



# The Peregrine Phots Post



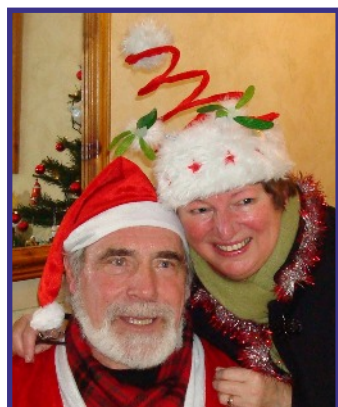
Winter  
2012  
Issue 32

The Royal Navy Photographer's Association  
**Happy Christmas**  
& a **Happy New Year**



Sorry Rudolf was busy!  
Photo by LH Shread  
2012 Peregrine Trophy

Ahoy there!  
Merry Christmas



Edinburgh Tattoo 2012 Photo Hilary King

Hi it's that time of the year to wish you all a Happy Christmas and a Happy New Year - wow that whizzed by so quickly with a great social in Portsmouth. Now looking forward to the Memorial weekend on 14<sup>th</sup> April and reunion in Bournemouth October, details to follow on these events.

Included in this newsletter some of your memories and stories of Tipner - thank you to everyone who submitted them, others to follow - keep them coming.

Steve has just finished his Radiotherapy and Chemotherapy so getting himself fit for his op in February, he doing fine a bit tired but ok. Have a great New Years Celebrations I've added a photo I took at the Edinburgh Tattoo this year which was amazing to see and in the company of Mike & Mary Gilbert, great fun. Looking forward to seeing you in the New Year.

Happy New Year - Hilary & Steve King 1

## RNPA COMMITTEE

**Chairman** Tony Darbyshire      01753 892260  
e-mail tony.darbyshire@gmail.com

**Vice Chairman** Paul Cowpe      07768235708

**Acting Secretary** Maurice (Jan) Larcombe.  
e-mail jandor@which.net

**Treasurer** Lt Richard Moss. Bsc. (Hons) RN.  
023 8026 5212  
e-mail richris95@googlemail.com

**Membership Secretary** Steve King      01926 334190  
e-mail h.king2@sky.com

**Social Secretary** Ray Whitehouse      01903 366505  
e-mail ray@chilston.com

**Newsletter** Hilary King      01926 334190  
e-mail h.king2@sky.com  
14, Parsonage Close  
Bishop's Tachbrook  
CV33 9SD

**Webmaster** Paul Cowpe  
e-mail paul@cowpe.com

**Historian** Maurice (Jan) Larcombe.  
e-mail jandor@which.net

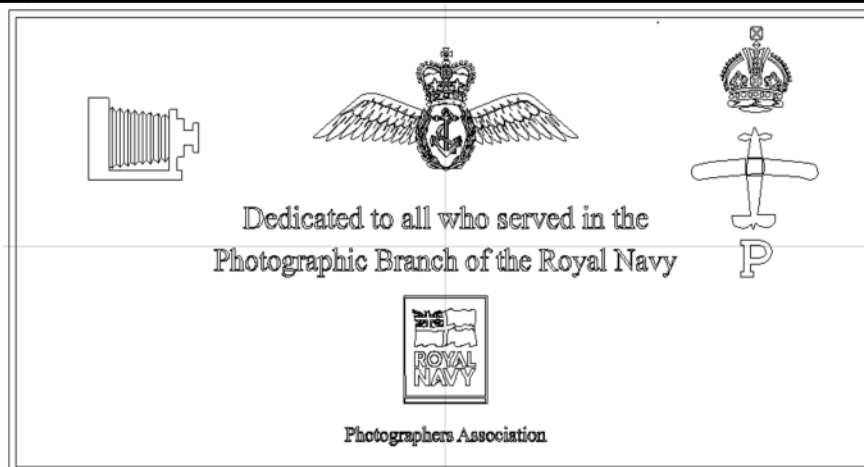
**Serving Members** Amanda Reynolds  
e-mail aj.reynolds@ukonline.co.uk

**Honoraray Associate** John Cunningham



**Social Secretary**  
**Ray Whitehouse**

## Dedication Memorial



I have received a computer image from the stonemasons, once approved by us they will begin the process of cutting but will fix the plaque into position on the memorial until just before our dedication on 14<sup>th</sup> April.

On the subject of the dedication memorial 14<sup>th</sup> April I have begun to look at hotels in the area and have come up with two so far...

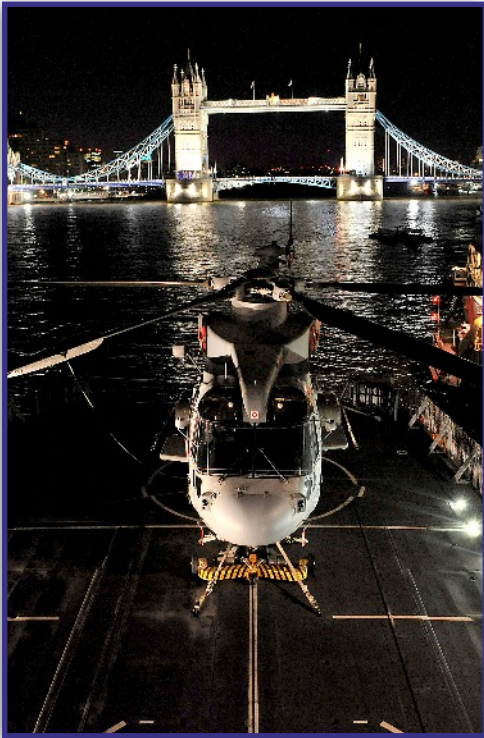
The first is the Littleover Lodge which is between Burton and Derby and about 15/20 minutes from Alrewas, a two nights stay there will be around £65.00 per person sharing a double B&B and I stayed there a few months ago when attending the Illustrious Reunion and it was fine, comfortable with good restaurant, which is large and caters a lot of outside business particularly at weekends. It's a bit motel-ish therefore not great for convivial group activity but good value for money.

The other offer is very interesting... I'm sure you have heard of The Belfry near Lichfield. It's a world famous resort hotel and the home of the PGA; in the past it has hosted the Ryder Cup and other international golf tournaments but besides golf it also has other excellent facilities and is situated in a beautiful location. As some of you may know I'm from Lichfield so have known the hotel most of my life... used to attend New Year's Eve Parties there before it became famous. Anyway... I know the folks there and they are offering us a special rate of £114.00 per person B & B for the nights of 13<sup>th</sup> & 14<sup>th</sup> April. Normally this hotel is around the £300/350 per night so it's not a bad offer and very little more than we paid for the Holiday Inn in September. The Belfry is about 30 minutes drive from Alrewas and will be ideal for group gatherings and activities. Please give this a little thought over your plum-duff I will be in touch with full details in the new year.



# The 2012 Peregrine Trophy

Just a few Photos from  
This years competition .



HMS Sunderland five day visit  
18 Oct 2012 after transiting the  
Thames barrier & Tower Bridge  
Photo LA(phot) Jason Ballard



No details



Chinook Helicopter Camp Bastion in Afghanistan  
Photo PO (phot) Hamish Burke



HMS Liverpool  
Photo by LSC Darren Oswald



Royal Marine drummers and buglers  
Photo LA(phot) Gary Weatherston

# Things Historical

A couple of interesting responses to my plea for personal articles. Apart from the general interest they do throw up some interesting snippets. Like where the FPU was housed at Tipner in the early days (Sorry Nigel). (Historian - By the way I still looking for the site of the School at Tipner before it moved to Felpham during the second Word War)

Ken Morris also gives a like to Ricky Penman time as a POW in Korea.

I have had some interesting photos from Ian Johnson. My first contact with a National Service Phot. He asks if they're any other NS photos out there?

## Nigel Crafts memories of Tipner



The Fleet Photographic Unit of my day was housed in a single storey wooden building that I think was on brick stilts as you certainly had to go up steps to get into the building. A short distance away was the brick built "Film Studio" which was manned by Admiralty Civilian Photographers. We had absolutely nothing to do with each other and to this day I don't know who worked there or what they did. I also remembered that another of the killick photos was "Ruby" Gentry who used to drive a frog eyed Austin Healy Sprite in those days so not much chance of a lift! Finally, I have just noticed that my History Sheet for this period is signed by S W Lock Lt RN and to my eternal shame I have no recollection of this gentleman whatsoever.

**NA Nigel Craft at Tipner c1960**

Hist856 (Aerial of Tipner taken during the war) looks very familiar and not unlike when I served there in 1960-61. The large black building in the left foreground was where the FPU was located. Bearing in mind that I think it was a single storey building I further think that the three windows at the end of the building are higher than normal from the ground making me think that the building was on brick stilts that were about waist high and that the sides were boarded up for appearances or whatever. Entrance to the building was definitely up some steps. The white roofed building in the right foreground was there as were most of the other buildings, which held a defunct galley/dining room and accommodation which was only used when the rifle range was in use for competitions etc. Eric LeCounts caravan was sited in the vicinity of the large tree top right background.



## Ken Morris on joining the Branch and going Aircrew

Three of us joined Ford, from "sea training" (Bulwark in Pompey dry dock), "Ginger" Howe, "Ginger" Pearce, and myself on 28 Jan 1956. That was quite a large number from a basic course at Bramcote of only 18 or so, given that the all naval airmen, including mechanics, joined as the same rating, only later did the naval air mechanic branch come into being.

We were messed on "Anson" site, which was a bit of a world on its own and a big change from basic training.

The School was on a dispersed site that it shared with the Wardroom, between Anson and Swordfish sites.

The CO of the school at that time was Lt Cdr Keep, an Observer, who had spent most of WW2 as a POW. I think he had spent some time on "escape committees" as he did give us a couple of

talks on physical photography, photographic material from cabbage leaves sort of thing. He was also mad keen on sport; he said that they played sport to take their minds off their situation. I remember him roaring with laughter with blood running down his face while playing deck hockey, which he played to the full!!!, and taking us swimming in the sea when it was freezing cold.

The other Officers in the school included Lt Cdr Forster, Mr Head, Mr Gresham, I think also Mr May and Mr Little (although I don't remember Mr Little but he signed my SCs on completion of course).

These were the days when we had Junior and Senior Commissioned Airmen/Photographers etc.; they were called Mr. and wore a single thin ring or a thick ring. Sometime in 1956 this changed and they became S/Lt and Lt respectively.

We also had a change, in 1955/1956 was the last time we wore black hats. Around about this time there was also a change in the length of service from 7 years with 5 years on the reserve to 9 years. You could retain the old 7&5 but on a lower pay scale, so most people changed, I personally was on 12 years so I wasn't affected.

Sometime in 1956 or possibly early 1957 a Leading Hand joined the School who had been a POW in Korea as a Naval Airman, I regret I have no idea of his name but someone might remember, all I recall is that he rarely spoke.

(Historian - This would be NA Phot Ricky Penman who was taken prisoner with S/Lt Langford by the North Koreans while ashore from HMS Cockade and spent the rest of the war as POWs)

Other people in the school that I can recall included a civilian in the modelling room (Mr Sinclair?), and the two Mr Barbers. Then there was CPO Roberts who ran the stores and I think was also the Reg Chief, PO Chilton, PO Eyres, PO King to be replaced by CPO Bence, PO Wolf, and a PO, who had a slashed cap peak, I think PO Clements.

I still have the vision of Mr Head, who was the stores Officer, no jacket, shirt hanging out, with a bunch of keys on a piece of string fastened to his belt dragging them down the main corridor of the school, known generally as "the Navys best dressed Officer". I also remember when several of us young sailors were struggling to move one of the "new" GB enlargers, "out of the way boy", and he and Taff Roberts carried it into the darkroom!!

The only other person that comes to mind was a national serviceman known as "the Meekon", after a character from Dan Dare in the Eagle comic because of his retreating hairline. I think he was already qualified and was on the trials section of the school not on the station phot section, also a phot in the civilian world before joining!!

This must have been a time of considerable expansion of the phot branch because there were several phot 2 courses going through at the same time as a number of national service phot 3 courses. I can recall that there was a fairly large N/S course at about the same time as ours, which had a pair of twins on it, and I think it was the same course with a BSc Chemistry graduate. I believe the instructor was Basil Chilton and he suffered a fair bit of ribbing.

Just to clarify the Phot 2 Course was 37 weeks and I believe the Phot 3 Course was 12 weeks.

Also going through the school at about the same time was a POs Phot 1 Course. I remember that "Chippy" Smith was on the course, the first time that I had seen the white Royal Yacht badges. He gave his course lecture to our course on "sewers". I think that Charlie Robinson was on that course plus another name that comes to mind is Mark Bowcott.

In reply to your request for a earlier bid than 1959 for side ways entry to the branch, there was a "Signalman" (crossed flags badge) on 23 phot 2 course in 1956. I can't recall his name but I do



recognise him on the "divisions" picture, and met him again in Malta in 1960. He, I believe, served as a signaller on "Magpie" with Prince Phillip.

### **(Historian – anyone got a name please)**

#### **A little on Anson site.**

It was mainly for the staff of 700 trials Sqdn. plus for some reason some of the school of phot. 700 flew a variety of a/c such as Fireflies, the Seamew (a fixed undercarriage, single engined sort of Gannet) and an Anson, plus one or two other a/c.

The administration of the site seemed to be under the control of a RPO. We were quite close to the village of Yapton, and went to dances and pictures in the village hall. The RPO I recall ran the bar at the dances. We also went to the lounge of one of the village pubs to listen to the "Goon Show" on the radio. We travelled to the school by bus but used a "Pussers Red" if duty, there was a short cut across the airfield with ATC permission.

Ford itself was still an operational airfield at this time, with besides 700 Sqdn, a RNVR Sqdn, a turboprop conversion Sqdn, and the frontline Wyvern Sqdns. We also had visiting Sqdns, I remember Southern Air Division (RNVR), arriving with their Attackers and losing three, also all the Seahawk Sqdns came and stayed ready for the flypast at Lee for the "Presentation of Colours", (The day the drum rolled away).

I expect that all training at Ford was much like mine, around the local area on a bike with a trusty Watson, tripod and triangle or a press camera in our case the V.N., so I'll leave that be.

A though, If Hist1080 was 21 course was there a Phot 2 21 as well or did the NS course pick up the next course.

### **(Historian - anyone know the answer to this one)**

On a lighter note a story, which I got from a fairly reliable source, about Lt Head.

A young sailor had upset the great man and was advised - "Lad if you had an IQ of point 2 less, you would be plant life"

### **(Historian – Any more Nutty-isms out there)**

My going aircrew was a bit of an accident to start with. Towards the end of my first trip on Protector I was asked what I would like to do during the ships refit. As I was already carrying out some flying duties I asked if I could have some aircrew training. The reply my DO received was that the only training I could have was to complete the full aircrewmans course. So off to Portland I went and received my "wings" in July 1966.

In May 1967 when I left Protector I asked for a flying billet, but was sent to Fraser with the intention of a draft to Faslane. When I pointed out to "drafty" that I only had a few more months to serve, there was little point my going to submarines for such a short period of time. Then one evening when I happened to be duty at Fraser, the phone rang and it was Charlie Wines.

"Your just the man I want to speak to, I need an aircrewman for SAR on Eagle". I asked where it was going and for how long, given my short remaining service. "The far east and you can extend your service to cover". Not having been to the Far East, I accepted.

When I returned, having been rated PO in the meantime, I went to Barracks for discharge. After some thought I re-engaged and spoke to Charlie Wines and asked what he would like me to do, being torn between Phot and Aircrew. He said he was short of aircrew. So the die was cast and that is probably when I went aircrew. I transferred to the Aircrewman Branch December 1975.

I left the navy January 1978.

by Ken Morris

## Mystery Pictures



Photos on Divisions at Ford c 1956. So far we have Len Hutton, Front row between the Officers and Baz Chilton, Middle row extreme right. **Any Offers.**



Bedford CF Bus at the school at Ford c 1956 taking photos back to Anson Site. Anyone Identify the passengers.

I have hi resolution scans of both pictures if anyone would like to take up the challenge

Jan Larcombe  
[jandor@which.net](mailto:jandor@which.net)

Public Website.

<http://www.users.waitrose.com/~jandor/index.htm>

This photo to the right was taken & Sent in by George Ash of Dolphins in The Moray Firth



## Membership Secretary

Steve King

It's that time of the year to renew your membership. For those that pay by standing order your new card will be sent in the post in January.

**Membership Fee: Single £15 and for Joint £20**

If you wish to renew your membership send a cheque to me made payable to RNPA and I will forward it to our Treasurer Richie Moss.

For non members that wish to pay yearly by Standing order attached to this newsletter is a copy of Santander order form with account number and sort code.

**Mr Steve King, 14, Parsonage Close Bishop's Tachbrook Leamington Spa CV33 9SD**

**Oops big mistake** - last newsletter we missed 2 pages off so we have include a reprint of Things Historical Autumn Newsletter issue 31.

## Things Historical

by Jan Larcombe

### Tipner

I was a bit surprised at the reunion to be told by an ex phot that he had never been drafted to or even visited Tipner during his time in the Branch.

A sort of spiritual home, the Naval Photographers association with Tipner goes back to 1919 when the Branch was formed and a Photographic school established. With a couple of breaks this association continued until the Fleet Photographic Unit /Surface Flotilla Photographic Unit moved into Whale Island in the Mid 1990s leaving Tipner unoccupied.

Travelling into Portsmouth on the M275 for the reunion I look over toward the "FPU" and it had gone so a short diversion to have a look resulted in the following pictures

#### Main Gate



#### Stills Section on the right with Sound Studio in background

looks like its going to be a Park and Ride area and the full redevelopment scheme can be viewed at

<http://www.portsmouth.gov.uk/living/8781.html>



**Any stories about Tipner most welcome**

**Old Cine processing/Stand Easy/Changing rooms**

#### Sideways Entry, Were you the first?

Sideways entry into the branch was officially introduced in 1961 with No 1 Phot 2s course at Lee on Solent. The Instructor was Bob Walton and a picture of the Students can be seen at Hist770 linked from the website at <http://www.users.waitrose.com/~jandor/>

But, Nick Mewton joined the branch on 26<sup>th</sup> January as a LM(E) and relinquished his rate to become a N.A.2, doing his Airmanship course at Condor and qualifying as a Phot 3 in June 1960.



## **Nick Mewton's Story.**

In the 50's, my Brother in law got me interested in Cine Photography so when I went out to the Med on HMS Delight and called in at Gib I went to the phot shop there and bought a Bolex H8 Camera with a zoom lens on it. This was a very good camera to have at the time. I did 3 years on Delight and took films of every thing we did and in every port of call. I was able to build up quite a good story of life on board and in the Navy. I showed these films regularly in the lads messes, the PO's, the Chiefs mess and finally to the Wardroom. The Skipper was so impressed that he told the Admiralty Cinema in London about my film and me. On return to UK I was sent a letter from the Commander in charge at Admiralty Cinema asking me to go up and show my film.

I was told they were great but in 8 mm they were too small to use (they even tried enlarging them). They then said if I could change my equipment to 16mm and do the same again and then come back with similar results they would look into it again

I then had a very Green Rub in Chatham Barracks. I went ashore by myself had a few drinks and came back with another sailor. He told me he was ashore with someone else's station card and told me his name on the card. When he got to the gate to pick up the card he gave the wrong name I nudged him and he gave the right name. But the RPO said that, as I was a Killick, I should have run him in and so I was run in in his place and dipped my hook. I contested it to the Commodore of Chatham and he did not believe me either. As I was well in with the drafting Office I got a draft to H.MS Birmingham the very next day, the 4th Feb 57, and we sailed for the Med. Once again we stopped at Gib and I went ashore to the photo shop and exchanged my Bolex H8 for a Bolex H16 with Wide, Normal & Telephoto lenses. This costing quite a bit on the never never. Then with a bit of practice I was of again to make a film of life on board Ship.

I also joined the Rock Hoppers Club which was a mountaineering club, organised by the Commander (L), Cdr Simpson I think his name was. He had organised the RN North Greenland Expedition a few years earlier, was an inspiration in himself and taught us well. I had plenty of opportunities to make movies of expeds, climbing etc. I filmed at Montserrat in Spain, Malta and Sicily where we camped in the foothills of Etna and then climbed it and camped within 100ft of the summit. Over night there was a severe snowstorm and my pal and I were covered over in a snowdrift. The rest of the party had their tents blown away but we all survived. We had a long hard slog down again up to our knees in snow until we got below the snow line. We then went on to Venice where I had a lovely time filming etc!

The Engineer Officer, my DO, was from the lower deck and he was on my side about the Chatham incident and he got me my hook back after six months rather than a year. We came back from the Med and had some I think, Christmas Leave, and then we went for a trip up to Scotland calling in at Invergordon. Off went the Rock Hoppers Club again to climb the nearest mountain Ben Nevis. So I was there with my H16 once more. I don't know how we wangled so much time off ashore, but then with a Commander at the helm we were laughing. We then steamed around the top of Scotland and straight across the Atlantic to Quebec Canada. I first had a run ashore in Quebec City itself and filmed just about everything with my trusty Bolex. It was the Hundredth Anniversary of Captain Cook's landing in Quebec with big Parades and Celebrations in the Streets.

Then the Commander came up with the idea that we should go camping in the out-back. We went into the wilds and found a beautiful lake where we set up camp. I, as usual, got roped in to do the cooking, usually Pot Mess on an open fire. One morning we all decided to go swimming in the lake but we had no swimming gear with us so we all went skinny-dipping. Then one of the lads looked over that hill and saw that there were a group of Nuns and Monks heading in our direction. We all made a dash for the shore and leapt into our nicks in a flash and dried ourselves off just in time. We got a very friendly welcome from the invaders they were pleased to meet us visitors. That was our last exped because we headed home after that. On return to the UK I once again went to the Admiralty Cinema in Whitehall, as I did not have editing equipment. I worked with the Staff there and in the

end we made a recruiting film with sound. The narration was mine but they used a Professional Actor to do the voice over.

I was on the Birmingham until 15th July 58 and then spent some time on a few small Ships and in the Reserve Fleet in Scotland. I was reimbursed for the film I had used and was recommended to become a member of the Photographic Branch by the Commander in Charge of the Admiralty Cinema. Of course I wanted to do it but I did not realise how much it would cost me. Soon after that I was offered the opportunity to change branches. On the 26th Jan 1960 I joined R.N.S.O.P. (Ariel) at Ford, relinquished my hook and became a NA2 and then qualified as a Phot 3 with Bill Barber as my instructor. After qualifying I had to go up to Condor to be trained as Naval Airman. I must have been the only three-badged OD wearing an aeroplane in the mob.

I think it was my love of Cine Photography that made me change branches. But as Lt Topliss said I would have been much better off staying as a Killick Stoker and doing my own thing with a cine camera. But I loved being a Royal Navy Photographer.

### **(More like this please)**

And me? (and not many people know this) was a sort of sideways entry but never actually qualified in another trade. When we finished our airmanship course at Condor they did not want any photographers so I was told that I was going to be in Safety Equipment. Disappointed, as Ginge Bromellow, sporting a camera badge on his lapel, had taken our course group, and I thought that that would be a good job. I travelled down to Lee and spent three months awaiting SE course, working in the Nile Raft section and agitating to be a phot. I don't recall but there must have been a Captain's requestmans at some stage. Eventually they gave in and sent me off to Ford where I spent another couple of months waiting for a 3s course and eventually qualified in October 1959.

Surprisingly, although they did not want Photos from our original Airmanship course, Bill Stenning, Dave Drescher, and Dave Buckingham all entered the branch on the sideways entry system.

Any advance on 1959/60?

Jan Larcombe - jandor@which.net

---

## **Farewell to a shipmate - Bryan (Bill) Huggett**

**Hist 479**



I recently received a letter from Bernadett Bill's wife explaining that Bill had recently died.

I served with Bill when he was the PO at Yeovilton Phot Section in 1965 - 66.

Photo shows Bill on the front row 2<sup>nd</sup> from the right. During our breaks we played Ucher and Bill always beat us all, he ran a good section and we all had a great time there. After the Navy he went on to work as a photographer at Westlands.

Bernadett said she had found a badge and wanted to know what it was, she described it as 3 lenses with RNPB below  
**is this an old RNPA badge anyone**

**Back Row:** Brian Cooper Noddy Blundon, Dave (Topsy) Turner, Taff Morgan, Steve King, Geordie Davidson

**Back Row:** Peter Thorne, Paul Yockney, Lt Dutchy Holland, Bill Huggett, Bob Watson.