

## PERSONAL NEWS

**Vice-Admiral R. T. Sandars, C.B., M.I.Mech.E.**, became the Director-General, Dockyards and Maintenance in December, 1959, in succession to Rear-Admiral P. D. H. R. Pelly, C.B., D.S.O.

Vice-Admiral Sandars spent the early years of his service mainly in and with submarines and in many important staff appointments at home and abroad. More recently his appointments have included the E.-in-C.'s Department, S.E.O. (Flotillas) Mediterranean, Commanding Officer of H.M.S. *Fisgard* and F.E.O. on the Staff of Flag Officer, Submarines. On attaining Flag rank in November, 1956, he became the Deputy Chief of Naval Personnel (Training and Manning) and Director of Naval Training, and from September, 1958, until his present appointment he was the Director of Fleet Maintenance. He was made a C.B. in the New Year's Honours of 1959, and promoted to Vice-Admiral in January, 1960.

**Rear-Admiral V. St. C. L. Magniac** was promoted to Flag rank in July, 1959, while serving as the Engineering Manager at Devonport Dockyard: an appointment he has held since December, 1957. For the previous two years he held a similar position in Malta Dockyard. Earlier he held a Staff appointment in India for two years and in 1945 became the Executive Commander of H.M.S. *Fisgard*. From 1948-50 he was the E.O. of *Nigeria* on the South Atlantic Station and in August, 1950, became the First Assistant to the Engineer Manager, Chatham Dockyard where, in June, 1952, he was promoted to Captain. From 1952 until March, 1955, he was in charge of the Admiralty Fuel Experimental Station at Haslar.

**Rear-Admiral C. B. Pratt** was promoted to Flag rank in July, 1959, and took up his appointment as Chief Staff Technical Officer to Flag Officer Air (Home) in the same month. Since December, 1941, when he was promoted to Commander, his appointments have all been connected with the Fleet Air Arm and include R.N. Air Stations at Lee-on-Solent, Ford, Stretton and Arbroath, as well as a period at the Admiralty. Promoted to Captain in June, 1951, he became the Commanding Officer of H.M.S. *Nulhatch*, R.N.A.S., Anthon, and remained there until 1953 when he became Chief of Staff to F.O.R.A. From October, 1956, until 1958, he was the Naval, Military and Air Attaché in Rio de Janeiro and immediately before his present appointment he completed the Senior Officers' War Course at Greenwich.

**Rear-Admiral G. C. de Jersey, C.B.**, who was the Director of the Surface Division of the Weapons Department, retired from the Navy on 29th January, 1960, after more than 40 years' service.

He entered Osborne College as a cadet in May, 1919, and went on to Dartmouth and H.M.S. *Thunderer*. Electing to specialize in engineering, he trained at Keyham from 1923-27 and it was in 1931, after serving in H.M.S. *Cornwall* during her first commission, that he volunteered for Gun Mounting duties and went to the *Rodney* as the Senior Watchkeeper and Gun Mounting E.O., which was the first of his many important appointments in the Ordnance field. From 1932-34 he was the Senior Assistant to the G.M. Overseer at Vickers-Armstrongs in Barrow, and then served as the Senior of H.M.S. *Sussex*, which took H.R.H. the Duke of Gloucester to Australia for the Melbourne Centenary celebrations, returning to the U.K. in 1936 to become Commander (G) II in Portsmouth Dockyard. At the outbreak of war he was the Senior of H.M.S. *Malaya* which was operating in the Mediterranean and in February, 1941, he was appointed to the Naval Ordnance Department, Admiralty, Bath, as the Equipment Officer

for 4.5 and 5.25 mountings where he was responsible for the design of several new guns of these calibres. In July, 1945, he left for Australia to take up an appointment as the Squadron Gunnery Officer to F.O. Aircraft Carriers in the B.P.F., but due to the ending of the war found himself Temporary C.E. of Singapore Dockyard immediately after the official Japanese surrender. He remained in Singapore after this post was permanently filled until April, 1948, dealing with the rehabilitation work in the Dockyard. From 1948-50 he was the E.O. of *Illustrious*, being promoted to Captain in June, 1950. After completing the Senior Officers' Technical Course, he became the Superintendent, Admiralty Gunnery Depot, Coventry, and A.O.E.O., Midland Area, before returning to Bath as Assistant D.N.O. (Q), where he remained until the end of 1955. The following January he returned to Singapore as the Chief Engineer, but after a year he was back once again in Bath, this time as the Deputy D.N.O. (Material). He attained Flag Rank in January, 1958, and four months later became the Director of Naval Ordnance—the first Engineer Officer to achieve this post.

Rear-Admiral de Jersey was created a C.B. in the Birthday Honours of 1959.

**Rear-Admiral R. E. Washbourn, D.S.O., O.B.E.**, took up his appointment as Director-General, Weapons, in February of this year in succession to Rear-Admiral M. Le Fanu, D.S.C.

Entering the Navy as a cadet in 1927, he was the first successful New Zealand candidate to qualify through the Public School Entry examination in that country. At the outbreak of war he was the Gunnery Officer of H.M.S. *Achilles* and he was awarded the D.S.O. for keeping this ship in action against the *Graf Spee* despite severe damage and heavy casualties in the gunnery control tower. On his way to the U.K. from Australia, after leaving *Achilles*, he spent a week in an open boat in the Atlantic when the merchant ship *Waiwera* was torpedoed. He received the O.B.E. in the New Year's Honours of 1950 and has since served twice in the Naval Ordnance Department: from 1950-52 as the Deputy Director and from 1955-58 as the Director. He then became the first Commanding Officer of the *Tiger* and since his promotion to Rear-Admiral in July, 1959, has served on the staff of the Second Sea Lord.

**Rear-Admiral R. S. Hawkins** became the Deputy Director of Marine Engineering, Nuclear Propulsion (with the additional title of Rear-Admiral Nuclear Propulsion) on 5th December, 1959, in succession to Rear-Admiral G. A. M. Wilson, C.B.

With the changes in the organization of the Naval Personnel and Material Departments since R.A.N.P. was introduced in 1957, and the transfer of responsibility for the sponsorship of merchant shipbuilding and ship repairing industries to the Ministry of Transport, the responsibilities hitherto discharged by R.A.N.P. regarding the operation and material aspects of ship nuclear propulsion are now undertaken in the Ship Department, under the direction of the Director-General, Ships, through the Director of Marine Engineering. R.A.N.P. will continue to be based in London.

Rear-Admiral Hawkins joined the Navy as a cadet in 1928 and, after training at Keyham, served in the battleships *Iron Duke* and *Resolution*. In 1953 he qualified as a submariner and served in or with submarines for eight years: in 1943 he was the F.E.O. of the Twelfth S/M Flotilla which was composed of the midget submarines then preparing for their attack on the *Tirpitz*. On promotion to Commander he became the E.O. of *Orion*, taking part in the Normandy Landings. Since the war he has served as Assistant E.A.P., Executive Officer of H.M.S. *Thunderer*, A.N.A.(T) in Paris and, after promotion to Captain in June, 1953, Naval Assistant to the Third Sea Lord, and Commanding

Officer of H.M.S. *St. Vincent*. He was granted the acting rank of Rear-Admiral on assuming his new appointment.

**Captain J. D. Farrow, O.B.E., M.I.Mech.E.**, after a short period as A.D.E.O., Northern District, retired in January of this year.

Entering the Royal Navy as a Special Entry cadet in 1927, he trained at the R.N.E.C. and then served successively in *Nelson*, *Ramillies* and *Cairo* before returning to the staff at Keyham in 1938. At the outbreak of war he went to Manadon to initiate the 'Manadon Scheme', becoming the first Officer-in-Charge, Manadon (as it was then called), working directly under the Executive Officer and Training Commander at Keyham by remote control! From 1941-44 he was the Senior of *Furious* and took part in the North African Landings and Malta convoys. It was for his services in this ship that he was awarded the O.B.E., and in 1943 he was promoted to Commander. In February, 1944, he became the E.O. of H.M.S. *Glasgow* which supported the Normandy Landings, and later, when the ship became Flagship of the C.-in-C., E.I., he was also F.E.O., East Indies. On return to the U.K. in 1947, he served for three years at the Admiralty, Bath, and from 1950-52 was involved in the build-up, from its early beginnings, of the S.P.D.C.(U.K.) at Eaglescliffe and it was during his period as Deputy C.O. that the complement increased from two or three naval officers and a relatively small number of civilians, to eight N.O.s and about 700 civilians. He later became the first Commander (E) to qualify on the full advanced A.B.C.D. course before taking up a staff appointment at H.M.S. *Phoenix* where, in December, 1953, he was promoted to Captain. In March, 1954, he went to Denmark, at the request of the Danish Government, to advise on the design of their new Damage Control School, and on return became the A.D.E.O., Northern District, and from 1957-59 the Commanding Officer of the Mechanical Training Establishment, H.M.S. *Sultan*.

Captain Farrow has now taken up the appointment of Managing Director of Joseph Cook, Sons and Company, Limited, Washington, co. Durham, and Chairman of the Subsidiary Companies.

**Captain H. A. Martin, D.S.C.**, who for the past year was the Officer-in-Charge R.N.A.S. and Superintendent R.N.A.Y. at Donibristle, became the Admiralty Engineer Overseer, Northern District, in January of this year. Personal notes have previously appeared in Vols. 8, No. 3 and 11, No. 3 of the *Journal*.

**Captain C. G. Gosling, O.B.E.**, retired from the Navy on 13th June, 1959, after a long career spent mainly in ships and training establishments.

As a cadet, he trained in H.M.S. *Thunderer* before going to the R.N.E.C., Keyham, and served in *Iron Duke* and *Suffolk* before taking up his first training appointment at the M.T.E., Devonport, in 1933. He then served in *Galatea* and *Punjabi* before returning on the Staff at Keyham. In 1942 he became the E.O. of *Dido*, where he was awarded the O.B.E., and in 1944 joined the R.N.C., Eaton. Further sea service followed in H.M. Ships *London* and *Newfoundland* before he was appointed to the E.-in-C.'s Department at Bath where he served until his promotion to Captain in December, 1951. He then became Command E.O. to Flag Officer Scotland, and from 1954 until early 1957 was the Commanding Officer of H.M.S. *Fisgard*. From February, 1957, until his retirement he was the Director of Officer Appointments (E).

Captain Gosling's rugby career is also one of considerable distinction. While at Keyham he played for Devonport Services, the Navy and Cornwall, and was on several occasions a reserve for England. After leaving the West Country he played for the Barbarians and Hampshire.

**Captain C. G. Webley, O.B.E.**, retired in July, 1959, after a varied naval career of more than 35 years.

Entering the Navy as a Special Entry cadet, he joined H.M.S. *Thunderer* in 1924 and trained at Keyham from 1925-29. With the exception of appointments to the *Fisgard* (1932-34) and as Assistant to the Engineer Manager, Chatham Dockyard (1938-39), his first 16 years were spent in sea-going appointments. He served in *Nelson*, *Calcutta* and *Coventry*, and as the E.O. of *Defender* on the China Station. From 1940-41 he was the Senior of *Rodney* which took part in the sinking of the *Bismarck*, and from 1942-45 was the E.O. of *Ajax*, in which ship he was awarded the O.B.E.

After taking the A/E conversion course in 1945, Captain Webley served as the Air E.O. at Lee-on-Solent, Worthy Down and Lossiemouth Air Stations as well as for a period at the Admiralty as Assistant to E.A.P. Promoted to Captain in 1951, he served for the following two years as Assistant Director (Organization) in D.A.M.R. and in 1954 he became the Superintendent of the R.N.A.Y., Donibristle. He took up his last appointment in 1956 as the A.E.O., North-Western District which later, in 1958, was extended to include the North-Eastern District, and in his last year of service was honoured by being appointed A.D.C. to Her Majesty, the Queen.

**Captain D. F. H. Chandler, C.B.E., D.S.C., M.I.Mech.E.**, who has served in the Director-General Weapons Department for the past three years, retired on 3rd August, 1959.

Joining the Navy in 1921 from Marlborough Grammar School he served in H.M. Ships *Indus*, *Fisgard*, *Conquest*, *London*, *Sussex* and *Courageous*. At the outbreak of the war he was the E.O. of *Isis*, which took part in the Norwegian Campaign and later, in Force 'H', operated throughout the Greek, Crete and Syrian operations. He later escaped from Singapore and was invalided home with war injuries and for the remainder of the war, as S.E.O. (Plans) in the Mediterranean, planned and took part in the operations of North Africa, Sicily, Salerno, Elba and the South of France. In recent years he initiated the 'Q' courses at R.N.E.C., Keyham and served as the F.E.O., America and West Indies, and in Overseeing and H.Q. posts in Ordnance Engineering.

As most readers will know, Captain Chandler kept a lively interest in and was a regular subscriber to the *Journal*.

**Captain K. H. Smith, O.B.E., M.I.Mech.E.**, retired in December, 1959, after 33 years' service in the Navy.

His early training was carried out in H.M.S. *Erebus* and at the R.N.E.C., Keyham, after which, while serving in *Rodney*, he was selected for the Advanced M.E. Course at Greenwich. From 1935-37 he returned to the R.N.E.C. as an instructor and later served in *Amphion*. During the war he served in Devonport Dockyard and in H.M.S. *Delhi* in the Mediterranean and after the war joined the E.-in-C.'s Department of the Admiralty where he was the Inspector dealing with the design of auxiliary machinery. He returned to Devonport Dockyard in 1948 as the Deputy Manager of the Engineering Department and Personnel Officer. His responsibilities in this post covered work in connection with the equipping of civilian and naval establishments in the West of England and Wales. On promotion to Captain in 1952, he became the Chief Engineer of Sheerness Dockyard, and from 1955-57 was the Superintendent of the Naval Marine Wing at the National Gas Turbine Establishment, Pyestock, with the Ministry of Supply.

Captain Smith has served for almost the last three years at the Admiralty, Bath, as Senior Assistant E.-in-C., responsible for the design and maintenance of machinery for the Fleet and for the administration of the E.-in-C.'s Department and, later, as the Deputy Director of Marine Engineering in the Ship Department. During his last year of service he was honoured by being appointed A.D.C. to Her Majesty, the Queen.

**Captain M. P. Lawson** took up his appointment as A.D.E.O., North-Western and North-Eastern District in June, 1959, after serving for two and a half years on the First Admiralty Interview Board at Gosport.

He joined H.M.S. *Thunderer* as a Special Entry cadet in 1925, the last term to complete training in that ship before it was relieved by H.M.S. *Erebus* in September, 1926. Apart from the normal training at the R.N.E.C., Keyham, and a period as Divisional Officer in R.N.B., Chatham, his first twenty years of service were spent practically wholly in sea-going appointments which included *Aurora*—first building at Portsmouth and later in service as the flagship of R.A. (D), Home Fleet, and *Furious* in the early years of the war. After a short spell at Manadon in 1942 and then served successively as the E.O. of *Birmingham* and *Diadem*. From 1946-48 he was the Training Commander of the Stokers Training Establishment, H.M.S. *Imperieuse* and later, after transfer, H.M.S. *Raleigh*. It was in 1948 that Captain Lawson took the conversion course to A/E and he subsequently served in Air appointments at R.N.A.S., Anthorn, on the Staff of F.O.R.A. at Arbroath, and at Lec-on-Solent where, in 1953, he was promoted to Captain. For the following three years he was Assistant D.A.M.R. at the Admiralty.

**Captain B. S. Blanchford**, of whom a personal note appeared in Vol. 9, No. 1, joined the Department of the Director-General Dockyards and Maintenance on 12th October, 1959. He was for the previous four years the Chief Engineer of Sheerness Dockyard.

**Captain J. G. Cannon** became the Engineer Assistant to the Director of Armament Supply on 18th December, 1959. His previous appointment, Assistant Director, Guided Weapons (Servicing) at the Ministry of Supply, was noted in Vol. 11, No. 3.

**Captain T. G. B. Pearce**, A.M.I.Mech.E., A.M.I.N.A., became the Assistant Director, Guided Weapons (Servicing) at the end of November, 1959. Previously, as noted in Vol. 10, No. 1, he had served for over two years as the Chief Weapons Overseer, Northern Area.

**Captain M. A. L. Cooper**, M.B.E., M.I.Mech.E., took up his appointment as A.D.E.O., Midland District, in June, 1959, after nearly three years as the Chief Engineer and Base Engineer, Gibraltar.

He entered the R.N.C., Dartmouth, in 1927 and while serving in H.M.S. *Nelson*, elected to specialize in engineering. He subsequently served at sea in the *Arethusa* and *Jamaica*. In 1943 he was in charge of the training of Palestinian E.R.A.s and stokers and after the war was the First Lieutenant at the R.N.A.T.E., Arbroath. Later he became the Drafting Commander (E) at Devonport and from 1954-44 served at the Admiralty, London.

Captain Cooper has always had a keen interest in rugby and was the Hon. Sec. of the R.N.E.C. Rugby Referees Society.

**Captain J. K. McA. Tod**, A.M.I.Mech.E., was appointed Admiralty Weapons Overseer, Northern Area, in November, 1959, having served for the previous two years in the Director-General Dockyards and Maintenance Department, as noted in Vol. 11, No. 1.

**Captain P. L. Cloete**, O.B.E., M.I.N.A., took up his appointment as Assistant Director of Marine Engineering at the Admiralty, Bath, on 27th November, 1959, where he will be responsible for the maintenance and design of conventional submarine machinery and that of steam ships below the *Daring* Class. He has recently returned from the National Defence College of Canada.

**Captain W. B. S. Milln**, after qualifying at the Joint Services Staff College, left to take up his new appointment as F.E.O. on the Staff of C.-in-C., Far East Station, in November, 1959.

He joined the R.N.C., Dartmouth, in 1928 and while training at sea as a cadet in H.M.S. *Royal Oak* chose to specialize in engineering and joined the R.N.E.C. in 1933. He then went to sea in H.M.S. *Apollo*, in the West Indies and was selected for the 'Dagger' course which he completed in 1939. At the outbreak of the war he was the Senior of *Birmingham* and saw service in China, the Mediterranean, the Arctic, the Norwegian campaign, South African convoys, the South Atlantic and Falkland Island patrols. He returned to Keyham on the Staff in 1941 and in 1944 was the E.O. of *Tumult* which ran on a reef at Manus Island and after repairs (and a little golf) at Sydney, went on to 'liberate' Shanghai at the end of the war. He then joined the E.-in-C.'s Department at Bath where, after two years as the Assistant Inspector of the I.C.E. Design Section, he was promoted to Commander and became the E.O. of *Mull of Kintyre*, which was the Headquarters ship, of the 'shock in ships' team. He returned to the Admiralty, Bath, in 1949 and served for three years as the Inspector of the Materials Section before becoming the E.O. of *Glory* which carried out the last of the Korean patrols. From 1953-56 he was the Training Commander of H.M.S. *Thunderer* and for the following two years was the 'Chief' of *Victorious* during the completion of her conversion, the machinery and flying trials and the working-up period in the Mediterranean.

**Captain G. F. A. Trewby** joined the Marine Engineering Division at the Admiralty, Bath, in November, 1959, and became the Assistant Director responsible for the Specialist Section which deals with the design of boilers and combustion systems, turbines and turbo generators, gearing and propellers, and I.C.E. engines. He has previously served at Bath in the E.-in-C.'s Department from 1951-55 as the Inspector of the Gas Turbine Section. Early in 1955 he was appointed E.O. of *Albion* and more recently was the Director of Studies at the R.N.E.C., Manadon.

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