

PERSONAL NEWS

Rear Admiral R. T. Sandars, M.I.Mech.E., whose appointment to the post of Deputy Engineer-in-Chief (E.A.P.) was noted in Vol. 10, No. 1, has now become one of the three Deputy Chiefs of Naval Personnel. These posts have previously been held by Rear Admirals of the Executive Branch, and Admiral Sandars is the first technical officer of Flag Rank to be given a General List appointment.

Captain G. C. de Jersey (of whom a personal note appeared in Vol. 9, No. 2), having had slightly less than one year in Singapore, has now been drawn back into the orbit of the Naval Ordnance Department—his third term within the Admiralty and his fifth on the books of H.M.S. *President*. He found Singapore most interesting, particularly in the aspect of progress in rehabilitation which he had started during his previous appointment. He became Deputy D.N.O. (M) in February, 1957.

Captain P. Charig, F.R.S.A., was appointed to H.M.S. *Caledonia* in command in March, 1957, after two and half years as A.E.O., N.W. District. In this appointment he dealt with about 500 firms and 'fathered' the Y.102 project, the Deltic and the Mirrlees engines. A previous personal note was published in Vol. 8, No. 1.

Captain D. A. Williams, D.S.C., A.M.I.Mech.E., was appointed Command Technical Officer to the Flag Officer, Air (Home) in January, after serving for eighteen months with the Admiralty Interview Board. In the early years of the war he was the E.O. of H.M.S. *Hasty* in which he served in the Mediterranean, South Atlantic, in Norwegian operations and in the Eastern Mediterranean. He was awarded the D.S.C. after the Battle of Matapan and his ship was sunk in a Malta Convoy in June, 1942. He stood by *Implacable* while building and served in her in the Home Fleet and in the British Pacific Fleet. In 1947, he became an air engineer officer and served successively in several Air appointments including R.N.A.Y., Fleetlands, as Training Commander and Air E.O. at the R.N.A.S., Yeovilton, where he transferred ground training, and himself, to the R.N.A.S., St. Merryn. He was promoted to Captain in June, 1955.

Captain J. FitzGibbon retired from the Navy on 15th April, 1957. He was the Assistant Director (Material) in D.A.M.R. and when N.A.M.E.B. took over the trade testing of E.R.A. and O.A. apprentices and mechanics in January, was appointed President of the Board. He had previously served as President between 1949 and 1951. Since qualifying in A/E in 1939, he has served exclusively in Air appointments including Staff A.E.O. to Vice-Admiral (Q), British Pacific Fleet and Commodore, Air Train, B.P.F., from 1944 to 1946, Air Engineer Officer, R.N.A.S., Culham, 1946–1947, as D.A.M.R., Navy Office, Melbourne, 1952–1954, when the planning for repair of Sea Venoms and Gannets was first started. He has also held two appointments in D.A.M.R. totalling about seven years, and staff appointments on the Flying Training and Ground Training Sub-Commands. He joined the R.N.C., Osborne, in 1918 and the R.N.E.C., Keyham, in 1922. Between spells at sea in H.M. Ships *Furious*, *Devonshire*, *Decoy* and *Courageous*, earlier in his career, he served in Portsmouth Dockyard and in E.-in-C. Department where he was associated with the conversion and trials of *Icarus* and *Ilex* to two-boiler destroyers.

Captain J. E. Best, A.M.I.Mech.E., A.D.C., retired in March, 1957, after nearly forty years' service in the Navy. He joined the Royal Naval College, Osborne, in 1918, proceeded to Dartmouth in 1920 and, in 1922, joined H.M.S. *Thunderer* for a few months before joining the Royal Naval Engineering College, Keyham, later in the year. He left Keyham in 1926, served successively in three battleships, *Malaya*, *Queen Elizabeth* and *Valiant* and then became the Senior Engineer of H.M.S. *Carlisle*. In 1930, he became the A.T.E.O., Weymouth and later joined H.M.S. *Frobisher*, the Cadets Training Cruiser. After three years' service in Portsmouth Dockyard, he became the Engineer Officer of H.M.S. *Penelope* from 1939 to 1940. In 1941 he joined the Torpedo Section of D.A.S. at Bath. From 1943 to 1945 he served a second time in H.M.S. *Queen Elizabeth*, by then a very different ship, not only in appearance but in machinery from his earlier commission. After a month or two in *Renown*, he joined the Personnel Section of E.-in-C.'s Department, in 1945. In 1947, he became the Assistant Naval Attaché in Washington, returning to a post in D.U.W., Bath, on promotion to Captain in 1949. He was the F.E.O., Home Fleet, from 1952 to 1954, leaving that appointment to become the Commanding Officer, H.M.S. *Caledonia*, from which appointment he retired.

Captain J. S. Shiffner, A.M.I.Mech.E., of whom a note appeared in Vol. 9, No. 2, was appointed to E.-in-C., London, as Assistant E.-in-C. (P), in May, 1957.

Captain K. H. Smith, O.B.E., M.I.Mech.E., of whom a personal note appeared in Vol. 9, No. 1, was appointed Assistant E.-in-C., Bath, in February, 1957, after service with the Ministry of Supply at the National Gas Turbine Establishment.

Captain C. F. Kemp was appointed Assistant D.A.M.R. and President of N.A.M.E.B. on 18th March. After leaving the R.N.E.C., Keyham, in 1936, he served in H.M. Ships *Ajax* and *Hood* before volunteering for pilot duties in 1938. After training, he proceeded to the R.N.A.S., Lee, for flight-testing duties in 1940 and from 1941 to 1942 he served in 804 (Sea Hurricane) Squadron and on flight-test duties at Crail and Piarco. In 1943 he joined the R.N.A.S., Yeovilton, subsequently serving as S.A.E.O. to R.A. (Escort Carriers). He became S.E.O. (Air) in Washington, D.C., in 1945 and, in 1947, A.E.O., Lossiemouth. Other Air appointments that he has held have been Training

Commander, H.M.S. *Gamecock*, and Second-in-Command, R.N.A.S., Anthorn. He recently served as S.E.O., East Indies, and E.O., H.M.S. *Mauritius*. Before taking up his present appointment he qualified at the Naval Staff College.

Commander R. H. F. S. Tolson, A.M.I.Mech.E., was appointed for duty on the Staff of R.A. (E). The Nore, on 6th March, 1957, after serving in the Naval Intelligence Division. In 1935, he qualified as a submarine officer and served either with submarines or their depot ships until 1946 when he became the E.O. of H.M.S. *Gambia*. During this period he stood by the conversion of the S.S. *Montcalm*, a vessel of the C.P.R. Line, at the Bethlehem Steel Corporation Repair Yard, Baltimore, U.S.A., and served in her after she commissioned as H.M.S. *Wolfe*. In 1948, he returned to H.M.S. *Dolphin* in charge of the instruction of all engine-room personnel entering the Submarine Service. From 1950 to 1952 he was the Torpedo Engineer Officer, H.M. Dockyard, Chatham, and from 1952 until 1954 he held a similar appointment in Malta Dockyard.