

PERSONAL NEWS

Vice-Admiral Sir Norman Dalton, K.C.B., O.B.E., the Chief Naval Engineer Officer, retired from active service in October, 1960.

His forty years' service commenced as a 'Fisher Scheme' cadet at Osborne, and after volunteering for (E) duties he went to the R.N.E.C., Keyham, in 1922 and later to R.N.C., Greenwich, for a 'Dagger' course. After sea service he first joined the Engineer-in-Chief's Department in 1930, and in 1939, after serving as the Engineer Officer of H.M.S. *Orion*, he became the Professional Secretary to the Engineer-in-Chief. In 1944 he became the E.O. of H.M.S. *Victorious* and then, on promotion to Captain, held appointments as Staff Air E.O. to F.O.F.T., and as Assistant and then Deputy D.A.M.R. He was appointed A.E.-in-C. (P) in 1950 and in 1953 joined the Imperial Defence College, after which, as Chairman of the committee, he produced the Dalton report which charted the future of the Stoker Mechanic Branch. Promoted to Rear-Admiral in 1954, he served as Staff E.O. to C.-in-C., Portsmouth, and Deputy Engineer-in-Chief in 1955.

When he became the Engineer-in-Chief of the Fleet in 1957 the wind of change was already blowing. A year later the formation of the Ship Department, which incorporated the material part of the E.-in-C.'s Department, left him with no technical responsibilities. Nevertheless, the continuing personnel responsibilities were particularly heavy while the implications of many impending or proposed changes in officer and rating structures remained obscure.

In May, 1959, the title of Engineer-in-Chief of the Fleet lapsed and his responsibilities as Head of the Engineering Specialization were recognized by the new title Chief Naval Engineer Officer. At the same time he was additionally appointed as the first Director-General Training of the reorganized Second Sea Lord's Departments, a post of great importance to the future of the Navy, to which his ability and past experience in the personnel field eminently suited him. He was honoured with the K.C.B. in the Birthday Honours of 1959. In April, 1960, he relinquished the post of Director-General Training and continuing as Chief Naval Engineer Officer he became the senior naval member of the Specializations Steering Committee, charged with the implementation of the approved amalgamation of the Engineering and Electrical Specializations.

Unswerving in his conviction that the Navy must always have professional engineers among its officers, his horizon has not been limited solely to the interests of the Engineering Specialization but has always embraced the interests of the Navy as a whole service.

As the last Engineer-in-Chief of the Fleet he became one of the first of a new generation of Engineering Specialists of the General List, playing their full and appropriate part in the higher direction of the Navy.

Vice-Admiral R. T. Sandars, C.B., M.I.Mech.E., became the Chief Naval Engineer Officer in October, 1960, in succession to Vice-Admiral Sir Norman Dalton, K.C.B.

Admiral Sandars spent the early years of his career mainly in submarine appointments, including Chatham Dockyard and as the Engineer Officer of Malta Submarine Flotilla during the War. After the War he led the Anglo-U.S. team which took control of 'U-Boat High Command' and remained in Germany as 'Staff Officer U-Boats' until the completion of U-Boat disarmament.

ment. Since then his appointments have included the E.-in-C.'s Department, S.E.O. (Flotillas) Mediterranean, Commanding Officer of H.M.S. *Fisgard* and F.E.O. on the Staff of Flag Officer Submarines. On attaining Flag Rank in November, 1956, he became the Deputy Chief of Naval Personnel (Training and Manning) being the first technical officer of Flag Rank to be given a General List appointment. In September, 1958, he was appointed Director of Fleet Maintenance and in December, 1959, became the Director-General, Dockyards and Maintenance, a post in which he continues to serve in conjunction with that of Chief Naval Engineer Officer. He was made a C.B. in the New Year's Honours of 1959 and promoted to Vice-Admiral in January, 1960.

Rear-Admiral W. F. B. Lane, C.B., D.S.C., M.I.Mech.E., M.I.Mar.E., who has been the Director of Marine Engineering at the Admiralty, Bath, since 1958, is to retire from the Navy in January, 1961.

His entry into the Navy in 1924, when he joined H.M.S. *Fisgard* as an artificer apprentice was the beginning of a brilliant and outstanding career which was to last for 37 years. His ability came to the notice of his superiors very early in his career when in 1926 he was selected to train for the next four years at the R.N.E.C., Keyham, as a midshipman (E). He then served in the battleships *Barham* and *Valiant* before being selected for the Advanced Engineering Course at Greenwich where he won the Admiralty Prize. Then followed two years' service in China where he was the Senior Engineer of *Hermes* and on return to the U.K. in 1936 he took up his first post with the Engineer-in-Chief's Department where for three years he was concerned with research and development. At the outbreak of World War II he was the E.O. of H.M.S. *Cossack* which was engaged in the capture of the *Altmark* and in the second part of the battle of Narvik, and it was for his services in this ship that he was awarded the D.S.C. In his next ship, H.M.S. *Warspite*, he saw service at the battles of Taranto and Matapan and in the bombardment of Crete, and was mentioned in Despatches. In 1943 he returned as a Commander to the E.-in-C.'s Department at Bath and for three years dealt with capital ships, German technical intelligence and the introduction of gas turbines for M.T.B.s. He was next concerned with the production, design and development of the A.S.R.I engine at Chatham Dockyard where, for two years, he was the Assistant Manager, and in 1948 became the Director of Studies at the Royal Naval Engineering College, Manadon, where he introduced the new basic system of studies. Promoted to Captain in 1950 he served with E.A.P. and then was appointed S.E.O. (Flotillas) in the Mediterranean inaugurating the first stage of planned maintenance and in 1954 he returned again to the Admiralty, Bath, as Assistant E.-in-C. (Technical) where he was concerned with the early studies of nuclear propulsion. On attaining Flag Rank in 1957 he became the Deputy Engineer-in-Chief of the Fleet and on formation of the Ship Department in 1958, the Director of Marine Engineering. The responsibilities of this, his last post, did not end with being the Head of the Marine Engineering Division: as an active member of the Ships Machinery, British Shipbuilding Research Association, and other committees, he has been closely associated with British shipbuilding and marine engineering industries. Added to these duties has been that of Senior Naval Officer, Bath, in which capacity he has freely given so much of his spare time representing the Royal Navy on all Civic and Service occasions with dignity and aplomb which has done much to cement the good relations between the Navy and the Civilian Authorities of the City.

Admiral Lane was made a C.B. in the New Year's Honours of 1960.

Rear-Admiral R. S. Hawkins will take up his appointment as the Director of Marine Engineering, Admiralty, Bath, on 7th January, 1961, in succession to Rear-Admiral W. F. B. Lane, C.B., D.S.C.

Since December, 1959, Admiral Hawkins has been serving as Deputy Director of Marine Engineering, Nuclear Propulsion, in London, as mentioned in his biographical note which appeared in the last issue of the *Journal*.

Rear-Admiral G. A. M. Wilson, C.B., retired from the Navy in January, 1960, after a long and very notable naval career.

Entering the Navy through the R.N. Colleges Osborne and Dartmouth he trained at the R.N.E.C., Keyham, winning the Newman Memorial Prize, and subsequently underwent the Advanced Engineering Course at the R.N. College, Greenwich. Before his promotion to Commander he had served twice with the E.-in-C.'s Department at the Admiralty on the design of naval machinery and twice in the Engineering Department, Portsmouth Dockyard. Promoted to Captain in December, 1948, he underwent the A/E conversion course and then served from 1949-1952 as Deputy D.A.M.R. and from 1952 to 1955 as Superintendent of the R.N.A.Y., Fleetlands. January, 1955, saw him back once more at the Admiralty, Bath, where he was Assistant E.-in-C. dealing with the planning of Fleet machinery maintenance, and on attaining Flag Rank in December of that year he became the Deputy Engineer-in-Chief of the Fleet, a post he held for two years. In January, 1957, he moved to Admiralty, London, to become R.-A. Nuclear Propulsion where he was responsible for advising the Board of Admiralty on the development of nuclear power for the Royal Navy and the Mercantile Marine. In June, 1957, he was the principal Admiralty representative in charge of the joint Admiralty-Atomic Energy Authority Technical Mission to the U.S.A. and, in 1958, represented the Admiralty at the United Nations Atoms for Peace Conference at Geneva.

Rear-Admiral N. E. H. Clarke, C.B., A.M.I.Mech.E., retired on 8th July, 1960, after serving since November, 1958, on the Staff of C.-in-C., Portsmouth as Chief Staff Officer (Technical) and Command Engineer Officer.

He first went to sea in H.M.S. *Marlborough* and subsequently served in four cruisers : two as the Senior Engineer and one, H.M.S. *Cumberland*, as the E.O. He has held many important Ordnance Engineering and Dockyard appointments. Early in the War he served in the Admiralty Naval Ordnance Department and from 1944-47 was in charge of the Ordnance Staff at Whale Island. He was then appointed as First Assistant to C.E., Singapore Dockyard where in June, 1949, he was promoted to Captain. Further appointments to Admiralty as the Deputy Chief Ordnance Engineer Officer and, in 1952, to Gibraltar Dockyard as the Chief Engineer, were followed by his promotion to Flag Rank in July, 1957, when he returned once again to the Admiralty, first as Deputy Director of Dockyards (Administration) and later as Director of Fleet Maintenance.

Admiral Clarke was awarded the C.B. in the 1959 Birthday Honours.

Rear-Admiral I. G. Aylen, O.B.E., D.S.C., A.M.I.Mech.E. assumed his appointment as Admiral Superintendent, Rosyth Dockyard, in September of this year having relinquished his command of H.M.S. *Thunderer* immediately before his promotion to Flag Rank in July. Besides his sea appointments in *Curacoa*, *Galatea*, *Kelvin*, *Cossack*, and as F.E.O., Home Fleet, Rear-Admiral Aylen has served on the Staff of E.-in-C. both in London and in Bath and on the Admiralty Interview Board. From 1951-1953 he was the Executive Officer of H.M.S. *Caledonia*, the Apprentices Training Establishment, and from August, 1958, was the Commanding Officer of H.M.S. *Thunderer*, the R.N.E.C., Manadon.

Rear-Admiral R. F. Storrs, C.B., retired from the Navy in July, 1960.

He entered the Navy through the R.N.C., Osborne, in 1920 and in 1924 elected to specialize in engineering. Six years later he volunteered for submarines and for a considerable period his appointments were connected either with submarines or underwater weapons. In 1934 he served in the Department of the Director of Torpedoes and Mines. In more recent years he was the Commanding Officer of H.M.S. *Condor*, R.N.A.S., Arbroath, and from 1954–55 was the F.E.O., Reserve Fleet. In November, 1955, he joined the E.-in-C.'s Department at Bath where he served as Assistant E.-in-C., dealing with maintenance planning and design, and on promotion to Flag Rank in January, 1958, he became Chief Staff Officer (Technical) and Command Engineer Officer on the Staff of C.-in-C., Plymouth.

Rear-Admiral D. J. Hoare, M.I.Mech.E., became Chief Staff Officer (Technical) and Command Engineer Officer on the Staff of C.-in-C., Plymouth, in June, 1960. Since his personal note, which appeared in Vol. 8, No. 2, Admiral Hoare has attended the Imperial Defence College and served successively as Deputy Director and Director of Aircraft Maintenance and Repair. He attained Flag Rank on 7th January, 1960.

Captain E. A. G. Whittle, M.I.Mar.E., retired from the Navy at the beginning of this year, after a long career which included many important appointments. For three years after the War he was Director of Studies at the R.N.E.C., Manadon, and was partly responsible for planning the original syllabus for the Basic Scheme of Training for E.O.s and for the layout of the Instructional Block and workshop facilities. From 1949 to 1952 he was loaned to the R.N.Z.N. where he served as Director of Naval Engineering and on return joined the Naval Intelligence Division as the Head of the Technical Section and as A.D.N.I. (Technical). Before taking up his last appointment early in 1958 as F.E.O. on the Staff of C.-in-C., F.E.S., he was for more than three years Assistant E.-in-C. (Research, Development and Design) at the Admiralty, Bath.

Captain A. B. Chibnall retired from the Navy in July, 1960, on relinquishing his last appointment as Chief Staff Officer (Technical) and Maintenance Captain on the Staff of F.O.S.T. After the normal early training at the R.N.E.C., Keyham, he later specialized in gunmountings and stood by H.M.S. *Apollo* in Devonport Dockyard before joining the Gunmounting Overseeing Staff at Vickers-Armstrongs, Barrow-in-Furness, in 1934. After a commission as Senior of the *Galatea* when she was the flagship of R.A. (D), Mediterranean, he went in 1939 to Devonport Dockyard as Second Assistant for Gunmountings and from 1942–46 served at the Admiralty in the Naval Ordnance Department. He then went to Malta Dockyard as the First Assistant for Gunmountings and in 1949 became the first Fleet Ordnance Engineer Officer on the Staff of C.-in-C., Mediterranean. From 1951–52 he was the E.O. of H.M.S. *Swiftsure* and was promoted Captain in December, 1952. More recently he has served as A.O.E.O., Northern Area and in February, 1957, became the Chief Engineer of the Naval Base and later C.S.O. (T) and Maintenance Captain to F.O.S.T. at Portland.

Captain W. G. L. Porter retired from the Navy in July of this year having served since July, 1958, as F.E.O. on the Staff of C.-in-C., H.F. and S.E.O. to CINCEASTLANT and S.E.O. to F.O.F.H.

This was the last of many important Staff appointments he has held during his long naval career. Early in the War he served on the Staff of the C.-in-C., Mediterranean, and later on the Staff of R.A.R.A. and F.O.G.T. Since promotion to Captain in December, 1952, he has served on the Admiralty Interview

Board at Dartmouth and on the Staff of the Supreme Allied Commander in Norfolk, Virginia, U.S.A. He has also served as the Executive Officer of H.M.S. *Fisgard*, in the cruisers *Belfast*, *Kent* and *Aurora*, as well as with the E.-in-C.'s Department, London, and from May, 1956 until June, 1958, was the Commanding Officer of H.M.S. *Condor*, R.N.A.S., Arbroath.

Captain R. K. Hodgkin, M.I.Mech.E., M.R.I.N.A., on completion of the Senior Officers' War Course, became the Assistant Director of Naval Intelligence (Technical) in April of this year. In recent years he has served as F.E.O. on the Staff of F.O.C.R.F. in H.M.S. *Vanguard* and as A.D.E.O., Midland District.

Captain A. E. Turner, M.I.Mech.E., A.F.R.Ae.S., took up his appointment on the Staff of Flag Officer Sea Training as the Staff Officer (Technical) and Maintenance Captain on 30th June, 1960. He has had considerable Staff experience with the British Admiralty Delegation in Washington, Flag Officer Naval Air in the Pacific, A.C.R., and R.A.R.A. More recently he was the Superintendent, R.N.A.Y., Fleetlands and, until his present appointment, was M.E.D., Rosyth. His experiences in these, the last two of his appointments, have been the subjects of two recent articles he has contributed to the *Journal* and they show the results of his intensive study of Industrial Management and Work Study.

Captain C. P. G. Walker, D.S.C., A.M.I.Mech.E., took up his appointment in *Phoenicia* as F.E.O. on the Central Staff, Mediterranean, in October of this year having previously served as Naval Assistant to the 3rd Sea Lord.

Captain D. P. Mansfield, A.M.I.Mech.E., was appointed to H.M.S. *Cochrane*, in Command, on 10th November of this year. He was from December, 1957, Superintendent of the R.N.A.Y., Fleetlands.

Captain T. B. Yates, M.I.Mech.E., was appointed to the Staff of SACLANT as Director of Logistic Readiness and Capabilities in April of this year having previously served for three years as A.D.E.O., Scotland.

Captain F. A. Lowe, D.S.C., A.M.I.Mech.E., took up his appointment as Command Engineer Officer on the Staff of C.-in-C., Portsmouth, in July of this year. He was for the previous two years the Engineer Manager, Chatham Dockyard.

Captain A. J. Cawthra, A.M.I.Mech.E., relinquished his command of H.M.S. *Fisgard* and took up his appointment as Director of Underwater Weapons at the Admiralty, Bath, on 30th May, 1960.

Captain J. E. P. Smeall, M.I.Mech.E., was appointed S.E.O. to Flag Officer, Scotland, on 7th October, 1960, having served for the previous two years as F.E.O. on the Staff of F.O.C.R.F.

Captain G. W. Tanner was appointed to H.M.S. *Sultan* on 24th October, 1960, for duty on 1st Admiralty Interview Board. For the previous two years he was the Commanding Officer of H.M.S. *Condor*, R.N.A.S., Arbroath.

Captain J. F. Lewin, A.M.I.Mech.E., relinquished his post as Head of Personnel Panel (E) with D.G.M. on 1st July, 1960, but continues in his appointment as Deputy Director Engineering and Electrical Training Division with D.G.T. to which he was appointed earlier in the year. In 1956, he was a member of the Officer Planning Section under D.G.N.P. (O) dealing with the problems involved in the introduction of the new officer structure. More recently he was the Chief Engineer of Singapore Dockyard.

Captain A. F. Turner, D.S.C., took up his appointment as the Director of Aircraft Maintenance and Repair in March of this year after having attended the Imperial Defence College.

He joined H.M.S. *Erebus* as a cadet in 1931 and trained there and at the R.N.E.C., Keyham, before serving in the *Queen Elizabeth*, *Royal Oak* and H.M.S. *York*. He then returned to Keyham, this time on the Staff, starting the A/E Department ; this appointment being interrupted for six months when he was the E.O. of H.M.S. *Newark*, an ex-U.S.N. four-stacker. As an Air E.O. he served at the R.N.A.S., Dundee, and later, from 1944 45 in H.M.S. *Indomitable*. It was for his services in this ship that he was awarded the D.S.C. and mentioned in Despatches. After an appointment to the A.M.R. Department in 1946, he spent three years with the Royal Australian Navy, first of all planning the R.A.N. Fleet Air Arm and later as D.A.M.R. when he was promoted to Commander. He returned to the U.K. in 1950 and after completing the Naval Staff and Joint Services Staff Courses became the E.O. of H.M.S. *Glasgow*. In 1954 he joined the E.-in-C.'s Department at the Admiralty, Bath, where he was engaged in setting up the Planned Maintenance organization, and after promotion to Captain in June, 1956, he served as the Captain Superintendent, R.N.A.Y., Donibristle.

Captain A. G. Reid, O.B.E., was appointed A.D.E.O., Southern Area, on 4th April, 1960, having served since 31st December, 1956, as the Superintendent, R.N.A.Y., Belfast.

Captain T. H. Maxwell, D.S.C., A.M.I.Mech.E., will take up his appointment in H.M.S. *Dolphin* as Deputy Chief Staff Officer (Material) on 23rd December, 1960. From December, 1956, until November, 1959, he served in the Admiralty, Bath, first as Assistant E.-in-C., and later as Assistant D.M.E. and recently he has attended the Imperial Defence College.

Captain R. C. Paige assumed his appointment as Commanding Officer of H.M.S. *Thunderer* in July of this year having served for over three years at the Admiralty, Bath, first as Assistant E.-in-C. and later as Assistant Director of Marine Engineering in the Ship Department.

Captain P. C. Gibson, M.I.Mech.E., was appointed Deputy Director of Service Conditions and Fleet Supply Duties in April of this year after having served for over two years as S.E.O. to F.O.F.T. at Yeovilton.

He joined H.M.S. *Erebus* as a Special Entry Cadet (E) in 1931 and after qualifying in M/E at the R.N.E.C., Keyham, in 1936, served in H.M.S. *Norfolk* on the E.I. Station and in the *Nelson* in the Home Fleet. In 1938 he volunteered and was accepted for full flying and A/E 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 Air Repair Yard, being the first 'E' officer so appointed. He then served as Air E.O. at St. Merryn for a year before being appointed as S.F.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. in charge first of M.O.N.A.B.S. and then of the Ship Section and later the same year went east again to serve as S.A.E.O. to V.A., B.P.F. in both *Indefatigable* and *Implacable*. Late in 1946 he joined F.O. Air (Home) as A/S. E.O. and on promotion to Commander returned to D.A.M.R. from 1947 49 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 the

R.N.A.S., 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., E.I. A short period with E.-in-C., London, was followed by promotion to Captain in June, 1957, and his appointment to Yeovilton where, in 1958, he was converted to jet aircraft.

Captain D. B. H. Wildish, M.I.Mar.E., joined the Department of the Director General Dockyards and Maintenance in April, 1960, as the Deputy Director of Fleet Maintenance. For the previous two years, as noted in Vol. 11, No. 2, he was A.D.E.O., Southern District.

Captain L. E. S. H. Le Bailly, O.B.E., A.M.I.Mech.E., M.I.Mar.E., M.Inst.P., became the Naval Assistant to the Third Sea Lord and Controller of the Navy in June, 1960, having previously served as Assistant E.-in-C. (Personnel) in London.

Captain R. D. Roberts, A.M.I.Mech.E., became the Superintendent R.N.A.Y., Belfast, on 12th March, 1960, having spent the previous three and a half years at the Admiralty, Bath, first as an Inspector in the E.-in-C.'s Department and later in the Fleet Maintenance Division upon its formation.

Entering the Navy through Dartmouth and the R.N.E.C., Keyham, he obtained his watchkeeping certificate in H.M.S. *Kent*, the flagship on the China Station, in 1939, and later became the Senior Watchkeeper. He was on board when she was torpedoed in the Mediterranean in 1940 and returned to the United Kingdom 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*, becoming a Senior Engineer at the age of 24. 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, completing his course in September, 1951, then being sent as Production Manager to the R.N.A.Y., Fleetlands for two and a half years. From 1954 to 1956 he served in *Newfoundland* as the E.O. and as, successively 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 on taking up his present appointment became the first naval officer to serve in all three Aircraft Yards.

While training at Keyham, Captain 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.

Captain J. K. Pearsall, A.M.I.Mech.E., was appointed to H.M.S. *Fisgard* in Command in May, 1960.

Entering the Navy as a Special Entry cadet in September, 1932, he trained in *Erebus* and *Frobisher* and at the R.N.E.C., Keyham. He obtained his watchkeeping certificate in H.M.S. *Warspite*, and later served in H.M.S. *Exeter* during a commission in the South American Division of the A.W.I. Squadron. From 1939-41 he was a Divisional Officer for the Special Entry Cadets at Dartmouth and from 1941-45 served in H.M.S. *London* and *Virago* in the

Arctic and during the early stages of the Normandy landings. Other ships in which he has served include H.M.S. *Sluys*, *Vanguard* and *Bermuda* while between 1950 and 1957 he served successively as the Training Commander of H.M.S. *Fisgard*, A.N.A. (T) Paris, and as the Executive Officer, H.M.S. *Caledonia*.

Captain R. P. Pratt, O.B.E., became the Engineer Manager of Rosyth Dockyard on 30th May, 1960.

Joining the Navy in 1924 he trained at H.M.S. *Fisgard* until 1929 after which he served successively in H.M.S. *Versatile*, *Marlborough*, *Sandhurst*, *Revenge* and *Royal Oak*. In 1937 he was appointed for special duty with motor torpedo boats and served as the Engineer Officer of the Second and Third M.T.B. Flotillas. At the outbreak of war he was appointed as Senior Engineer of H.M.S. *Hornet* which was opened as the main M.T.B. base, and his entire war service was associated with Coastal Forces until 1945 when he joined H.M.S. *Mauritius*. Promoted to Commander in 1947 he returned to H.M.S. *Hornet* this time as the Engineer Officer and Deputy Superintendent of the Admiralty Craft Experimental Establishment, and from 1951 to 1954 he was the First Assistant to the Chief Engineer in Hong Kong Dockyard. In 1954 he joined H.M.S. *Mull of Galloway* at Harwich as E.O. of the Inshore Minesweeping Flotilla and at the end of 1956 the entire flotilla moved to the Mediterranean for the Suez operation. He was subsequently appointed to H.M.S. *Swiftsure* during her modernization in Chatham Dockyard and at the end of 1957 became the Deputy Engineer Manager, Portsmouth Dockyard, where he served until taking up his present appointment.

Captain R. A. H. Bartley took up his appointment as Captain in Charge of the Atomic Defence and Damage Control School at Portsmouth in June of this year having served since 1958 with the Ministry of Defence on the Staff of SACLANC as Director of Logistic Readiness and Capabilities in America.

Entering the Navy in May, 1925, he trained at Dartmouth, where he received the King's Dirk, in H.M.S. *Rodney* and at the R.N.E.C., Keyham, and then went to sea in H.M.S. *Dorsetshire* first on the South African Station and later in China. He returned to the U.K. in the *Cornwall* in 1935 and after a short period at the M.T.E., Chatham, was appointed to the Staff of B.R.N.C., Dartmouth, where he trained cadets (E). Early in the War he was the E.O. of *Fearless* and later H.M.S. *Porcupine* which was torpedoed off Algiers in December, 1942, while on troop convoy duties. In 1943 he went as the Senior Engineer to H.M.S. *Anson* which took part in Russian convoys and the attacks against Tirpitz and, after modernization in Devonport Dockyard, went to the Far East. He was mentioned in Despatches and promoted to Commander in December, 1946, and in 1947 served as S.E.O. to Captain D.4 in H.M.S. *Myngs*. From 1948-50 he was the Deputy Commander at the R.N.E.C., Manadon, and for the next two years was on the Staff of A.C.R. in London. In January, 1953, he joined H.M.S. *Devonshire* and subsequently H.M.S. *Triumph*, cadet training ships, and in 1955, on completion of the Senior Officers' War Course at Greenwich, he became the Executive Officer of H.M.S. *Condor*. He was promoted to Captain in December, 1957.

Captain Bartley's prowess at cricket, both behind and in front of the wicket, will be remembered by many. He was captain of the R.N.E.C. cricket XI, 1932-33. He was also a keen golfer and hockey player.

Captain G. A. Partridge, A.M.I.Mech.E., A.M.B.I.M., became the Superintendent, A.G.E. Depot, Coventry, and Admiralty Weapons Overseer, Midland District, in August of this year after having completed the Senior Officers' War Course.

Entering the Navy as an artificer apprentice he joined H.M.S. *Fisgard* in 1928 and on completion of training served in *Renown*, *Woolwich* and *Shropshire*. Promoted to Sub-Lieutenant (E) in 1937, he served in *Resolution* and *Newcastle* before specializing in ordnance engineering in 1942, since when he has served almost continually in O/E appointments. In 1942 he joined H.M.S. *Nelson* and organized repair work in Algiers after the North African landings and from 1943-44 was overseeing at Vickers Armstrongs, Barrow-in-Furness. He then went abroad again to serve in dockyards and bases in Taranto, Alexandria and Colombo and on return to the U.K. in 1947 joined the Naval Ordnance Department at the Admiralty, Bath, where, in 1949, he was promoted to Commander. From 1951-53 he was S.E.O. and S.O.E.O. of the 4th Destroyer Squadron in H.M.S. *Agincourt*, returning to D.N.O. in 1953 where for three years he was concerned with gunmounting design. For the following three years he was Admiralty Weapons Overseer, Scotland, installing the new 6-in. and 3-in. gunmountings in H.M.S. *Tiger*.

Captain J. Sidgwick, M.I.Mech.E., M.R.I.N.A., was promoted to his present rank in June, 1960, and at the same time took up his appointment at the Admiralty, Bath, as Assistant Director of Marine Engineering in the Ship Department.

Captain Sidgwick joined the Navy, through Dartmouth, in 1931 and, electing to specialize in engineering, went to Keyham in 1936. He left there shortly before the outbreak of the War to join H.M.S. *Eagle* in China and on return to U.K. qualified at the Advanced M.E. course at Greenwich during the London 'blitz' before joining *Illustrious* in which he served for two years as Senior Watchkeeper and Flight Deck E.O. Three years as Assistant Inspector of the Carrier Section of the E.-in-C.'s Department at the Admiralty, Bath, was followed in 1947 by an appointment to H.M.S. *Liverpool* as the Senior Engineer, after which he spent three years teaching Applied Mechanics at the R.N.C., Greenwich, being promoted to Commander shortly after taking up his appointment in December, 1949. This academic interlude was followed by his second spell in the E.-in-C.'s Department, this time as Inspector of the Materials Section, and an appointment to H.M.S. *Bulwark* as the E.O. This latter period included the Suez operation during which *Bulwark* flew 800 sorties in six days. He then went to Admiralty, London, as Technical Secretary to the Engineer-in-Chief of the Fleet and as such was the very last surviving member of the E.-in-C.'s Department after the formation of the Ship Department. He remained with Admiral Dalton as C.N.E.O.'s Naval Assistant until his present appointment.
