

PERSONAL NEWS

Vice-Admiral J. S. C. Lea, who is Director General Naval Manpower and Training, was promoted to his present rank on the 28th March this year.

Rear-Admiral A. J. Monk, C.B.E., B.Sc(Eng)., C.Eng., F.I.Mech.E., F.R.Ae.S., F.I.Mar.E., who has been Rear-Admiral Engineering on the staff of Flag Officer Naval Air Command since February 1976, retired from the Navy in June this year.

Admiral Monk joined the Navy as a cadet (E) in 1941 and after training at the B.R.N.C. Dartmouth and the R.N.E.C. Keyham served in the British Pacific Fleet until the end of the war. In 1945, on volunteering for flying training, he qualified as a pilot and completed the first advanced A/E course at the College of Aeronautics at Cranfield; he subsequently remained in air engineering appointments until he was promoted to the rank of commander in December 1956. Between 1956 and 1964 he served successively with the Director of Dockyards, as the Engineer Officer of H.M.S. *Apollo*, as Technical Assistant to the Director-General Aircraft and as S.E.O. to the Flag Officer Aircraft Carriers before being promoted to captain in December 1964. From 1965 to 1968 he was Assistant Director of Marine Engineering 4 in the Ship Department after which he became Director of Aircraft Engineering before being appointed as Command Engineer Officer on the staff of Flag Officer Naval Air Command. From 1970 to 1973 he served as Naval Liaison Officer Northern Ireland and Superintendent of the R.N.A.Y. Belfast. He was appointed a C.B.E. in 1970. In April 1974, he became Port Admiral Rosyth serving in the acting rank of rear-admiral, being promoted to that rank in July 1974.

A keen athlete, Captain Monk played rugby football for the R.N.E.C. XV and for County Down, N.I., and was chairman of the Naval Air Command Swimming Association from 1968 to 1973.

Rear-Admiral D. G. Titford, M.Sc., C.Eng., F.R.Ae.S., M.I.Mech.E., who has been Deputy Controller Aircraft B since January 1976, retired from the Navy in March this year.

Admiral Titford joined the Navy in May 1943 as a special entry cadet in the engineering branch. After war service in the North Sea and Pacific, he joined H.M.S. *Sheffield* in the West Indies as a lieutenant (E) on completion of the marine engineering course at the R.N.E.C., Keyham. He transferred to the Fleet Air Arm in 1949 and, after a two-year post-graduate course at the College of Aeronautics, Cranfield, he was appointed as Air Engineer Officer of 803 Naval Air Squadron in H.M.S. *Eagle* on its formation with the first front-line naval jet aircraft, the Supermarine Attacker. In 1953 he joined the staff of the R.N.E.C. as lecturer in aircraft engines. Promoted to lieutenant-commander in 1956, he was appointed to the Ministry of Supply as Project Officer for the Gannet AEW Mk III and later as Deputy Project Officer for the Vickers Supermarine Scimitar. He became Air Engineer Officer of the Scimitar Intensive Flying Trials Unit on its formation at R.N.A.S. Ford and of the first Scimitar front-line squadron embarked in H.M.S. *Victorious* in the Mediterranean.

After completion of a course at the NATO Defence College in Paris, he joined the staff of the Commander-in-Chief Plymouth. After promotion to commander in December 1959 he served for three years in the Aircraft Department of the Admiralty as Head of the Airframe and Engine Section and, subsequently, joined H.M.S. *Victorious* as Air Engineer Officer when the ship was operating Buccaneer, Sea Vixen, Gannet AEW aircraft and Wessex helicopters in the Far East. Before joining the Aircraft Department as Technical Assistant to the Director General Aircraft in January 1966, he attended the course at the Joint Services Staff College. After promotion to captain in December 1967, he joined

the Ship Department as an Assistant Director of Marine Engineering. Throughout 1971 he served at the R.C.D.S. before taking command of the H.M.S. *Daedalus*. In January 1974 he became Command Engineer Officer on the staff of Flag Officer Naval Air Command. After promotion to the rank of rear-admiral in January 1976, he took up his appointment as Deputy Controller Aircraft B where he was responsible for the design, development, and production of all helicopters for the R.N., Army, and R.A.F. and for the Harrier and Sea Harrier VSTOL aircraft.

Admiral Titford has represented the Royal Navy and Devon at fencing and, up to January 1978, was President of the Royal Navy Modern Pentathlon Association.

Rear-Admiral A. P. Comrie, C.Eng., F.I.E.E., who is Deputy Controller Aircraft (B), was promoted to flag rank in January this year, when he took up his present appointment.

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 he 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*. Subsequently, he served as Director of Weapons Co-ordination and Acceptance (Naval) at Bath.

Captain T. G. F. Hardy, M.Sc., B.Sc(Eng), D.C.Ae., F.R.Ae.S., who was Director of Helicopter Projects from 1974 until 1977, retired from the Navy in January this year.

Captain Hardy specialized in air engineering and his earlier appointments included service in H.M.S. *Implacable*, at H.M.S. *Daedalus*, at H.M.S. *Gannet* the R.N.A.S. at Eglinton near Londonderry, and on the teaching staff at the R.N.E.C. He was promoted to commander in June 1960 and, after a short period as Officer-in-Charge of Workshops at the Royal Naval Supply Depot at Perth, was appointed to the Royal Aircraft Establishment at Bedford for research on catapults. From 1964 to 1966 he was Assistant Naval Adviser to the British High Commissioner, Canada, before becoming the Sea King Project Officer with the Director General Aircraft. He joined H.M.S. *Hermes* as Air Engineer Officer in 1967 and was promoted to captain in June 1969. In October 1969, he became Commanding Officer of H.M.S. *Condor*, the R.N.A.S. at Arbroath, and in 1971, after completing the Senior Officers' War Course, took up his appointment as Naval Attache at Rio de Janeiro.

Captain C. B. Williams, O.B.E., A.D.C., C.Eng., M.I.Mech.E., who has been Captain of H.M.S. *Sultan* since September 1975, is to be promoted to the rank

of rear-admiral in July this year and is to be Port Admiral Chatham in August.

Captain Williams joined the Navy as a special entry cadet in September 1942 and, after training in engineering at the Royal Naval Engineering College, served as a watchkeeper in H.M.S. *Nigeria* on the South Atlantic Station. He subsequently served in the first and experimental gas-turbine M.T.B. at H.M.S. *Hornet*, as Flight Deck Engineer Officer of H.M.S. *Triumph*, and as Officer-in-Charge of the Flight Deck Machinery Trials and Training Unit based at H.M.S. *Siskin*, now H.M.S. *Sultan*. In 1956 he became Officer-in-Charge of the Naval Wing of the National Gas Turbine Establishment after which he served as Senior Engineer of H.M.S. *Cumberland*, at that time the trials cruiser. While serving as Chief Experimental Officer at the Admiralty Marine Engineering Establishment, he was promoted to commander in December 1960 and the following year joined H.M.S. *London* then building and which he subsequently took to sea. In 1965, he went to Aden as Chief Staff Officer (Technical) on the staff of Flag Officer Middle East at the end of which appointment he was made an O.B.E. After serving in the Directorate of Naval Operations and Trade, he was, in June 1969, promoted to captain and appointed Deputy Manager of the Production Department in H.M. Dockyard, Portsmouth. Before being appointed to H.M.S. *Sultan*, he was Superintendent Base Support at the Clyde Submarine Base.

Captain Williams is Rear Commodore (Offshore) of the Royal Naval Sailing Association, and also Chairman of the Royal Yachting Association's Yachtmaster Qualification Panel.

Captain D. O'Hara, A.D.C., C.Eng., M.I.Mech.E., who has been Director of Naval Officer Appointments (E) since 1976, is to be promoted to rear-admiral in July this year and is to be Chief Staff Officer (Engineering) to the Commander-in-Chief Fleet in August.

Captain O'Hara joined the Navy in 1944 and, after training at the B.R.N.C. Dartmouth and the R.N.E.C. which included service in H.M.S. *Berwick*, H.M.S. *Cadiz*, and H.M.S. *Indomitable*, joined H.M.S. *Liverpool* in 1948 and H.M.S. *Newcastle* in 1949. After qualifying at the Advanced Marine Engineering Course at the R.N.C. Greenwich, he joined H.M.S. *Ocean* as Flight Deck Engineer Officer in 1951. From 1954 to 1956 he served on the staff of the Advanced Marine Engineering Course at Greenwich, after which he became Marine Engineer Officer of H.M.S. *Cardigan Bay* and Squadron Engineer Officer of the 3rd Frigate Squadron. He joined the Ship Department in 1958 as Deputy Head of the Frigate Section and subsequently, after being promoted to commander in 1961, served on the staff of the Admiralty Repair Manager, Malta until 1963, when he returned to the Ship Department as Head of the Boiler Design Section. In 1967 he became Marine Engineer Officer of H.M.S. *Bulwark* and was promoted to captain in June 1969. After completing the Joint Services Staff Course, he served, from 1969 to 1972, as Production Manager Gibraltar Dockyard and Chief Staff Officer (Engineering) to Flag Officer Gibraltar. He attended the Senior Officers' War Course in 1972 and from 1973 until 1976 served in the Ship Department as Assistant Director Engineering 1.

Captain A. R. Manvell, B.Sc(Eng.), C.Eng., F.I.Mech.E., M.R.Ae.S., who was Director of Guided Weapons Trials serving in the rank of commodore from 1974 to 1977, retired from the Navy in December 1977.

Captain Manvell joined the Navy as an Instructor Officer and served on the staff of H.M.S. *St. Vincent*. In 1950, he transferred to the Engineering Branch specializing in ordnance engineering. In this capacity his earlier appointments included service as the Resident Admiralty Ordnance Engineer Overseer at the Vickers Armstrong Works at Crayford, in H.M.S. *Ark Royal*, and in H.M.S.

Hampshire. In 1958, he completed the R.N. Staff Course at the R.N.C., Greenwich. After promotion to commander in December 1962, he joined DGW(N) as Seacat Project Officer and, in 1965, became Senior Weapon System Representative on the Staff of SPR(N) Washington. From 1968 to 1970, he was Naval Assistant to DGW(N) and was promoted to captain in December 1970. In 1971 he became Deputy Director Weapons (Polaris) and in 1974 attended the Senior Officers' War Course before taking up his final appointment.

Captain D. F. Robbins, C.Eng., M.I.Mech.E., who was Commanding Officer of H.M.S. *Daedalus*, retired from the Navy in March this year.

Captain Robbins joined the Navy in 1945 and specialized in air engineering and also qualified as a pilot. Promoted to lieutenant in 1949, his early service included H.M.S. *Merlin*, the R.N.A.S. at Donibristle, with 825 squadron, at H.M.S. *Nuthatch*, the R.N.A.S. at Anthorn, and in H.M.S. *Bulwark*. After promotion to commander in December 1963, he became Staff Engineer Officer to Flag Officer Naval Flying Training and, in 1966, was in command of the Inter-Services Hovercraft Trials Unit. After two years with the British Defence Research Staff at Washington, he joined the staff of the Naval Secretary as the Air Engineer Officers' appointer. He was promoted to captain in December 1970 in which rank he served successively as Assistant Director (R.N.) Aircraft and Helicopters with the Deputy Controller Aircraft and as Naval Adviser to the High Commissioner in New Delhi, before, in 1976, attending the Senior Officers' War Course.