

# THE ENGINEER-IN-CHIEF'S DEPARTMENT

A revised chart of the organization of the Engineer-in-Chief's Department is issued in this number of the *Journal*. The general organization remains as described in the issue of July, 1953, but there are three differences which require some comment. These are:—

- (1) The inclusion of the Deputy Engineer-in-Chief (E.A.P.) in the organization;
- (2) The change in functions and title of the Deputy Engineer-in-Chief (F.M.A.);
- (3) The institution of staff offices.

## DEPUTY ENGINEER-IN-CHIEF (E.A.P.)

Until recently, the officer holding the office, colloquially known as 'E.A.P.', has been a rear-admiral(E) appointed as 'Extra Naval Assistant to the Second Sea Lord (for Engineering Personnel)' and, as such, has been responsible to the Second Sea Lord for the machinery of appointment of engineer officers generally and, in particular, the day-to-day appointing of officers of commander's rank and below. He also kept the official records of engineer officers and was responsible for advising the Second Sea Lord on individual (as opposed to collective) officer problems. He did not, in fact, have any direct responsibility to the Engineer-in-Chief. The Engineer-in-Chief was responsible to the Second Sea Lord for advice on the final selection of officers for promotion to, and above, the rank of commander, and the employment of captains and rear-admirals of the Engineering Branch. This has, of course, necessitated a very close liaison between E.A.P. and the Engineer-in-Chief.

E.A.P. has not been responsible for matters affecting engineering personnel policy, such as the training of officers and ratings, the conditions and qualifications of service, and so on; these matters have been handled by the Assistant Engineer-in-Chief (Personnel)—a captain (E), responsible direct to the Engineer-in-Chief and occupying an adjacent office in the Main Building. These two sections have inevitably overlapped and it has now been decided that this separation of E.A.P., both constitutionally and geographically from the section dealing with the remainder of the personnel problems, no longer provides the Engineer-in-Chief with the best organization to meet present day requirements. It has, therefore, been approved that the rear-admiral holding the office of E.A.P. shall become the Deputy Engineer-in-Chief (Engineering Appointments and Personnel) with responsibility to the Engineer-in-Chief for all engineering personnel matters, and having under his control the Assistant Engineer-in-Chief (Personnel) and his small staff. The Deputy Engineer-in-Chief (E.A.P.) thus retains his well known short title.

The Engineer-in-Chief will be responsible to the Second Sea Lord for all personnel matters relating to the Engineering Branch, but the Deputy Engineer-in-Chief (E.A.P.) will have delegated authority under him to work direct with the Second Sea Lord and his deputies on day-to-day matters.

The Deputy Engineer-in-Chief (E.A.P.) and the combined Personnel Section will be housed in Queen Anne's Mansions, where it will be in immediate proximity to the remainder of the Personnel Departments of the Admiralty. This new arrangement, which will avoid many of the difficulties experienced

in the past due to geographical separation, split responsibilities and overlapping of the work of the two staffs hitherto dealing with engineering personnel matters, came into force in June, 1955, when accommodation became available in Queen Anne's Mansions for the combined team.

#### DEPUTY ENGINEER-IN-CHIEF (FLEET MAINTENANCE, ADMINISTRATION)

The additional post of Assistant Engineer-in-Chief (Maintenance Organization) has been instituted to deal with maintenance planning and to establish and deal with the initial operations of the Class Authorities, and the problems on engineering matters which arise from them. Matters concerning the material maintenance of the Fleet are dealt with by the Assistant Engineer-in-Chief (Maintenance Material), and experience has shown that there has been a considerable increase in the number of problems, arising from both the material and planning sections of the Maintenance Division, which require policy discussions and decisions. In order to give some relief to the Deputy Engineer-in-Chief, it has been decided that the former Deputy Engineer-in-Chief (Administration) will take over responsibility for these matters, the Assistant Engineer-in-Chief (Maintenance Material) and Assistant Engineer-in-Chief (Maintenance Organization) being directly responsible to him. The Deputy Engineer-in-Chief continues to preside over the Department as a whole, and the title of Deputy Engineer-in-Chief (Administration) has been altered to Deputy Engineer-in-Chief (Fleet Maintenance, Administration) to cover his new responsibilities.

#### STAFF OFFICES

Increasing complexity has necessitated a greater degree of co-ordination of the activities of the three main divisions of the Department (New Construction ; Maintenance ; Specialist) and the establishment of a system that can better aid the Assistant Engineers-in-Chief in charge of them, by a more co-ordinated compilation of records, policy and history, and a better filtering of day-to-day technical matters.

To fulfil these needs, it has been decided to set up a staff office for each of these divisions, three in all, each in the charge of an officer of commander's rank, and all housed together in one part of the building adjacent to the Directing Staff. This ensures that co-ordination between the three offices is made simple, constant and easy.

A member of the production staff is included in the New Construction and Specialist Staff Offices in order to ensure that the Production Division has early knowledge of all important proposals and directives in these divisions, and is able to make early comment on such proposals from the production aspect.

This new addition to the organization has already proved its value, which will undoubtedly increase when the necessary filing and indexing system is fully developed.

#### OTHER CHANGES

Other changes, less important, but aimed at making the functions of the various parts of the Department more easily understood and fulfilled, are:—

- (a) The institution of the title ' Division ' to describe the main portions of the Department.
- (b) The change of title of the division dealing with new construction ships from ' Installation Division ' to ' New Construction Division '.
- (c) The institution of self-evident short titles, which replace the old letters and numbers used hitherto.

(d) The inclusion of the Admiralty Engineer Overseers in the chart of the organization.

The object of publishing these charts and descriptions of the organization of the Engineer-in-Chief's Department from time to time in the *Journal* is to assist officers who have not served at Bath recently, or at all, to have some idea of the sections likely to be dealing with the type of machinery in their charge. It is hoped that seagoing officers will use these charts for reference, and that the new short titles will enable them easily to identify the origin of letters received from the Engineer-in-Chief's Department, since these titles are being used as part of the reference numbers on letter headings.

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