



The Peregrine Phots Post



**Autumn
2013
Issue 35**

The Royal Navy Photographers Association

Ahoy There

We are both looking forward to the reunion next week

& catching up with our shipmates. Last week the committee met in Portsmouth & it appears we will be looking for the following post to be filled - Vice Chairman, Secretary, Treasurer & Webmaster some names have been suggested if you would like to be nominated the AGM is Sunday morning of the reunion. It was agreed that serving members should be offered automatic free joint membership whilst serving & that they would get membership cards & emailed newsletters. Since the last newsletter we have 4 new members, two who are serving photos, great lets have more. At the moment the website is off line until a webmaster is recruited, this was discussed at length & what was required on the website..

Tony has produced a form for individuals service history which included a section on remembered colleagues etc - attached to newsletter fill in & return to Tony or Steve.

Suggested for next year two one day reunions, firstly a June visit for members & families to the RN Historic Flight & the Fleet Air Arm Museum both at Yeovilton. This would be free to members but they must arrange their own accommodation if required. Secondly possibly a September Reunion & AGM in London & for 2015 a reunion in the midlands possible centred on RAF Cosford. So lots to think about and any suggestions please put to committee members.

Orders for sweatshirts etc will be taken at the reunion a badge for jackets are available. In this newsletter Photos of The Peregrine Trophy winner 2013, I will put in other photos from this award throughout the year.

Steve is doing well still on Chemo till xmas. Enjoy the newsletter & remember I always need stories see you at the reunion.

Hilary & Steve King

Helicopter Insertion

Images captured show Royal Marines from M Company 42 Commando making a helicopter insertion into the Mojave Dessert. The troops were flown in by Merlin helicopter during the initial stages of the week long final exercise of Black Alligator.

Photo PO(Phot) Sean Clee

Description: The Peregrine Trophy awarded to the section or unit submitting the best portfolio of six prints (black and white and/or colour) of Service-related subjects.



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Farewell to Shipmates



John Oliver Grant

In 1936 at the age of 16 John joined the Royal Navy & went to HMS St Vincent in Gosport where he chose what he thought to be an easy job - a photographer. This meant that when war was declared in 1939 his skills were very useful and he was not sent to fight at the front. While on leave in Littlehampton in 1939 he went to a village dance there he met and fell in love with Mary & they married in 1940.

During the war John was based on aircraft carriers & was involved in many battles in the Meditterrean including a raid on the Italian fleet in Taranto during which HMS Illustrious was badly damaged & suffered many casualties, the ship went to Malta to be repaired.

From there he travelled to Gibraltar in HMS Regent - a submarine which had no torpedoes & engaged German supply ships with its deck gun, sinking one of them. On its next voyage the submarine disappeared without trace. At Gibraltar, he embarked on a captured French escort vessel which joined a large convoy to Liverpool.

Back in England enjoyed three weeks leave before being posted to Yeovilton, from there he joined HMS Victorious at Scapa Flow escorting Russian convoys & the Squadron was involved in the bombing of the Tirpitz. At one point in his career he was posted to another carrier, HMS Glorious but missed her sailing from Scotland by a day which was very fortunate because the ship was lost at sea - his second lucky escape.

After the war John followed the only profession he knew & took photographs at weddings & dances as very few people had cameras in those days. He then turned to racehorse photography at all the main racecourses as well as amateur Point-to-Point events. His pictures graced the houses of the rich famous.

John & Mary were devoted to each other until her untimely death in 1976.

John visited his son in Australia & when he came home he was lucky enough to meet Yvonne who became his wonderful second wife. What a fortunate man to have had two successful & happy marriages. John worked hard to give his son & daughter a good education and on retirement enjoyed many family get-togethers with lots of parties over the years in Southsea.

John sadly passed away on 10th July 2013 aged 93 yrs and will be much missed.

Farewell to Shipmates - continued

Peter Parkin

Peter died in July this year after a long illness. He was born in Brighton and before joining the Navy worked for a bank and even had a tour of duty in Jamaica while working for them. In 1950 he was on course No 10 with John Cunningham and John Flack. He served at RNAS Siskin at Gosport, Eglington, Halfar, Indomitable and was a witness to the atomic bomb tests on Christmas Island. After leaving the service he worked for Trimite a paint manufacturer taking a slightly early retirement. Peter is pictured (left) with Peter Pinnock who was visiting Siskin in 1952.



John Drew

Passed away suddenly in March 2010 we have only just been informed & have no details at this time

Photograph. Course Group. Phot 1. Number 22.

Back LA Nicholls, LA Bob Stanyard, L Cpl Lloyd, L Cpl Smith Dutton, L Cpl Rosser,
LA Ben Cartwright, LA John Drew,
Front. LA Forrester, Cpl Barker, Mr Biffer Nash, L Cpl Campbell, LA Slinger Wood

Graham Pickering Ember

Graham passed away on 26th March 2013 aged 86 he joined Royal Navy on 15th May 1945 as ordinary seaman serving on Royal Arthur 15/05/45

Graham did his training at St Merryn Padstow. & served on HMS Duke 30/05/45, Daedalus 04/07/45.

Peregrine (RNSOP) 08/01/46 - 24/05/46 as A Phot Daedalus 04/06/46,
HMS Vulture - 03/08/46, HMS Protector - 19/02/47,
St Angelo (Ricasoli Malta) 30/08/47 Class 1 Phot
Daedalus 13/02/48 released.

We have no photo on record of him.

Autumn Air Show IWM Duxford

Sunday 13 October 2013

Hurry to buy your tickets for the Autumn Air Show. Advance booking closes on Monday 30 September.

Join us as we celebrate 40 years of air shows at IWM Duxford. Our flying display features a bumper number of favourite aircraft from across those 40 years, including the B-17 Flying Fortress *Sally B*, North American Harvard, de Havilland Dragon Rapide, North American P-51 Mustang, Royal Navy Historic Flight Fairey

The English Electric Canberra XH134, which flies for only the second time this year after a major restoration, represents the Canberra which flew at the very first Duxford air show in 1973.

We're also giving our flying partners the chance to show off many of the wonderful aircraft that they restore and fly.

Don't miss this opportunity to book in advance and receive a free child ticket with every adult or senior ticket purchased. You'll also save 10% off on the day ticket prices.



Canberra PR9 XH134

Fleet Air Arm Museum Yeovil [Reserve Collection Open Day](#)

Over 30 rare and important aircraft will be on display on Thursday 24th October hopefully including our last acquisition, the Sea Harrier T8 training aircraft, adding to the Museum's collection of VSTOL (vertical, short take-off and landing) aircraft.



The Museum now owns what is probably the World's largest collection of VSTOL aircraft and associated exhibits including the prototype Hawker P1127, two Sea Harriers which took part in the Falklands War the FRS1 and FA2 and a Harrier GR9 which saw action in Afghanistan.

In addition to the five Harrier variants, the Museum displays two engines, the Pegasus and a rare Bristol Siddeley 100 'Super Harrier' engine which was not put into service. The history of the development of VSTOL aircraft is vividly displayed in the Museum where the interactive screens contain archive footage of the early 'Flying bedstead' which proved the viability of vertical take-off and landing in the 1950s.

The [Reserve Collection Open Day](#) is also a good opportunity to see the progress made on the restoration of what will become the world's only Fairey Barracuda torpedo bomber.

The Reserve Collection is situated across the road from the Museum in Cobham Hall. Doors open at 10am. Entry price £4.00.



Latest picture of the New Carrier
HMS Queen Elizabeth taken by
Mike Gilbert in Scotland.

Culdrose Airday 2013 - Photos: Paul Yockney



RN Seaking Search & Rescue



Royal Navy Hawk 736 Squadron

Crowds descended on Royal Naval Air Station Culdrose as the base hosted the spectacular Air Day 2013, with over 14,500 visitors captivated by displays on the ground and in the air.

The famous Red Arrows had to cancel their show due to low cloud and the baton was picked up by a very entertaining Dutch Air Force Apache. The Flare-firing attack helicopter twisted and rolling across the Cornish sky, leaving crowds awe struck. The Air day theme for 2013 was, "Culdrose on the front line", with displays from Fleet Air Arm aircraft and personnel showcasing the Royal Navy's Cornish Air Station with a range of family-themed attractions on the ground complemented by the airborne excitement. Visitors of all ages enjoyed a thrilling and memorable day out.

Captain Mark Garratt, RNAS Culdrose Commanding Officer said, "It's been an absolutely fantastic day. Culdrose has been on display to the public, sailors are always happy to showcase their capability. I'm proud of everyone and the public have gone home happy"

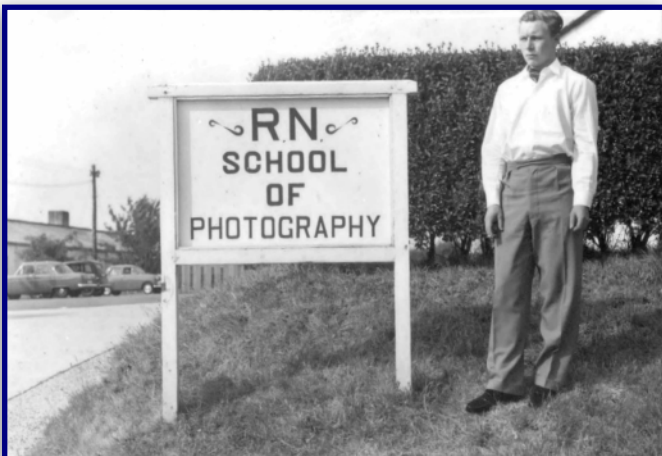
Things Historic

Jan Larcombe - jandor@which.net

I'm history!

At a recent committee meeting we were discussing how to celebrate the 100th anniversary of the formation on the RNs first official photographic branch. (In 1919). It was non-substantive and consisted of 20 ratings who had been working in photography in the Navy beforehand.

Taken in 1959 at Ford



So, anyone got pictures of photographic sections in their loft? This and any thoughts on how we could mark the 100th anniversary would be most welcome.

And with this very tenuous link Ray Whitehouse has put pen to paper with his memories of Ford.

Ray's Story PTO:-

A few memories of RNAS Ford... by Ray Whitehouse

I served at RNAS Ford (HMS Peregrine) on two different occasions: the first during 1957/8 when I completed my training at RNSOP on No. 26 and the last of the Phot 2's courses. It was shortly after that the Phot 3 courses were introduced as it was considered too expensive to carry on under the old system. On completion of my course I was drafted "next door" to the RN Photographic Trials Unit where I remained for several months prior to joining Albion for her third Commission. When Albion paid-off I was again drafted back to Trials where I remained for the next year or so... the experience of my second Ford draft was a totally different experience from the first.

1957/58

Ford at that time was a peculiar establishment in that it had a main road running through the heart of it with two separate independent accommodation and aircraft maintenance areas. The main site, which housed the Control Tower and most of the station administration, was known as Swordfish site and was situated between the villages of Ford and Clymping, the other was Anson site which was situated in the village of Yapton.

The School of Photography and Trials Section, the Wardroom/Officers accommodation, and the main Sick Bay were sited at satellite locations away from the main air station, tucked away in the leafy lanes of Sussex; the whole set-up was served by a half-hourly bus service which ran between the various sites a total distance of some ten/twelve miles for the round trip.

There were three separate photographic units at Ford during this period; RNSOP, the RN Photographic Trials Unit and the Station Section. The School and Trials personnel were accommodated in Swordfish Site and the Station Phot Section and its personnel in Anson site. As the school personnel had to use the bus it was necessary that they attend Colours each morning because it was from the Quarter Deck that the 0800 bus left immediately after the ceremony....this resulted in many hurried bleary eyed breakfasts as woe betide you if you missed it!

It was also common practise for school instructors/senior rates (in particular a certain Chief WB) to punish trainee misdemeanours by making them stand outside the School Regulating office at 1630. If it was Chief WB he would appear from the office, pin you against the wall with that "corporation" he carried before him, fix you with his pale blue eyes and blast the wits out of you... unfortunately this action always seemed to make him a little unsteady causing his right boot to accidentally come in contact with your shin. An experience that had a habit of causing a sharp in-take of breath and a small tear to appear in the corner of each eye... then WB, having assured himself that the bus had gone, would tell you to clear-off knowing full well that it was a long limp back to Swordfish site as the last regular bus regular gone.

Swordfish site is now Ford Open Prison; for those of you who watched the New Year riots on TV a couple of years ago it was the old dining hall, galley, juniors' mess and some of the accommodation that they put to the torch. From what I can make out the Photos (18) Mess was spared but I haven't been back since the riots to check it out. There was a time when I was a regular visitor at the prison having organised three RNAS Ford Reunions over the past twelve years so knew the Governor, the Chaplain and many of the staff very well.

Anson Site was raised to the ground in the early sixties and is now a housing estate. The Wardroom is a boat building factory; RNSOP and Trials were being used as a second-hand office furniture store the last time I visited there some seven years ago. The airfield has mainly been taken over by farming, several light industrial units, a very modern large recycling unit; one old hanger has been converted into an indoor children's play centre known as "The Flying Fortress"* and what is left of the runway is used twice a week as a vast open air car-boot style market (except they come with lorries)!

One of the old First World War hangers has recently been converted into very modern art deco style offices, which look absolutely splendid, but I often wonder when I drive past it, if the occupants realise what used to go on in there. It had not been used as a hanger since the thirties and I only remember it

being used as a store and on occasions as a de-brief and interrogation centre during Airfield Defence Exercises where, it was rumoured, that unspeakable treatment was inflicted in there by the defending matelots on the attacking pongos when they caught them!

*It is ironic that the owners of the play centre should call it by that name as Ford was originally built to house the United States Army Air Corps in 1917.

However, back to the real business... The School and Trials Unit were situated on the same site; separate buildings were used by each unit but they were joined by a common building linking the two which was used as a studio, copying and finishing room, it also housed the F24 film drying drums. Trials was a odd name to use as in my experience no trials work ever went on there... mostly our work consisted of cine processing. We had one cine printing room, two large rooms which housed the "wet & dry" sides of the two huge continuous film processing machines and a further room for the "Hurdy-Gurdy" machine (a wonderful contraption for processing 16mm colour reversal film). During my second time at Ford I spent nine months as the killick responsible for cine processing until I was relieved by Dave Morris. Working with those CP's was certainly a love/hate relationship; they were temperamental, unforgiving, nasty but loveable beasts, it was definitely a case of man versus machines!

On the "stills" side Trials had two printing rooms and one small developing room; the larger printing room housed a very ancient horizontal enlarger (which originally ran on gas!) we used this to produce massive prints up to ten by six feet for use at RN exhibitions and the like. Processing them was a very messy affair, buckets of developer and fix being liberally applied to the exposed paper with large balls of cotton wool in massive lead lined sinks. The other printing room was very small with just a Black Prince enlarger which was never a favourite of mine so anything larger than 120 we had to scourge from the school.

As mentioned the Station Section was at Anson site, personally I never knew much about it as the personnel there tended to keep themselves to themselves; visiting squadron photographers, of which there were a considerable number due to the nature of the air training that went on at Ford, also used the Anson Section.

Ford was an extremely busy place at that time; during August '57 26 course spent a week or so doing practical aerial reconnaissance work on the airfield. During that week I counted up to eleven squadrons operating from the airfield. In addition to Ford's own squadrons there were four Wyvern & Seahawk squadrons preparing to embark on their carriers, 700X working up the brand new Scimitar which had just entered service; a Wyvern conversion squadron, 849 with its Sky Raiders, a Gannet Squadron and a visiting Dutch Navy Squadron.

I qualified as a Phot 2 just before Christmas '57, during my time on course three Phot 3 courses had come and gone... bit frustrating really but worth it in the end. The other three members who survived the course, Paul Slater, Len Wilmot and Taff Morgan received their drafts and left for their new jobs, I was sent next door... along with CPO WB who took over as Section Chief!! Just to make things perfect I was just in time to be the Trials Retard Party so missed Christmas and New Year at home not getting my leave until mid January. During that Christmas period PO "Moose" Marriott got married in Worthing. As Moose had been our course instructor Len & I offered to take the pictures but this only received a look of total horror! He asked two Trials killicks to take them instead and guess what... drinks started too early, they only took fourteen pictures, mixed up the developing tanks and fogged a fully exposed 120 roll. Moose did get a couple of nice shots of cutting the cake though!

Give CPO WB his due he certainly looked after his team... after a couple of months in Trials I mentioned to him that I would like a sea going berth..."Fill in a Request Form lad and let me have immediately" was his reply and a few days later he whispered "You've got your bloody ship lad... Lt. Cdr "Tiny" Little wants to see you". I joined Albion three weeks later, a couple of days after my nineteenth birthday.

due to the Lebanon/Jordan crisis Albion joined the Far East Fleet in October 1958. The section consisted of Lt. Ginge Topliss, PO Roy (Ginger) Ball, Paul Slater & myself (Phot 2's) and Mike Keeling, Phil Ward, Albert King and Pete McKay (Phot 3's) plus two squadron photographers, Brian and Tony Cooper.

It was a great commission and maybe one day I will get to write it up.

1960 and all that...

I re-joined Ford after leaving Albion but it was a very different establishment to the one I had left almost two years before... RNAS Ford had closed at the end of 1958 with virtually no advance notice at all... within a month the shut down had been completed, the exception being the School of Photography and the Trials Section... there was just nowhere for them to go.

The school personnel returned from their Christmas leave in January of 1959 to find that they were now accommodated in the old Wardroom: two civilian chefs had been employed to take care of catering, plus one civilian driver and his "tilly" for all transportation needs; a young lady secretary to take care of admin; a boiler-room man to keep everyone warm and cosy; an RPO to keep everyone in order, an electrical tiffy for the technical stuff and a stores rating to ensure we didn't sell the lot.

Most other jobs were organised by the photographic staff themselves including the purchase of all victuals etc, all of which had to be obtained from local shops, this job being mostly done by Jim Hawkins. The manual telephone exchange was staffed on a rota basis, it was the most boring job in Christendom, as we only received about six calls a day; we did our own security and buffer's party and of course the gardening... Paddy Cunningham took a great interest in the plot of land at the rear of the school turning it into a vegetable plot and putting green – he became known as Flag Officer Grass; but many of us took exception when it was suggested that every Wednesday afternoon, our supposed sports afternoon, that we should all tend his vegetable plot instead... Paddy's suggestion lasted one week as I recall then we went back watching Jim Hinchey and Paddy Porter refurbishing a old MG and contributing of course by offering lots of excellent advice.

We boasted a fine flagpole at the front of the school which had been transferred from Swordfish site; Ginge Topliss and I would pop out with the ensign every morning sharp at eight and perform colours... no one else usually attended but we didn't mind.

Life was good and quite tranquil but all good things come to an end... in September Ray Pugh and myself received drafts to JARIC the Joint Air Reconnaissance & Intelligence Centre in Singapore... but before going we had to complete a twelve week Photographic Interpretation course at RAF Upwood near Huntingdon. Off we went and whilst our backs were turned someone in Lee on Solent remembered that there was this little RN outfit down in West Sussex. A visit by Flag Officer Naval Air Command was hastily arranged it seems just to see what we were about and that was it... within weeks we had been closed down and by the time Ray & I returned from East Anglia the Royal Navy's presence at Ford was no more... everything had been transferred to Lee on Solent virtually overnight.

Including me as it turned out... during Christmas leave Ray and I received telegrams advising that our drafts to Singapore had been cancelled; we were being replaced by two Wren officers, I was to report to Lee on Solent... the rest they say is history...

....to be continued, maybe!

Ray Whitehouse

More Peregrine Trophy 2013



Commended - HMS PROTECTOR - DETAILLE ISLAND

Photographer: LA(Phot) Arron Hoare

Arriving at Detaille in almost perfect weather conditions, HMS PROTECTOR's Survey Motor Boat, James Caird IV cleared a safe channel to the Island, allowing the 6000 tonne ship to nudge her way through the sea ice and take position against the backdrop of a stunning vista, and spectacular ice flows. Once in position and data collection was underway, Captain Peter Sparkes, HMS PROTECTOR's Commanding Officer presented Leading Seaman (CIS) Scott Black's Long Service and Good Conduct medal on a nearby low lying iceberg, a fittingly unique location for such a memorable event.



The Commandant General Royal Marines' Prize

Awarded for the best section or unit portfolio of 3 prints, depicting Royal Marines related subjects.

The Junior Command Course (JCC) conduct their Final Exercise Land operation on the 18th March 2013 on a very cold Senny Bridge Training Area.

Picture: LA(Phot) Emz Nolan

Maritime Air Prize

Photograph shows a Royal Navy Sea King Mk4 helicopter from 845 Naval Air Squadron conducting operations with Royal Marine Commandos during a recent forward operating base exercise.

PO(Phot) Mez Merrill

