

PERSONAL NEWS

Admiral Sir Francis Turner, K.C.B., D.S.C., the Chief of Fleet Support, was placed on the Retired List in August, 1971, after a distinguished and outstanding career of more than 40 years. On his promotion to full Admiral on 21st April, 1970, he made his mark in naval history by becoming the first officer of the Engineering Specialization ever to attain that rank.

Admiral Turner entered the Navy as a cadet in January, 1931. During World War II he was awarded the D.S.C. and Mentioned in Despatches while serving in H.M.S. *Indomitable* during the operation carried out in co-operation with the U.S. Pacific Fleet in the capture of Okinawa and in the Nansei Shoto area in 1945. After the war he was lent to the Royal Australian Navy, first of all planning the R.A.N. Fleet Air Arm and later as the Director of Aircraft Maintenance and Repair. He served in the Engineer-in-Chief's Department in Bath from 1954-57 where he was engaged in setting up the Planned Maintenance organization. As a Captain he served as the Superintendent, R.N.A.Y., Donibristle, as D.A.M.R. in London, and on the Central Staff, Mediterranean, as C.S.O.(T).

Promoted to Flag Rank in July, 1964, he was appointed Director-General Aircraft (Naval) and in May, 1967, became the Chief of Naval Supplies and Transport and Vice-Controller of the Navy on the Board of Admiralty. In May, 1968, his responsibilities were widened to include superintendence of the material support for the Fleet, that is, the overall upkeep task, afloat and ashore, and at the same time his title was changed to Chief of Fleet Support, to bring it in line with posts in the other Services. He was promoted to Vice-Admiral in June, 1968, and received his K.C.B. in the New Year's Honours of 1970.

Rear-Admiral N. H. Malim, C.B., M.V.O., retired from the Navy in October, 1971, after a long and notable career.

Admiral Malim joined H.M.S. *Frobisher* as a cadet in September, 1936, and subsequently trained at the R.N.E.C., Keyham. Early in the war he was serving in H.M.S. *Manchester* when she was sunk in the Mediterranean and he became a 'guest' of the Vichy French, being an internee in Algeria for a few months. On his return he served in H.M.S. *Norfolk* for six months before qualifying at the Advanced Engineering Course at Greenwich. From 1945-47 he served in H.M.S. *Jamaica* on the East Indies Station and was the Senior Engineer for the latter half of the commission. He then served for nearly three years on the staff of the R.N.E.C., Manadon, before joining the Engineer-in-Chief's Department at Bath where, from 1951-54, he served in the Projects Section. As a Commander he also served as the Engineer Officer of H.M.S. *Triumph*, the Cadet Training Ship; in the Personnel Section at the Admiralty in London; and as the E.O. of H.M. Yacht *Britannia*. Promoted to Captain in June, 1960, he became the Admiralty District Engineer Overseer, Scotland, and in October, 1962, he returned to Bath, first as Assistant Director and later as Deputy Director in charge of the Marine Engineering Design and Specialist Groups of the Ship Department. He then qualified at the Imperial Defence College and from 1967-69 was the Commanding Officer of the Royal Naval Engineering College, Manadon. He was promoted to Flag Rank in July, 1969, and in the following month became Chief Staff Officer (Technical) to the Commander-in-Chief, Western Fleet, and Inspector-General Fleet Maintenance at Portsmouth where he served until his retirement.

Rear-Admiral I. G. Lees-Spalding, C.Eng., F.I.Mar.E., M.I.Mech.E., was promoted to his present rank in July, 1971, and in the following month became Chief Staff Officer (Technical) to the Commander-in-Chief, Western Fleet, and Inspector-General Fleet Maintenance in succession to Rear-Admiral N. H. Malim.

After leaving Keyham in 1943, where he was awarded the King's Commendation for Bravery in the Plymouth Blitz, he served in seagoing appointments until 1956. These included being the Engineer Officer of four submarines and of H.M.S. *Duchess*. After having held the Appointer's chair in London, he became the Commander in the Royal Naval Engineering College and then the E.O. of H.M.S. *Tiger*. Being relieved in this appointment in Japan, he made his own way across Russia and Europe back to England where, on promotion to Captain, he became the Fleet Marine Engineer Officer on the staff of C.-in-C., Home Fleet. After completing the Senior Officers War Course he was appointed to Bath where he served as Deputy Director of Marine Engineering and later, after the reorganization of the Ship Department, as Deputy Director of Design, Marine Engineering. In June, 1969, he was appointed Chief of Staff to the Commander-in-Chief, Portsmouth, in the rank of Commodore, in which capacity he served until his further promotion in July of this year.

Admiral Lees-Spalding was a member of the all-Navy crew which, at the end of 1968, drove a car to finish very creditably in the London to Sydney Marathon, an account of which appeared in Vol. 18, No. 2.

Rear-Admiral D. G. Spickernell, C.Eng., M.I.Mech.E., M.I.P.M., M.B.I.M., M.I.Mar.E., was promoted to his present rank in July, 1971, and in January, 1972, will become the Chief Executive of the Defence Quality Assurance Board. He is at present serving as the Deputy Chief Executive.

Leaving the R.N.E.C., Keyham, in 1942, he obtained his Watchkeeping Certificate in H.M.S. *Abdiel* and then spent a short time in the Fleet Repair Ship H.M.S. *Wayland* before qualifying as a submariner at H.M.S. *Dolphin*.

He then served successively in four submarines before becoming the Submarine Refits and Trials Officer in H.M.S. *Dolphin* and, later, the Second Assistant to M.E.D., Portsmouth Dockyard. On Promotion to Commander in December, 1953, he was appointed to H.M.S. *Boxer* as the Squadron E.O. and then served as the E.O. of H.M.S. *Maidstone* which at that time combined the duties of Home Fleet Flagship and Submarine Depot Ship. In 1958 he became the Superintendent of the Underwater Weapons Launching Establishment at Bournemouth where he became involved in the re-grouping of the four Underwater Weapon Launching Establishments into the one Establishment, the A.U.W.E. at Portland, where he served as the Deputy Captain Superintendent. He then went to Portsmouth Dockyard as the Deputy Manager (Production) and on promotion to Captain in June, 1962, became the Deputy Engineer Manager. From January, 1965, until early 1967 he was the Commanding Officer of H.M.S. *Fisgard*, the Naval Apprentices Training Establishment and in March, 1967, he joined the Ship Department at Bath as the Deputy Director of Naval Ship Production where he served until taking up his present appointment in September, 1970, in the rank of Commodore.

Captain P. D. Tatton-Brown, C.Eng., M.I.Mech.E., retired from the Navy in November, 1971, after a notable career of more than 33 years.

Entering the Navy as a cadet in 1938, Captain Tatton-Brown carried out his early training in H.M.S. *Erebus* and *Vindictive* and at the R.N. Engineering College, Keyham. He then served in H.M.S. *Euryalus* from 1941-44 before qualifying at the Advanced Engineering College at Greenwich. In 1947, after a short period at sea in H.M.S. *Indefatigable*, he qualified as a submariner and subsequently served in the submarines *Taciturn* and *Artemis*; in the Submarine Section of the Engineer-in-Chief's Department at Bath; and as the Senior Engineer of H.M.S. *Maidstone*, the submarine depot ship. He was promoted to Commander in June, 1953, while qualifying at the R.N. Staff Course. From 1955-57 he served with the British Joint Services Mission in Washington as the Staff Engineer Officer (Propulsion) and on return to the United Kingdom was appointed once again to the Admiralty in Bath, this time with the *Dreadnought* Project Team. He was promoted to Captain in June, 1962, while serving as the Engineer Officer of H.M.S. *Hermes* and then served for nearly three years as the Commanding Officer and Superintendent of the Admiralty Reactor Test Establishment at Dounreay. He then served for two years at the Ministry of Defence in London as Assistant Director of Defence Plans (Naval) and from December, 1967, until his retirement he was the Deputy Director of Engineering (Mechanical) in the Ship Department at Bath.

Captain D. L. Alexander, C.Eng., F.I.Mech.E., M.I.Mar.E., M.I.N.E., was appointed for duty with Assistant Chief of the Naval Staff in London as Naval Staff Officer of the Way Ahead Committee in May, 1971. He was from June, 1969, the Chairman of the Naval Nuclear Technical Safety Panel.

Captain F. J. Bishop, C.Eng., M.I.Mar.E., who was from January, 1969, Assistant Director, Programmes and Resources (Ships) in the Ship Department at Bath, took up his appointment as the Commanding Officer of H.M.S. *Tyne*, Chief Staff Officer to Flag Officer, Plymouth, and Captain Fleet Maintenance, Devonport, in October, 1971.

Captain P. E. Melly, C.Eng., F.I.Mech.E., M.I.Mar.E., took up his appointment as Deputy Director of Engineering (Mechanical) in the Ship Department at Bath in August, 1971, in succession to Captain P. D. Tatton-Brown. He was previously in Devonport Dockyard, serving first as the Deputy Manager of the Engineering Department and later as the Deputy Planning Manager (Design). More recently he has attended the R.N. War College.

Captain M. J. Button, who was the Commanding Officer of H.M.S. *Ganges*, the R.N. Junior Training Establishment at Shotley, took up his appointment with D.G.N.R. in London as the Director of Naval Recruiting in December of this year.

Captain R. M. Inches, C.Eng., M.I.Mar.E., took up his appointment as Assistant Chief of Staff to the Combined Military Planning Staff of the Central Treaty Organization in June, 1971, where he will serve in the rank of Commodore. He was previously the Superintendent of the Admiralty Marine Engineering Establishment at Haslar.

Captain D. G. Tifford, C.Eng., M.I.Mech.E., A.F.R.AE.S., will assume command of H.M.S. *Daedalus* in January, 1972. From March, 1968, he was an Assistant Director of Engineering in the Ship Department at Bath and, more recently has qualified at the Royal College of Defence Studies.

Captain D. W. Barthelmas, C.Eng., M.I.Mech.E., B.Sc., was appointed to H.M.S. *Sultan* for duty on the Flag Officer Admiralty Interview Board in December, 1971, having served for the previous two years as Fleet Marine Engineer Officer to the Commander-in-Chief, Western Fleet.

Captain K. B. Birkett, C.Eng., M.I.Mech.E., became the Fleet Marine Engineer Officer to C.in-C. Western Fleet, in December of this year in succession to Captain D. W. Barthelmas. He had previously served in London as Assistant Director of Naval Operational Requirements (Collaboration).

Captain A. S. H. Kettle took up his appointment as Chief Staff Officer (Technical) to Flag Officer, Medway, and Captain Fleet Maintenance and Senior Officer Reserve Ships, Chatham, in October, 1971. He previously served in H.M.S. *Terror* as the Naval Repair Superintendent, Singapore.

Captain D. E. Fletcher was promoted to his present rank in December, 1970, and after a short period of temporary duty on the Flag Officer Admiralty Interview Board, was appointed to H.M.S. *Mercury* for duty with DGW(N) at the Admiralty Surface Weapons Establishment as Seaslug and Seadart Systems Chief Engineer, in June, 1971.

Captain T. L. Cladingbowl, C.Eng., M.I.Mech.E., took up his appointment with Admiral Superintendent in Chatham Dockyard as Deputy Manager (Mechanical) in September, 1971. He was promoted to his present rank in December, 1970, while serving in the Fleet Maintenance Department in Bath.

Captain G. V. P. Crowden, O.B.E., took up his appointment in London with the Director of Naval Operational Requirements as Assistant Director (Collaboration) in October, 1971. He was promoted to his present rank in June, 1971, while serving as the Engineer Officer of H.M.S. *Ark Royal* and, more recently, has attended the National Defence College.

Captain E. J. W. Flower, who was from March, 1970, the Captain of H.M.S. *Vulcan*, the Admiralty Reactor Test Establishment at Dounreay, took up his appointment in the Ship Department at Bath in December, 1971, as Deputy Director of Design, Marine Engineering, in succession to Captain J. R. Llewellyn.