

PERSONAL NEWS

Admiral Sir William Pillar, G.B.E., K.C.B., C.Eng., F.I.Mech.E., F.I.Mar.E., retired from the Royal Navy on 6 March 1984.

Admiral Pillar entered the Navy as a special entry cadet in September 1942. He was a member of the first term at the Royal Naval Engineering College to spend part of its time at Manadon as well as at Keyham, and also to have eight months at sea as midshipmen. On leaving, he was awarded the King's Sword, and he joined H.M.S. *Illustrious* in 1946. Subsequently he served on the staff of R.N.E.C. until, in 1951, he was appointed Engineer Officer of H.M.S. *Alert* in the Far East. Then, after three years as First Assistant to the Chief Engineer of Gibraltar Dockyard, he became the Marine Engineer Officer of H.M.S. *Corunna* in 1957 and was promoted to commander in 1958. Until the end of 1961 he served as Base Engineer Officer, H.M.S. *Lochinvar*, South Queensferry, and then from 1961 to early 1964 as Chief Staff Officer (Technical) on the staff of the Commander-in-Chief, South Atlantic and South America, in Cape Town. In 1964 he was appointed the Marine Engineer Officer of H.M.S. *Tiger*.

Promoted to Captain in 1966 whilst serving with the Director of Naval Appointments (E), he then did the Senior Officers' War Course at Greenwich and afterwards became the Naval Ship Production Overseer (Scotland and Northern Ireland). In 1971, after attending the Imperial Defence College, he was appointed to Director General Ships as an assistant director. He then commanded the Royal Naval Engineering College at Manadon.

In 1976 he was promoted to rear-admiral and became Port Admiral at Rosyth. A spell as Assistant Chief of Fleet Support followed until in April 1979 he was promoted to vice-admiral and became Chief of Fleet Support, Fourth Sea Lord, and a member of the Admiralty Board. In January 1982 he was promoted to admiral and assumed the post of Commandant, Royal College of Defence Studies in Belgrave Square. He was appointed K.C.B. in the Birthday Honours 1980 and a Knight Grand Cross of the Most Excellent Order of the British Empire (G.B.E.) in the Birthday Honours 1983.

Admiral Pillar will be taking up the post of Lieutenant-Governor of Jersey later in the year.

Rear-Admiral J. Burgess, M.V.O., C.Eng., F.I.Mech.E., F.I.Mar.E., was promoted to flag rank in January 1984 on his appointment as the Managing Director of H.M. Dockyard, Rosyth.

Admiral Burgess joined the Navy as an artificer apprentice and, after service as an artificer in H.M. ships *Aisne*, *Bicester*, and *Maidstone*, was commissioned on the General List in 1952. He continued his engineering training at R.N.E.C. Manadon before serving in H.M. ships *Implacable*, *Theseus*, and *Cumberland*. Following a period as divisional officer in H.M.S. *Raleigh* he qualified as a 'dagger' engineer in the Advanced Marine Engineering Course at the Royal Naval College Greenwich. He then served in the Eighth Destroyer Squadron as Engineer Officer of H.M.S. *Caprice* from 1960 to 1962 before promotion to lieutenant-commander, after which he spent 3 years as lecturer in thermodynamics and divisional officer at R.N.E.C. Manadon. During 1965 – 1967 he was Senior Engineer of H.M.S. *Victorious*. Then, after nuclear courses at Greenwich and promotion to commander in 1968, he spent 3 years as the resident engineer at Rolls-Royce and Associates dealing with reactor plant design and assembly. From 1970 to 1972 he was Staff Engineer Officer to C.B.N.S. Washington and then from 1972 to 1975 he served as M.E.O. and W.E.O. of the Royal Yacht. He was Head of the Forward Design Group (Engineering) in the Directorate of Warship Design from 1975 to 1977 and during that period he was promoted to captain. He served as Naval Assistant to two Controllers of the Navy between 1977 and 1980, when he was appointed C.S.O.E. and C.F.M. at Devonport. During that time he took command of and commissioned the Fleet Maintenance Base at H.M.S. *Defiance*. He went on to command H.M.S. *Sultan* from June 1982 until his recent promotion.

Rear-Admiral J. P. Edwards, C.B., M.V.O., M.A., C.Eng., M.I.Mech.E., retired in October 1983 after being the Director General Fleet Support Policy and Services and Deputy to the Chief of Fleet Support for nearly 3 years. His domain spread into such areas as logistics, fleet maintenance and repair, supply duties, Navy works, marine services, ADP, and management services.

Admiral Edwards entered the Navy in September 1944 as a Direct Entry Cadet from *Conway*. Whilst at the R.N.E.C. he was awarded the King's Sword. In his early years he served under training and later as a watchkeeping officer in H.M. ships *King George V*, *Zodiac*, *Vengeance*, and for over 2 years in H.M.S. *Mauritius* when she was flagship of the East Indies Fleet. He was twice on the staff of H.M.S. *Caledonia* and also at the old M.T.E. at Flathouse, Portsmouth. From 1956 – 1959 he was the Training Officer of

the R.C.N. Marine Engineering School at Halifax, Nova Scotia. He stood by and was the Engineer Officer of H.M.S. *Torquay*, the first of the Type 12 frigates, fitted with the then revolutionary Y100 machinery. He had a similar appointment a few years later as the first Senior Engineer of H.M.S. *Lion*.

As a commander he served in H.M. ships *Diamond* and *Defender* and H.M.S. *Britannia* and in shore appointments with DGNMT and the Fleet Engineering Staff. Promoted to captain in 1971, after the Senior Officers War Course he became the Deputy Director of the R.N. Staff College. This was followed by two years as an assistant director with DG Ships, and by the Royal College of Defence Studies. For his last job as a captain he was Captain of Portland Naval Base and CSO(E) to F.O.S.T.

After leaving the Navy, Admiral Edwards became a Fellow and Bursar of Wadham College, Oxford.

Captain P. G. Hamilton-Price, C.Eng., F.I.Mech.E., F.I.Mar.E., retired from the Navy in January 1984, having been the last Captain of H.M.S. *Fisgard* since December 1980.

Captain Hamilton-Price entered the Navy in 1947 as a Special Entry Cadet. After early training at B.R.N.C. Dartmouth and in H.M. ships *Devonshire*, *Illustrious*, and *Warrior*, he qualified from the Royal Naval Engineering College at Manadon in 1953. He served as a watchkeeper in H.M.S. *Glasgow* and also for a short spell in H.M.N.Z.S. *Black Prince* before qualifying in submarines in 1954. From 1955 to 1956 he was the Engineer Officer of H.M.S. *Astute*, the first submarine to form the Sixth Submarine Squadron in Halifax, Nova Scotia, followed by H.M. submarines *Trump*, which was involved in the 1957 Lebanon crisis, and *Rorqual*. His first shore appointment was as a divisional officer and engineering lecturer in 1961 at B.R.N.C. Dartmouth, as a lieutenant-commander. The Nuclear General Course at the Royal Naval College, Greenwich, preceded nearly 3 years as the Senior Engineer and Submarine Maintenance Co-ordination Officer to the Third Submarine Squadron based on H.M.S. *Maidstone* in Faslane. During his appointment as the Senior Engineer of H.M.S. *Eagle* in 1966 and 1967 he saw service on the Beira Patrol and at the withdrawal from Aden.

Promoted to Commander in 1967, he took over the MOD(N) Submarine Engineering and Manpower Planning desk on the staff of DGNT and DGNM. This was followed by attendance at the Joint Services Staff Course at Latimer before he became the Marine Engineer Officer of H.M.S. *London* in 1971. He was the Executive Officer of the Royal Naval Engineering College from 1973 to 1974, being promoted to captain that year. His second job in the MOD was as the Assistant Director of Naval Operational Requirements (Collaboration) until 1976. He saw out the last commission of H.M.S. *Ark Royal* and the introduction of Lynx while Chief Staff Officer (Engineering) to FOCAS (later FOF3) in 1977 and 1978. In April 1979 he became Director of Fleet Maintenance, a post which changed its title to Director of Engineering Support (Naval). He was appointed A.D.C. in July 1983 while the Captain of H.M.S. *Fisgard*.

Captain D. B. Woods, C.Eng., M.I.Mech.E., who had been Director of Marine Engineering Support, retired from the Navy in February 1984.

Captain Woods entered the Navy as a Special Entry Cadet in August 1946. After a period in the training cruisers H.M.S. *Frobisher* and H.M.S. *Devonshire*, he undertook the last Long Engineering Course at the R.N.E.C. Keyham and Manadon from 1947 to 1951, with sea time in H.M.S. *Triumph* and H.M.S. *Childers*. Having gained his watchkeeping certificate in H.M.S. *Mauritius*, he served as her 'double bottom engineer officer' before moving

in February 1952 to a two-year appointment as the Flight Deck Engineer Officer of H.M.S. *Illustrious*. Having then stood by the building of H.M.S. *Bulwark* he became her F.D.E.O. His experience was then utilized as the officer in charge of the Flight Deck Machinery Trials and Training Unit (F.D.M.T.T.U.) at Lee-on-Solent from September 1955 until October 1958, followed by two and a half years in the catapult section of the Admiralty. Then, after two years as the Engineer Officer of H.M.S. *Dunkirk* from 1961 to 1963, he returned for a second spell in charge of the F.D.M.T.T.U. before working on the CVA 01 project at Bath (1964–66). He was promoted commander in June 1967 while M.E.O. of H.M.S. *Dainty* (1966–68) and then became the ship superintendent for destroyer and frigate refits at Chatham (1968–71). Two and a half years as the M.E.O. of H.M.S. *Kent* were followed by being the Deputy F.M.E.O. on the staff of C.-in-C. Fleet. In June 1976 he was promoted captain, and he served from September 1976 until 1978 as C.S.O.(E.) to F.O.S.N.I. and concurrently as C.F.M. Rosyth. From October 1978 until his retirement he served in Bath, first in charge of the COGOG escort sections and, from 1981, with responsibility for engineering support.

Captain J. P. Wrigley, C.B.E., M.A., C.Eng., M.I.E.E., who had been Director of Engineering Support (Navy) since November 1980, retired from the Navy in April 1984.

Captain Wrigley joined the Navy as a 13-year-old cadet at the time the B.R.N.C. was evacuated from Dartmouth to Eaton Hall (1943–46). He did sea training in H.M.S. *Frobisher* followed by midshipman's time in H.M.S. *Duke of York* and H.M.S. *Birmingham*. He then transferred to the newly formed electrical branch in 1948. He went up to Cambridge (1949–52) to read Mechanical Engineering, thus serving for 4½ years as a midshipman. This was followed by 'L' application courses and six months at sea in H.M.S. *Gambia* and H.M.S. *Peacock*. After serving as Electrical Officer of H.M.S. *Scorpion* (1955–56) he was appointed to A.S.W.E. as application officer for the 984/CDS system and the embryo ADA Project, moving in 1959 for the trials and first commission of the system in H.M.S. *Hermes*. He was next appointed to Ship Department where he was responsible for the development of DLPS, ship stabilization, and steering systems. This was followed in 1964 by two years exchange service with the Canadian Navy in H.M.C.S. *Stadacona*.

On promotion to commander in December 1966 he was appointed to H.M.S. *Ajax* and as S.W.E.O. to the 2nd Destroyer Squadron Far East, followed in 1969 by the Joint Services Staff Course at Latimer. He then served (1970–72) as the naval member of the Defence Administrative Planning Staff, where he was involved in setting up the ANZUK force in Singapore and the first withdrawal from Malta. From 1972–74 he was S.W.E.O. to F.O.S.T., where he initiated the move of the WEO's action station from HQ1 to the Ops. Room. He then went back to Bath in charge of the telecoms, nucleonics and electronics sections, and was promoted to captain in June 1975. His next appointment, in November 1977, was as Naval Attaché, Teheran, where life became rather different in November 1978 with the burning of the British Embassy, followed by the Ayatollah's revolution the following February. Back in Bath in early 1980, he set up the Management of Support Information Project, initiating a co-ordinated scheme for the use of information technology in support areas, before being appointed DES(N) in November of that year. He was made a C.B.E. in the South Atlantic Honours List.