

PERSONAL NEWS

ADMIRAL SIR FRANCIS TURNER K.C.B., D.S.C.

The promotion of Vice-Admiral Sir Francis Turner, K.C.B., D.S.C., the Chief of Fleet Support on the Board of Admiralty, to full Admiral on 21st April, 1970, makes a mark in naval history. To him, by this outstanding achievement, has fallen the honour of becoming the first representative of the Engineering Specialization ever to be promoted to full Admiral, and all readers of this *Journal* would want to offer him their congratulations and wish him well.

The increasing importance of the Engineering Specialization is indicated by the number of senior engineer officers who have taken up high administrative and staff appointments since the introduction of the General List in 1956, and the intentions of the Board of Admiralty, stated in A.F.O. 1/56, that, 'senior officers of the (E), (L) and (S) Branches could and must play a more important part in the higher administrations of the future Navy', are being fully implemented.

Admiral Turner entered the Navy as a cadet in January, 1931. During World War II he was awarded the D.S.C. and mentioned in Despatches while serving in H.M.S. *Indomitable* during the operation carried out in co-operation with the U.S. Pacific Fleet in the capture of Okinawa and in the Nansei Shoto area in 1945. After the war he was lent to the Royal Australian Navy, first of all planning the R.A.N. Fleet Air Arm and later as the Director of Aircraft Maintenance and Repair. He served in the E.-in-C.'s Department in Bath from 1954-57 where he was engaged in setting up the Planned Maintenance organization. As a Captain he served as the Superintendent, R.N.A.Y., Donibristle, as D.A.M.R. in London, and on the Central Staff, Mediterranean, as C.S.O.(T).

Promoted to Flag Rank in July, 1964, he was appointed Director-General Aircraft (Naval) and in May, 1967, became the Chief of Naval Supplies and Transport and Vice-Controller. In May, 1968, his responsibilities were widened to include superintendence of the material support for the Fleet; that is, the overall upkeep task, afloat and ashore, and at the same time his title was changed to Chief of Fleet Support, to bring it into line with posts in the other Services.

Admiral Turner was promoted to Vice-Admiral in June, 1968, and received his K.C.B. in the New Year's Honours of 1970.

Vice-Admiral D. B. H. Wildish, C.B., C.Eng., M.I.Mar.E., was promoted to his present rank on 6th April, 1970, and in June assumed his appointment as Director-General of Personal Services and Training (Naval) in succession to Rear-Admiral J. E. L. Martin, C.B., D.S.C.

Admiral Wildish joined B.R.N.C., Dartmouth, in 1928 and served as a cadet in H.M.S. *Ramillies* and *Revenge*, then units of the Mediterranean Fleet. Electing to specialize in engineering, he trained at the R.N.E.C., Keyham, from 1933-36, and then served for two years in H.M.S. *Nelson* and two years in H.M.S. *Fisgard* as an artificer apprentice training officer. During the war he served successively in the *Prince of Wales*, *Kedah* and *Isis*; he was in the *Prince of Wales* during the action against the *Bismarck* and was a survivor when she was sunk by Japanese aircraft in 1941. In 1944 he returned to Keyham, this time on the Staff, and was promoted to Commander in 1948 after two years as the Senior Engineer of H.M.S. *Implacable*. His subsequent appointments included Officer-in-Charge of the 'Q' course at Keyham; Assistant Naval Attache Rome, Prague and Berne; and two years on the staff of D.C.N.S. in London as a member of the Officer Planning Section. Promoted to Captain in December, 1957, he became the Admiralty District Engineer Overseer, Southern District, and in April, 1960, joined the Department of the Director-General Dockyards and Maintenance in Bath as Deputy Director of Fleet

Maintenance. He was promoted to Flag Rank in July, 1966, while serving as the Commodore in Command of Naval Drafting at Haslemere, and from October, 1966, was the Admiral Superintendent of Devonport Dockyard.

Admiral Wildish has represented the Royal Navy at cricket, and the Navy, Combined Services and Devon County at hockey in the pre- and post-war years.

Vice-Admiral L. E. S. H. Le Bailly, C.B., O.B.E., C.Eng., M.I.Mech.E., M.I.Mar.E., M.Inst.Pet., was promoted to his present rank on 21st April, 1970, and will take up his appointment as Director of Service Intelligence in August in succession to Air Vice-Marshal P. T. Philpott, C.B., C.B.E. From 1967-69 Admiral Le Bailly was the Commander, British Naval Staff, Washington, and United Kingdom National Liaison Representative to the Supreme Allied Commander, Atlantic. His biographical note appeared in Vol. 17, No. 1.

Rear-Admiral W. A. Haynes, C.B., O.B.E., retired from the Navy in April, 1970, after a long and notable career.

Admiral Haynes entered B.R.N.C. Dartmouth in 1927 and first went to sea in H.M.S. *Dorsetshire*. After training at Keyham, he spent a year of the Abyssinian crisis in H.M.S. *Leander* before qualifying at the Advanced Engineering Course at Greenwich. At the outbreak of war he was the Senior Engineer of H.M.S. *Glasgow*, in which ship he was awarded the O.B.E. after she had survived two torpedoes off Crete. He joined Chatham Dockyard as M.E.D.'s Assistant for catapults in 1941; then stood by H.M. Ships *Aisne* and *Gabbard* building on the Tyne, going to sea as E.O. of the latter after serving with the Royal Marines in Germany at the end of the war there. On promotion to Commander in 1947, he joined the Engineer-in-Chief's Department as Inspector of the Flight Deck Machinery Section being responsible for administering the development of the steam catapult. Returning to sea, he served as the E.O. of H.M.S. *Ceylon* in the Korean War and as F.E.O. East Indies. On return to the United Kingdom in 1952 he became the Executive Officer of H.M.S. *Fisgard*, whence he returned to Chatham Dockyard, serving first as Deputy M.E.D. and later as the first Personnel Manager. He then qualified at the Imperial Defence College before joining the Ship Department as the Director of Naval Ship Production. He was promoted to Flag Rank in July, 1966, and a year later became the Director-General Dockyards and Maintenance, in which capacity he served until his retirement.

Admiral Haynes is a member of the R.O.R.C. and the R.N.S.A. and was Captain of the Nore (later Medway) Branch while at Chatham where he raced a 'Dragon'.

Rear-Admiral C. W. H. Shepherd, C.B.E., who is Director Project Team (Submarines) and Assistant Controller (Polaris) was promoted to Flag Rank on 7th January, 1970. A note on his career was published in Vol. 18, No. 1.

Rear-Admiral J. E. Dyer-Smith, D.I.C., C.Eng., F.I.Mech.E., was promoted to Flag Rank in January, 1970, and in March became the Director-General Aircraft (Naval).

Admiral Dyer-Smith entered the Navy in 1936 as a cadet and after his initial sea training, carried out his engineering training from 1937-40 at Keyham, being detached from there with the first term of midshipmen to be accommodated at Manadon as the senior Sub-Lieutenant. He went to sea in H.M.S. *Prince of Wales* and was a survivor when she was sunk by the Japanese in December, 1941, off Malaya. He then served as Assistant F.E.O., Far East Fleet, and in H.M.S. *Illustrious*, after which he qualified at the Post-Graduate Course in Aeronautics at the Imperial College of Science and the Royal Aircraft Establish-

ment, the second Dagger A/E Course. He carried on his flying training in Canada and in the United Kingdom and was awarded his 'Wings' in 1946. His subsequent appointments have, with one exception, all been associated with Air Engineering and have included: Gannet Project Officer at the Ministry of Supply; Senior Engineer and Air Training Officer, R.N.A.S., Culdrose; Anti S/M Aircraft Projects Leader with the Ministry of Supply; and in 1954, on completion of the Staff Course, he was the Training Commander, R.N.A.S., Arbroath. In 1957, he returned to the R.A.E., Bedford, first dealing with catapults and arrester gears as the Head of Ships Installations, and later in the rank of Acting Captain as Head of the Naval Air Department. He was promoted to Captain in June, 1961, when he joined the Ministry of Aviation as the Director of R.N. Aircraft and Tri-Service Helicopter Research and Development. From 1964-67 he was the Defence and Naval Attache, Tokyo, and Chief of the U.K. Liaison Group, United Nations Command, and from 1968 until his promotion to Flag Rank was the Superintendent, R.N.A.Y., Belfast.

In his earlier days, Admiral Dyer-Smith was a keen athlete: as a Midshipman (E) in 1938 he was the R.N. 100 yards champion and represented the R.N. and R.M. in the Inter-Service Championships. He also played rugby for the College and Devonport Services.

Captain E. G. Griffin retired from the Navy in January, 1970, after a varied and notable career,

Joining H.M.S. *Frobisher* as a special entry cadet (E) in January, 1936, he later trained at the R.N. Engineering College, Keyham. From early 1940 he served successively in H.M.S. *Southampton*, until she was sunk in the Mediterranean, H.M.S. *Warspite*, in the Mediterranean and the Far East, in *Black Prince*, operating in the Normandy landings and in the Mediterranean, and in H.M.S. *Liverpool* as the Senior Engineer. On return to the U.K. in 1947 he was appointed to the Admiralty Engineering Laboratory, West Drayton, and in 1949 to H.M.S. *Raleigh* as First Lieutenant. Promoted to Commander in December, 1950, he became the S.E.O. of the 1st Destroyer Squadron in the Mediterranean until 1953 when he joined the E.-in-C.'s Department at Bath where he served for three years as the Inspector of the Auxiliary Machinery Section. From 1956-58 he was the Commander of H.M.S. *Fisgard* and for the next two years was the E.O. of H.M.S. *Victorious*. On promotion to Captain in December, 1960, he went to Malta as the Deputy Admiralty Repair Manager and his subsequent appointments after his return to the U.K. included: Admiralty District Engineer Overseer, Northern District; Superintendent, Admiralty Engineering Laboratory; and as Captain Technical Intelligence (Naval) with the Defence Intelligence Staff in London where he served until his retirement.

Captain J. W. Mott, M.V.O., C.Eng., M.I.Mech.E., was placed on the Retired List in January, 1970.

Entering the Navy as a Dartmouth cadet in 1930, he trained in H.M.S. *Frobisher*, qualified in M/E at Keyham, and went to sea in H.M.S. *Exeter* in 1938. He was the Damage Control Officer of this ship during the Battle of the River Plate and for his services in this action he was Mentioned in Despatches. In 1940 he joined H.M.S. *Malaya* which was operating with Force 'H' in the Mediterranean and Atlantic, and in 1942 he went to stand by H.M.S. *Jamaica*, then building at Vickers-Armstrongs in Barrow and which, after commissioning, took part in the North African landings and the Battle of Barents Sea. The following year he went to Canada for flying training and returned to the R.N.A.S., Worthy Down, before completing the A/E conversion course at Manadon, where he remained on the staff in charge of A/E instruction. Then followed a short period with the Director of Naval Training as Schools Liaison Officer and in 1949 he went to the R.N.A.S., Lossiemouth. Promoted to

Commander in December, 1949, he joined the D.A.M.R. where he was in charge of Spares Provisioning, and in 1952 he was appointed E.O. of the Royal Yacht building at John Browns. The *Britannia* was launched by Her Majesty the Queen in April, 1953, and commissioned the following January. For his services in the Royal Yacht he was appointed a Member of the Victorian Order. He then served as the Deputy Superintendent of the R.N.A.Y., Belfast, and on the staff of D.O.A. (E), dealing with A/E officers' appointments. before being promoted to Captain in December, 1960. As a Captain, his appointments included, Command Engineer Officer on the staff of Flag Officer Air (Home); Naval and Air Attache in Belgrade; and from December, 1967, until his retirement, he was the Commanding Officer of H.M.S. *Condor*, the R.N. Air Station at Arbroath.

Captain B. McHugh, who is the Commanding Officer of H.M.S. *Terror*, will take up his new appointment as Chief Staff Officer (Technical) to Flag Officer, Medway, and Captain, Fleet Maintenance, Chatham, on 18th June, 1970.

Captain K. J. Douglas-Morris assumed his appointment in the M.O.D., London, as Director of Public Relations (Naval). He had served since March, 1969, with D.G.N.M. as the Director of Naval Manpower Structure Planning.

Captain B. B. Mungo, C.Eng., M.I.Mech.E., A.F.R.Ae.S., who was serving with D.G.A.(N) as the Director of Aircraft Engineering (Naval), took up his appointment in April, 1970, at the NATO Defence College in Rome as Faculty Adviser.

Captain R. N. Devlin took up his appointment with D.G.N.M. in London as Deputy Director of Naval Manpower Structure Planning in February, 1970. For the previous three years he served as Assistant Director of Naval Ship Production in the Ship Department at Bath.

Captain A. J. Monk, B.Sc.(Eng.), C.Eng., M.I.Mech.E., M.I.Mar.E., A.F.R.Ae.S., became the Superintendent of the R.N.A.Y., Belfast, in January, 1970. Since July, 1968, he had served as the Command Engineer Officer on the staff of Flag Officer Naval Air Command at Lee-on-Solent.

Captain E. J. W. Flower took up his appointment as the Captain Superintendent, Admiralty Reactor Test Establishment at Dounreay on 23rd March, 1970, in succession to Captain P. R. Marrack. From December, 1967, Captain Flower was the F.M.E.O. on the staff of Commander-in-Chief, Western Fleet.

Captain J. L. Spanyol took up his appointment in London with D.G.N.M. as Director of Naval Manning in March of this year. From July, 1966, he served as Assistant Director (Material) to the Director of Fleet Maintenance in Bath and, more recently, has qualified at the Imperial Defence College.

Captain J. S. C. Lea became the Director of Naval Administrative Planning in the Ministry of Defence in London in April, 1970, having previously served for a short period on the Flag Officer Admiralty Interview Board at H.M.S. *Sultan*.

Captain G. J. Fairley, C.Eng., F.I.Mech.E., A.F.R.Ae.S., who is the Director of Naval Engineering Training in London and President of the Naval Air Maintenance Examination Board, will take up his new appointment as the Superintendent of the R.N.A.Y., Fleetlands, on 26th June, 1970. He was promoted to his present rank in December, 1966.

Captain D. J. N. Porter, M.A., became the Captain-in-Charge, Naval Manpower Utilization Unit, Haslemere, in November, 1969. He had previously served with D.G.N.M. since May, 1968, as the Marine Engineering Member of the Naval Manpower Future Policy Division.

Captain R. A. H. Dring, C.Eng., M.I.Mech.E., M.I.Mar.E., was appointed for duty with C.F.S. as the Naval Assistant to the Chief Executive, Dockyards, in Bath in September, 1969, in the Rank of Acting Captain. He was promoted to Captain the following December. His previous appointment was in London with the Naval Secretary, where he dealt with Officer (E) Appointments.

Captain P. E. Bass, C.Eng., M.I.Mech.E., A.M.I.Mar.E., was promoted to his present rank in December, 1969, and was appointed for duty with D.G.W.(N) at H.M.S. *Excellent* as Captain, Weapons Trials. He previously was serving in London with the Director of Naval Administrative Planning.

Captain W. J. Rourke, R.A.N., B.Ec., has been appointed as Military Adviser to the Chief Defence Scientist in the Department of Defence, Canberra.

Captain T. R. Fisher, R.A.N., has taken up the newly created position of Director of Fleet Maintenance, Navy Office, Canberra.

OBITUARY

Vice-Admiral the Hon. Sir Denis Crichton Maxwell, K.C.B., C.B.E., M.I.Mech.E., F.R.S.A., who was the Engineer-in-Chief of the Fleet from 1950 to 1953, died at his home in Umtali, Rhodesia, in January, 1970. He was the son of the tenth Lord Farnham and was in his 78th year.

Admiral Maxwell entered the Navy as a cadet in 1905 and was educated at the Royal Naval Colleges of Osborne and Dartmouth. He joined the Fleet as a midshipman in 1910 and transferred from (X) to (E) as a young lieutenant in 1915. Later he specialized in submarines and served through both world wars, retiring in 1953 after more than 45 years' service, no less than 16 of which were spent in the Engineer-in-Chief's Department. He also served in battleships, cruisers and destroyers as well as in submarines.

When he first took up the appointment of Engineer-in-Chief he wrote in his 'Foreword' to Vol. 4, No. 1 of the *Journal*, 'I wish to stress the importance of maintenance, the prime object of which is to improve operational availability'. Times do not change. He was a deeply sincere man, an engineer to his fingertips, interested in the problems of each Head of Section; a stern taskmaster and a just man. When he retired as Engineer-in-Chief of the Fleet he wrote in his 'Farewell Message' in Vol. 6, No. 2 of the *Journal*:—

'It is said that man is greater than the machine. In a world in which the power and influence of the machine is growing fast, it is imperative that man retains his mastery. This can only be so if each one of us remembers that he is a unit in the force which makes up mankind and is determined in his own case to become and remain master. This is not easy; it requires knowledge; it needs great care and thought in the application of that knowledge; above all it needs loyalty and service the one to the other, whoever that other may be'.

Admiral Maxwell himself exemplified this spirit of loyalty and service to the full.