



# The Peregrine Photos Post



Summer  
2012  
Issue 30

*The Royal Navy Photographer's Association*

Ahoy there!  
It's your Editor

Well I hope you are all enjoying our summer of celebrations what with the Jubilee and now the Olympics. On page 8 are a few photos you have sent in, (thank you) I notice none of you are in the Olympics but of course we can beat them all from our arm chairs!

I'm a bit late sending this newsletter out as Steve gave me a fright and had 10 days in hospital due to a re-occurrence of gall bladder problems but he's on the mend now.

We have the **RNPA Reunion on 28th - 30th September** and could do with a bit more support so if you haven't booked with Ray Whitehouse now is the time to do so. Attached at the back are the full details so come on lets have a good party.

Jan Larcombe is also appealing for Chairman & Secretary posts to be fill please put your names forward we need the support otherwise there will be no RNPA.

Enclosed are articles on the Commemoration Service of the Falklands conflict and Admiral Sir Raymond Lygo pages 3 &4

Report by Ray Whitehouse on Memorial progress, Goodwood Revival 14th - 16th September and next year 70th Anniversary of Battle of the Atlantic - page 5

## **RNPA Reunion & AGM PORTSMOUTH**

**28th-30th September 2012**

See you there - Hilary King

Please keep the Photos and stories coming in thank you.



### **Britannia's old snappers at bi-annual reception onboard the Yacht at Leith**

From: L- R

Tom Suddes (ex Snaps then came back as Bosun) Dave Morris from mid 60's and Mike Gilbert who took over from him. It must be noted that Tom won the Yotties golf tournament and has many other talents including performing Punch and Judy at a Yotties annual work party dinner.

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## **RNPA COMMITTEE**

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<b>Social Secretary</b>	Ray Whitehouse e-mail ray@chilston.com	<b>01903 366505</b>	<b>Honoraray Associate</b>	John Cunningham	

## **Chairman and Secretary.      by Jan Larcombe (acting Secretary)**

We are still looking for a permanent Chairman and Secretary for the Association and hope to have these positions filled at the AGM in September.

At present Ray Whitehouse is Social Secretary and acting Chairman while I am the Historian and also acting Secretary.

Apart from the fact that this reduces the size of you committee and could very well lead to being unable to form a quorum "Dual Hating" is not a good idea as it blurs the line of responsibility.

The Chairman's role is not that onerous. He presides at committee meetings and AGMs and is the face and voice of the Association at all Social Gatherings. He also makes sure that other members are doing their jobs properly.

The Secretary is responsible for the day to day business of the Association, organises the agenda, writes the minutes for all meetings and deals with all correspondence on behalf of the Association. (No in or out letters since I have been doing the job)

We do need a well constituted and active committee so renew the call for volunteers and/or nominations (with the nominees agreement) for the above posts. Names to me please at [jandor@which.net](mailto:jandor@which.net).

### **Items for the AGM agenda.**

The AGM will be held on Saturday 29<sup>th</sup> September during the Reunion. Any member wishing to make a proposal for the agenda should let me have the details by the 8<sup>th</sup> September. The only rule is that anyone making a proposal has to attend the meeting.

# **THIRTY YEARS ON**

## **Commemoration service of the Falklands conflict at Yeovilton**

By Jan Larcombe

Doreen and I had the privilege of representing the RNPA at the commemoration service thirty years to the day after the conflict ended on 14<sup>th</sup> June 1982. Besides being the Phot Officer I was the Press and public relations officer there during the conflict so have very vivid memories of Yeoviltons involvement. The station sent 126 aircraft and some 1400 personnel down south, nineteen of whom did not return.

Parking on the old wardroom sight to catch a bus to the church and the first surprise. I was expecting to go to the church that I recalled was just inside the living site close to the where the parade ground used to be (Now a car park). Instead it was a ride around the airfield to what I knew as Yeovilton village church. The church had been redundant for some time and in 1988 was purchased by the Navy from the Diocese for £1. Following restoration St Bartholomew's (St Barts) opened as the Fleet Air Arm Memorial Church in 1993. It now houses the six volumes of the Roll of Honour recording the names of those who have died in the service of Naval Aviation since 1912.

The Church web site is at [www.faamc.co.uk](http://www.faamc.co.uk).

Second surprise was a Standard flying above the White Ensign in front of the Station HQ but it did give clue to the next surprise.

Tina Cullen the Verger who had been a junior Wren at Yeovilton in 1982 had suggested a low-key service of remembrance. Instead it was a church full to the brim with Prince Andrew, who gave the first reading in the service, in attendance. He, of course, was a helicopter pilot down South during the conflict. We were seated right at the back of the Church and although I had my camera did not get a chance to do anything but a hand held shot above my head from where we were sitting.

Nicked (with permission) from the video coverage by ITV West

Great organ music, good hymns and the loudest singing I have heard for a long time and, at the end, the dedication of the Aircrewmens Associations standard. The Order of Service is on the RNPA websites at Hist1060.



The Fleet Air Arm Memorial Church at Yeovilton. The Verger Tina Cullen thanking the Royal Marines who played the Last Post and Reveille. ITV West on the left.

Tina again with the standard bearers The FAA, Two RNAs and the newly dedicated Aircrewmens Association



Back on the bus to the WOs and Senior Rates where the bar was open and lunch (At £1.49 each) in the somewhat palatial dining room. We ended up on the same table as some ex 800 Squadron maintainers from the Falklands era and seeing my brand new RNPA tie they soon started asking after the numerous photos they had known.

I had previously telephoned the Phot Section and just about invited ourselves to a visit. Chief Wren Phot Angie Pearce and her whole section of two killicks, Al Macleod and Abby Herron, made us most welcome and after several cups of tea, a guided tour of the section and a good chinwag we made our way back to the living site to get the bus back to the car park. The section and rooms are still the same as in 1982 but the wet bits have been replaced by a row of computers and dry printing machines. In 1982 there were twelve photos using the same area so it did look a bit "empty".

## **Admiral Sir Raymond Lygo**

Photos by Rav Whitehouse at the memorial service

Admiral Sir Raymond Lygo, who has died 87, was a successful Fleet Air Arm pilot during the war and Acting First Sea Lord after it. In November 1940, inspired by the news of the Fleet Air Arm's successful attack on Taranto, he resolved to join the Service, and practised reading without the glasses he had worn since childhood: he was passed into the Royal Navy as a Naval Airman 2nd Class in 1942.



Lygo crossed the Atlantic in the troopship Queen Mary, earned his wings at Kingston, Ontario, and was soon flying Seafire IIcs in 887 Naval Air Squadron from the aircraft carrier Indefatigable on Russian convoy duties, and during attacks on the German battleship Tirpitz. In 1945 he flew fighter cover during raids on oil refineries in Indonesia and on the Sakashima islands. On April 1 1945 Indefatigable became the first British ship to be hit by a kamikaze pilot: Lygo saw "the great red spot on the side of a Japanese Zero" hit the carrier's island as he himself launched from the flight deck and climbed away. Though the ship recovered quickly and he was able to land on normally at the end of his sortie, he could never forget the smell of blood, steam and oil when he returned.



After the war Lygo decided to stay on in the Navy, qualifying as an instructor and transferring to a permanent commission. He converted to jets, learned to fly helicopters and was type-qualified in the four-engine Lancaster bomber, noting with glee that the only other four-engined vehicle he operated was the aircraft carrier Ark Royal. His first seagoing command was the frigate Lowestoft, where he introduced aviation-style checklists for all procedures, unknown until then in the Navy; these did not help prevent one mishap in Trinidad, however, when the engine room artificer forgot to follow his checklist and Lowestoft crashed through a hut at the end of the pier. Later Lygo took command of the new Leander-class frigate Juno, where his insistence on the highest possible standards of efficiency and cleanliness led to her being nicknamed the "Royal Yacht".

He commanded Ark Royal from 1969 to 1971, becoming a national figure after he was exonerated by an official board of inquiry, following a collision with a Soviet destroyer. The Soviet Kotlin class ship had been aggressively shadowing Ark Royal during a Nato exercise, but cut one manoeuvre too fine. Lygo avoided cutting her in half only by going full astern, but seven Soviet sailors were thrown into the sea by the collision, and two were killed.

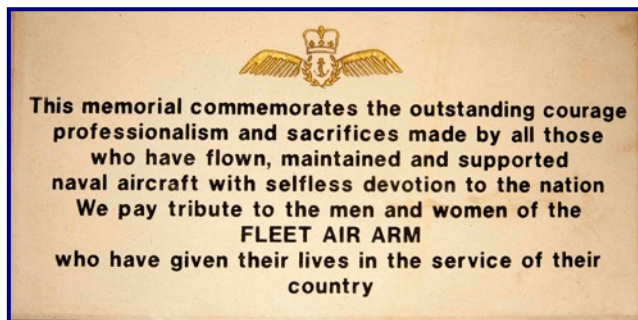
Senior appointments in the Navy followed, as Flag Officer Commanding Carriers and Amphibious Ships, Director General Naval Manpower and Training, Vice-Chief of Naval Staff, and acting First Sea Lord. He was appointed KCB in 1977 and left the Navy, aged 54, the following year.

## **Report from your Acting Chairman & Social Secretary**

### **Memorial**

Progress on the Arboretum Plaque now underway, all the ground work on site has been completed and I will be receiving a form from the FNF( Fly Navy Federation) Secretary very shortly to complete. The plaque will be 24 inches by 12 inches and my present thinking is that it should just have on it the three logos:

a. The RNPA logo   b. The old camera badge &   c. The Phot 1's badge with very little additional wording. The cost will be as previously discussed and agreed, around the £250/300 mark.



**Memorial Plaque for FAA**



### **Goodwood Revival 14th - 16th September 2012**

2. The Goodwood Revival - 14th to 16th September 2012. A major FAA presence is being organised at this event by the Fly Navy Heritage Trust and The Royal Navy Historic Flight i.e. large exhibition with static historical FAA aircraft, other historic equipment and displays, FAA celebrities in attendance e.g. Winkle Brown, John Moffat et al, FAA Fly Past by the Historic Flight, an official Reception on the Saturday and the official nominated charity during the three days will be the Historic Flight. The Trust is keen to recruit volunteers to attend and help out on the stand but unfortunately there are no free tickets so anyone doing so will have to pay the going rate. I have offered to do the photography for them and produce a complete record of the event which hopefully we can turn into a photobook afterwards. Be nice to think that we could put on a historic photographic display but this will involve a bit of chasing around for photographs & equipment! **One quick question is does anyone know where I can lay my hands on any old FAA photographic equipment? (Must be prior to 1966) e.g. F24, GGS, G45, VN etc and any FAA uniforms or flying gear etc.,**

**For Tickets check on line at: [www.goodwood.co.uk/revival/](http://www.goodwood.co.uk/revival/)**

### **70th Anniversary of the Battle of the Atlantic.**

This will be a major event taking place from the 24th to 26th May 2013 in both Liverpool and London. Liverpool seems to be the main venue with ship(s) visits planned, exhibitions, RM Band displays, Receptions etc further details to come.

Please contact Ray Whitehouse if you can help with any equipment etc on-  
e-mail [ray@chilston.com](mailto:ray@chilston.com) or :Tel:01903 366505

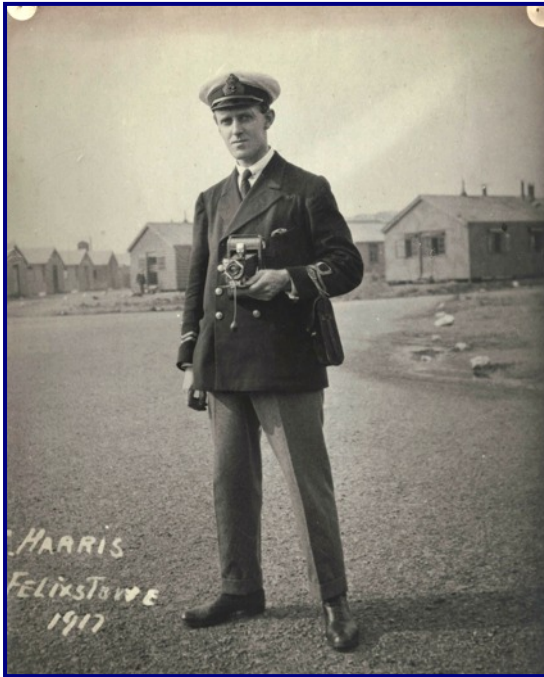


# Things Historical

Or maybe just a bit pre-history as far as the RNPA is concerned.

One of the first Photographic Officers?

It started off with a lady emailing Dave Titchner asking if he had any knowledge of her Great Grandfather serving in the Navy, Army and Air Force as a photographer. His name was Hubert Claude Harris and before and after the First World War he was a Society photographer with Studios in Regent street and a cliental that included the likes of Ramsey MacDonald.



Here he is correctly dressed in the Royal Naval Air Service uniform (Blue jacket and grey flannel trousers) of a Lieutenant RNVR pictured at RNAS Felixstowe in 1917.

Copyright National Portrait Gallery

He joined the RNAS at Crystal Palace (Basic Training) for photographic duties on 14<sup>th</sup> May 1917 and four days later went to RNAS Chingford (Flying and ground training base for RNAS personnel) for just under two months.

He then spent five months at RNAS Felixstowe one of the main sea plane bases at the time (On Ph duties) and then went to RNAS Manston where in January 1918 he was demobilised for two months at his own request?

On 1<sup>st</sup> April 1918 he along with the rest of the RNAS and the Royal Flying Corps were merged to form the RAF. He served in the London Photo Centre until he was demobbed on 1st June 1919.

The lady who asked the question in the first place thought he had been in all three services but in fact the RAF used Army ranks until September 1919 so he was Captain in the RAF and did not serve in the Army. - Incidentally did you know that RAF Cranwell was originally a RNAS?

So who did the processing? Researching Mr Harris made me realise that there must have been someone doing it. Like the RFC little thought had gone into photography before the war but in 1915 a photographic section was established at RNAS Kingsnorth. It later moved to RNAS Chingford and by 1917 there were 3 Petty Officers, 6 Leading Mechanics and 20 Air Mechanics manning the section. All personnel were transferred to the RAF in 1918.

Some RNAS flyers did get involved however. Flight Sub Lieutenant F Russell, an Observer, joined No 2 Squadron RNAS at St Pol near Dunkirk in the middle of September 1917 and exposed 1636 plates on 47

flights over the lines by the time the war ended on 11<sup>th</sup> November 1918. Other flyers were doing the same so there must have been a fairly large photographic effort on the ground. The RFC were using darkrooms mounted on lorries and I suspect the Navy were doing the same. There is also some evidence that the RNAS developed the first all metal constructed camera but as yet I have no proof

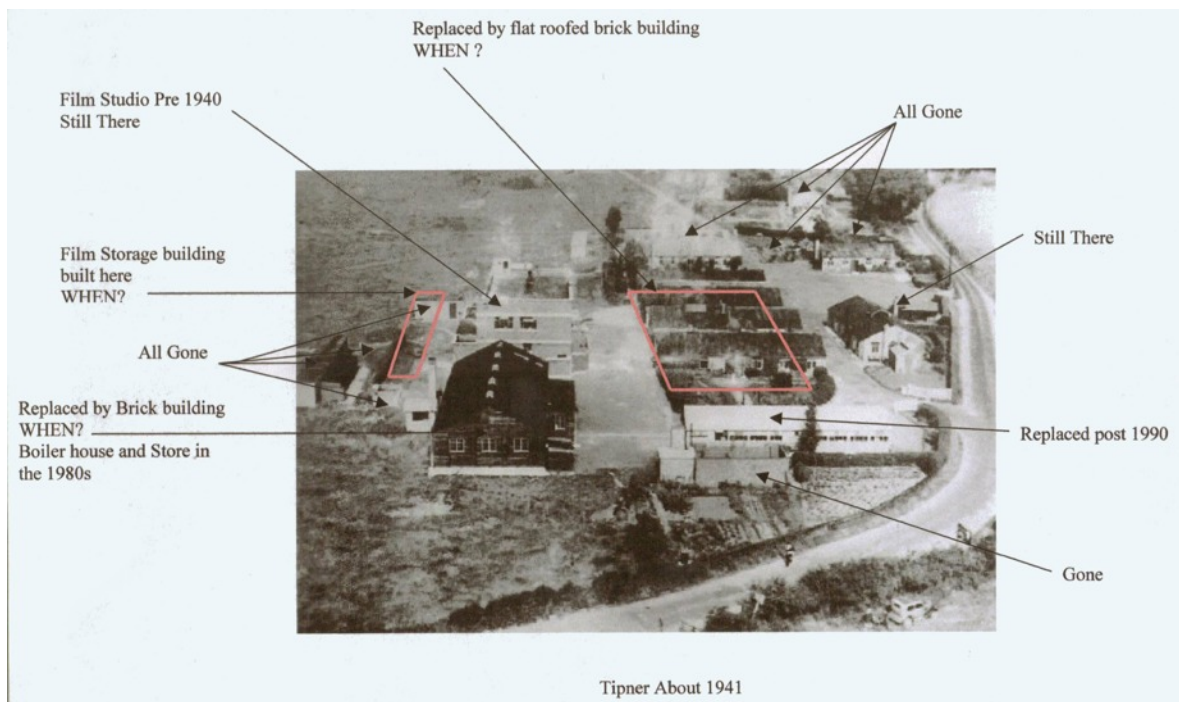
As yet I have little information on cameras or processing equipment but talking to Rod Safe about the Tipner demobilishment (more of which later) he said he had a book on "Airplane Photography" gathered in a junk shop some time ago. The book was published in America in 1920, and on the inside was stamped "Supplied for the public service" and "Photographic Section HMS Snapdragon" (The first six non-substantive photographers were drafted to Snapdragon after their course in 1919).

It looks like the book contains details of most of the early aerial cameras. Usually old books on specialist subjects are a few pence or a couple of pounds on Amazon – this 1920 used copy came out at £475 from the States and £522 from the UK

Lots more research to do but if anyone's Granddad/Great Granddad worked as a photographer during WW1 or you have any information at all I would like to hear from you.  
TIPNER

I recently heard from the Southampton Archaeological Unit that the Tipner site is to be demolished soon and did we know when the various buildings were erected and what they were used for. Below is a annotated copy of Hist856 from the website. Anyone got any ideas about when the "WHEN" buildings were put up and who used what we called the "Stills Section" before the FPU moved in 1983.

And one more question on Tipner– the school was there from 1919 to 1942 – which buildings did they use?



While at Yeovilton for the Falklands memorial service the photos there showed me a picture of a memorial stone in the FAA churchyard. The inscription reads "Herbert W Page 1913 –1997 Photographer HMS Victorious 1941 – 1945 RIP". He was a member of the Victorious Association up to 1994 and then lived in Eltham London.

He does not appear anywhere in my records so any information on him would be appreciated

**Don't  
Forget:~**

**Saturday  
18th August  
2012**





# The Queen's Jubilee

Here we have a selection of photo's sent in as you celebrated The Queen's Jubilee. Below Brian (Ben) Cartwright took these two photo's as the royal car swept passed Dauwalders, the stamp, coin & collectable's shop where Ben works.



## River Pageant



Gloriana rowed by 18 Olympic & Paralympic Champions. Built in 18 weeks by a team of 60 craftsmen in Richmond, with broadcaster Claire Balding in Green in the stern.



The Blue Launch



Yotties Tot Time



Mike & Mary Gilbert and friends enjoyed the rather wet Jubilee Celebrations on the Thames.



Prince Andrew with Princesses Beatrice and Eugenie.



## A selection of photos from Len Cobbett



Terry Light and Len Cobbett on HMS Eagle H.S. 300 Trial , Port side Catwalk - 1970



Mess15



L - Mick, Len , R - Dick

**Please send your photos and stories - every little helps.**

### An Interesting Fact

The U. S. S.. Constitution (Old Ironsides), as a combat vessel, carried **48,600 gallons of fresh water** for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and **79,400 gallons of rum.**"

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and **68,300 gallons of rum.**

Then she headed for the Azores , arriving there 12 November.. She provisioned with 550 pounds of beef and **64,300 gallons of Portuguese wine.**

On 18 November, she set sail for England . In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, **salvaging only the rum** aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland . Her landing party captured a whisky distillery and transferred **40,000 gallons of single malt Scotch** aboard by dawn. Then she headed home.

The U. S. S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, **no rum, no wine, no whisky**, and **38,600 gallons of water.**

**Go Navy!**



# RNPA Reunion & AGM PORTSMOUTH

## 28th-30 September 2012

**Friday 28,**

**1900      Still and West Pub Old Portsmouth**

Evening with Dinner and bar  
own expense



Still & West Pub

**Sat 29th**

**Tour of HMS Warrior**

**0930      Guided Tour "Behind the Scenes"**

**1430      AGM at THE Holiday Inn**

Including Tea and Biscuits

Up Spirits.



**1800-2200      Social Evening at The Square Tower**

Including Free Bar, Buffet Supper, Entertainment

Members £21      Non Members £29.50

**2215      Retire to Bar at the Holiday Inn**



**Sun 30th**

**1230      Sunday Roast Special at The Dolphin Inn**

**The Holiday Inn      Pembroke Road. PORTSMOUTH**

Sharing Twin or Double Room £50 per person per night  
including Breakfast

**To Book      Contact Ray Whitehouse.      Tel 01903 366505**

e-mail [ray@chilston.com](mailto:ray@chilston.com)

all Cheques to be made out to RNPA

