

# THE PEREGRINE PHOTOS POST

## THE ROYAL NAVAL PHOTOGRAPHERS ASSOCIATION NEWSLETTER



DECEMBER 2005

WINTER

ISSUE 11

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### EDITORIAL

Another year has flown by and the festive season is upon us once more, so I will begin by wishing you all, on behalf of the committee

**A Very Merry Xmas  
and  
A Happy New Year**



The Malta experience is behind us and a good time was had by all, in spite of the few hitches and moans of room locations and noise levels. Members seemed to like the idea of combining the AGM/Reunion with a holiday. I will be publishing pictures taken by various members during their excursions etc. in this issue.

Members did their own thing mostly with their mates, or, in groups. John Cunningham hired a coach to take us all to the Remembrance Day service and parade at the war memorial in Floriana, where some members joined the march and Valerie Robertson who took her RNA standard, joined the standard bearers section which lead the parade. A couple of pretty heavy showers descended on us and most of us got a thorough soaking.

I am in the process of handing my Secretary's hat over to Brian (Blondie) Robertson, who very kindly volunteered to take on the job the day after I stood down as Secretary at the AGM. However, I will continue to produce the Newsletter, which so many of you have requested.

Peter Newton

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**ViceChairman** Lt. Stuart Antrobus, BEM. RN.  
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## **Presidents Report**

From: Lieutenant Commander Martin

May-Clingo Royal Navy.

Dear Photographers

Well it has certainly been a busy and momentous year to date for most members of the Specialisation. There have been many significant events, developments and personal successes.

### **PERSONNEL**

The only constant is change, or so it seems! Since my last newsletter the under bearing has disappeared in one sweep as a result of the removal of the requirement for additional IAs at JARIC planned for 2007. A consequence of this was the withdrawal of the offer to RAF Photographers to transfer to the RN. Nevertheless we still have a continuing requirement to recruit and maintain a healthy throughput into the Branch, although aspiring photographers can expect to wait for longer before being drafted to the Career Course.

This has been a good year for recognition of the talents of our personnel. PO Richie Harvey was awarded the MBE for his sterling work as the pivotal member of the team at Faslane that developed the digital PeriPhot capability. Furthermore, he and WO Jon Garthwaite have also been rewarded for their work on this project with a Gems Award. LA 'Yam Yam' Reynolds was awarded a CO's Termly Award for her tireless dedication to duty at the FRPU(E).

Promotion prospects remain good and ensures opportunity for all. Recent selections for promotion to Petty Officer were LA 'Yam Yam' Reynolds, LA Nicky Harper, LA Fred West and LA Jack Russell. CPO 'Dizzy' De-Silva has been selected for Warrant Officer and WO Paul Cowpe has been selected for a commission; currently training at BRNC Dartmouth we can look forward to him returning as a Photographic Officer in the autumn.

### **MEDIA OPS**

The big event of the year, the International

Fleet Review was a huge success and enjoyed by all whom attended. The part played by the Specialisation in capturing the spectacle on stills and video helped to ensure maximum exposure internationally and many of those enduring images will be incorporated into a commemorative book and DVD. Many photographers worked extremely long hours over an extended period and the commitment shown was commendable.

### **INTELLIGENCE**

Faslane Photographic Section is continuing the development of photography from submarines and we have coined the term 'PeriVideo' for video photography through the periscope.

I have stood up 4 new posts for LA IA's at the Tactical Imagery Intelligence Wing (TIW) at RAF Marham. These have been achieved at nil cost by transferring the posts from JARIC. The benefit to the RN is that we will now develop Tac Recce expertise which will support the Harrier GR719's embarked in the CVS and also prepare the ground for CVF. For the individuals drafted to TIW the benefit is that these are Front Line drafts, which is also healthy for the Specialisation by helping to ensure our clear operational relevance.

There continue to be opportunities for drafts to JARIC for one LA and several SRs. Many of you will also be aware that there is a draft for a CPO IA in the USA working as an operational Sensor Operator in the Combined Joint Predator Force. I foresee further opportunities in the near future for new drafts for IAs, so volunteers are still required for this highly regarded and satisfying employment.

Research and development on a maritime unmanned aerial vehicle, (UAV), continues and LA West's contribution to the trial in the spring was highly valued. UAVs are the growth area for the future and I believe there will be exciting prospects for the Specialisation as a result.

**PHOTOGRAPHIC COMPETITIONS** This years Peregrine Trophy Competition was an outstanding success — so a big 'thank you' to



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all of you who entered. The entry was the biggest in my memory of the competition and the quality was superb. It was particularly pleasing to see so much new talent on display and it was highly competitive with several close run decisions. We are still working on the detail, but we hope to add a Video Category; with over 30 ENG kits in circulation, nearly everyone will have an opportunity to enter. Planning will begin shortly for the 2006 competition and it is never too early for you to start preparing your entry.

Although still not formalised, I anticipate that the winners from the 2006 Competition will be automatically entered into a Defence Photographic Competition where they will go head to head with the Army and RAF winners. So effectively two opportunities to win and showcase your talent.

### NON-SPECIALIST PHOTOGRAPHY

Fleet has now formally approved the transition from conventional to digital for Ships'

Intelligence Camera Operators. The new Digital Camera System, based on the Canon D20, is being rolled out across all Ships and Squadrons on completion of the amended Ships' Intelligence Camera Operators Course (SMAC 510) or Aircrew Camera Operators Course (Air 510). RNTM 135/05 contains detailed information.

### IN CONCLUSION

I remain optimistic about the future prospects for the Photographic Specialisation, one of the most diverse, exciting and rewarding in the Royal Navy. You are the Specialisation, therefore your individual contribution and outputs have a direct effect on it's standing and reputation. Please ensure you maintain the positive profile that we currently enjoy and have all worked so hard to achieve.

Yours aye

Martin May-Clingo

### MALTA REUNION PIX from various members

#### PETE NEWTON'S PIX



*Remembrance Parade in Malta, with some RNPA members including David Price who got his picture in the Malta Times.*



*RNPA members and wives at the war memorial in Malta.*

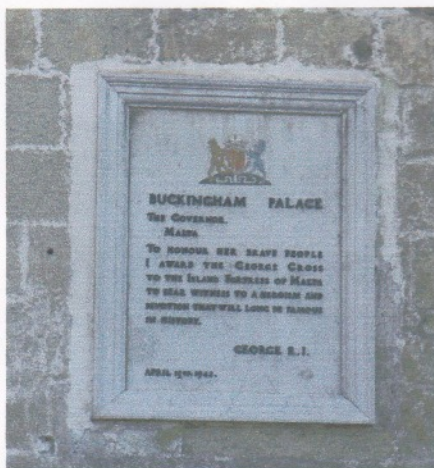


*Some RNPA members awaiting the start of the AGM at the Qwara Palace Hotel in Malta.*



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*Plaque in Kingsway Valetta from Buckingham Palace awarding the George Cross to people of Malta*

### PIX FROM DAVE MORRIS



*Valerie Robertson with RNA Standard at the Malta Remembrance Service*



*Close up of RNPA cross at Malta Memorial*

### PETER PINNOCK'S MALTA PIX



*New Secretary & wife, Brian and Valerie Robertson in front & Len Cobbett and Bill Simpson to the rear on a tour boat in Malta.*



*Roy & Elizabeth Penny with Jan Pinnock on board the Captain Morgan Tour Boat.*



*l to r: Roy Penny, Elizabeth Penny, Jan Pinnock, Moira Cunningham & John Cunningham on a boat trip around the island*



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### DANNY DU FEU'S PIX



*Dave Morris taking a picture of Rod Safe and his Maltese friend*



*Party time- an impromptu party before dinner at Danny's sea view pad. L to R: Len Cobbett, Keith Tuttle, Jo Tuttle, Jules Anderton, Bill Simpson, Mike & Mary Gilbert and Danny du Feu the host.*



*L to R: Brian Robertson, Jonathan Robbins, Mike Gilbert, Bill Simpson and John Berrecloth at parade*



*Valerie Robertson with the RNA Bradford Standard at the near end of the Standard Bearers on parade.*



*R to L: Rod Safe, Bill Simpson, David Price and Mike Gilbert join the parade.*



*L to R: Mike Gilbert, Bill Simpson, Len Cobbett, John Berrecloth & Dave Morris preparing for the parade.*

### MIKE GILBERT'S PIX



*John C photographing Dave Morris, Rod Safe and Rod's Maltese friend (centre)*



*Len Cobbett, Danny duFeu & Jules Anderson and in the background Rita Mewton*



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Danny duFeu, Mary Gilbert, Len Cobbett and Bill Simpson enjoying Malta trip



Sitting on the dock of the bay are Danny duFeu, Mike Gilbert, standing are Bill Simpson & Len Cobbett

### SOME TRIP

By Peter Pinnock

It was 1954--- I was twenty four and a Photographer in the Royal Navy since 1948. I was in the process of being drafted to serve on a cruiser, HMS Newfoundland which was in Singapore at the time.

I was scheduled to fly from Stanstead Airport to Singapore on a charter flight by Skyways of London, in an Avro York aircraft.. The flight was to take five days, leaving on 16<sup>th</sup> August and arriving on 20<sup>th</sup> August. We took off at 13.00 hours , crossing the French coast

at Dieppe at 9,000 ft and 215 m.p.h. Four hours after take off, Miss Wells, an attractive air hostess served us with tea and it was two hours later, at 19.00 when we approached Malta which was to be our first overnight stop.

S K Y W A Y S



### FLIGHT BULLETIN

Date 18-7-54 Local/Greenwich Time 7.00 AM

From Captain MICHEL to all passengers

on Skyways aircraft CAHFC

We are flying at 9500 feet at 215 M.P.H.  
APPROACHING THE COAST

Our present position is OFF LEBANON AT BEYROUTH  
15 MINUTES AFTER LEAVING BEYROUTH

WE WILL PASS OVER DAMASCUS



We will arrive at DANREIN ISLAND

at approximately 12 NOON Local/Greenwich Time

The name of your Attendant is MISS WELLS  
YOU SHOULD NOW SET YOUR WATCHES FORWARD  
2 HRS TO DANREIN TIME (GMT + 2 HRS)  
Please pass this Bulletin to other passengers quickly

On 17<sup>th</sup> August after a good nights rest in Malta, we took off at 08.00 and were given the usual barley sugar sweet to suck as we gained height. We adjusted our watches to Cyprus time, as this was to be our next stop. Conversation was impossible because the noise from the four engines were deafening. By 12.00 we were over Crete and were being served lunch by Miss Wells, two rounds of cheese and two of ham sandwiches with coffee. All very tasty, including Miss Wells!!! Our Pilot Capt. Mitchell distributed flying bulletins periodically – we were due to arrive in Cyprus at 15.00. During each “hop” we were given a free drink, I had Singapore beer, not the best of drinks, but most acceptable. We landed in Nicosia at 15.00 and were transported to the Hotel Atlanta by coach for an early night in bed as we were to be woken at 02.00 hrs for a 04.00 hrs take off.



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On 18<sup>th</sup> August we took off from Cyprus at 04.25 to fly to Bahrain for a refuelling stop, our watches were set forward again to Bahrain time. We stepped out of the aircraft into a temperature of over 95 degrees F. it felt as if an oven door had been opened. After refuelling, a technical problem occurred which delayed take off till 15.30, we were now on our way to Karachi, ETA 21.30 and of course clocks forward once again to Karachi time. By now I've got used to the engine noise and vibration, luckily I managed to get a window seat. Supper was served out of a cardboard box at 20.00 hrs and consisted of, hors d'oeuvres, salad, ham, luncheon meat, buttered roll, cheese and biscuits, fruitcake, chocolate and sweets.

At 21.15 it was barley sugar time again, we were approaching Karachi. After landing we were taken to the Hotel Metropol for the night, the squalor surrounding the hotel was un-describable.

On 19<sup>th</sup> August we left Karachi and climbed to 7,000 ft. at 190m.p.h. heading for Delhi where we were to refuel. Having flown over the Sind desert, we approached Delhi at 12.30hrs, ---barley sugar time again--- and we landed. At 13.40 we were in the air again, having refuelled and were making for Calcutta. I had a window seat again and reset my watch one and a half hours ahead to India time. In just under four and a half hours we were in Calcutta for an overnight stop. The Great Eastern Hotel was booked for our overnight stop and once again the difference between luxury and squalor were as evident as in Karachi.

20<sup>th</sup> August: Breakfast at 05.30 then off to the airport for our 07.00 flight to Bangkok for our final refuelling stop, which was scheduled for 14.15hrs. Watches forward again, this time to Siam (Thailand) time as we soared over the Bay of Bengal --- six and a half hours later we were over Siam, the visibility was bad and the first I saw of Siam was when we were about to land at Bangkok and a few houses on stilts and a white temple came into sight. We had lunch at Bangkok Airport and were airborne again by 15.45 and on our way to Singapore and a return to Naval routine, which we were not looking forward to after

an interesting five day flight. We arrived at Singapore at 20.15 hrs----- I thoroughly enjoyed the trip (not lsd induced I hasten to add).

Amazing to think the journey took five days in 1954 and 50 years later the journey takes just one day non-stop.

Peter Pinnock.

### Ford Revisited

*By Ray Whitehouse*

On Thursday 27<sup>th</sup> October, after a period of almost forty-five years to the day since the Navy Photographers left, a group of eight of our Association members together with four of their wives visited the old Naval Air Station Ford (H.M.S. Peregrine).

Ford was the home of the R.N.S.O.P. from the late forties until November 1960 when it finally closed and was taken over by the Home Office and converted to an Open Prison and of course gave its name to the long standing photographic competition "The Peregrine Trophy".

The visit had been arranged at the invitation of the Governor, Fiona Radford and her deputy Glyn Hughes after a chance meeting some months ago. Fiona made a comment during a speech she was giving about Life at Ford and, that "in its previous life it had been an RAF Station"! Well, I just couldn't let that pass and in a subsequent conversation it transpired that very little is known by the Prison authorities about Ford's history prior to 1960; and so the idea of the visit was born.

The 27<sup>th</sup> was a glorious autumn day and Glyn met us in the car park at 1100 and we were then escorted to the Chapel complex (on the site of the old NAAFI) for a Welcome Presentation, coffee and a viewing of a very impressive photographic exhibition of old Peregrine during the forties and fifties; including one incredible shot of 60/70 Sea Furies ranged on the runway - must have been around the time of the Korean War.

We were then entertained to an excellent curry/buffet lunch at which a considerable number of the prison management staff were also invited together with Tony Squires, the Arun District Council Chairman and several representatives from the Sussex area press



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and local radio. We certainly enjoyed VIP status and everyone was keen to know what life was like fifty years ago "at Ford". Many old memories were exorcised that afternoon and of course all absolutely true! Our illustrious Chairman Paddy Cunningham gave an impromptu live radio broadcast and a lot of other press interviews and photographs were taken.

After lunch we were given a tour of the old Swordfish site which fortunately included the Photographers mess and the old dining hall which is now a state of the art gymnasium. Unfortunately, being a working prison of some 550 inmates it was not possible to visit some parts of the establishment nor was it possible to visit the old R.N.S.O.P. building. It now forms part of an industrial estate and is only used as an occasional warehouse, sadly it's in a bit of a sorry state and not manned very often.

Finally we were invited to attend a concert written, produced and performed by the inmates themselves which was very good and I think enjoyed by everyone.

A considerable amount of local press coverage has occurred since the visit and it's interesting that it has also stimulated additional press stories related to the times when Ford was busy front line Navy base. I have also been approached by the Evening Argus (the South's Daily newspaper), who missed the visit. They would like to write a series of articles on the history of H.M.S. Peregrine and want to know of anyone who could help, so stand by any of you aspiring historians!

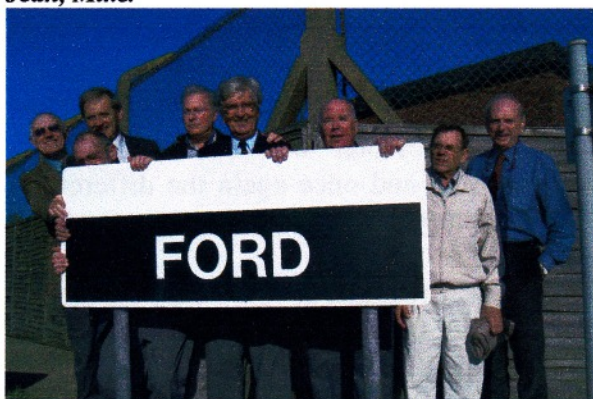
Shortly I will be meeting again with Fiona and Glyn to discuss the possibility of another visit next year, probably in October. The plan at the moment is extend invitations to anyone who served at Ford and we hope to organise the visit in conjunction with the Fleet Air Arm Association. So if you missed out last month there could well be another opportunity next year.



*Left to right Bill Stenning. Dave Morris. Rod Safe. Rosemary Stenning. Tony Squires (Arun District Council Chairman). Ron & Jackie Alexander. John Flack. Ray Whitehouse. John Cunningham. Jean & Mike Keeling. Pam Whitehouse. Glyn Hughes.*



*Outside the Old Photos Mess18 on Swordfish Site – Left to right :Rosemary, John F, Ron & Jackie, Rod, John C, Bill, Tony Squires, Glyn, Pam, Ray, Dave Jean, Mike.*



*Left to Right: Ray, Dave (doing the WOT impression) Rod, Mike, John F, John C, Ron, Bill.*

### PAUL WILSON – A PROFILE

*Paul Wilson B.S.C. (L/Photo 'A' 1944 – 1946)*

As a schoolboy of fifteen I was lucky enough to visit Ealing studios at the time of the 'Blitz' of 1940 With a grandfather who had been a pioneer photographer (even made his



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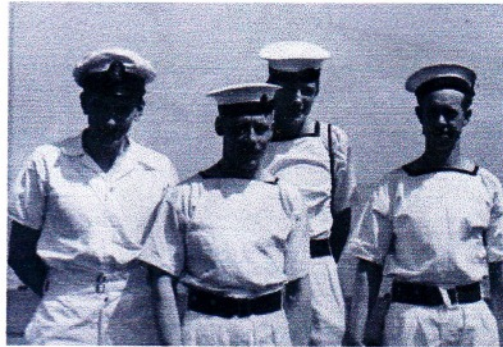
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own wet-plates} my principal interests had been photography, then films. The combination at Ealing won me – that was where I wanted to work. I left school in 1942. Getting a job as a trainee assistant cameraman wasn't difficult, most of them as soon as they were trained, or became eighteen, were called up! I chose Gaumont British studios at Shepherd's Bush, home of films such as "Wicked Lady" and "Man in Grey", the latter being the first film I worked on. Just as I was approaching eighteen our government decided that every tenth young man would be recruited to work in the mines, known as the "Bevin Boys" – as it was the idea of Ernest Bevin. This wasn't my idea at all, and luckily I had heard that the RN was recruiting photographers, so I offered my services to them and was accepted. I joined in December 1943, and was soon at Felpham's R.N.S.O.P. It had been moved from R.N.A.S. Ford where preparations for D-day were underway. I was fascinated by the many aspects of Naval Photography.

The course I found exhilarating, and the Navy's way of teaching, superb. Things I learnt there I was still using more than sixty years later. After receiving my badge I was drafted to R.N.A.S. Eglinton, N.Ireland, and not long after that to the Fleet Photo section at Scapa Flow on board the steam-fly ridden "Dunluce Castle". Here I managed to avoid the low angle marking team, which photographed fall of shot from the stern of the target towing tug. Instead I was frequently sent to snap that same fall of shot from the various firing ships of the Home fleet. This varied from the KG V, through Cruisers, destroyers, etc. Too many to name really. However I did find my sea-legs. Good job, as I was then drafted to join the ship's air staff of HMS "Glory" soon to be commissioned in Belfast.

After a couple of months in a 'civvy' billet we opened the photo section under the leadership of P.O.Photo. 'Major' Furlong.

After 'working up', and a week's leave for V.E. day, we left for more working up in the Med. After a short spell in Ceylon we were off to join the British Pacific fleet, and arrived in Sydney in time to celebrate VJ-day



*Glory Phot Section—P/O 'Major' Furlong, Stan Taylor, Paul Wilson and George Dickie*

We were sent to Rabaul where the surrender of the South Eastern Pacific Japanese forces took place on the flight deck. After returning to Sydney we had our hangar converted to a huge dormitory to accommodate ex-prisoners of war being repatriated to the U.K. via Canada. More repatriation of Australian troops from New Guinea back to Sydney followed. "Glory" steamed over 24,000 miles for these trips. Our next job was ferrying a New Zealand Air Force squadron to Japan. Here we had the shattering experience of visiting Hiroshima. After our squadrons rejoined us in Sydney there was plenty of flag showing at Australian ports and finally back to Trincomalee. It was here my H.O. release number came up, and I had passage home on HMS "Whimbrel" to leave the Andrew complete with demob suit.

I was reinstated at Gaumont studios as an assistant cameraman until the studios closed in 1948. During that time I had been on foreign locations to the French Alps and Kenya. The closure was, in retrospect, to my advantage. Working for one company meant my contacts were limited, whereas free-lancing gave me the opportunity to work with some of the top cameramen of the times on films such as "The Sound Barrier" and "Moby Dick". My next step was to become a camera operator, a very important position in earlier days prior to 'Video assist' (where the image on a cine-camera's ground glass is photographed by a minute video camera built into its body – the image then being displayed on monitors around the stage or location).

Prior to that an operator was the director's eyes, being the only person to see what was to be on the screen until the film was processed. Films during this period included the Beatles



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*Alfred Hitchcock making 'Frenzy' I'm top right looking through camera.*

"A Hard days Night" & "Help", "Where Eagles Dare", "The Railway Children", Hitchcock's "Frenzy". During these times my connections with the RN continued, many of the films involved H.M. Ships – "Singlehanded" used HMS "Cleopatra" and HMS 'Manxman' the latter played the part of a German pocket battleship. There were several others "The Baby & the Battleship" "Seagulls over Sorrento" to name a couple.

Also I had worked on several of the James Bond films, and he of course was a naval officer! This brings me to the later and final part of my career.



*Shooting dusk shot of HMVS Devonshire model for 'Tomorrow never dies'. Later we sank it*

In 1976 I photographed some special effects for "The Spy Who Loved Me" the tenth Bond film (HMS "Fearless" featured in the final sequence of that). This led to the photography of the models and visual effects for the first "Superman" film, and the following "Superman II". Then "Moonraker" for which I received an Academy Award nomination.

Suddenly I had become a specialist in Visual Effects and Miniature photography!! There followed a further thirty-five films in this capacity including the last four Bond movies. I retired after "Die Another Day" in 2002, and

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*On tank built for 'Titanic' in Mexico with model class 23 1997, me on right*

now live in the depth of the Cotswolds. At the last count I found I had worked on one hundred and fifteen films, Also proudly done my allotted time in the Navy including witnessing the Naval School of Photography burnt down. I still wonder if the owners of 'Strand House' were compensated, it was a fine mansion.

### **LETTERS FROM MEMBERS**

Dear Peter,

Please pass on my thanks to all who were involved in arranging the AGM/Reunion and holiday in Malta.

Particular thanks must go to Stuart Antrobus and John Cunningham who both made sure everything ran smoothly - John ironed out a few bumps with his usual Irish charm!

This was my first visit to Malta and the visit was made more memorable under the direction of my guide Rod Safe.

To be involved in the Remembrance parade was rather special and quite moving.

Thanks to all again

Dave Morris. BEM.

Hi Peter & Rita,

Sorry we did not get to say good bye properly at Gatwick as we did not see you at the baggage collection area. We enjoyed every minute of our memorable reunion stay and the pleasure of your company and only hope we can repeat a similar trip next year. I think the trip was a great success, as many of us met colleagues from the past and new acquaintances.

May I say again what a great pleasure it was to share your company and that Mary and I are looking forward to seeing you both next year. Chocks away, up spirits and many regards.

Mike and Mary Gilbert.