Svega. I said that was a whaler and went on the Russian convoys, there were 3 that went together, the Shera, the Sulla and the Svega and that the Shera had sunk. The chap said yes that was right because his grandfather had rowed across from the Svega to the Shera and rescued a sailor from the water and gave him his jumper to put on but the sailor wrapped it around his feet instead. When they got back to the Svega the sailor had bad frostbite mainly to his feet and his grandfather had bad frostbite mainly to his hands because of the rowing. When the Svega got to Russia they were both sent to hospital and ended up in the same ward. I said that the sailor he had rescued was our late association Vice Chairman, Charlie Harris, who only passed away in 2019 aged 98. I said I expect you have heard about him and the details about the sinking of the ship but he said he did not, I showed him a photo of Charlie in our museum and I have to confess we both had a tear in our eyes. BUT if that was not a coincidence, before I was called through to talk to the couple, I had been going through some files on the computer, looking for something and the official report into the sinking came up and was still on my screen when I was asked to talk to them – was that Charlie trying to tell me something?



In 2013 we ran a story about Charlie by our member Kyle Frederick and I make no apology for printing the article again in light of the recent visit by the family of his rescuer – If only Charlie had been there to meet them.

### **Charlie's Arctic Convoy – by Kyle "Fred" Frederick**

In the first week of January 1942, Charles Harris (known as "Charlie", our National Vice Chairman) a recently called up fisherman, marched along the quay at Milford Haven to join his first war time ship in the Royal Naval Patrol Service. What a sight that met him, HM Whaler "Shera" was listing to port by 20% and Charlie had that ancient forlorn feeling that mariners get with unlucky ships, he had a bad feeling about her. As an old Norwegian whaler she had seen better days chasing whales in the rough and cold seas of the North Atlantic. Charlie's omens were justified, having completed trials outside of Milford Haven, Shera was heading back into the

Haven, Charlie was on the forecastle at Harbour stations lined up on the forward part of the ship, Charlie could see that there was a trawler dead ahead of them and the skipper was not slowing down, despite being an able seaman, Charlie had recently obtained his Second Mates ticket and knew about seamanship. He then took the precaution of moving everyone back, he was right to do so. The Shera slammed into the anchored trawler and holed her. Charlie shouted up to keep going forward to hold the sinking vessel up, but despite this she sank taking the chief Engineer with her who had gone back below to get his wallet but never got out in time. It was the first of many lives this small whaler would take.

After this the ship headed up to Greenock to be fitted with an anti-aircraft gun and a stability test, although there was no testing to see if the ship was sound from sinking the trawler in Milford she then preceded to Iceland. However, the ship had to call into the neutral Faroe Islands overnight due to the heavy seas, and he remembered seeing the locals come down and stare at the ship as she bobbed at her anchor. She then proceeded to Iceland where her bad luck struck again. 8-9 of the crew had got some kind of a rash and had to be put ashore, Charlie being one of them. They were put in a Nissen hut where although under Army supervision, the soldiers would slide their food and drink through a gap in the door to minimize the risk of catching this mystery rash. Charlie and the rest of his ill shipmates rested for 5 days in this Nissen hut, which was surrounded by snow and only had a small stove heater for warmth whilst the ship went to Seyoisfjorour in Iceland. She then returned to pick up the sick seaman, whether they were fully recovered or not. On 4<sup>th</sup> March the ship then left Iceland and the safety of an anchorage for the last time.

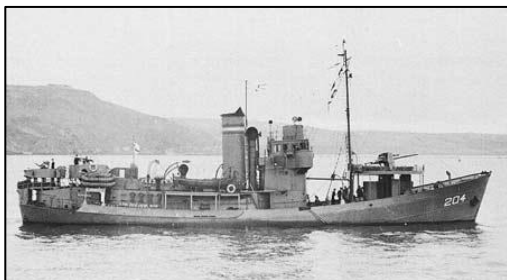
She was tasked along with another Whaler (Svega) to meet up with the Allied Artic Convoy PQ12 heading for the Russian port of Murmansk. The crew however had not been issued with cold weather clothing and had to rely on the clothes they had brought with them for warmth in the cold waters of the Barents Sea. The ship had a crew of around 30, her Captain was a former Merchant Navy Officer and didn't take well to Navy routines as on the way up to Russia, the crew had no practices, they didn't practice lifeboat drills, action stations or what to do in an emergency.

On the 8<sup>th</sup> evening of the passage the two whalers steaming together had still not met up with the convoy. Through both the dog watches (4pm-6pm and 6pm-8pm) Charlie and his watch, on their own initiative had spent their time clearing the ice that had been building up on her decks and rigging, the cold weather was taking its toll and the building ice was to be disastrous. Charlie was sleeping in his bunk on the forecastle locker (forward part of the ship) when the bunk above him collapsed on top of him, which was immediately followed by the ships alarms sounding; the ship lurked over and then turned on her port side. Without orders everyone scrabbled for the hatch. As Charlie exited the hatch he was met by a scene



of chaos and he saw a man struggling to get free, with one arm he pulled the man up onto the ships side, although he admits he was stronger in those days. He saw the Svega lower a boat and thought this was his chance. He was the last to jump into the water and before the ship fully sunk, he looked back to see the ships bow sticking straight up out of the water, the ship then slipped stern first under the water. Charlie couldn't quite remember how many were in the water but he knew all in the forecandle locker got out and remembers seeing around half a dozen men in the water. He remembers seeing a Cornish seaman who had been in the Patrol Service since the start of the war, swimming backwards, with the youngest member of the crew linked in his arms, as the youngster was a weak swimmer. Charlie finding a cork lifejacket, hooked this under his arm and swam towards the Svega boat, he knew that he was a good swimmer and believed it was this continuous physical effort that kept him alive, although he says he could feel himself freezing to death with the feeling slipping away from his fingers and toes. He was the first to be picked by the small rescue boat, a seaman in the boat took off his jumper and gave it to him. By this time he had somehow survived an unbelievable 20 minutes in the water, instead of putting on the jumper he wrapped it around his feet, as his feet were so cold that they were freezing to the wooden bottom of the boat. They picked up another 5 members of the crew; the officers steward, 1<sup>st</sup> Lieutenant (who was a Norwegian and who was sitting on top of the wheelhouse which had broken away from the ship and was floating on the water), the wireless operator and another crew member who he did not know, this unknown shipmate and the wireless operator did not survive. A total of just 3 survived from a crew of 30.

Charlie was slipping in and out of consciousness. He remembers waking up to find a stoker, slapping his feet causing incredible pain but it was this action that he believes saved his feet from frost bite and at the age of 92 is still able to climb the steps to the RNSPA and museum. The Svega arrived in Polyarny roughly 4 days later and he was taken by ambulance to a Russian hospital. Here he met the Russian people and despite the language barrier they were good to him and gave souvenirs like a small Russian badge of the Red Star and Sickie (although regrettably this has been lost). Four to Five days later he was put onboard the cruiser HMS "Kenya" and sent home. Throughout the voyage he was in the sick bay but remembers the Captains



A typical whaler used in WW2  
Note the low freeboard

tannoy announcements about a possible sighting of the Tirpitz although this proved to be a false alarm.

After disembarking at Scapa Flow he was taken to an Aberdeen hospital to be medically examined, as even the medical experts believed that he should not be alive! On 27<sup>th</sup> April, the day before his 21<sup>st</sup> birthday Charlie escaped the dangers of the war and walked through the door of his mother's house in Fleetwood and to the warmth and love of his waiting family.

The report into the sinking was not made public until 1972 but details of it can be found on this website

<https://suzysu.wordpress.com/2013/10/27/the-fate-of-hmt-shera-closed-until-1972/>

It makes interesting reading and is understandable why it was not released until 1972.

## **. Sim Mayou**

Those of you who have been associated with our association and our reunions will remember our WW2 veteran Sim Mayou. He was one of life's "characters" and everyone he met, no matter where it was, in this country or abroad, was told about the Patrol Service. He was probably our biggest RNPS ambassador.



At the end of August last year 5 of us from the association had the pleasure of attending Sim's 100<sup>th</sup> birthday celebrations in his home town of Pelsall in the West Midlands. At the end of October the BBC "The One Show" took Sim to Portsmouth as a surprise and you can see this on the following link

<https://x.com/BBCTheOneShow/status/1852066071756574913>

Sim had also made an appearance in the 2023 feature film "The Great Escaper" starring Micheal Caine and Glenda Jackson. At one point in the film they show actual footage of a previous D Day celebration in France and you can clearly see Sim dancing about in front of the crowds of spectators. None of us knew about this, not even Sim until we watched the film and up and down the country there must have been people in cinemas shouting out "That's Sim!"

But all good things come to an end and on 28<sup>th</sup> December Sim passed away. In February Bonnie and I represented our association at his funeral in Pelsall. We only knew Sim through the Patrol Service but were totally

amazed about what we heard about him. The whole town/village of Pelsall came to a standstill for his funeral, the streets were lined with people and there were over 100 people outside his hardware shop, local businesses closed as a mark of respect and Sim's funeral cortege did a tour of the village. It was at the funeral that we learnt that Sim was known as "Mr Pelsall" because of all he had done for the area throughout his life, he was a tireless campaigner for all things Pelsall and the town of Pelsall is a better place because of Sim.

## **HMS Wildfire III parade & service**

Our association National Standard will be attending the annual parade and service to commemorate the WW2 Patrol Service base at Queenborough which this year will be on Sunday the 7th September. The parade musters at 13.30 outside Holy Trinity church High St. Queenborough, march off at 13.45, the service and wreath laying in the park is at 14.00hrs. After the service the salute will be taken outside the Guildhall. There is a reception with a light buffet and entertainment by Annie Love at the Rose Inn High Street Queenborough, which is conveniently right where the parade finishes and is run by an ex Royal Navy man. The Guildhall will be open for Standard bearers to get changed before the parade. Tots for Standard bearers will be taken after the parade at the Rose Inn. Once again the Royal Navy will be represented by a contingent from HMS President.

The Guildhall Museum which has a lot about the RNPS and the Queenborough base will be open before the parade. The organisers would like to see some of our association members at the event which was started back in the 1990s by 4 of us from Headquarters working in conjunction with both Queenborough and Swale councils.

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

## **Rummy III & Gerfalcon**

In the last newsletter I ran an article about a vessel called Rummy III that had been requisitioned for war service with the RNPS, she has been restored back to her wartime colour and configuration, complete with machine gun and regularly attends commemoration events both in the UK and across the channel, in fact she has just visited the Channel Islands for their Liberation Day and has taken part in the Ramsgate to Dunkirk D Day commemoration after which she went on to an event in Ostend.

Recently another similar motor yacht called Gerfalcon has appeared on the scene, Built as a private motor yacht by William Osbourne in 1937, Gerfalcon served with the RNPS as a Royal Navy Auxiliary patrol craft during the Second World War, having been requisitioned in June 1940

from her owner at the time, Commander V Searles-Wood. This vessel has also been restored to her wartime colour and configuration. Both vessels carry their original number which by chance is 2 for Gervallion and 3 for Rummy III and this year they both left Ramsgate and sailed together to France.



Ex RNPS vessels Gervallion & Rummy III crossing the channel to France

## Usual reminder

**Subscriptions** – PLEASE NOTE that association subscriptions become due on the **1<sup>st</sup> January each year** for all classes of membership.

The current subscription rate is **£8 for Served Members** (formerly known as Members) and **£10 for Members** (formerly known as Associate Members) and could you also please make sure you send in your membership book for updating and SAE with your subscription so that your renewal can be accurately recorded and accounted for and your book returned to you.

## The Last Post

### Obituary for Summer 2025

S/M W Stanistreet

Mrs B Pointon

S/M J McColl

S/M G D Ewing

S/M S Cox

S/M S Mayou

S/M G Hunt

S/M G Bishop BEM

S/M L H Goodrich

Stoke on Trent

Lowestoft

Glasgow

Skelton

Marston Green

Pelsall

Portsmouth

Woking

Dagenham

Staffordshire

Suffolk

Scotland

Cleveland

Birmingham

West Midlands

Hampshire

Surrey

Essex

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

# Slops

## Slops items for sale from HQ - Summer 2025

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 card - original	0.50		
Christmas card – clean sweep	0.50		
HMS Europa Booklet	1.00		
Churchill's Pirates Pt.2 (book) reduced	1.00		
RNPS crested Epaulettes (limited stock)	5.00		
Blue Mariners CD	4.00		
The Story of the RNPS, 2 CD set	6.00		
<b>Total</b>	<b>£</b>		
P & P Small items	1.75		
P & P Large / Heavy items	3.75		
<b>Total Submitted</b>	<b>£</b>		

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

Address \_\_\_\_\_

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

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

Nothing gets in the way of a good cup of tea  
not even minesweeping!



It is unusual to see a trawler's name on a cap tally, it was usually just HMS, HM Minesweeper, HM Patrol Vessel etc. but this shows a cap tally for HMT Star of Britain, the trawler the photo is taken on.