

PERSONAL NEWS

Vice-Admiral R. G. Raper, C.B., C.Eng., F.I.Mech.E., M.I.Mar.E. It is with considerable pleasure that we are able to note the promotion to Vice-Admiral of the Chief Naval Engineer Officer, the announcement of which was made on 5th December, 1968.

Admiral Raper is the Director-General Ships and the Senior Naval Representative, Bath, posts which he has held since 1st May, 1968. His biographical note appeared in Vol. 17, No. 3.

Rear-Admiral G. W. Gay, C.B., M.B.E., D.S.C., C.Eng., F.I.Mech.E., retired from the Navy on 14th April, 1969, after a notable career of almost 40 years.

Admiral Gay entered the Navy as a cadet(E), joining H.M.S. *Erebus* in September, 1930, and after training at Keyham and two years' service in H.M.S. *Glorious*, qualified as a submariner. He then served in submarine appointments until 1946, when he became Second Assistant to M.E.D., Portsmouth Dockyard. On promotion to Commander in June, 1947, he became the Engineer Officer of H.M.S. *Euryalus* and later the E.O. and Principal Repair Officer of H.M.S. *Forth* which at that time combined the duties of submarine depot ship and Fleet repair ship. His subsequent appointments have included Training Commander, H.M.S. *Raleigh*, Admiralty Overseer at Barrow-in-Furness, and S.E.O. Fifth Submarine Flotilla, and before his promotion to Captain in December, 1958, he completed the Senior Officers War Course and was for a short period a member of the Officers Shore Complementing Review Team in London. In February, 1959, he was appointed Deputy Manager (Engineering) of the Admiralty Administrative Unit in Malta, a post which came into being when Bailey (Malta) Ltd. took over H.M. Dockyard, Malta. In December, 1960, he became the Commanding Officer of H.M.S. *Sultan*. From March, 1963, he served for three years on the staff of Flag Officer Submarines as Deputy Chief Staff Officer (Material). On his promotion to Flag Rank in January, 1967, he became the Director-General Naval Training in London where he served until his retirement.

Rear-Admiral P. C. Gibson, C.B., C.Eng., F.I.Mech.E., who for the last three years was the Deputy Controller of Aircraft (RN) in the Ministry of Technology, retired from the Navy on 21st March, 1969, after a distinguished career mainly in or concerned with the Fleet Air Arm.

He joined H.M.S. *Erebus* as a Special Entry cadet(E) in 1931, trained in Marine Engineering at Keyham and then served in H.M.S. *Norfolk* on the East Indies Station and in the *Nelson* in the Home Fleet. In 1938 he volunteered and was accepted for full flying and Air Engineering duties in the Fleet Air Arm and shortly before the war qualified as a pilot and in A/E at Henlow. After a brief course at the R.N.A.S., Eastleigh, converting to operational aircraft types, he went to Donibristle for test flying duties in the Aircraft Repair Yard, being the first 'E' officer so appointed. He then served as A.E.O. at St Myrren for a year before being appointed as S.E.O. to the first R.A.N.A.S.I.O. serving in East Africa and Ceylon. At the beginning of 1945, he joined D.A.M.R. and later the same year went to the Far East again as S.A.E.O. to the Vice-Admiral, British Pacific Fleet, serving in both *Indefatigable* and *Implacable*. At the end of 1946 he joined the staff of F.O.Air (Home) as Assistant S.E.O. and after promotion to Commander returned to D.A.M.R. in 1947 as Head of the Maintenance Policy Section. For the next two years he was loaned to the R.A.N. and served as Deputy D.A.M.R. and Senior Air E.O. Australia from where he returned in 1952 having completed ten consecutive years in Staff and

Admiralty appointments, over half of which had been spent east of Suez. A flying refresher course was found necessary before his next two years at Arbroath as Commander Training and Air E.O., and similar treatment with regard to M/E was necessary before his following appointment to H.M.S. *Gambia* where, besides being the E.O., he was S.E.O. to C.-in-C., East Indies. Promoted to Captain in June, 1957, he served for two years as S.E.O. to F.O.F.T. at Yeovilton where he was converted to jet aircraft, and in April, 1960, became the Deputy Director of Service Conditions and Fleet Supply Duties. He later became the Superintendent of the R.N. Aircraft Yard at Fleetlands and on promotion to Flag Rank in January, 1966, was appointed Deputy Controller of Aircraft (R.N.) in the Ministry of Technology in which capacity he served until his retirement.

Rear-Admiral P. H. C. Illingworth was appointed Deputy Controller of Aircraft (R.N.), Ministry of Technology, on 14th February, 1969, in succession to Admiral P. C. Gibson. Since his promotion to Flag Rank in July, 1967, he had served on the staff of Flag Officer Naval Air Command as Rear-Admiral, Engineering.

Rear-Admiral R. D. Roberts, A.D.C., C.Eng., F.I.Mech.E., M.B.I.M., was promoted to Flag Rank in January, 1969, and appointed Rear-Admiral, Engineering, on the staff of F.O.N.A.C. in succession to Rear-Admiral P. H. C. Illingworth.

Admiral Roberts entered the Navy through Dartmouth and the R.N.E.C., Keyham, and went to sea in H.M.S. *Kent*, the Flagship on the China Station, in 1939, and was serving in her when she was torpedoed in the Mediterranean in 1940, and returned in her after temporary repairs had been carried out at Alexandria and Simonstown. For the remainder of the war he served in the cruisers *Exeter*, *Bermuda* and *Mauritius*. He was present at the invasion of Sicily and the landings at Salerno, Anzio and Normandy and was later in action against enemy surface craft off the Breton coast and German destroyers off Norway. In the latter action *Mauritius* was damaged by shell fire. On V.J. Day he volunteered for aeronautical engineering and served for 18 months at the R.N.A.Y., Donibristle, starting as a shop officer, later becoming the Engine and Propeller Divisional Officer and finishing his time in charge of the Air Station Aircraft Storage Section. In June, 1947, he joined the School of Aircraft Maintenance at Worthy Down and moved with it to Yeovilton, and in December, 1949, he was appointed to the staff of R.A.R.A. On promotion to Commander he qualified at the R.N. Staff College, and then became Production Manager at the R.N.A.Y., Fleetlands for two and a half years. From 1954 to 1956 he served in H.M.S. *Newfoundland* as the E.O. and successively as F.E.O., East Indies, and S.E.O. to F.O.2, Far East Station. He was promoted to Captain in December 1959, and in March, 1960, became the Superintendent, R.N.A.Y., Belfast, and in so doing became the first naval officer to serve in all three Aircraft Yards. More recently, from 1964 to 1966, he served with D.G.D. and M. in Bath as Director of Fleet Maintenance, and from September, 1966, until he attained Flag Rank served with D.G.N.P.S. in London as Director of Naval Officer Appointments (E).

While training at Keyham, Admiral Roberts was for two years Rugby Football and Sailing Secretary during which time the R.N.S.A. was formed and he became a founder member.

Commodore M. H. Griffin, took up his appointment as Commodore Superintendent, H.M. Naval Base, Singapore, in February, 1969, in succession to Rear-Admiral F. C. W. Lawson, D.S.C. He was previously the Commanding Officer of H.M.S. *St. Vincent*.

Captain P. Carter, B.Sc., took up his appointment with Director-General Ships in Bath as Assistant Director Spare Gear on 21st April, 1969. He was previously Yard Services Manager in the General Manager's Department in Devonport Dockyard.

Captain L. D. Dymoke, C.Eng., F.I.Mech.E., M.I.Mar.E., whose appointment for duty with C.-in-C. Western Fleet, and as Captain Fleet Maintenance, Portsmouth, was noted in the last issue of the *Journal*, became, in addition, Captain Reserve Ships at the end of March, 1969.

Captain J. B. Morison, C.Eng., M.I.Mech.E., who is Manager, Organization Review, in Portsmouth Dockyard, will take up his new appointment as Yard Services Manager in July of this year.

Captain I. J. Lees-Spalding, C.Eng., M.I.Mech.E., M.I.Mar.E., took up his appointment as Chief of Staff to the Commander-in-Chief, Portsmouth, on 12th June, 1969, in the rank of Commodore. This is the first time that such a post has been held by an officer of the Engineering Specialization, and is another manifestation of the General List concept.

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*. Having held the Appointer's chair in London, he became the Commander of the R.N.E.C., and then the E.O. of H.M.S. *Tiger*. Being relieved of this appointment in Japan, he decided to make his own way across Russia and Europe back to England where, on promotion to Captain, he became F.M.E.O. on the staff of C.-in-C., Home Fleet. After completing the Senior Officers War Course he was appointed to Bath where he has served as a Deputy Director of Marine Engineering and later, since the reorganization of the Ship Department, as Deputy Director of Design, Marine Engineering.

At the end of last year, Captain Lees-Spalding was a member of the all-Navy crew which drove a car to finish very creditably in the London to Sydney Marathon.

Captain J. R. Llewellyn relinquished his command of H.M.S. *Fisgard* in March, 1969, and on 14th April took up his appointment in the Ship Department at Bath as Deputy Director of Design, Marine Engineering, in succession to Captain I. J. Lees-Spalding.

Captain D. L. Alexander, C.Eng., F.I.Mech.E., M.I.Mar.E., M.I.N.E., took up his appointment with Director-General Ships as Chairman of the Nuclear Safety Panel on 2nd June, 1969. He was previously the Superintendent of the Admiralty Marine Engineering Establishment at Haslar.

Captain D. G. Satow, C.Eng., M.I.Mech.E., A.M.I.Mar.E., assumed his command of H.M.S. *Thunderer*, the R.N. Engineering College at Manadon, on 25th June, 1969, in succession to Captain N. H. Malim, M.V.O. He had previously served at Bath as a Deputy Director of Marine Engineering and, more recently, has qualified at the Imperial Defence College.

Captain H. Gardner, who was from October, 1967, the Chief Engineer and Production Manager of Singapore Dockyard, became Chief Staff Officer (Technical) on the staff of Commander, Far East Fleet, in November, 1968.

Captain J. C. Frederick became the Yard Services Manager, Devonport Dockyard, on 31st March, 1969, having served for the previous two years as the Deputy Planning Manager (Design).

Captain P. E. Melly, C.Eng., M.I.Mech.E., M.I.Mar.E., who for the past two years was the Deputy Manager, Engineering Department, in Devonport Dockyard, became the Deputy Planning Manager (Design) on 24th March, 1969.

Captain E. P. C. Kelly, C.Eng., F.I.Mech.E., M.I.Mar.E., will take up his appointment with Admiral Superintendent, Devonport Dockyard, as Deputy Manager (Projects and Nuclear) on 7th July of this year. He was from August, 1966, Assistant Director Submarines, Marine Engineering, in the Ship Department at Bath.

Captain R. M. Inches, C.Eng., M.I.Mar.E., who was Assistant Director, Naval Operational Requirements (Collaboration), in London, took up his appointment as the Superintendent, Admiralty Marine Engineering Establishment, at Haslar, on 18th April, 1969, in succession to Captain D. L. Alexander.

Captain H. K. J. Cock, C.Eng., F.I.Mech.E., who was Assistant Director Weapons Equipment (Surface) in the Weapons Department at Bath, took up his new appointment in the Ministry of Technology on 23rd May, 1969, as Assistant Director, Guided Weapons (N).

Captain K. B. Birkett, C.Eng., M.I.Mech.E., took up his appointment with the Director of Naval Operational Requirements as Assistant Director (Collaboration) on 22nd March, 1969, in succession to Captain R. M. Inches. He was promoted to his present rank in December, 1968, while serving with Director-General Ships in Bath.

Captain E. J. Horlick took up his appointment in the Ship Department at Bath on 20th June, 1969, as Assistant Director Submarines, Marine Engineering, in succession to Captain E. P. C. Kelly. He was promoted to his present rank in December, 1968, while serving in Singapore Naval Base.

OBITUARY

Commander Colin C. Mitchell, O.B.E., R.N.V.R., C.Eng., F.I.Mech.E., B.Sc.

With the death in Edinburgh on 21st January of Colin Campbell Mitchell at the age of 64, the Institution of Mechanical Engineers, Scottish industry and the Royal Navy have lost one of their most distinguished engineers.

Professionally he is best remembered as the designer of the steam catapult, an innovation which revolutionized aircraft carrier capabilities in the Royal Navy and the Navies of seven nations. A plaque in his office, presented by the U.S. Navy, records '... his generous advice and counsel over the past twenty years which led the way to modern Carrier Flight Deck. No one has contributed more to the Carrier Navy.' He was awarded the O.B.E. in 1966; his work for the U.S. Navy was recognized in 1955 by the award at Philadelphia of the Newcomen Gold Medal (the only occasion it has been awarded to other than a U.S. citizen) and by the U.S. Medal of Freedom.

The son of a distinguished Scottish artist, Colin Mitchell possessed all the rare qualities of the truly creative engineer: vision, a love of the arts (his water colours were hung in the Royal Scottish Academy), a sense of what was really

practicable, and a meticulous attention to detail. He was particularly conscious of the vital need for reliability and safety in what he designed and produced, often going as a passenger himself in early trial 'shots' from a new catapult.

Graduating at Edinburgh University it is sad to know that later this year he was to have been awarded the honorary degree of doctor of science at that University.

His early work before the war with MacTaggart Scott & Co. Ltd., Loanhead, led to his appointment in 1941 to the Engineer-in-Chief's Department of the Admiralty as an R.N.V.R. Lieutenant-Commander(E), and later as Commander(E), where he was responsible for the design, production and maintenance of the Navy's war-time catapults, and for the design of arresting gear, and during his service he visited the British Pacific Fleet and the German V1 launching sites. It was the latter which led him to work again on the slotted cylinder catapult, an idea he had patented in 1936. His influence and inspiration to almost a generation of naval engineers officers will be gratefully remembered.

His main work was carried out with Brown Bros. & Co. Ltd., Edinburgh, which he joined as a Director in 1946. He was Chairman of the Scottish Branch of the Institution of Mechanical Engineers from 1963-65, and a Member of the Council. He was President of the Watt Club in 1966, and a Member of the Council of the Royal Society of Edinburgh in 1968.

He was also a great sportsman and countryman. As a golfer he was at one time on the committee of both the Bruntsfield and Gullane Golf Clubs. He was a first class shot with rifle and gun, competing at Bisley and also winning the Scottish clay pigeon championship.

Obituaries have appeared in the National and Technical Press but it is right that we, the Engineer Officers of the Fleet, should record here our appreciation and debt to Colin Mitchell. The Navy have lost a very loyal friend.