



The Peregrine Photos Post



Autumn
2016
Issue 48

The Royal Navy Photographers Association Ahoy Shipmates *Merry Christmas*

Merry Christmas & A Happy New Year, thank you for your contributions we would not be able to produce the newsletter without your help. This issue has some wonderful photos of Yeovil Air Day taken by Mike Beards- when I look at them I feel I'm at the show. Page 3 has photos of remembrance day and the photo below shows the RNPA representatives who took part in the march pass at the Cenotaph. The First Sealord Admiral Sir Jones KCB open letter to serving personnel about a hard working & stronger Navy - page 8. Enjoy the newsletter and see you all in 2017.

Hilary & Steve King



L-R Roger Forbes, Ted Tierney, Ian Hooper, Colin Foord, Brian Jackson, Joan Roberts, Stuart Woods, Bob Stanyard, & hiding mostly due to shyness) Maurice Brailey, Danny du Feu

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Membership Secretary.

Hi everyone, it's that time of year when our membership fees are due. The costs are £15 for Single and £20 for Joint. We work on a yearly basis from January to December. Many of you are still paying the old charges. I should be grateful if you would amend your accounts as from January 2017. You can pay by direct debit from your bank to Santander or you can send cheques to me made payable to RNPA and I will forward to our treasurer. New membership cards will be issued later in January.

You can use your membership card to obtain a discount at Portsmouth Dockyard.

Santander account:-

Sort Code: 09-01-55

Account No.: 45244803

Account Name: RNPA

My address is 14, Parsonage Close,
Bishop's Tachbrook.
Warwickshire.
CV339SD.

I am at present compiling a list of all photographers who served on Carriers, Ships, and Survey vessels from 1944. I have managed to do so from Members Application forms.

I should be grateful for more info of photographers who were with you on those Carriers and their Rate and if you can remember those that may of served before and after you. If anyone has a good photo of their ship I should also be grateful for. At present I have downloaded many from the internet. Many thanks

Steve

Remembrance Day 2016

The RNPA had representatives for the first time at the Cenotaph Remembrance Day Parade, (Photo below). This year marks the centenary of some of the fiercest fighting of the First World War, including the battle of Jutland in the North Sea and the Somme Offensive in France on the Western Front. The Queen & Prince William and the Royal family also attended. Afterwards a swift pint or two to warm up the RNPA members!



Prince William



St Helena



Mike Beards my photos of Yeovil Air Day

Typhoon

Typhoon



Two Merlins



Pitts S25



Pitts S25



Rafale



Sea Vixen



Sea Vixen



B17 Sally B



B17 Sally B



Swordfish



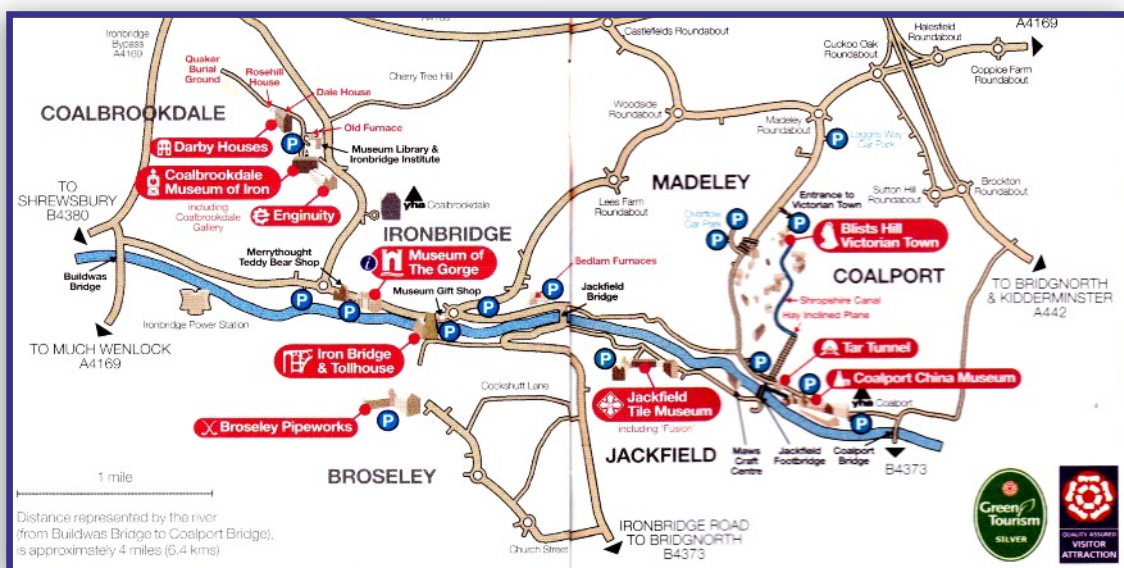
Polish Orliks

HMS Daring revisit Gibraltar



More than four years after making her maiden entry to Gibraltar, HMS Daring has once again appeared in the shadow of the Rock. The Portsmouth-based Type 45 destroyer stopped off in the sunny harbour as she prepares to head east of Suez on maritime security operations.

It was a busy day in the port as Daring met up with sister ship HMS Diamond and RFA Mounts Bay, who were also alongside. Gibraltar was not awash with battleship grey for long as Diamond sailed shortly after Daring's arrival, heading off to join an operation in the Mediterranean aimed at countering arms trafficking. Mounts Bay meanwhile has been assisting with the removal of potential chemical weapons materials from Libya.



6 Just a taste of the reunion in October 2017 at Ironbridge which is still in planning stage, the map shows the area and the different museums.

ROYAL NAVY DESTROYS GERMAN BOMB FOUND IN PORTSMOUTH HARBOUR



16th November 2016

Royal Navy bomb disposal experts have destroyed a German 500lb bomb found in Portsmouth Harbour. The WWII device was found by a barge dredging the harbour ahead of the arrival next spring of HMS Queen Elizabeth – the Royal Navy’s new 65,000-tonne aircraft carrier.

The bomb was towed out to open waters 1.5 miles east of the Isle of Wight where a controlled explosion took place. Harbour movements were restricted while the device was towed out through the harbour entrance.

Captain of Portsmouth Naval Base, Captain Bill Oliphant, said: “This is the third piece of historic ordnance found in the harbour during the dredging works since September. We worked closely with Hampshire Police and Portsmouth City Council to ensure we dealt with this incident in the safest way possible, at the same time causing least disruption to the city.”

Commander Del McKnight, in charge of the bomb disposal team involved in the operation, said: “Everything went smoothly and we were pleased to be able to get the operation completed in daylight today. Despite being old, these devices still pose a very serious threat when they are moved.”



A HARD WORKING AND STRONGER NAVY

The First Sealord Admiral Sir Philip Jones KCB ADC

Reading the news over the past few days you'd be forgiven for thinking that the Royal Navy had packed up and gone home, leaving Britain undefended.

The reality is altogether different, and should be judged by action not by commentary. As First Sea Lord, I owe it to our sailors and marines, many of whom are preparing to spend Christmas away from their loved ones, to ensure the country recognises how hard they are working for our island nation. Today, the Royal Navy has 30 ships and submarines, and over 8000 of our young men and women - regular, reserve and civilian - committed to operations at home and around the world. The Royal Navy continues to fulfil our standing commitments, from supporting British overseas territories in the Caribbean and the Falklands to the Royal Marines' ongoing support to counter-terrorism at home. A ballistic missile submarine is currently on patrol deterring state based threats against the UK and our NATO allies, as has been the case 24 hours a day, every day, for the last 47 years.

In Northern Europe and the Baltic, we are responding to the highest level of Russian naval activity since the end of the Cold War. In the Mediterranean and the Aegean, we continue to work alongside our European partners to counter arms-traffickers and people smugglers, and to stem the flow of migrants. Meanwhile in the Gulf are working to protect international shipping in a region which is essential to the UK's economic security.

Sadly the world is less certain and less safe. But our sense of responsibility has not changed. The Royal Navy may be smaller than in the past but has a strong future so this is no time to talk the Navy down.

The Royal Navy does have challenges, in people, budgets and equipment, but these must be put in perspective. The Royal Navy's challenges are those of a first-rate Navy. You don't hear about the same issues in many other navies – and believe me, they exist - because they don't operate with the same sophistication or expectation. The Type 45 destroyer is a case in point. It is a hugely innovative ship, and the propulsion systems have turned out to be less reliable than originally envisaged. Money is now in place to put this right, but what is beyond doubt is that these ships offer one of the best anti-aircraft capabilities in the world. If they weren't up to the job then the US and French navies would not entrust them with protection of their aircraft carriers in the Gulf.

Protecting our Nation's interests

The UK, like any developed economy, has to control public spending. Difficult decisions had to be taken to balance the books and retiring the Harpoon missile system was one. That weapon was reaching the end of its life, which is why we are exploring the advanced technologies that will take its place. Last month the Royal Navy held the largest international gathering of autonomous systems ever staged, and we will shortly trial both an energy weapon and artificial intelligence at sea. These are the technologies that will maintain our superiority over more conventional navies.

We must also ensure that the focus on our current challenges does not obscure the scale of investment which is currently taking place or its significance for the UK's place in the world. With last month's cutting of steel for the future HMS Dreadnought, the renewal of the nuclear deterrent has begun, but it's the impending arrival of the Queen Elizabeth-class aircraft carriers, and their air group of fifth generation fighters, that really mark the beginning of a new era.

The First Seaford Admiral Sir Philip Jones KCB,ADC - continued

If you need a further reminder of the practical and symbolic power coming our way, consider the international significance attached to the recent deployment of the Russian carrier Kuznetsov and her battle group to the Mediterranean. When the French carrier Charles De Gaulle enters refit at the beginning of next year, Western Europe will be left without a large aircraft carrier for operations, which again highlights the strategic value that two carriers flying the White Ensign will bring to our nation, and our partnerships, in the decades ahead.

Backed by a commitment to meeting NATO's requirement to spend 2% of GDP on Defence, last year's Defence Review mandated the necessary supporting components in place to ensure a balanced Fleet, including new F35B Joint Strike Fighters, Type 26 frigates, Maritime Patrol Aircraft and Royal Fleet Auxiliary ships. Crucially, the Government has repeatedly stated its ambition to grow the size of the Royal Navy by the 2030s through the construction of a new class of General Purpose frigate. This will be a complex warship, able to protect and defend and to exert influence around the world, but deliberately shaped with lessons from industry to make it more exportable to our international partners. I look forward to the imminent publication of the National Shipbuilding Strategy.

This is hugely significant. For most of my 38 year career, the story of the Royal Navy has been one of gradual, managed contraction. Now, at long last, we have an opportunity to reverse this trend, rebuilding in particular resilience in our destroyer and frigate numbers, the backbone of a fighting Navy. This would also permit a more frequent presence in parts of the world in which we have been spread thin in recent years in order to support the UK's growing global economic ambitions.

So, rest assured, I intend to work with the Government in the coming months and years to deliver their ambition for a larger Navy. Only this will ensure the Royal Navy can continue to deter our enemies, protect our people and promote our prosperity in these uncertain times.

The First Seaford Admiral Sir Philip Jones KCB,ADC.

My favourite photo by Paul Yockney HMS Centaur at full steam.



Come on please send me more of your favourite photos - Hilary

Sailors' pride in work on new aircraft carrier as Illustrious leaves Portsmouth for the last time

Sailors who serve on board the Royal Navy's biggest ever warship HMS Queen Elizabeth have today spoken of their pride while saying farewell to their former ship Illustrious.

The Royal Navy's former aircraft carrier left Portsmouth today (Wed 7 Dec 2016) as work continues on the imminent arrival of HMS Queen Elizabeth into her home port for the first time. Illustrious was saluted by onlookers at the Round Tower in Old Portsmouth this morning when she left the harbour for the final time following a career spanning 32 years and more than 900,000 nautical miles.

Meanwhile, in Rosyth, work continues at a pace to bring HMS Queen Elizabeth to life ahead of her first entry to Portsmouth next year – and many of those on board have fond memories of Illustrious and her remarkable career.

Captain Jerry Kyd, a former Commanding Officer of Illustrious and the current Commanding Officer of HMS Queen Elizabeth, joined dozens of former ship's company as they bid the Invincible-class carrier farewell from the Round Tower. He said:

"Lusty provided a world-class service to the Royal Navy and we bid her goodbye with fond memories. As she leaves Portsmouth, I'm looking forward to the arrival of HMS Queen Elizabeth, which will ensure we remain a global maritime power."

Illustrious was commissioned in 1982 at the end of the successful mission to liberate the Falkland. The ship will now be recycled by Leyal Ship Recycling Ltd following a two-year open competition which sought to retain part of all of the ship for heritage purposes in the UK. While a number of bids were received, none proved viable.

Meanwhile in Portsmouth, £120m of investment is now seeing extensive work take place to prepare the naval base for the two new aircraft carriers HMS Queen Elizabeth and HMS Prince of Wales. In order to prepare the harbour and dockyard infrastructure for the 65,000-tonne carriers, 276 metres of jetty have been reinforced with over 3,300 tonnes of new steel work. New navigation lights have been installed in the harbour and Solent, with huge new fenders and gangways delivered to accommodate the giant ships. Islands and took part in a range of operations until 2014, including evacuating Britons from the Lebanon in 2006 and delivering humanitarian aid after Typhoon Haiyan devastated the Philippines in 2013.



HMS Illustrious leaving Portsmouth



The Queen Elizabeth getting ready for next year

Things Historic

As usual always looking for photographs or articles on photographers at work or play. Progress on the article "Photography and the Royal Navy" is slow but what I done can be seen at <http://www.users.waitrose.com/~jandor/Phot and the RN TEST WEB PAGE.htm>
Any comments or additions gratefully received to - jandor@which.net

A little bit of my history this time.

Photograph taken off Aden on 12th May 1967 from the ASW (COD) Gannet. I don't know if was common practice in carries but Captain Lewin (Later Admiral of the Fleet) used this often to avoid running out of sea or to remain in the same area for as long as possible.



Originally a flatter circle but the digital age has enabled me to extend the vertical axis. Shortly afterwards the following appeared in the Observer and we typed it out on my italic type-writer (bought in Aden) and presented a mounted copy to the Captain. A copy was included in the biography "Lewin of Greenwich" by Richard Hill. ISBN 0-304-35329-9.

East of Suez: *The Observer*, 28 May 1967

An abstract from the log of HMS *Ubiquitous*, on passage in the Indian Ocean

C in C Singapore to Ubiquitous:

Urgent amendment sailing orders. Courtesy call South African ports cancelled. Re-embark all coloured personnel and Chinese cooks debarked in anticipation SA visit and alter course for Aden. Render all necessary assistance required by local civil and military authorities to maintain order during disturbances. Report position and estimated time of arrival Aden.

Ubiquitous to C in C Singapore:

Your signal received and understood. Wilco. My position 3.15N 79.44E. ETA Aden – early June.

C in C Singapore to U:

Cancel my last signal. Re-debark Chinese cooks and proceed with all possible speed Hong Kong. Make show of strength during civil disturbances. Equip shore patrols with anti-riot weapons. Stand by to take over Hong Kong–Kowloon ferry service from strikers. Report position and ETA Hong Kong.

U to C in C Singapore:

Wilco. Have fetched around to take up easterly course and my position is again 3.15N 79.44E.

ETA Hong Kong – Tuesday week.

C in C to U:

Most urgent. Abandon course for Hong Kong and make all possible speed Gulf of Aqaba. Stand by southern approaches to Strait of Tiran outside territorial waters establishing British presence but in view of delicate situation in area establish it with maximum circumspection. Report position and ETA Tiran.

U to C in C:

Wilco. Have come round to westerly course again and am back at 3.15N 79.44E. ETA Tiran – mid June.

C in C to U:

Note amendment to previous signal. In view local customs and feelings debark Jewish personnel before proceeding Tiran.

U to C in C:

Wilco. In view possible Papal pronouncement on situation advise whether should keep RC's below decks.

C in C to U:

Urgent amendment previous signals. Re-embark forthwith all Jewish personnel debark coloured personnel and proceed with maximum despatch Macao. Establish British presence outside territorial waters in support British Consul. Report ETA Macao.

U to C in C:

Wilco. ETA Macao uncertain but expect to be back at 3.15N 79.44E in approximately 10 minutes.

C in C to U:

Urgent re-amendment to amended orders. Political situation United Nations re Aqaba question makes immediate courtesy call African port essential. Debark all white personnel and proceed forthwith Mombasa.

U to C in C:

Wilco. Advise whether Chinese cooks classified white or coloured in Mombasa.

C in C to U:

Correction. Proceed Shanghai establish discreet British presence in support two British diplomats being glued by crowd. In view local sensibilities re defectors re-debark Chinese cooks again.

U to C in C:

Wilco.

C in C to U:

Cancel last signal. Proceed at once Gibraltar make discreet show of strength outside territorial waters off Algeciras.

U to C in C:

Show of strength impossible without full complement Chinese cooks.

C in C to U:

Re-re-embark Chinese cooks forthwith. Astonished not re-embarked already.

U to C in C:

Wilco. Advise whether should circumnavigate world eastabout or westabout.

C in C to U:

Westabout calling at Malta for major refit. Imperative you reassure local population HM Government still using base.

U to C in C:

Wilco. Have kept helm hard over and am nearly back at 3.15N 79.44E again.

C in C to U:

Correction. Proceed eastabout via North-West passage so as to pass Iceland protect British trawlers suffering harassment Icelandic gunboats.

U to C in C:

Wilco.

C in C to U:

Your signal very faint.

U to C in C:

My signalman very dizzy. But British presence at 3.15N 79.44E almost overpowering. Situation here entirely under control.

C in C to U:

Well done *Ubiquitous*. But in view general world feeling debark all personnel with British nationality before proceeding further.

Copyright © Michael Frayn, 1967 from The Observer (28 May 1967).

Mystery Picture.

Dose anyone know anything about this set up.

Made by the Experimental Section in Excellent with no date on it but labelled

"Tracking Camera Sight Prototype Mock Up"

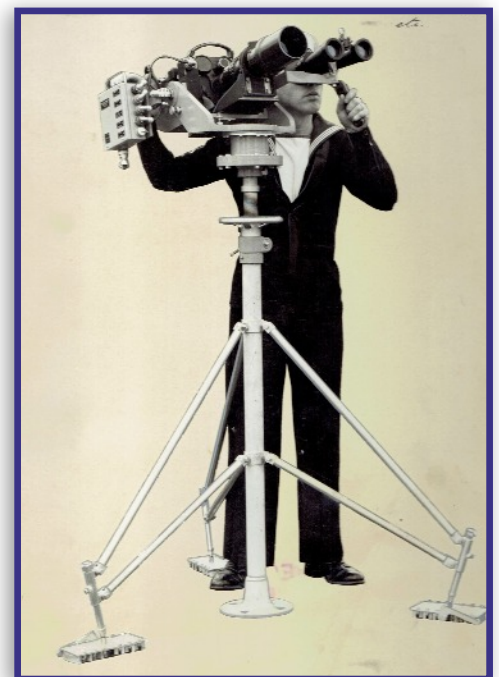
The writing top right says

Production model

- a. No Legs
- b. Large square base
- c. Raise camera by lifting i.e. No threaded adjustment

John Cunningham does not recognise it!

Any answers to Jan at jandor@which.net



Merry Christmas

- 1 **What do you get if you cross Santa with a Duck.**
A Christmas Quacker.
- 2 **Who hides in the bakery at Christmas.**
A mince spy
- 3 **What athlete is warmest in winter.**
A long jumper
- 4 **Why did no one bid for Rudolph & Blitzen on ebay**
Because they were two deer
- 5 **What did the stamp say to the Christmas card.**
Tick with me and we'll go places!

