

PERSONAL NEWS

Rear-Admiral R. G. Baylis, C.B., O.B.E., M.A., C.Eng., F.I.E.E., M.R.Ae.S., retired from the Navy in June 1984, having been President of the Ordnance Board since April 1981.

After a brief spell as a stoker in the Admiralty Small Vessels Pool, Rear-Admiral Baylis joined the Navy as a naval airman, second class, in 1943, subsequently becoming an air engineer officer in the Fleet Air Arm, mainly in the field of accident investigation. He then transferred to the Electrical Branch and went to Cambridge University where he read for an engineering degree and studied with the 'Footlights'. There then followed a conventional pattern of sea and shore appointments in the Far East, South Atlantic and South America Station, and CBNS, Washington/Special Projects (Polaris). After a Defence Fellowship in operational research, he was successively Assistant Director of Fleet Maintenance and Captain-in-Charge Ship Maintenance Authority, Fleet Weapons Engineer Officer, and Captain of the Royal Naval Engineering College at Manadon. Promoted rear-admiral in 1979, he led a study into the improvement of officer recruiting for the three Services until joining the Ordnance Board. He was appointed C.B. in the 1984 Birthday Honours.

Rear-Admiral G. A. F. Hitchens, B.A., was promoted to flag rank in October 1984 and appointed CSO(E) to C.-in-C. Fleet, in succession to Rear-Admiral A. A. Lockyer.

Cadet Hitchens joined the Royal Navy in 1950 with the objectives of seeing the world and enjoying engineering. His career has provided ample opportunities to satisfy both objectives. Seagoing began in the 6 inch cruiser H.M.S. *Sheffield* on the West Indies station, and concluded by being the Senior Officer during the build, and then Weapons Electrical Officer of the second H.M.S. *Sheffield* during her first commission.

In between, the majority of his sea time was spent in the Far East, with service in a cruiser, a destroyer squadron, and a DLG. It was presumably this background which persuaded the appointers to send him as Naval Attaché to Japan and South Korea, early in his time as a captain, and after a spell in the Naval Staff. The Falklands War found him as the frustrated Engineering Appointer, sending everyone else to the action jobs, but recompensed by command of H.M.S. *Defiance* with maintenance tasks for the DD/FF force and the nuclear submarine squadron, which operate from the west country.

Rear-Admiral R. V. Holley, C.Eng., M.I.Mech.E., M.I.E.R.E., was confirmed in the rank in December, on taking up his appointment as Senior Naval Member of the Directing Staff of the Royal College of Defence Studies.

Admiral Holley joined the Navy as a special entry cadet in May 1949 and served as a Midshipman in H.M.S. *Implacable*, *Indomitable*, and *Finisterre* before joining Manadon in 1951. In 1953 he obtained a steam watchkeeping ticket in H.M.S. *Euryalus* and in 1954 completed the AE Specialist Course. In 1956-7 he attended a post-graduate course in guided weapons and electronics at the R.A.F. College, Henlow, and stayed for a further 18 months as a lecturer in computing and control engineering. After a period as an instructor in aerodynamics in H.M.S. *Ariel*, he joined H.M.S. *Victorious* and was then appointed to the Ministry of Aviation for 3 years as Project Officer for the Wessex 3. He then became Air Engineer officer of 899 Squadron (15 Sea Vixen 2) in H.M.S. *Eagle* and, before promotion to

commander in December 1968, served in NATEC as the helicopter specialist. A course at the NATO Defence College in Rome was followed by 2½ years in DN Plans, 2 years in the Aircraft Department in charge of maintenance policy, and finally 20 months as Air Engineer Officer H.M.S. *Seahawk*. As a captain he was appointed Naval Assistant to Controller of the Navy in June 1975 and attended the Royal College of Defence Studies in 1978. After conducting the Seaman Officer Development Study, he became Director of Helicopter Projects in MOD(PE), in the rank of Commodore, and in July 1982 assumed command of H.M.S. *Thunderer*.

Since 1983 Admiral Holley has also been Chairman of the R.N. Amateur Fencing Association and President of the Volunteer Bands.

Rear-Admiral A. A. Lockyer, M.V.O., C.Eng., M.I.Mech.E., retires from the Navy in December 1984. He has been Chief Staff Officer (Engineering) to C.-in-C. Fleet since his promotion in August 1982.

A full biographical note was published in the *Journal* of June 1982. Admiral Lockyer has also been Chairman of the Combined Services Rugby Football Committee and of the Royal Navy Rugby Union.

Rear-Admiral G. G. W. Marsh, O.B.E., M.A., who had been the Assistant Chief of Naval Staff (Operational Requirements), was appointed Deputy Controller Warship Equipment in October 1984.

Commodore N. B. M. Clack, M.A., M.Sc., C.Eng., M.I.E.E., A.M.B.I.M., retired in July 1984 after two years as the Commodore, H.M.S. *Drake*.

Commodore Clack entered the Royal Navy as a special entry cadet of the newly-formed Electrical Branch in September 1948. He trained for a year at the Royal Naval College Dartmouth and the training cruiser H.M.S. *Devonshire*. In 1949 he joined St. John's College, Cambridge, where he obtained an engineering degree and a rowing blue. After six months in the Mediterranean in H.M.S. *Chevron* and *Glasgow*, he completed his training at *Collingwood* and *Ariel*. Still rowing, he won a silver medal at the Commonwealth Games at Vancouver. Following submarine training at H.M.S. *Dolphin* in 1955, he joined H.M.S. *Truncheon* at Malta and thereafter H.M.S. *Talent* and *Andrew*. From 1957 he served for two years on the staff of Flag Officer Submarines as Electrical Trials and Refits Officer, followed by a year in H.M.S. *Rorqual* and two years at the Admiralty Surface Weapons Establishment. From 1962 to 1965 he was Electrical Officer and then Chief Technical Officer on the staff of the 7th Submarine Division in Singapore.

After nuclear training at the Royal Naval College, Greenwich, he was promoted commander in 1966 whilst serving in H.M.S. *Warspite*. He then went to the Admiralty Reactor Test Establishment at Dounreay as the Commander and Deputy Superintendent and this was followed by an appointment as Second Naval Assistant to the Controller of the Navy. In 1971-1972 he took an M.Sc. at the London School of Economics, studying the legal, economic, and social aspects of industrial relations and management, before taking up an appointment at Chatham Dockyard to plan for dual stream refitting of nuclear submarines. He took over as the controller of H.M.S. *Churchill's* first refit in 1973. After promotion to captain in 1975 he spent two years at Portsmouth Dockyard before taking up the post of Deputy Director of Fleet Maintenance at Bath. Then in March 1980 he became Production Manager of Gibraltar Dockyard and Chief Staff Officer (Engineering) to Flag Officer Gibraltar. It was in April 1982 that he became the first engineer officer to be appointed as Commodore, H.M.S. *Drake*.

On leaving the Navy he takes over as Administrator of Trinity College of Music, London.

Captain M. A. Jones, M.V.O., C.Eng., M.I.Mech.E., M.I.E.E., retired in July 1984, having been Director of Naval Surface Guided Weapons, at ASWE, since 1981.

Captain Jones entered the Navy in September 1947 as a special entry cadet. He started his career as a 'steam' engineer, being trained at R.N.E.C. Manadon, and later became an ordnance engineer and then a weapons electrical officer. He served as a watchkeeping sub-lieutenant in H.M.S. *Warrior* in the Korean war, and then from 1953 to 1956 was successively the Ordnance Engineer Officer of H.M.S. *Diamond* and instructor in the cadet training ship H.M.S. *Triumph*. While serving at the Rocket Propulsion Establishment (1957-1959) and at R.N. College, Dartmouth (1959-1961), he did much ocean racing including 2 years as crew with Francis Chichester. Then from 1961 to 1962 he was H.M. the Queen's Sailing Master, only the second engineer officer to be so appointed. In H.M.S. *Devonshire* he was responsible for guided missile systems and heavy electrics from 1963 to 1965.

After promotion to commander in 1966 he became Naval Assistant to Director General Weapons. This was followed by a spell on C.-in-C. Fleet's staff and then as the Weapons Electrical Engineer Officer of H.M.S. *Albion* (1970-1972). He then spent two and a half years at ASWE. In 1975 he was promoted captain and appointed Captain-in-Charge, Ship Maintenance Authority, after which he remained at Portsmouth as the Naval Base Development Officer from 1979 to 1981. Captain Jones's last appointment, as the Director of Naval Surface Guided Weapons, gave him responsibility during the Falklands war for the project support of Seawolf and Sea Dart, as well as the problems of countermeasures for Exocet.

Captain A. Short, C.Eng., F.I.Mar.E., M.I.Mech.E., F.B.I.M., retired from the Navy in July 1984.

Captain Short joined in January 1947. In his training at R.N.E.C. Manadon he was on the first basic Engineering Course, and he also served under training in H.M.S. *Devonshire*, *Anson*, *Bermuda*, *Euryalus*, and *Tyne*. Watchkeeping appointments in H.M.S. *Superb* and *Sheffield* from 1952 to 1955 were followed by 18 months ashore at *Raleigh*. Further sea service included being Deputy Marine Engineer Officer of H.M.S. *Dainty* and the Marine Engineer Officer of H.M.S. *Undaunted* and *Nubian*, with an intermediate spell as Assistant to the Engineering Manager in Chatham Dockyard.

Promoted to commander in 1966, he served successively as the Training Commander at H.M.S. *Ganges*, Assistant Naval Adviser to the British High Commissioner in Canberra, Marine Engineer Officer of H.M.S. *Bulwark*, and as Staff Marine Engineer Officer to FOCAS. In his first post as a captain, from 1975 to 1978, he was the Engineering Branch Development Project Manager who turned the recommendations of the working group (EBWG or 'Eeby-Weegie') into reality. He spent the next two years in Scotland as CSO(E) to FOSNI, CFM Rosyth, and FEO to Captain Fishery Protection and Captain Mine Countermeasures. In 1981 Captain Short became the Naval Adviser in Canberra, and he has settled in Australia after retirement.