

PERSONAL NEWS

Admiral Sir Lindsay Bryson, K.C.B., B.Sc., C.Eng., F.I.E.E., F.R.Ae.S., the Controller of the Navy, was promoted to his present rank in August 1983.

Rear-Admiral A. P. Comrie, C.B., C.Eng., F.I.E.E., F.R.Ae.S., who had been Director General Aircraft (Naval) since 1981, retired from the Navy in June 1983.

Admiral Comrie entered the Navy in 1945 as an electrical mechanic. After training in the U.K. and in the Mediterranean, he became an air electrical officer, serving in the Naval Air Radio Maintenance Group and 703 Naval Air Squadron, the Service Trials Unit, at Lee-on-Solent and Ford. After serving in H.M.S. *Cumberland*, he was appointed Electrical Officer Minesweepers Mediterranean serving in H.M.S. *Fierce* and H.M.S. *Recruit*, before returning to the U.K. as Officer-in-Charge, R.N. Wireless Station, Hornsea Island. In 1957, he rejoined the Fleet Air Arm as Deputy Air Electrical Officer at R.N.A.S. Lossiemouth, and subsequently served in H.M.S. *Ariel* Equipment and Trials Section at Worthy Down and at Lee-on-Solent. After promotion to commander in December 1961, he became Squadron Weapon Electrical Officer in the Dartmouth Training Squadron serving in H.M.S. *Urchin* and H.M.S. *Tenby*. In 1963, he joined the Ministry of Aviation and

was involved in new airborne radars for the R.N. and the R.A.F., after which he became Second Naval Assistant to the Controller. In 1967, he was appointed Fleet Weapon Electrical Officer on the staff of the Commander Far East Fleet and was promoted to captain in June 1969 in which rank became Head of the Weapon Systems Testing Group at Portsmouth. After serving as an Assistant Director in the Weapons Department at Bath and attending a course at the R.C.D.S., he was appointed as Commanding Officer of H.M.S. *Daedalus*. From 1975 until 1977 he was Director General Weapons Co-ordination and Acceptance (Naval) at Bath. He was promoted to flag rank in January 1978 when he became Deputy Controller Aircraft B in the Air Systems Controllerate. His final appointment, as Director General Aircraft (Naval), commenced in January 1981 and he was made a C.B. in the Birthday Honours List of 1982.

Rear-Admiral A. S. George, C.B., C.Eng., M.I.Mech.E., F.I.M., F.B.I.M., was appointed Chief Executive Royal Dockyards, in succession to Mr. K. H. W. Thomas, in May 1983. He continues in that post after retiring from the Navy in July.

Admiral George joined the Navy in May 1942 and, after training at the B.R.N.C. Dartmouth and in H.M.S. *Frobisher*, transferred to the Engineering branch and went to the R.N.E. College, Keyham, for technical training. His sea training in 1948 as midshipman and sub-lieutenant(E) was in H.M. ships *London* and *Consort* with the British Pacific Fleet. In 1949, after completion of training, he joined H.M.S. *Nigeria*, the Flagship of the Commander-in-Chief South Atlantic, later transferring to H.M.S. *Bermuda*. After serving as a Cadets' Divisional Officer in H.M. ships *Devonshire* and *Triumph*, he joined the staff of the R.N.E.C., Manadon, and subsequently was employed on R. and D. work at the National Gas Turbine Establishment. In 1959 he was appointed Senior Engineer of H.M.S. *Victorious* and, after three years in that ship, joined the New Carrier Section of the Ship Department at Bath. After promotion to the rank of commander in December 1964, he took the Staff Course at the Royal Naval Staff College and subsequently joined the B.D.L.S. in Canberra. Returning to the U.K. in 1968, he became Marine Engineer Officer of H.M.S. *Hampshire* and from early 1970 until 1972 was Staff Marine Engineer Officer on the staff of F.O.S.T. After promotion to the rank of captain in June 1972, he served for three and a half years in Portsmouth Dockyard after which he was appointed to the Royal College of Defence Studies. From December 1976 to February 1979, he was Chief Staff Officer (Training) to the Commander-in-Chief Naval Home Command responsible for all aspects of naval training. In March 1979, he rejoined H.M. Dockyard Portsmouth as Production Manager, in which appointment he served until April 1981. He then joined the Dockyard Department of the Ministry of Defence, as Director of Dockyard Production and Support, and was promoted Rear-Admiral in July 1981. He was made C.B. in the Birthday Honours List in 1983.

Rear-Admiral J. S. Grove, O.B.E., B.Sc., C.Eng., F.I.E.E., the Chief Strategic Systems Executive, became Chief Naval Engineer Officer in May 1983.

Rear-Admiral E. Maclean, F.R.I.N.A., F.I.Mech.E., was promoted to flag rank on 23 August 1983 on taking up the appointment of Director General Fleet Support Policy and Services.

Admiral Maclean joined the Royal Navy as a 13-year-old cadet in 1943, initially as an executive officer, but he transferred to the Engineering Branch in September 1947. After training at B.R.N.C. Dartmouth and the R.N.E.C.

Keyham and Manadon as well as in H.M.S. *Sirius* and *Illustrious*, he gained watchkeeping experience in H.M.S. *Gambia* and then joined H.M.S. *Ocean* as a watchkeeper in 1951, serving in her during the Korean War. Having completed the Engineer Officers Administration Course at Manadon in 1954, he joined H.M.S. *Indefatigable* as Training and Divisional Officer for Specially Selected MEs, transferring back to H.M.S. *Ocean* before becoming the Senior Engineer of H.M.S. *Defender* in 1956. He stood by H.M.S. *Eagle* in 1962 as Senior Engineer, following her modernization.

On promotion to commander in June 1965 he was lent to the Royal Malaysian Navy during its build-up, as Staff Officer, Naval Technical Planning. He returned home at the beginning of 1968 to be the main grade in charge of mechanical engineering in the Large Ships and New Construction Section at Portsmouth Dockyard, during which time H.M.S. *Andromeda* was built—the last warship to be constructed at Portsmouth. Three years later he joined H.M.S. *Ark Royal* as the Marine Engineer Officer before becoming the Executive Officer of H.M.S. *Sultan*. Promoted to Captain in June 1974, he then became Deputy Production Manager 3 at Devonport Dockyard before being appointed Fleet Marine Engineer in 1977. After attending the 1980 course at the Royal College of Defence Studies, he returned to the dockyard scene again in 1981 as the Production Manager at Portsmouth, where he remained until his recent promotion.

Rear-Admiral M. F. Simpson, C.Eng., F.I.Mech.E., F.R.Ae.S., was promoted rear-admiral in April 1983 and appointed Director General Aircraft (Naval).

Admiral Simpson joined the Navy as an aircraft artificer apprentice in August 1942, passing out in 1948. After serving for four years as an aircraft artificer in various squadrons ashore and afloat, he was promoted to the acting rank of sub-lieutenant(E) in 1952. The subsequent Air Engineer Officers' Course, which included a year's engine room training in H.M.S. *Superb*, ended in 1956 and he joined 845 Squadron, the Navy's first anti-submarine helicopter unit. In 1957 he moved on to 700H Flight, the Whirlwind 7 Intensive Flying Trials Unit, and then early in 1958, to 729C Flight, the trials flight for future Commando helicopters, attached to the 3rd Commando Brigade in Malta. In 1959 he became the Air Engineer Officer of 848 Squadron, the first Commando helicopter squadron. He then spent nearly two years doing the Advanced Weapon Course at the R.A.F. Technical College, Henlow, but on completion in 1962 declined to transfer to the electrical specialization, electing to remain in his original mechanical field. This was followed by an appointment for nearly three years on the staff of the Royal Naval Engineering College, as lecturer in aircraft propulsion, from which he departed in 1964 to take up an exchange appointment in the U.S. Navy's Aircraft Repair Facility in San Diego as Helicopter Project Officer. He returned to the U.K. in 1966 and joined 800 Squadron, embarked in H.M.S. *Eagle*, as Air Engineer Officer. He then joined DGA(N) at the end of 1968 in the embryo Sea King office and, on promotion to commander in 1969, took over the DGA(N) airborne guided weapons desk. In late 1970 he was appointed to H.M.S. *Ark Royal* as the Air Engineer Officer, leaving the ship in 1972. He then joined MOD(PE) as project officer for in-service helicopters, leaving the job on promotion to captain in December 1975. His next appointment was to DGA(N) again, as Assistant Director Aircraft Maintenance and Repair, whence he left in September 1978 to join the Royal Naval Aircraft Yard Fleetlands as Superintendent. From March 1981 he was the Commodore of H.M.S. *Nelson* until taking up his present appointment.

Rear-Admiral H. L. O. Thompson, C.Eng., F.I.Mech.E., was promoted to flag rank in October 1983 while in his present post as Director General Marine Engineering.

Admiral Thompson entered the Royal Navy as an artificer apprentice in 1946, and subsequently joined Britannia Royal Naval College, Dartmouth as a special entry cadet(E) in 1948. After training at the Royal Naval Engineering College Manadon and Keyham, he obtained his watchkeeping certificate in H.M.S. *Manxman*. Following an appointment in H.M.S. *Bermuda* as a watchkeeping engineer officer he attended the Advanced Marine Engineering Course at the Royal Naval College, Greenwich. From 1957-59 he served as the Senior Engineer of H.M.S. *Duchess* before returning to Greenwich to undergo the Nuclear Advanced Course. He was then appointed to the Dreadnought Project Team as an Assistant Inspector in the Reactor Section. In 1963 he stood by the building of H.M.S. *Arethusa*, subsequently serving as the Engineer Officer. Promoted Commander in 1967, he joined H.M.S. *Triumph* as the Engineer Officer whilst the ship was stationed in the Far East. From there he went to Derby as the Naval Liaison Officer at Rolls-Royce and Associates Ltd., returning to Bath in 1972 as the Head of the Reactor Plant Section. Promoted Captain in 1975, he attended the Senior Officers' War Course and was appointed back to Bath as the Assistant Director Submarines (Mechanical). He attended the Royal College of Defence Studies during 1980, before taking up his present appointment.

Rear-Admiral J. C. Warsop, C.Eng., F.I.Mech.E., who had been Port Admiral Rosyth since August 1981, was appointed Flag Officer Portsmouth and Port Admiral Portsmouth, in succession to Vice-Admiral A. S. Tippet, in September 1983.

Captain D. S. Leggatt, C.Eng., F.I.Mech.E., M.B.I.M., who had been a board president with the Admiralty Interview Board, retired from the Navy in April 1983.

Captain Leggatt entered the Navy in May 1946 and completed his engineering training at Manadon in 1950. After 2½ years in H.M.S. *Ceylon* in the Korean War period he joined the Submarine Service, subsequently being the Squadron Engineer Officer of a submarine squadron at Singapore and, later, on the staff of Flag Officer Submarines. While still a lieutenant-commander he served as the Marine Engineer Officer of H.M.S. *Mohawk*. He was promoted commander in 1965 and set up the support organization of the Clyde Submarine Base before being appointed Support Manager there in 1967. Then came 2½ years as the Marine Engineer Officer of H.M.S. *Fife*, from 1969 to 1971, followed by being Training Commander at H.M.S. *Dolphin* until 1973. From then until his promotion to captain in 1975 he served in London as DNMT(E). On promotion he was appointed as Naval Attaché Buenos Aires and Montevideo for nearly 3 years. From 1979 to 1981 he was concurrently the Superintendent Base Support, Clyde Submarine Base, and Staff Engineer Officer to Commodore, Clyde.

FOREWORD BY
THE CHIEF NAVAL ENGINEER OFFICER

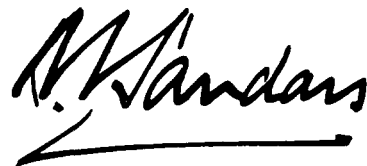
My predecessor wrote his foreword as 'Engineer-in-Chief of the Fleet'. I am writing this one as 'Chief Naval Engineer Officer.' My successor may well write his under some quite new title within an amalgamated technical branch. These changes of title reflect the rapid and far reaching changes in structure to which we are all having to adapt ourselves.

These changes are for the good of the Navy and I take this opportunity of telling you that I believe them to be progressing on sound lines even if some minor adjustments may be needed as time goes on.

There is, however, a danger that the new vistas opened up by the General List may tend to take our eyes off our real objective—the material efficiency of the Fleet at sea and in the air—which will always remain the sole reason for our existence as a separate specialization. In fact the very important part we have to play in the General List must rest on a foundation of technical achievement.

The *Journal* has a very important part to play both in keeping us technically up to date and in enabling us to appreciate the whole field of naval engineering endeavour and achievement. Both are needed if we are to maintain a healthy engineering specialization and make our contribution in the General List.

I, therefore, hope that you will do your best in support of the *Journal* by contributions and lively correspondence—and by reading it.

A handwritten signature in black ink, appearing to read 'A. Sanders', with a horizontal line underneath.



VICE-ADMIRAL R. T. SANDARS, C.B.
CHIEF NAVAL ENGINEER OFFICER