

## PERSONAL NEWS

**Rear Admiral I. G. Maclean, C.B., O.B.E.**, who joined the Royal Naval College, Osborne as a cadet in 1916, retired on 31st October, 1955. As a Commander, he was appointed to E.-in-C.'s Department becoming the Inspector of the cruiser and destroyer sections and was responsible for the machinery designs of the 'J', 'K', 'L', and 'M' 'Intermediate' and 'Hunt' Class destroyers and the fast minelayers. During the war he served in Combined Operations and H.M.S. *Renown* and, for his work in this ship, he was awarded the O.B.E. He returned to E.-in-C.'s Department towards the end of the war in charge of turbine and gearing design, and later established the post of Assistant E.-in-C.(RD). Other appointments have included Deputy D.A.M.R., Commanding Officer, H.M.S. *Raleigh* and an I.D.C. course.

His personal interests include fishing, gardening and collecting old furniture and silver.

**Rear Admiral R. W. Parker, C.B.E.**, who held the appointment of Deputy Engineer-in-Chief (F.M.A.) until 12th December 1955, has retired from the Navy after more than forty years service. Admiral Parker joined H.M.S. *New Zealand*, then in the Grand Fleet, in 1918, and in World War II was the Engineer Officer of *Rodney* and *Indomitable*. He has held several training appointments during his career, including H.M.S. *Erebus*, the Special Entry Cadet Training Ship between the wars, the M.T.E., Chatham, the Artificer Apprentice Training Establishment and the Command of H.M.S. *Caledonia* from 1949-1952. Promoted to Rear Admiral in 1952, he was appointed R.A.(E) Plymouth, as the title then was, where he remained until he became a Deputy Engineer-in-Chief in 1953.

Among his many duties as Deputy (FMA), Admiral Parker was the responsible authority for the *Journal* and the Editor was gratified when he wrote that it caused him 'few sleepless nights'. It would be well to add, however, that the Editor never lacked a sympathetic ear at a level suitable greatly to assist in the administrative aspects of both the *Journal* and the Technical Library.

**Rear Admiral L. E. Rebbeck, C.B.**, hauled down his flag as R.A.R.A. on 3rd October, 1955 and retired, after forty years service, from the Navy which he joined as a cadet at the Royal Naval College, Osborne. He served in almost every class of ship, including the Royal Yacht *Victoria and Albert* in which he was promoted to Commander, and on the staffs of the Royal Naval College, Dartmouth, the Royal Naval Engineering College, Keyham, and as E.O. of *Vindictive*, the Training Cruiser. Promoted to Captain while Assistant Naval Attaché, Washington, he returned to command the Royal Naval Air Station, Anthorn, later becoming A.E.-in-C.(P) and F.E.O. Mediterranean.

Admiral Rebbeck took a great interest in all sports and was himself a first class hockey player and golfer.

**Rear Admiral J. D. N. Ham, C.B.**, entered the Royal Naval College, Osborne, in 1916. After a junior career, possibly more varied than most engineer officers, including, amongst others, service at Keyham, in the Persian Gulf, Yangtse, the East Indies and Combined Operations, he was promoted (finally\*) to Captain in 1946. From then on, he has been mainly occupied with the Fleet Air Arm, except for a period with Sir Philip Vian as F.E.O., Home Fleet. He relinquishes the post of D.A.M.R. with mixed feelings, but is looking forward to flying his flag.

\*One officer of long acquaintance, in reply to 'Do you know Captain Ham?', remarked 'I never knew him when he wasn't a Captain'!

**Rear Admiral N. E. Dalton, O.B.E.**, took up his appointment as Deputy Engineer-in-Chief on 3rd October, 1955, having recently served on the Staff of the Commander-in-Chief, Portsmouth. As a Captain he served on the Staff of F.O.F.T. as Assistant Director and as Deputy Director, Aircraft Maintenance and Repair. He was also the Assistant E.-in-C. (Personnel). In 1953 he was a student at the Imperial Defence College and was promoted to Flag Rank in April, 1954.

**Rear Admiral G. O. Naish, M.I.Mech.E.**, was, until the end of June 1955 Fleet Engineer Officer, Mediterranean. He was promoted to his present rank and appointed to the Staff of the Commander-in-Chief, Portsmouth on 29th August 1955. From 1950 until 1953 he was Admiralty Ordnance Engineer Overseer, Northern Area, and has served in many ordnance engineering appointments. Since the war he has also been Engineer Officer of the Home Fleet Flagship, A.E.-in-C.(P) in London, and a student at two Staff Colleges.

**Rear Admiral J. P. W. Furze, O.B.E.**, was appointed as D.A.M.R. on 26th September, 1955. Qualifying as a submarine officer in 1928, he served in them, or kindred appointments, until 1939 when he became the Assistant Naval Attaché, Europe and the Americas, a job which involved work in fifty-three countries and territories. He returned to submarines in 1943. In 1947 he joined E.-in-C's Department where he was responsible for, amongst other things, the design and trials of the Gatric engine. Becoming an A/E officer in 1949, he served in D.A.M.R. and as Chief Staff Officer to R.A.R.A. In 1954 he became A.E.-in-C.(P).

Admiral Furze can make a claim however to unusual distinction—his mother was an Admiral (Director of W.R.N.S. World War I).

**Rear Admiral G. A. M. Wilson** has been appointed Deputy Engineer-in-Chief (F.M.A.) to date 12th December, 1955. As a Captain, his appointment as A.E.-in-C. (M.O.) was noted in Volume 8, Number 3, of July 1955.

**Captain R. F. Storrs** took up his appointment as Assistant Engineer-in-Chief (M.O.) in November, having served since January, 1954 as Fleet Engineer Officer, Reserve Fleet. From 1951 to 1954 he commanded H.M.S. *Condor*. Joining the Royal Naval College, Osborne, in 1920, he specialized in engineering in 1924 and submarines in 1930 and, since then, has spent most of his career in appointments connected either with submarines or underwater weapons. In 1934 he served in the Department of the Director of Torpedoes and Mines.

**Captain D. F. H. Chandler, O.B.E., D.S.C.,\* A.M.I.Mech.E.**, recently took up his appointment as Assistant Director of Naval Ordnance (Q) for supply, planning and maintenance. From 1939 until the fall of Singapore he saw service in destroyers and this was followed by duty as Staff Engineer Officer (Plans) with A.N.C.X.F. and C.-in-C. Mediterranean, for logistics and technical planning in the major operations that followed. Later, he established the 'Q' Course at R.N.E.C. and other appointments have included F.E.O., America and West Indies, A.O.E.O., Southern Area, and the Senior Officers War Course.

**Captain A. R. Newman, O.B.E.**, relinquished his appointment as Superintendent of the A.G.E.B., Coventry, and A.O.E.O., Midland Area in September, 1955, and became F.E.O. on the Staff of F.O.C.R.F. Portsmouth. He has served in almost every class of ship and was Senior Engineer of H.M.S. *London* during

the Ethiopian War and later in the Spanish War, when she lay alongside in Barcelona for eleven weeks, without leave, acting as a clearing station for refugees. When serving as E.O. of H.M.S. *Newcastle*, the ship was torpedoed during the ill-fated Alexandria–Malta Convoy of June 1942. An attempt was later made to steam astern from C. Guardafui to Kilindini but had to be given up through lack of fuel and the ship returned to Aden. He has also held several gunmounting appointments, including Assistant Overseer at Elswick, G.2 in Portsmouth Dockyard and, more recently, Equipment Officer and Deputy C.O.E.O.(Admin.) in the Naval Ordnance Department, Bath.

**Captain K. H. Smith, O.B.E., M.I.Mech.E.**, has been appointed for duty with the Ministry of Supply at the National Gas Turbine Establishment. During World War II he served in Devonport Dockyard and in H.M.S. *Delhi* in the Mediterranean. He joined the Engineer-in-Chief's Department of the Admiralty immediately after the war as Inspector of the Auxiliary Machinery Section and, in 1948, became Assistant to the Captain of the Dockyard, Devonport, and First Assistant to the Manager of the Engineering Department. He was promoted to Captain in June 1952.

**Captain I. G. Ayles, O.B.E., D.S.C.**, has been appointed Assistant E.-in-C. (Personnel), Queen Anne's Mansions, after spending two years on the Admiralty Interview Board.

During the war he served in H.M.S. *Galatea* and H.M.S. *Kelvin* and in 1944 was attached to the 30th Assault Unit (R.M. Commando) with the task of abstracting as much information as possible on hydrogen peroxide from the Germans at Kiel. After serving for two years in H.M.S. *Cossack* as the E.O., 8th Destroyer Flotilla, he became the Executive Officer of *Caledonia* in 1951. He is a keen sportsman and has played rugby for Devon and for the Navy.

**Captain F. A. Lowe, D.S.C., A.M.I.Mech.E.**, who was promoted in June, 1955, while serving as Assistant Director of Naval Ordnance (T.A.) took up his appointment as A.O.E.O., Midland Area and Superintendent of the Admiralty Gunnery Equipment Depot at Coventry in September. Between 1941 and 1943 he was the Engineer Officer of H.M.S. *Eskimo* and took part in the 'August 1942' Malta convoy, a trip to Russia via Spitzbergen, the North African and Sicily landings. In 1943 he joined the Staff of Captain (H) in Malta as S.E.O.(D) and in 1944 joined the Department of Naval Ordnance in Bath, and later, in 1949, became the Gunnery Assistant to M.E.D., Malta, where he remained until 1952.

**Captain B. S. Blanchford**, who was promoted on 30th June, 1955, took up his appointment as Chief Engineer, Sheerness Dockyard on 3rd October, 1955. During the War, he stood by H.M.S. *Scylla*, while building, and served in her during her first commission. After this, he joined the Amphibious Assault Forces for staff duties in the Mediterranean, Burma and Malaya. He has been the Executive Officer of both *Impereuse* and *Raleigh*, assistant to the Chief Engineer, Hong Kong Dockyard and Engineer Officer of H.M.S. *Indomitable*. More recently, he was the Torpedo Engineer Officer, Devonport, in which appointment he was promoted to Captain.

**Commander A. F. Smith, M.I.Mech.E., M.I.Mar.E.**, who was placed on the retired list in August, 1955, served from 1946 to 1949 in E.-in-C. (Bath) where, in 1947, he became the first editor of the *Journal of Naval Engineering* which superseded the older publication, *Papers on Engineering Subjects*. He was

greatly concerned at that time in the reorganization of the Technical Library and its information service, and it was he who arranged the supply of many of the British and foreign journals that are now available. During his career he served in four battleships, four cruisers and a destroyer, as well as in the Combined Operations Material Department in London. After a year of the Korean War, as E.O. of H.M.S. *Kenya*, he was A.E.O. at Wallsend from 1952 to 1954 and then served on the Staff of the Commander-in-Chief, The Nore.

**Commander E. Tyrrell, A.M.I.Mech.E., M.I.Mar.E.**, retired from the Royal Navy in July, 1955, after completing over three years as Inspector of the Big Ship New Construction Section of E.-in-C.'s Department, and has taken up an appointment as Manager of Engineering Development with Messrs. Cammell Laird (Shipbuilders and Engineers) Ltd., of Birkenhead. In March, 1942, while Engineer Officer of H.M.S. *Encounter* he was sunk in the Battle of the Java Sea and became a Japanese P.O.W.

He more recently, served as Inspector of the Fuel and Lubricant Section of E.-in-C. Department and as Engineer Officer of H.M.S. *Vengeance*.

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It is announced with regret that Mr. T. Simpson has died suddenly in his mid-seventies. Few readers will know him personally, though all will be familiar with his work. Almost every drawing, from a simple graph to a major technical illustration, was executed by him, frequently at very short notice, often from very rough originals. However large the consignment it was never late. The excellence of his work, which played so large a part in the appearance of the *Journal*, has frequently been commented upon. His fine draughtsmanship will be greatly missed by the editors and readers alike.

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