

PERSONAL NEWS

Rear-Admiral D. B. H. Wildish, C.Eng., M.I.Mar.E., was promoted to Flag Rank on 7th July, 1966, and in October assumed his appointment as Admiral Superintendent of Devonport Dockyard.

Admiral Wildish joined B.R.N.C., Dartmouth, in 1928 and served as a cadet in H.M.S. *Ramillies* and *Revenge*, then units of the Mediterranean Fleet. Electing to specialize in engineering, he trained at the R.N.E.C., Keyham, from 1933-36 and then served for two years in H.M.S. *Nelson* and two years in H.M.S. *Fisgard* as an artificer apprentice training officer. During the war years he served successively in the *Prince of Wales*, *Kedah* and *Isis*; he was in the *Prince of Wales* during the action against the *Bismarck* and was a survivor when she was sunk by Japanese aircraft in 1941. In 1944 he returned to Keyham, this time on the Staff, and was promoted to Commander in 1948 after two years as the Senior Engineer of H.M.S. *Implacable*. His subsequent appointments included Officer-in-Charge of the 'Q' course at Keyham; Assistant Naval Attaché Rome, Prague and Berne; two-and-a-half years as the E.O. of H.M.S. *Eagle*; and two years on the staff of D.C.N.S. in London as a member of the Officer Planning Section. Promoted to Captain in December, 1957, he became the Admiralty District Engineer Overseer, Southern District, and in April, 1960, joined the Department of the Director-General Dockyards and Maintenance in Bath as Deputy Director of Fleet Maintenance. From September, 1964, until his promotion to Rear-Admiral, he was the Commodore in Command of Naval Drafting at Haslemere.

Admiral Wildish has represented the Royal Navy at cricket, and the Navy, Combined Services and Devon County at hockey in the pre- and post-war years.

Rear-Admiral W. T. C. Ridley, O.B.E., A.D.C., C.Eng., A.M.I.Mech.E., M.I.Mar.E., was promoted to Flag Rank in July, 1966, and in September became the Admiral Superintendent of Rosyth Dockyard.

Admiral Ridley entered Dartmouth R.N.C. as a cadet in 1928, where he won the Newman Memorial prize, trained at Keyham from 1933-36 and went to sea in H.M.S. *Exeter* before qualifying at the Advanced Engineering Course at Greenwich. At the outbreak of war he was serving in H.M.S. *Valiant* and in 1940-41 was the E.O. of H.M.S. *Firedrake*, in which he was twice Mentioned in Despatches. He then served for three years in the Engineer-in-Chief's Department at Bath, first in the Cruiser Section and later dealing with machinery-space habitability. He subsequently spent six months in the Eastern and British Pacific Fleets dealing with habitability problems. From 1945-47 he was the Senior Engineer of H.M.S. *Indefatigable* and on promotion to Commander in December, 1947, went to the Admiralty Fuel Experimental Station at Haslar as the Officer-in-Charge. He then spent more than three years at the Royal Aircraft Establishment at Farnborough as 'Seaslug' Project Officer and for his work on this project was awarded the O.B.E. in the 1954 Birthday Honours List. On leaving Farnborough he spent six months in U.S.S. *Mississippi* witnessing 'Terrier' trials and from 1955-57 was the Engineer Officer of H.M.S. *Ark Royal*. Promoted to Captain in December, 1957, he served in the Ministry of Defence at Bath as the Assistant Director of Marine Engineering, Nuclear Propulsion, and Deputy Chief Executive of the *Dreadnought* Project Team until August, 1962, after which he became the Commanding Officer of the R.N.E.C., Manadon. From November, 1964, until June of this year he was the Chief Staff Officer (Technical) and Command Engineer Officer on the staff of C.-in-C. Portsmouth and Captain Fleet Maintenance on the staff of C.-in-C., Home Fleet.

Rear-Admiral W. A. Haynes, O.B.E., who is the Director of Naval Ship Production in the Ship Department at Bath, was promoted to Flag Rank on 7th July, 1966.

Admiral Haynes entered B.R.N.C. Dartmouth in 1927 and first went to sea in H.M.S. *Dorsetshire*. After training at Keyham, he spent a year of the Abyssinian crisis in H.M.S. *Leander* before qualifying at the Advanced Engineering Course at Greenwich. At the outbreak of war he was the Senior Engineer of H.M.S. *Glasgow*, in which ship he was awarded the O.B.E. after she had survived two torpedoes off Crete. He joined Chatham Dockyard as M.E.D.'s Assistant for catapults in 1941; then stood by H.M. Ships *Aisne* and *Gabbard* building on the Tyne, going to sea as E.O. of the latter, after serving with the Royal Marines in Germany at the end of the war there. On promotion to Commander in 1947, he joined the Engineer-in-Chief's Department as Inspector of the Flight-Deck Machinery Section being responsible for administering the development of the steam catapult. Returning to sea, he served as the E.O. of H.M.S. *Ceylon* in the Korean War and as F.E.O., East Indies. On return to the United Kingdom in 1952 he became the Executive Officer of H.M.S. *Fisgard*, whence he returned to Chatham Dockyard, serving first as Deputy M.E.D. and later as the first Personnel Manager. Before taking up his present appointment he qualified at the Imperial Defence College.

Admiral Haynes is a member of the R.O.R.C. and the R.N.S.A. and was Branch Captain of the Nore (later the Medway) Branch while at Chatham where he raced a 'Dragon'.

Captain R. D. Roberts, C.Eng., A.M.I.Mech.E., took up his appointment in London with D.G.N.P.S. as Director of Naval Officer Appointments (E) in September, 1966. He had served since January, 1964 as the Director of Fleet Maintenance with D.G.D. and M., in Bath.

Captain I. J. Lees-Spalding, C.Eng., A.M.I.Mech.E., M.I.Mar.E., whose appointment to the Ship Department as an Assistant Director was noted in the last issue of the *Journal*, became Deputy Director of Marine Engineering (Ships) in December, 1966, in succession to Captain L. E. S. H. Le Bailly, O.B.E.

Captain R. L. McClement took up his appointment as Naval Attaché Ankara, Teheran and Damascus at the end of October, 1966. From 1963-65 he served with D.G.D. and M., in Bath, as the Marine Engineering Specialist of the Dockyard Department, and more recently for a short period on the Defence Intelligence Staff in London.

Captain L. D. Dymoke, C.Eng., M.I.Mech.E., M.I.Mar.E., assumed his appointment as Commanding Officer of H.M.S. *Sultan*, the Marine Propulsion Engineering School, in November, 1966, having previously served, since August, 1962, as the Assistant Director of Marine Engineering, Nuclear Propulsion, of the Submarine Group in the Ship Department at Bath.

Captain S. F. Barton, C.Eng., A.M.I.Mech.E., M.I.Mar.E., who was the Director of Fleet Work Study and Management Services from October, 1963, took up his appointment as Chief Staff Officer (Technical) to Flag Officer Aircraft Carriers in June of this year.

Captain J. L. Spanyol took up his appointment as Assistant Director (Material) to the Director of Fleet Maintenance in Bath in July, 1966. He was promoted to his present rank in June, 1966, while serving as Staff Engineer Officer to Flag Officer Sea Training at Portland.

Captain A. A. C. Gentry, C.Eng., M.I.Mar.E., was promoted to his present rank in June, 1966, while serving with the Director of Fleet Maintenance at Bath. He took up his appointment in the Ship Department as Assistant Director of Marine Engineering in October on completion of the Advanced Nuclear Course at Greenwich.

HONOURS FOR THE ROYAL NAVY

THE ROYAL NAVAL COLLEGE, GREENWICH

A very colourful and memorable ceremony took place on 24th May, 1966, when the London Borough of Greenwich conferred the Freedom of the Borough upon the Admiral President, Officers and Staff of the Royal Naval College, Greenwich, in the famous Painted Hall of the College. The ceremony was graced by the presence of His Royal Highness the Prince Philip, Baron Greenwich, K.G., who is himself a Freeman of the Borough.

The presentation of the Certificate of Freedom and commemorative casket was made by the Mayor of Greenwich, Councillor W. A. G. Brooks, J.P., and was accepted by the Admiral President, Rear-Admiral P. U. Gayly, C.B., D.S.C., on behalf of the College.

The Honorary Freedom of the Borough is the highest civic distinction which can be conferred upon either individuals or collective bodies in recognition of outstanding service or particular civic association, ensuring the honourable perpetuation of their memory within the community. The honour confers no material gain but is a very coveted distinction and carries continued recognition on all civic ceremonial occasions.

Entry on the Roll of Freemen is usually accompanied by the gift of an illuminated scroll embodying details of the formal Council resolution, and this certificate, engrossed with the Corporate Seal, is customarily presented in a specially designed commemorative casket.

The grant of honorary freedom to the Admiral President, Officers and Staff of the Royal Naval College, Greenwich, was the first grant of Honorary Freedom since the new London Borough of Greenwich came into being on 1st April, 1965, and emerges from the unanimous desire of the Council to recognize the mutual attachment existing between the College and the civic authority, and the esteem in which the historic and academic tradition of the College is held within the Borough.

Greenwich has had associations with the Navy for several centuries. As a royal residence it was very popular with the Tudor monarchs and Henry VIII found it a very convenient place, not only for his favourite pastimes of hunting and hawking, but also a residence from which he could supervise the building up of his navy. Deptford lay close up-river, and the largest ship of the time—the *Henri Grace A Dieu*—was built at Woolwich.

The Royal Hospital for 'the relief and support of seamen . . . belonging to the Royal Navy of Us . . . who by reason of age, wounds or other disabilities, may be incapable of further service at sea and unable to maintain themselves' was established at Greenwich by charter of William and Mary, dated 25th October, 1694. Among other aims other than that quoted above was 'The improvement of navigation', so it may be claimed—albeit somewhat loosely—that the Hospital was an ancestor of the Royal Naval College, though in fact this 'University of the Royal Navy' was not established until 1873, subsequent to the closure of the Hospital in 1869.

The first Admiral President was Vice-Admiral Sir Astley Cooper-Key, K.C.B., F.R.S., and, together with the first Director of Studies, Dr. T. Archer-Hurst, F.R.S., he was the founder of the present system whereby discipline and instruction are controlled by naval and academic staffs. It is, however, a far cry from those days to the advanced studies of engineering, gunnery and nuclear physics that are among the roles of today's College.

In jumping the years in this manner, one must not omit the many splendid and solemn scenes that have been enacted at Greenwich. The Board of Admiralty first dined in the Painted Hall in 1731, though there had been a special dinner on 11th June the previous year to celebrate the Anniversary of the King's Accession. Since then—and in particular since World War II—many memorable dinners have been given in the Painted Hall by the Government and the Board of Admiralty. Included among the famous guests have been Field Marshal Smuts, the King and Queen of Sweden, Mr. Krushchev, and the President of Chile. On 21st October, 1955, Her Majesty the Queen and H.R.H. the Duke of Edinburgh—as guests of the Board of Admiralty—dined in the Painted Hall and drank the toast of 'The Immortal Memory', on the 150th Anniversary of the Battle of Trafalgar. Almost a century and a half earlier, the body of Admiral Lord Nelson lay in state in the upper hall from 27th December until it was taken in procession up the Thames for burial in St. Paul's Cathedral.

The gathering on 24th May, 1966, was scarcely less impressive than that of Trafalgar Day, 1955, as, in addition to His Royal Highness, the Lord Mayor of London and other notables, no less than sixteen past Admirals President and Captains of the College were in attendance.

THE FLEET AIR ARM

A similarly colourful and perhaps historic ceremony took place in St. George's Barracks, Gosport, on 20th May, 1966, when Gosport conferred the Honorary Freedom of the Borough on the Fleet Air Arm of the Royal Navy.

The casket and scroll were presented to Vice-Admiral D. C. E. F. Gibson, C.B., D.S.C., Flag Officer Naval Air Command, by the Mayor of Gosport, Councillor H. W. Cooley, J.P. The Board of Admiralty was represented by Mr. J. P. Mallalieu, M.P., the Minister of Defence for the Royal Navy, and the Fleet Air Arm by a platoon from each Naval Air Station. The colour and casket party was provided from the aircraft carriers. The combined Royal Marine Bands of the Flag Officer Naval Air Command and H.M.S. *St. Vincent* led the parade which also included this year's Fleet Air Arm Field Gun Crew and a volunteer Bluejacket Band from the Naval Air Command.

Immediately following the presentation there was a fly-past of 28 aircraft, representing all types currently in front line service, and led by the last flying specimen of the famous Swordfish.

The Association of Gosport with naval aviation goes back to 1909 when naval officers were building their own aircraft on the fields at Fort Grange—soon to become the Gosport airfield of the Royal Flying Corps and now

H.M.S. *Sultan*. In 1914 a Naval Aeroplane Squadron trained there and after 1921 the R.A.F. Gosport field gradually became the Fleet Air Arm's main base for training, development flying and disembarkation. The airfield was transferred to the Fleet Air Arm in 1945 and was a major training base until its closure in 1955. In the meantime the Navy took over the airfield at Lee-on-Solent in 1937 and, as H.M.S. *Daedalus*, it has been the headquarters of the Flag Officer Naval Air Command and the Alma Mater of naval aviators ever since.

It is fitting that, in the year which has seen the decision to run down the Fleet Air Arm, the Borough of Gosport should honour it in this way.

Corrigendum: Vol. 16, No. 2, page 223.

The 8th line of the paragraph headed '*Combustion Chamber Development*' was inserted in error. The sentence beginning on the previous line should read:

'Although the work involved is small, combustion chambers made from Nimonic 75 are comparatively expensive items and, if replaced every 1,000 hours or so, represent logistic nuisance.'
