



# The Peregrine Photo's Post

Winter  
Issue 40  
2014

The Royal Naval Photographers Association

Ahoy there  
Merry Christmas  
to you all



RN Ski Championships  
2014 in Tignes France.

Phot: LA(phot  
Paul Halliwell

RN Sea Kings Mk4 Helicopter-  
from 845 Squadron operating in  
Northern Norway

Phot: POA 9Phot) Mez Merrill

Well we hope you are all full of festive cheer, as we start the Christmas holidays. The RNPA has had a good year with a few more members and great trips to Yeovil and HMS Belfast - well done Ray for your arrangements, looking forward to next years social events and catching up with shipmates.

This newsletter has photos from the Peregrine Trophy which I found difficult to choose as they were so good.

Steve would like to remind you its that time of the year for your subs to be paid, if you do not have a direct debit from your bank contact him for a form or send him a cheque made out to RNPA. - Single £15, Joint £20 annually.

Have a Grrreat Christmas & a very

Happy NewYear

Hilary & Steve



## RNPA COMMITTEE

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<b>Serving Members Point Contact</b>	CPO Rob Harding FPU HMS Excellent	<b>Honorary Associate Member</b>	John Cunningham

### Vacant Secretary position

We are still looking for a Secretary. Jan Larcombe has agreed to be Acting Secretary until the next AGM anyone who would like to take on this role please contact a member of the committee. Please consider this seriously as the rest of the committee will support the Secretary which is not a demanding job. We meet twice a year and contact through emails. Thank you.

## Farewell to our shipmate



**Cecilia Ellen Philbrick (Nee Marsh)**

**1<sup>st</sup> October 1924 – 28 November 2014**

Cecilia, the eldest of six children, was born in Wimbledon and was in a convent boarding school by the age of eight. Leaving school she attended the Slade School of Art and then worked in London for the Royal Photographers Van Dyke, mainly as a retoucher, "taking the wrinkles out of society ladies". Always keen to join the WRNS she was at the RN School of Photography, Felpham on No 4 Processing and Analysis course just one month after her 18<sup>th</sup> birthday. She went on to serve at HMS Dipper, at Henstridge, in Somerset and at HMS Condor near Arbroath. At Condor there were no Wrens quarters so she was billeted in Letham Grange, a grand house about 4 miles from the Air Station and was transported to and from the air station in the back of a lorry. She met her future husband while on make and mend in Brechin and they married in 1944. Leaving the Wrens Cecilia retained her interest in all things Naval. She joined the WRNS Association and was a co-founder and secretary of their Salisbury branch. She was a long term member of our Association, attending most of the reunions until health made it difficult. Latterly she battled against dementia but had lucid periods when she took great delight in recalling, in great detail, her life in the Navy.



## Peregrine Trophy:

Awarded to the section or unit submitting the best portfolio of 6 prints of service related subjects



Trooping The Colour  
the Queen's Official birthday  
outside Buckingham Palace.

Phot:APO Phot Derek Wade



Aircraft Carrier USS Boxer -  
personnel exchange with  
HMS Illustrious.

Phot: LA(phot) Nicky Wilson



HMS Dragon's Lynx helicopter Flare  
Firing. Aerial Counter measure.

Phot: LA(phot) Dave Jenkins



## **The Naval Photographer**

The Naval Photographer is often envied by his shipmates who only see one side of his activities. The fact that he is an oft-maligned individual who works long and erratic hours and alternates rapidly from grandstand viewpoints of important occasions to the remote seclusion of the darkroom, and from the black depths to the windswept and sun scorched upper regions is often overlooked. Let us examine some of the roles in which he can be cast, and so gain a better appreciation of his work

Recording the fall of shot from cruisers and destroyers engaged in low angle gunnery practices often involves long hours spent in a fleet tug or perched high up in the firing ship. Complicated 35mm cine equipment has to be used under difficult conditions and the photographic result of the day's shoot have to be made available to the Fleet Gunnery Officer as soon as possible after completion of the shoot..

**Always Alert.**

In an aircraft carrier a photographer may find himself employed in many roles. All landings and accelerated take/offs and aircraft accidents are recorded with 16 mm cine cameras. The photographers have to remain continually alert and sometimes are exposed to the dangers associated with mishaps on the flight deck. In the hanger and on the flight deck cameras and magazines are fitted to the reconnaissance aircraft and the cine-gun cameras of fighter aircraft are loaded with film for the recording of combat practices. In the photographic section the processing of films from the aircraft and cine camera on deck is carried on all day. In addition there is the normal photography of radar screen defective or modified equipment for inclusion in reports copying of charts and diagrams, and the production of press and cine material of news value for the Chief of Naval Information to be carried out. A number of photographers are borne in an aircraft carrier, but in many ships a photographer is required to sufficient Knowledge to be able to work completely on his own. He will have many varied tasks to perform, and his training has to be complete enough for him to do so without reference to experienced higher rates. This training is undertaken at the Royal Naval School of Photography situated at Ford in Sussex. Here a photographer receives his basic training, and subsequently returns for more advanced technical training for higher rate. He is recruited into the Naval Airman branch and spends twenty seven weeks at the school gaining a thorough grounding in the theory of light and optics, the chemical processes involved in photography, and the principles involved in the use of associated equipment. He carries out practical work with press, stand and cine cameras of many types, practical processing, printing and enlarging, and learns to apply this knowledge to air photography and the many specialised service requirements. After completing this course he is rated Photographer Second-Class. Having served approximately three years as a photographer, he may be recalled to the school, to undergo a further sixteen weeks of more advanced instruction before being rated Photographer First Class.

**Training Courses,**

A number of National Service photographers are at present being trained. Their course is of sixteen weeks' duration, and they are rated Photographer Third Class on completion. Naturally they are not trained as fully as the Photographer Second Class, but they are capable of a high standard of work.

The school also trains both Long and Short Course Officers, and a number of men required for special jobs which are not included in the normal syllabi.

The school is well equipped with classrooms, printing and enlarging rooms, and the usual technical aids associated with such establishments. In addition to the accommodation actually used for training purposes there are facilities for the production of terrain models; continuous processing plants for cine and air films, and continuous printing machines for 35mm and 16mm cine films.

A trials and experimental section is an integral part of the school, and is available to assists establishments with their photographic problems.

**Q:** Whats wrong with most cameras that won't take a good picture?

**A:** The nut behind the view finder

**Photographic Memory:-**

**Everyone has a photographic memory,  
Some just don't have film.**

# Things Historical

Digging around in the archives you come across bits of information that don't necessarily make enough for a story but are just interesting snippets in themselves. Just a few below which are not all about photography

In February 1915 one Winston Churchill 1<sup>st</sup> Lord of the Admiralty at the time ordered a Landship working committee to be formed and this was kept secret from the War Office because they were expected to veto the idea. The first tank to go into production was designed by William Tritton boss of William Foster & Co of Lincoln and Major Walter Gordon Wilson of the Royal Naval Air Service. They were built by William Foster & Co who were already experimenting with agricultural machines with tracks instead of wheels. It is said that the machine was called a "Tank" because the workers at the factory were told it was to be mobile water tank for use in Mesopotamia. The "Little Willie" tanks first saw action on 15<sup>th</sup> September 1916.

On 4<sup>th</sup> August 1914 Britain declared war on Germany and on orders from the Admiralty dated 1<sup>st</sup> September 1914 the Eastchurch Squadron (that became No 3 squadron RNAS on 1<sup>st</sup> September 1914) were sent to France with specific orders to prevent Zeppelin attacks on England, to control a radius of 100 miles around Dunkirk and to establish forward operating bases up to 50 miles from there. The force actually arrived on 27<sup>th</sup> August with 200 marines in support and was "eventually" to consist of 3 squadrons of 12 aircraft each and 60 special motor cars. Cdr Samson in charge of expedition and was told that the French were to be informed of all actions and wherever possible joint UK/French personnel used in any operation.

On 28 September 1914 during an armed motor car action near Lewards one CPO and one Petty Officer were seriously wounded the PO was in hospital at Donai when the town was occupied by the Germans and he became a POW in Gustrow.

The first British armoured cars were designed and used by the RNAS. Initially Cdr Samson caused boiler plates to be fitted to his family Rolls Royce and eventually a variety of "normal" cars became properly armoured and did sterling service in France and later in the Middle East.

With the Royal Flying Corps fully engaged in France the Dardanelles and Gallipoli aerial campaigns became the preserve of the RNAS doing the same job as the RCF in France. Generally the Navy were more interested in oblique photography with fairly long lenses but it fell to the pilots and observers of the Eastern Mediterranean Squadron, based at Imros, to provide verticals of trenches and other photography of gun emplacements, forts, and camps, in support of the Army. The first verticals were taken on 4<sup>th</sup> April 1915 by Flt/Cdr Butler using a German Goerz Anschutz folding camera fixed in a hole in the floor of his Henry Farmer aircraft. The camera was broken and two French cameras were then used to expose some 770 plates on 48 sorties to make trench maps for the troops. Butler was wounded during a photographic flight on June 28<sup>th</sup>. One of his successors took over 900 plates and 3,600 prints were made from them. The trench area involved was some 12 miles long by 9000 yards deep. The darkroom for most of this period was a dug out in the sand covered by tarpaulins and sand manned by one photographer. The aircraft from the seaplane carriers Ark Royal and Ben my Chree were also involved in taking obloquies of coastlines, shipping, towns, etc.

"Ben my Chree" is Manx for "Woman of my Heart". She was a steam packet for the Isle of Man Steam Packet Company, was chartered by the RN at the beginning of 1915 and was converted to carry up to six seaplanes.

## Mystery Picture



1. Still hoping that someone can give me some information on this one! Fairly sure it is a gunnery marking set up but no members on the net could come up with the answer. Who, why, When etc
2. If anyone has not made contact with me about their service with the Royal Marines would they please let me know when and which group they served with please.

**Jan Larcombe**

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**Sent in by Norman Grantham**

### **OH! TO BE YOUNG AGAIN.**

There were mismusters, slop chits, tot time and pay  
There's rising and shining and hitting the hay  
There's thickers and strongers and neaters as well  
There's DQ's and chokey and the tiller flat cell  
There's aft and there's for'ard, abeam and abaft  
To civvies this cackle seems awfully daft  
But to those in the Andrew it doesn't seem strange  
Like the draft chits the Jossman can always arrange  
We're always being seen off and getting green rubs  
And chasing up rubbers and looking for subs  
And going ashore like a great herd of cattle  
And getting filled in and put in the rattle  
There's runs out to Honkers that to Jack are just fine  
There's times when we say, "Roll on my time."  
And when time comes and we're out on the dole  
In old civvy street, where we don't know a soul  
We think of the good times and wish we were back  
In bells, silk and lanyard... A real tiddly Jack!



# Cheers!



**6** Thank you to everyone that sent articles in please keep them coming. - Hilary