

PERSONAL NEWS

Rear-Admiral R. T. Sandars, M.I.Mech.E., became the Director of Fleet Maintenance in September, 1958. Formerly, as noted in Vol. 10, No. 3, he was the Deputy Chief of Naval Personnel (Training and Manning).

Rear-Admiral W. F. B. Lane, D.S.C., M.I.Mech.E., M.I.Mar.E., became the Director of Marine Engineering on 1st October, 1958. This new and important post emerges from the formation of the Ship Department, more fully described earlier in this *Journal*. His new task as Head of the marine engineering department includes responsibility for all the functions hitherto undertaken by the Engineer-in-Chief of the Fleet in connection with design and production of ships and allied equipment and machinery, associated naval stores and finance.

Rear-Admiral Lane's naval career has included many notable appointments. He has served in five battleships, a carrier and a destroyer. In 1946, he was Assistant Manager, Chatham Dockyard, and from 1948 to 1951, was the Director of Studies at the R.N.E.C., Manadon. He then served with E.A.P. in London and later as S.E.O. (Flotillas) in the Mediterranean. During the last twenty years, he has served no less than four times with the Engineer-in-Chief's Department, Bath : in 1939, with research and development, in 1942, with capital ships and further research and development, in 1954, as Senior A.E.-in-C.(T) and, from 1957 until his present appointment, was the Deputy Engineer-in-Chief.

As published in a recent A.F.O., he now also has the duties of Senior Naval Officer, Bath, mainly concerned with the good relations between the Admiralty and Civil Authorities.

Rear-Admiral G. C. de Jersey, of whom personal notes appeared in Vols. 9, No. 2, and 10, No. 3 of the *Journal*, became the Director of the Naval Ordnance Department in May of this year. He had previously served as the Deputy Director of Naval Ordnance (Material) at the Admiralty, Bath, from February, 1957, and attained Flag Rank in January, 1958.

Captain S. A. Harrison-Smith, O.B.E., M.I.Mech.E., A.F.R.Ae.S. retired from the Royal Navy on 3rd August, 1958. His naval career of almost 40 years started in May, 1919, when he entered Osborne as a cadet. After sea service in H.M.S. *Adventure*, where he obtained his Watchkeeping Certificate, he was selected for the Advanced M.E. course at the R.N.C., Greenwich, and, on the completion of this course, joined H.M.S. *Suffolk* for service on the China Station. In 1931 he joined the Staff of the R.N.E.C., Keyham, and two years later went back to the China Station, this time as the Senior Engineer of his old ship, the *Adventure*. He was promoted to Lieutenant-Commander in 1935 while serving in the Battleship section of the E.-in-C. Department, Bath, and from 1937 to 1940 was the Senior Engineer of *Warspite*. For the next four years he served in the Aircraft Maintenance and Repair Department where he was in charge of the Aircraft Engine and Accessories Department and from 1945 to 1947 was the Staff Engineer Officer to F.O. Carrier Training at Donibristle in the rank of acting Captain. Then followed a short submarine course and yet another spell in China as the E.O. of H.M.S. *Adamant* and F.E.O., 4th S/M Flotilla, and on return to the U.K. he became the Superintendent of the A.E.L. at West Drayton. On promotion to Captain, in June, 1950, he returned to the Admiralty as Assistant D.A.M.R. in charge of the Technical Specialist sections. The remainder of his service was spent in the nuclear field : from 1954 to 1957, as the Senior Naval Representative at the A.E.R.E., Harwell,

for the development of nuclear propulsion and, later, as Assistant E.-in-C., Bath, where he was the leader of the Dreadnought Propulsion Machinery Project Team.

Captain Harrison-Smith has now taken up a post with the Swan, Hunter and Wigham Richardson Group as leader of their Nuclear Power Team to work in conjunction with the Nuclear Power Plant Company.

Captain J. Burtenshaw, M.I.Mech.E., retired on 3rd August, 1958, after nearly forty years' service in the Navy. He entered Osborne as a cadet in 1920 and was a member of the last senior term before the College closed in 1921. In 1930, he qualified as a submarine officer and served in submarine appointments for the next eleven years. In 1945, he became an air engineer officer and served in the R.N. Air Stations at Lee-on-Solent, Yeovilton and Culdrose until 1950, when he was promoted to Captain and appointed as Admiralty Engineer Overseer, Scotland. From 1954 to 1957, he served as the Technical Training Officer on the Staff of Flag Officer (Air) and from 1957 until his retirement was Fleet Engineer Officer on the Staff of C.-in-C. (F.E.S.). In addition to his submarine and 'Air' appointments, Captain Burtenshaw, since leaving Keyham in 1928, has seen service in a battleship, two cruisers and two destroyers, completing an extremely varied if not quite a unique naval career.

Captain A. B. Vickery, O.B.E., M.I.Mech.E., retired from the Navy on 3rd August, 1958. His last appointment as Commanding Officer of H.M.S. *Fisgard* ended a distinguished and varied naval career lasting more than 38 years. His earlier appointments included that of the Assistant to the E.M., Chatham Dockyard, for the Catapult Section, in 1934. He was the Senior Engineer of H.M.S. *Glorious* from 1938 to 1939 and from then until he was promoted to Commander in 1942, was Assistant to the Chief Engineer, Sheerness. This was followed by two years' service as the E.O. of H.M.S. *Mauritius*, three years in the Personnel Section of the E.-in-C., London, and three years in the Guided Weapons Department at the R.A.E., Farnborough. He was promoted to Captain in 1950. In the following year he joined the E.-in-C. Department, Bath, as Assistant for New Construction and from 1954 to 1956 served with the Ministry of Supply as Assistant Director Guided Weapons (Servicing).

Captain R. L. Jordan, O.B.E., was placed on the Retired List in July of this year. He joined the Navy through the Special Entry in September, 1925, and, after training in the old *Thunderer* and at the R.N.E.C., Keyham, first went to sea in the *Queen Elizabeth* when she was Admiral Chatfield's Fleet Flagship in the Mediterranean. He then served in *Orion* and *Capetown* and, in 1936, stood by *Icarus* building at Messrs. John Brown and Co., and commissioned her for service in the Mediterranean. H.M.S. *Icarus* was one of the two 'I' Class destroyers carrying out special boiler forcing trials to prove that the Admiralty Type boiler was capable of sustaining 50 per cent overload under all conditions. These trials were completely successful. He was promoted to Commander in 1941, after two years on the staff of the R.N.E.C., Keyham, and then served for more than three years as E.O. of H.M.S. *London*, in which part of the Churchill team took passage to Alexandria and back for the Cairo and Teheran Conferences. He was awarded the O.B.E. for services in this ship. This was followed by appointments to Devonport Dockyard, first as Commander II and later as Commander I, and to H.M.S. *Howe*, where he was promoted to Captain in December, 1950. For the next three years, during the Korean War, he was the Chief Engineer of Singapore Dockyard and from 1954 until he retired, was the Engineer Manager, Chatham Dockyard.

Since his retirement, Captain Jordan has joined Metal Industries Limited, as a Director of three Companies of the Group : Fawcett Preston and Co. Ltd., Bromborough; Brookhirst Switchgear Ltd., Chester ; and Farmer Brothers (Shifnal) Ltd., Shifnal.

Captain W. S. C. Jenks, O.B.E., M.I.Mech.E., M.I.Mar.E. retired from the Royal Navy in October, 1958, and took up a post as technical adviser to Thos. and Jno. Brocklebank, Ltd., the Shipowners in Liverpool.

He joined the R.N.C., Dartmouth, in 1922 and was awarded the Robert Roxburgh prize on passing out in 1925. After sea service as a cadet in H.M.S. *Revenge* he elected to specialize in engineering and underwent the normal training at the R.N.E.C., Keyham, and, subsequently, the Advanced M.E. course at the R.N.C., Greenwich. After further sea service in H.M.S. *Warspite* he was appointed to the E.-in-C.'s Department in 1933 where he spent three years in the 'glass house' dealing with boiler, turbine, gearing and pipework design and inventions, etc. Following a commission as the Senior Engineer of H.M.S. *Shropshire* in the Mediterranean, he spent the first years of the war at Chatham Dockyard where he carried out development work on measures for the protection of machinery against shock, including the first rigid-resilient mounting for main turbines. On promotion to Commander, he was transferred once more to the E.-in-C. Department where he was responsible for the machinery installations of landing craft, ships' boats, and many other varieties of small craft, as well as being concerned with the many problems involved in the tremendous war-time build-up of the landing craft and small craft fleet and with all the policy developments in the I.C.E. sphere which stemmed therefrom. These included I.C.E. standardization, preventive maintenance, specialized overhaul, the establishment of the S.P.D.C. and the functional reorganization of the E.-in-C. Department which was first implemented in the I.C.E. sections. After the reorganization he occupied the I.C.E. design chair for some six months and sponsored the development of the A.S.R.1 engine. He next served as the E.O. of H.M.S. *Indefatigable* from 1946 to 1947 and then joined the D. of D. Department as Engineer Assistant until 1950, when he took the Joint Services Staff Course. He was promoted to Captain in June, 1951, and served from 1952 to 1954 as Manager of the Engineering Department of H.M. Dockyard, Rosyth. His last effective appointment was as Deputy Director of the Underwater Weapons Material Department at Bath from 1955 to 1958.

Captain I. G. Ayles, O.B.E., D.S.C., A.M.I.Mech.E., was appointed Commanding Officer of the Royal Naval Engineering College, Manadon, on 15th August, 1958, having served since June, 1957, as the Fleet Engineer Officer, Home Fleet. Personal notes of him have previously appeared in Vols. 9, No. 1, and 10, No. 4 of the *Journal*.

Captain W. L. G. Porter took up his appointment as Fleet Engineer Officer on the Staff of C.-in-C., Home Fleet, on 28th July, 1958. For the previous two years he was the Commanding Officer of H.M.S. *Condor*. A personal note of him appeared in Vol. 9, No. 4.

Captain W. A. Stewart, O.B.E., A.M.I.Mech.E., M.I.Mar.E., was appointed Fleet Engineer Officer on the Staff of Flag Officer Submarines on October 10th, 1958. Since May, 1956, until his present appointment, he was the Staff Engineer Officer, Flag Officer (Flotillas), Mediterranean. He is no stranger to the Submarine Service, having qualified as a submariner in 1931 and served in or with submarines from then until 1945.

Captain E. C. Beard, M.I.Mech.E., M.I.N.A., A.F.R.Ae.S., took up his appointment with the Ministry of Supply as Deputy Director of R.N. Aircraft, Research and Development on 12th September, 1958, having served for the previous two years as the Chief Staff Officer to F.O.R.A.

Captain H. A. Martin, D.S.C., took up his appointment as Officer-in-Charge, R.N.A.S., and Superintendent, R.N.A.Y., Donibristle, on 24th November, having recently completed the S.O.W.C. at Greenwich. From early in 1955, he was in charge of the S.P.D.C. (U.K.) at Eaglescliffe, and had the task of the turn-over to D. of S. when it was transferred on 30th September, 1957.

Captain A. E. Wood took up his appointment as Command Engineer Officer to F.O. (Scotland) in May of this year having previously completed the Senior Officers War Course at Greenwich. His naval career started in 1926, when he joined H.M.S. *Fisgard* as an Artificer Apprentice and two years later he was selected for promotion to Mid.(E) and appointed to the R.N.E.C., Keyham. He joined H.M.S. *Royal Sovereign* in 1932 and from 1934-6 was Instructor to the mechanic candidates at the M.T.E., Devonport. He then served as the E.O. of H.M.S. *Fearless* and as Assistant S.E.O. (Destroyers), Home Fleet and it was during this latter appointment that he was promoted to Lieutenant Commander. Promotion to Commander followed in 1944, and the following year he took the A/E course at Manadon. This was followed by successive appointments as the Air E.O. at the R.N. Air Stations at Hinstock and St Merryn and, later, as the Vice-President of the N.A.M.E.B. From 1951, he served for three years at the Admiralty with D.A.M.R. as the Head of the Airframes Section and was promoted to his present rank in 1955, while serving as the Staff E.O. to Flag Officer Flying Training.

Captain F. A. Lowe, D.S.C., A.M.I.Mech.E., was appointed Engineer Manager of Chatham Dockyard on 7th July, 1958, having served since September, 1956 as the A.O.E.O., Midland Area, and Superintendent of the Admiralty Gunner Equipment Depot at Coventry.

Captain A. J. Cawthra, A.M.I.Mech.E., relinquished his appointment with the Department of Naval Ordnance, Bath, where he was Assistant D.N.O. (Design and Development) and in June of this year became the Commanding Officer of H.M.S. *Fisgard*.

Captain J. G. Cannon took up his appointment as Assistant Director Guides Weapons (Servicing) at the Ministry of Supply in May, 1958, having previously served as the S.E.O. to Flag Officer (Scotland) from August, 1956. A short biographical note of him appeared in Vol. 9, No. 4.

Captain P. L. Cloete, O.B.E., M.I.N.A., was appointed to the National Defence College of Canada in September, 1958. He joined the R.N.C., Dartmouth, in September, 1927 and, after a spell in the Mediterranean, the R.N.E.C., Keyham in 1932. Gaining his Watchkeeping Certificate in H.M.S. *Leander* he served in that ship for six years, four of them on loan to the New Zealand Government. He stood by H.M.S. *Argonaut* building at Cammell Lairds and was the Senior Engineer in that ship when she was torpedoed and subsequently rebuilt in Philadelphia. He joined the Eastern Fleet as A.F.E.O. in 1944, and has since held a number of staff appointments. He was the First Lieutenant at Arbroath from 1946 to 1948 and the Executive Officer of H.M.S. *Raleigh* from 1953-54.

A. J. Sims, Esq., O.B.E., R.C.N.C., M.I.N.A., M.I.Mar.E., assumed his appointment as Director-General Ships on 1st October, 1958. This important appointment results from the internal reorganization in the Controller

Departments of the Admiralty. It includes the control of the integrated departments now known as The Ship Department.

Mr. Sims' entry into Admiralty service at Devonport in 1923 was the beginning of a brilliant career. Following training at the R.N.C., Greenwich, he became a member of the R.C.N.C. in 1931. During World War II he served as Constructor Commander on the staff of the Flag Officer, Submarines. From 1947 to 1952, he was Professor of Naval Architecture at the R.N.C., Greenwich, and from 1953 until his present appointment, served with the Department of Naval Construction at Bath, where he was closely concerned with the design of submarines and aircraft carriers, and with the design of the new angled deck for carriers. He was awarded the O.B.E. in 1943.

R. Baker, Esq., O.B.E., R.C.N.C., took up his appointment as the Technical Chief Executive, *Dreadnought* Project, in March of this year.

This new appointment, designed to strengthen the organization by centralizing control of the project, was mentioned by the First Lord in his explanatory statement on the Navy Estimates published in February.

His tasks include the direction of all departments and contractors participating in the project, and the control of the integrated constructive, mechanical and electrical engineering project team.

Mr. Baker entered the Admiralty service at Chatham, in 1923. In 1927 he was selected for special training at the R.N.C., Greenwich, and entered the R.C.N.C. in September, 1931. As the Superintendent of Landing Craft, in 1942, he visited the U.S.A., where the Bureau of Ships of the Navy Department was commencing designs for an extensive building programme of landing ships and craft for use in the Pacific. He also acted as adviser to the Chief of Combined Operations. From 1948 to 1956, he served with the Canadian Government as Naval Constructor-in-Chief, with the rank of Constructor Commodore, R.C.N. (Reserve), and was in charge of the naval shipbuilding programme of that country. In this capacity he played a great part in enabling major warships to be designed and built from Canadian sources for the first time in history.

He was awarded the O.B.E. in the New Year's Honours, 1946, and the American Medal of Freedom with Silver Palm in October of that year.

ENGINEERS HONOURED

(From *The Times* of October 2nd, 1958).

U.S. AWARDS FOR FIVE BRITONS

Aircraft Carrier Development

'Two British naval officers and three civilians have received American awards for their work in developing equipment for use on aircraft carriers. The presentations were made at the American Embassy by the Ambassador, Mr. John Hay Whitney.

'Rear-Admiral Dennis Royle Farquharson Cambell received the Legion of Merit (degree of Officer), Commander Hilary Charles Goodhart, Legion of Merit (degree of Legionaire), Mr. Lewis Boddington, Mr. Dennis Lean, and Mr. Colin C. Mitchell each the Medal of Freedom (degree of Bronze Palm). The Legion of Merit is awarded by the President of the United States and authorized by Congress.

'Rear-Admiral Cambell was responsible, in conjunction with a civilian officer, for the conception of the angle-deck system now incorporated in all British and American operational aircraft carriers. Commander Goodhart is honoured for his work on the invention of the optical glide-path indicator system, the mirror landing system. Mr. Boddington worked on the angled-deck system. Mr. Lean in association with Commander Goodhart, and Mr. Mitchell gets his award for his work on steam catapults now in use with both British and American Carriers.'

Mr. Colin Mitchell, now Managing Director of Brown Brothers (Edinburgh) Limited, served as Temporary Acting Lieutenant-Commander (E), R.N.V.S.R. and Temporary Acting Commander (E), R.N.V.S.R. in the Catapult Section of Engineer-in-Chief's Department from July, 1941 until May, 1946. He was awarded the O.B.E. in 1946 for his services during this time.

Commander Goodhart, whose sub-specialization is (P) (AE), left Keyham in 1940. He is a graduate of the Empire Test Pilots School, and holds the World's Two-seater Gliding Championship. He is serving in the Naval Air Warfare Division of the Admiralty.

OBITUARY

The death is announced of Commander Arthur Douglas Bonny, O.B.E., R.N. (Retired), who for the past six years has served on the staff of Pametrada Research Station, Wallsend. Commander Bonny joined the Royal Navy as a Cadet in 1917 and saw sea service as a Midshipman and Sub-Lieutenant from 1918-1921 ; shortly after promotion to Lieutenant, he specialized in engineering, taking the engineering course at The Royal Naval Engineering College, Keyham, and subsequently the advanced course at the Royal Naval College, Greenwich.

His naval service included both sea-going and shore appointments, including seven years as Inspector in the Engineer-in-Chief's Department of the Admiralty, during part of which he was responsible for steam turbine design. He also completed four years as Professor of Marine Engineering at the Royal Naval College, Greenwich. He joined the staff of Pametrada Research Station on retiring from the Navy in 1952 where, as Deputy Chief Designer (Future Projects) he was responsible for steam turbine cycles, feed-systems and future projects. His technical ability had become well known to the Marine Engineering Industry and he had presented a number of papers to the professional Institutions, the most recent being a paper entitled 'Modern Marine Steam Turbine Feed Systems', read before the North-East Coast Institution of Engineers and Shipbuilders in Newcastle in 1957, and still more recently a paper to the Institute of Marine Engineers in London in October, 1958, entitled 'An Investigation into the Optimum Machinery Installation for a Large Steam Turbine Tanker'. He was a member of the Institution of Mechanical Engineers, The Institute of Marine Engineers and The North-East Coast Institution of Engineers and Shipbuilders. He was a very respected member of the staff of Pametrada not only for his technical knowledge and ability, but also for his many endearing qualities not least of which was his imperturbable character and general helpfulness in any problem which arose.