

PERSONAL NEWS

Rear-Admiral W. T. C. Ridley, C.B., O.B.E., C.Eng., M.I.Mech.E., M.I.Mar.E., retired from the Navy in April this year.

Admiral Ridley entered Dartmouth R.N.C. as a cadet in 1928, where he won the Newman Memorial prize, trained at Keyham from 1933–36 and went to sea in H.M.S. *Exeter* before qualifying at the Advanced Engineering Course at Greenwich. At the outbreak of war he was serving in H.M.S. *Valiant* and in 1940–41 was the E.O. of H.M.S. *Firedrake*, in which he was twice mentioned in Despatches. He then served for three years in the Engineer-in-Chief's Department at Bath, first in the Cruiser Section and later dealing with machinery-space habitability. He subsequently spent six months in the Eastern and British Pacific Fleets dealing with habitability problems. From 1945–47 he was the Senior Engineer of H.M.S. *Indefatigable* and on promotion to Commander in December, 1947, went to the Admiralty Fuel Experimental Station at Haslar as the Officer-in-Charge. He then spent more than three years at the Royal Aircraft Establishment at Farnborough as 'Seaslug' Project Officer and for his work on this project was awarded the O.B.E. in the 1954 Birthday Honours List. On leaving Farnborough he spent six months in U.S.S. *Mississippi* witnessing 'Terrier' trials and from 1955–57 was the Engineer Officer of H.M.S. *Ark Royal*. Promoted to Captain in December, 1957, he served in the Ministry of Defence at Bath as the Assistant Director of Marine Engineering, Nuclear Propulsion, and Deputy Chief Executive of the *Dreadnought* Project Team until August, 1962, after which he became the Commanding Officer of the R.N.E.C., Manadon. From November, 1964, until June, 1966 he was the Chief Staff Officer (Technical) and Command Engineer Officer on the staff of C.-in-C. Portsmouth and Captain Fleet Maintenance on the staff of C.-in-C., Home Fleet.

On promotion to Flag Rank in July, 1966, Admiral Ridley was appointed Admiral Superintendent of Rosyth Dockyard where he was serving as Port Admiral at the time of his retirement.

In March this year, Admiral Ridley became one of the select band who have been made a Freeman of Dunfermline. The Burgess ticket is the highest award that the town can confer—the only other living Burgess is the Queen Mother. He therefore takes his place in that community's history along with Sir Walter Scott, Andrew Carnegie, Admiral of the Fleet Earl Beatty, Earl Haig and many distinguished men of the arts and sciences, medicine, law and philanthropy.

Rear-Admiral R. D. Roberts, C.B., C.Eng., F.I.Mech.E., M.B.I.M., who for the last three years has been Rear-Admiral Engineering on the staff of Flag Officer Naval Air Command, retired from the Navy on 3rd April, 1972, after a career of over 40 years.

Admiral Roberts entered the Navy through Dartmouth and, after training at the R.N.E.C., Keyham, went to sea in 1939 in H.M.S. *Kent*, the Flagship on the China Station, and was serving in her when she was torpedoed in the Mediterranean in 1940. For the remainder of the war he served in the cruisers *Exeter*, *Bermuda* and *Mauritius*. He was present at the invasion of Sicily and the landings at Salerno, Anzio and Normandy and was later in action against enemy surface craft off the Breton coast and German destroyers off Norway. In the latter action *Mauritius* was damaged by shell fire. On V.J. Day he volunteered for aeronautical engineering and served for 18 months at the R.N.A.Y., Donibristle, starting as a shop officer, later becoming the Engine and Propeller Divisional Officer and finishing his time in charge of the Air Station Aircraft Storage Section. In June, 1947, he joined the School of Aircraft Maintenance at Worthy Down and moved with it to Yeovilton, and in December, 1949, he was appointed to the staff of R.A.R.A. On promotion to Commander he qualified at the R.N. Staff College, and then became Production Manager at the R.N.A.Y., Fleetlands for two and a half years. From 1954 to 1956 he served in H.M.S. *Newfoundland* as the E.O. and successively as F.E.O., East Indies, and S.E.O. to F.O.2, Far East Station. He was promoted to Captain in December 1959, and in March, 1960, became the Superintendent, R.N.A.Y., Belfast, and in so doing became the first naval officer to serve in all three Aircraft Yards.

From 1964 to 1966, he served with D.G.D. and M. in Bath as Director of Fleet Maintenance, and from September, 1966, until he attained Flag Rank served with D.G.N.P.S. in London as Director of Naval Officer Appointments (E).

While training at Keyham, Admiral Roberts was for two years Rugby Football and Sailing Secretary during which time the R.N.S.A. was formed and he became a founder member.

Rear-Admiral F. C. W. Lawson, C.B., D.S.C., C.Eng., M.I.Mech.E., was placed on the retired list on 3rd January 1972. For the past two years Admiral Lawson has been Flag Officer, Medway, and Port Admiral, Chatham.

Admiral Lawson joined the Navy as a Special Entry Cadet in January, 1935. As a Commander he served in the Plans Divisions at the Admiralty in London, on the staff of B.R.N.C., Dartmouth, as the Engineer Officer of H.M.S. *Albion*, and in Chatham and Portsmouth Dockyards. Promoted to Captain in June, 1960, he subsequently served as Chief Staff Officer (Technical) to Commander-in-Chief, Plymouth, as Assistant Director (Nuclear) with D.G.D. and M. in Bath, and as Commodore Superintendent, Singapore Dockyard. It was towards the end of this latter appointment that he was

promoted to Flag Rank in January, 1969, when he became Admiral Superintendent, Singapore Naval Base.

A keen athlete, he won the Devon County high jump championship in 1938.

Rear-Admiral J. E. Dyer-Smith, C.B.E., D.I.C., C.Eng., F.I.Mech.E., who served as Director General Aircraft (Naval) from March, 1970, until the cessation of this post, retired on 21st February, 1972.

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 Establishment, 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 acting rank of 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.

Rear-Admiral J. R. Llewellyn was promoted to his present rank on 7th January, 1972, and took up his appointment in London as Assistant Controller of the Navy on 12th January.

Admiral Llewellyn entered the Navy in 1938 as a special entry cadet and after early training in H.M.S. *Erebus* and *Vindictive* and at the R.N. Engineering College, Keyham, he was appointed in 1942 to H.M.S. *Bermuda*. He subsequently qualified at the Advanced Engineering Course at Greenwich and in 1945 joined H.M.S. *Illustrious* as the Flight Deck Engineer Officer. From 1947 to 1949 he served in the Engineer-in-Chief's Department as Assistant Inspector of the Flight Deck Machinery Section during the early development of the steam catapult. He left Bath to join H.M.S. *Sluys* as the Engineer Officer until 1951 and after a brief period in the Reserve Fleet was appointed to the staff of the Royal Naval Engineering College at Manadon. Promotion to Commander in 1953 was followed by a period at sea as the Engineer Officer of H.M.S. *Diamond*. In 1954 he was appointed on loan service to the Royal Canadian Navy and spent four years as an Assistant to the Engineer-in-Chief, R.C.N., responsible for the administration of the engineering of the Y.100 machinery in the *St Laurent* and *Restigouche* Class ships then building in Canada. On return to the Royal Navy in 1958, he became Officer-in-Charge of the Admiralty Fuel Experimental Station at Haslar, leaving there in 1960 to join H.M.S. *Victorious*

as the Engineer Officer. He was promoted to Captain in June, 1963, and was appointed to the Ship Department in Bath as an Assistant Director of Marine Engineering. He then became the Commanding Officer of H.M.S. *Fisgard* and in April, 1969, returned to the Ship Department where he served as the Deputy Director of Design (Marine Engineering) until the end of 1971.

Rear-Admiral M. H. Griffin, C.Eng., F.I.Mech.E., M.I.Mar.E., was promoted to his present rank in January, 1972, and succeeded Rear-Admiral H. C. Hogger on 1st May as Director of Dockyard Production and Support.

Going to sea as a 5th class artificer in 1940 he served in the cruiser H.M.S. *Devonshire* in the South Atlantic when she sank the German raider *Atlantis*. After being commissioned in 1941 he attended a course in engineering subjects at the Royal Naval College, Greenwich, and was then appointed to H.M.S. *Kent* on North Atlantic convoys. Early in 1944 he joined the submarine branch and during the next three years served in three 'T' Class submarines, *Trusty*, *Tactician* and *Tally Ho*, the last of which arrived in Hong Kong three weeks after V.J. Day. He then joined H.M.S. *Alderney* for a full peace-time commission before serving for two years in the Engineer-in-Chief's Department at the Admiralty in Bath. Joining the aircraft carrier H.M.S. *Eagle* for her first commission, he served first as the Flight Deck Engineer Officer and then as the Senior Engineer. He subsequently served on the staff of C.-in-C. Portsmouth as the Class Authority for carriers and maintenance ships, as Commander II in Rosyth Dockyard, and as the Squadron Engineer Officer of the 3rd Submarine Squadron at Faslane. Promoted to Captain in December, 1962, he went to Chatham Dockyard where he was responsible for installing new management and production control techniques, and in July, 1966, he became the Commanding Officer of H.M.S. *St Vincent*. In February, 1969, he was appointed Commodore Superintendent Singapore, finally closing down that office in August, 1971, just in advance of the British withdrawal from Singapore in November, 1971.

Rear-Admiral T. R. Cruddas, C.Eng., M.I.Mech.E., A.F.R.Ae.S., who was promoted to Rear-Admiral on 7th January, 1972, took up his appointment as Rear Admiral Engineering on the staff of Flag Officer, Naval Air Command in succession to Rear-Admiral Roberts, C.B., in February, 1972.

Entering the Navy as a cadet he joined H.M.S. *Erebus* in 1938 and, on completion of his training at Keyham, went to sea in H.M.S. *Unicorn* taking part in the Salerno landings. He then served successively in *Valiant*, at the R.N.A.S. Yeovilton, in *Liverpool* and *Cardigan Bay*. After specializing in A/E in 1950, he served mainly in Air appointments and these have included the R.N.A.Y. Donibristle, Air E.O. of *Ark Royal*, and from 1956 to 1958 the Planning and later Production Manager at the R.N.A.Y. Fleetlands, during which period overhaul lines for helicopters and the Scimitar were instituted. After 2½ years with D.G.A. as Head of the Airframe/Engine Section he was appointed S.E.O. to the Flag Officer Aircraft Carriers where his duties embraced both air and marine engineering. Immediately before he took up his appointment as Assistant Director of Ship Production (Marine Engineering) in the Ship Department at Bath in January, 1964 he was a member of the Military Planning Group, which included representatives from the navies of the U.S.A., Federal German Republic, Italy, Turkey, Greece and Belgium, and which met in Washington D.C. to deal with the proposed Multilateral Force of Polaris armed surface ships. In 1967, he was appointed to Washington as Programme and Configuration Manager (R.N.) with D.R.S. and BuWeps U.S. F4 (R.N.), and in January, 1970, became Command Engineer Officer to Flag Officer Naval Air Command serving in H.M.S. *Daedalus*.

Captain P. T. Hoath, M.B.E., who was placed on the retired list on 26th February, 1972, joined the Navy as a cadet in 1932 and trained at Dartmouth and at the R.N.E.C. Keyham. He went to sea in H.M.S. *Renown* in 1940 and in 1941-42 qualified at the Advanced Engineering Course at Greenwich. He spent the latter part of the war in H.M.S. *Warspite*, mostly in the Mediterranean, and from 1944 to 1947 served in the E.-in-C.'s Department in Bath. He then went back to sea as the Senior of H.M.S. *Ocean* for two years before taking up an appointment at the N.G.T.E. at Farnborough. Promoted to Commander in 1953 he went to H.M.S. *Agincourt* as the S.E.O. of the 4th Destroyer Squadron. In 1955 he converted to the Ordnance Engineering Specialization and subsequently worked on the control engineering in connection with guided missile control systems both at the A.G.E. Portland, 1955-59, and with D.G.W. (Surface Division) from 1959 to 1963.

Captain Hoath was promoted to his present rank in December, 1962, and in that rank served as the Chairman of the Nuclear Technical Safety Panel from 1963 to 1966, as Chief Staff Officer (Technical) on the staff of C.-in-C., Portsmouth, and Captain, Fleet Maintenance from 1966 to 1968, and since January, 1969, with D.G.W.(N) at the Admiralty Underwater Weapons Establishment at Portland as Deputy Director of Weapons Equipment (UW) (N).

Captain B. McHugh retired from the Navy in January of this year, after serving since 1970 as Chief Staff Officer (Technical) to Flag Officer Medway, Captain Fleet Maintenance, Chatham, and as Senior Officer Reserve Ships, Chatham.

Captain McHugh entered the Navy as a Special Entry cadet in September, 1937, and carried out his early training in H.M.S. *Erebus* and *Vindictive* and at Keyham. He went to sea in 1941 in H.M.S. *Formidable*, serving first in the Far East and later in the Mediterranean taking part in the North African landings. On return to the United Kingdom in 1943 he qualified as a submariner and his subsequent appointments were mainly in or connected with the Submarine Service. During the remainder of the war he was E.O. of *Truant*, the first R.N. submarine to be fitted with the Schnorkel. After the war he built and commissioned H.M.S. *Aeneas* and joined the 4th S/M Flotilla in Hong Kong and spent a year as E.O. of the submarine attendant destroyer, H.M.S. *Penn*, before becoming the Workshops E.O. of H.M.S. *Adamant*, the 4th S/M Flotilla depot ship. In 1948 he joined H.M.S. *Devonshire*, the Cadet Training Ship and on promotion to Lieutenant-Commander the following year was appointed First Lieutenant of H.M.S. *Newfoundland*, then attached to H.M.S. *Raliegh* for M(E) training. He returned to H.M.S. *Dolphin* as the Senior Engineer and for duty with the 5th S/M Flotilla in 1949 and on promotion to Commander in December, 1952, became the Engineer Officer of H.M.S. *Unicorn* during the Korean War. In 1954 he was appointed Engineer Officer of *Forth* and the 1st S/M Flotilla in the Mediterranean, and from 1956 to 1959 was the engineering submarine specialist on the staff of D.N.E. in the Ship Department, Bath. For the next four years he served as Admiralty Engineer Overseer at Barrow, during which period H.M.S. *Dreadnought* was built and accepted and he was also overseeing the machinery for the DS/MP, Dounreay, and H.M.S. *Valiant*. Subsequently he was appointed to H.M.S. *Sultan* to serve on the Admiralty Interview Board, before becoming in April, 1964, Nuclear Power Superintendent in Rosyth Dockyard. Before taking up his final appointment, Captain McHugh had been Commanding Officer of H.M.S. *Terror*.

Captain McHugh was a very keen rugger player, playing for the College 1st XV and occasionally for Devonport Services right from his first term at Keyham. He played the whole of the 1948/49 season for Devonport Services and captained the team against Captain Crawshay's XV to commemorate the opening of the new levelled Rectory Field. While at H.M.S. *Dolphin* he could regularly

be seen playing for the U.S. Portsmouth.

Captain M. W. Sylvester, C.B.E., C.Eng., M.I.Mech.E., was placed on the retired list on 1st March, 1972, having served in London for the previous three years as Director of Naval Recruiting.

Captain Sylvester entered the Navy in January, 1939 and trained in H.M.S. *Frobisher*, *Vindictive*, and at the R.N. Engineering College, Keyham. In 1942, he went to sea in H.M.S. *Nelson*, serving first in force H and taking part in the Normandy landings and later in the Eastern Fleet. After the war he turned his attentions to flying and A/E duties and after two years' flying training served with various Naval Air Squadrons before becoming the Maintenance Test Pilot at the R.N.A.Y., Fleetlands, and later a test pilot at the R.N.A.S., Anthorn. As a Lieutenant-Commander he was the E.O. of the Naval Test Flying Squadron at the Aeroplane and Armament Experimental Establishment, Boscombe Down, and on promotion to Commander in June, 1953, served for three years at the M.O.S. as the Naval Adviser to the Director of Aero Engine Research and Development, and for two years as the Air E.O. of the R.N.A.S., Culdrose. For the following two years he was the Technical Assistant to the Director-General Aircraft and from December, 1960, until his promotion to Captain in December, 1962, he was the appointing officer for Air Engineer Officers with D.O.A.(E). After serving for six months on the Admiralty Interview Board, he became Assistant Director (Material) with D.A.M.R. in August, 1963, and subsequently from December, 1965, until December, 1967, was Commanding Officer of H.M.S. *Condor*, the R.N. Air Station at Arbroath.

Captain J. A. Hans Hamilton, C.Eng., F.I.Mech.E., M.I.Mar.E., took up his appointment as Director of Naval Training and President (NAMEB) in March this year having served as Naval Adviser to the British High Commissioner, India, since September, 1969.

Captain A. Coleman, C.Eng., M.I.Mech.E., has been appointed Chief Staff Officer (Material) to F.O.S.M. from July this year in succession to Captain Marrack. Captain Coleman was from March, 1969, in command of H.M.S. *Fisgard*.

Captain K. G. Ager, who recently completed the Senior Officers' War Course took up his appointment as Captain Fleet Maintenance, Rosyth, and Chief Staff Officer (Technical) to Flag Officer, Scotland and Northern Ireland in April, 1972.

Captain J. S. Brooks, C.Eng., F.I.E.R.E., M.B.I.M., who was Deputy Director took up his appointment as Director of Fleet Maintenance in May this year.

Captain C. A. Johnson, who was in charge of the Naval Air Technical Evaluation Centre has been appointed as Command Engineer Officer on the Staff of Flag Officer, Naval Air Command.

Captain T. G. F. Hardy, B.Sc., was appointed Naval and Air Attache, Rio de Janeiro, in November 1971. He had previously been in command of H.M.S. *Condor*.

Captain L. W. Bartlett, who has been NSPO, Scotland and Northern Ireland, took up his appointment as Deputy Director of Fleet Maintenance in April, 1972.

Captain J. Hurworth, who was promoted to his present rank in December, 1971, while serving with the Ship Department, was appointed to become NSPO, Scotland and Northern Ireland, in March, 1972.

Captain K. V. Hadow, who has been serving in the office of the Naval Secretary, was promoted to his present rank in December 1971. Captain Hadow took up his duties with CED in January of this year.

Lieutenant-Commander H. L. Merwood, who has been editing this *Journal* since June, 1955, retired in April this year.

Lieutenant-Commander Merwood entered the Navy as an Engine Room Artificer Apprentice on 11th February, 1922, joining H.M.S. *Fisgard*, then consisting of H.M. Ships *Spartiate*, *Terrible*, *Sultan* and *Calcutta* at Portsmouth. After training, he joined H.M.S. *Repulse* then with the Atlantic Fleet in 1926. Subsequently, he served in H.M.S. *Herald* (1928) on the China Station, H.M.S. *Renown* (1931) again in the Atlantic Fleet, H.M.S. *Dorsetshire* (1932) in the Home Fleet and South Atlantic, H.M.S. *Guardian* (1936) in the Mediterranean, H.M.S. *Widnes* (1937) in Singapore, and again in H.M.S. *Guardian* (1939) until his promotion to Warrant Engineer in July 1940.

After promotion he served firstly in H.M.S. *Forth* before joining H.M.S. *Malaya* (1942-44) in Force H. He was commissioned in June, 1945, while serving in H.M.S. *Maidstone* after which his appointments included H.M. Ships *Start Bay* (1946), *Whelp* (1947) and the R.N.A.S. at Gosport, H.M.S. *Siskin*. Promoted to Lieutenant while in H.M.S. *Alaunia* in 1954 he subsequently served on the staff of C.-in-C., Portsmouth before joining the Engineer-in-Chief's Department in 1955.

In February this year, Vice-Admiral Sir George Raper, K.C.B., presented a memento to Lieutenant-Commander Merwood in recognition of his fifty years service to the Royal Navy.

OBITUARY

Engineer Rear-Admiral Sir Sydney Oswell Frew, K.B.E., C.B., who was the first Engine Room Artificer ever to be promoted to Flag rank, died on 10th June, 1972 at the age of 83.

Admiral Frew joined the Navy as a Boy Artificer in 1905 and went to sea in the battleship *Formidable* in 1909. After promotion to the commissioned rank of Mate(E) in 1916, he served in the Grand Fleet in the battleships *Ajax* and *St. Vincent* and also as the engineer officer of the destroyer *Marmaluke*. After promotion in 1918, he joined the submarine service and, in the rank of Engineer Lieutenant, served in the depot ship *Maidstone*, the submarines K.12 and K.14, and as an instructor at H.M.S. *Dolphin*.

As an Engineer Lieutenant-Commander, he was appointed as senior engineer of the cruiser *Hawkins* and in 1929 returned again to submarines in the depot ship *Vulcan*; on promotion to Engineer Commander, he was appointed successively as engineer officer of the submarine depot ships *Titania*, *Cyclops* and *Douglas*, the cruiser *Arethusa*, and the battleship *Royal Oak*, before becoming the Flotilla Engineer Officer in H.M.S. *Medway* on the China station.

He joined the Admiralty after promotion to Engineer Captain in 1939, and from 1941 until the end of the war was Fleet Engineer Officer on the staff of Admiral (Submarines). On promotion to Flag rank in 1945, Admiral Frew was appointed as Engineer Rear-Admiral on the staff of the Commander-in-Chief, the Nore, and was Extra Naval Assistant to the Second Sea Lord for Engineering Personnel from 1948 until his retirement in 1950.

Admiral Frew was a Grand Officer of the Order of Orange Nassau with Swords.