

PERSONAL NEWS

REAR ADMIRAL R. F. CHEADLE, MSC, CENG, FIMGT, MIMECHE became the Chief Naval Engineer Officer in August 2003. His biography was printed in the December 2002 issue of the *Journal*.

REAR ADMIRAL M.G. WOOD, CBE, BSC, CENG, FIMECHE joined the Retired List in December 2003. His biography was printed in the June 1999 issue of the *Journal*.

COMMODORE L.P. BROKENSHIRE, CBE, BSC, BA CERTED CMOTH MIMA MBCS RN retired from the Active List in September 2003.

Born in October 1952 in Plymouth, Laurence Philip (Laurie) Brokenshire entered the Royal Navy in 1975, having graduated and achieved a post-graduate qualification in mathematics from Exeter University.

After two instructional appointments at HMS *Nelson* and *Fisgard* he joined the submarine world as a tactical analyst in the Submarine Tactics and Weapons Group in 1977. Time at sea in SSNs, including HMS *Sceptre* and *Superb*, and in the Defence Intelligence Service was followed, in 1982, by a period as the Submarine Warfare Officer (Oceanography and Sonar) on Flag Officer Submarines' staff. During this time he obtained a second degree through distance learning with the Open University.

In 1987 he was promoted to Commander, having served almost 3 years at the Britannia Royal Naval College, Dartmouth, and became one of the Training Commanders at HMS *Raleigh* until 1989. In 1990 he completed the Joint Service Defence Course and joined the Ministry of Defence in the Directorate of Naval Education and Training Support.

In January 1993 he took Command of HMS *Warrior*, the UK NATO Headquarters and Flagship of the Commander-in-Chief Fleet. From there he was promoted Captain in 1994, when he was appointed as the Royal Navy's Service Director of Education, and Assistant Director Naval Training Plans to Flag Officer Training and Recruiting. From September 1997 to December 1999 he was the Deputy Director Naval Manning (Development), subsequently (Policy), in the Naval Manning Agency. After leading the 6 month Naval CIS Manpower Study Team, he was promoted Commodore and assumed command of HMS *RALEIGH* on 25 July 2000. Additionally, since October 1999, he has been selected to be the champion for the 'People Pillar' of the Navy Strategic Plan. In the Golden Jubilee New Years Honours List he was awarded the CBE.

Laurie lives in Torpoint with his wife and their four children. His sporting activities include squash, hockey and swimming; other recreational interests include magic, chess, singing and collecting (and solving) mechanical puzzles. He is actively involved in a variety of Christian activities.

COMMODORE Peter James HORSTED, BSC, MSC, (EURING), FIMARE, MIMECHE, MAPM, RN was placed on the Retired List in December 2003

Born in West London in November 1954 and educated at Wallingford Grammar School and joined the Royal Navy in 1972. After degree and Fleet time completed the Marine Engineering Application Course and engineering sea training in 1978 and then joined HMS *Juno* as AMEO. After gaining his ME Charge Qualification his next appointment was as the Base Engineer Officer in Belfast Northern Ireland

from 1980-1981, where he was Mentioned-in-Despatches. After subsequently completing the Advanced Marine Engineering Course in 1983 he was appointed as the DMFO and then MEO of HMS *Challenger*. The RN Staff Course was followed by a spell with DGME at Foxhill, before becoming Head of Shafting, Gearing and Screw Propellers in the National Defence Headquarters, Ottawa Canada.

Returning to the UK on promotion to Commander in 1989, he was appointed to stand by HMS *Argyll* building in Yarrow Shipbuilders on the Clyde, as Senior Officer and MEO. Appointments to the FLEET/FOSF Engineering Staffs and the Naval Support Command were followed by a short period as the Engineering Branch Manager in the Naval Manning Agency before promotion to Captain in 1996. He then took up the mantle of ADLPD(R) procuring the replacement Assault Ships, HM Ships *Albion* and *Bubwark* with their associated landing craft for the DPA. Appointed to the millennial RCDS in January 2000 he then joined the Naval Bases & Supply Agency in July 2000 as the Director Base Support. Granted the rank of Commodore from 12 March he took up the appointment as Director Support Chain and Chief of Waterfront Operations in the WSA on 2 April 2001 and then Director Waterfront Support on 1 April 2002.

Married to Dawn since 1976, they have two boys and two girls aged from 22 down to 14. He has formed his own Consultancy company, PHAETHON Ltd.

Captain Howard McFADYEN, OBE, MSC, CENG, MIMECHE. RN was placed on the Retired List in July 2003.

Howard McFADYEN joined the BRNC *Dartmouth* in September 1966 as a General List Upper Yardman, after which time he joined HMS *Intrepid* in the Far East as a Midshipman where he gained a first class pass. It was during his midshipman's year that he also spent time in HMS *Cachalot* and chose subsequently to serve in the submarine flotilla. He graduated in Mechanical Engineering from the Royal Naval Engineering College where he was also awarded the Sword of Honour as the best all round officer in his year. He then went on to undertake submarine training courses.

He joined HMS *Swiftsure* in early 1975 as an Assistant Marine Engineer Officer after which he served as the Marine Engineer Officer of HMS *Opportune*, having superceded in post as MEO at the Queens Silver Jubilee Fleet Review at Spithead. This was followed by an appointment on the staff of Captain Submarine Sea Training at Faslane. He returned to Devon and the RNEC in 1981 as the submarine application course training officer. In October 1983 he joined HMS *Trafalgar* as the MEO Desig, but broke his leg as the result of a motor bike accident shortly after joining. This resulted in a change of appointment to HMS *Tireless*, then building at VSEL, Barrow in Fumess. He brought *Tireless* out of build as MEO and subsequently took her successfully through the first contracted DED in Devonport Dockyard, 1987.

Promoted Commander, he joined Director General Submarines staff at Foxhill, Bath in January 1998 as the TRIDENT Submarine Main Propulsion Project Manager. After taking the prototype propulsion plant through full evaluation, and modification where necessary, and witnessing the installation of the main propulsion plant into *Vanguard*, he joined WSA (then DGSR) in 1991. He was Project Contact Manager for the first Refit of HMS *Trafalgar* and after the planning phase in DGSR Bath, spent the next two years in Devonport Dockyard where the refit took place. In March 1994 he was appointed as the submarine support policy officer within the then DNLP, on the staff of the Chief of Fleet Support. As the Naval Support Command vested, one of his prime tasks was to take forward the implementation strategy for 'Nuclear Authorisation' in Naval

Bases, the safety management arrangements for nuclear submarine support alongside. He transferred to the newly formed DGNBS (later to become the Naval Bases & Supply Agency) in September 1995, in the same support policy role. He was honoured with an OBE for his contribution to the nuclear safety programme and promoted Captain in 1996.

He was appointed to Flag Officer Scotland, Northern England and Northern Ireland (FOSSNI's) staff at Faslane in Spring 1997 as the Director for Safety and Quality. Challenges included the implementation of Nuclear Authorisation at HM Naval Base Clyde, and safety assessment of the nuclear support facilities and activities, as chair of the top Nuclear Safety Committee. He was formally commended by the Chief of Fleet Support for his contribution. In February 2000 he was appointed to the Defence Logistics Organisation Headquarters at Bath as the Assistant Director for Safety and Environment to this newly formed tri-Service organization. He was made Chief Environment and Safety Officer to the DLO as a result of the review of DLO business, where his main remit was to oversee the environment and safety management systems of the DLO business units and provide assurance to the Chief of Defence Logistics as well as strategic direction to DLO Business Units for compliance with the law and MoD policy.

Married with a grown up family, he and his wife Jenny hope to acquire and renovate a holiday home in France as a retirement project and then spend time enjoying it with their family.

CAPTAIN D.E. WHATMOUGH MA CENG MIMECHE FCMI retired from the Royal Navy in December 2003.

David **WHATMOUGH** joined the Royal Navy as a University Cadet in 1966 and read Mechanical Sciences at Christ's College, Cambridge. On graduation, he completed initial officer training at the BRNC, *Dartmouth* and Marine Engineering professional training at the RNEC, *Manadon*. After a first complement appointment in HMS *Ashanti* as the AMEO, he completed the Advanced Marine Engineering Course at the RNEC and then served on exchange with the Royal Netherlands Navy from 1974 to 1977 in the Hague, helping them to introduce the TYNE and OLYMPUS into their new gas turbine fleet.

On return to UK he served as the DMEO of HM Ships *Diomedea* and *Arethusa*, before being appointed to the Steam Turbine Section of Director General Ships in Bath. Here his major task was that of Project Officer for the TRIDENT SSBN's main turbine and turbo-generator. In late 1982 he returned to sea, shortly after the Falklands War, as MEO of HMS *Broadsword* and completed 2 deployments to the South Atlantic. On completion of his charge appointment, he served as Senior Engineer (Ship Systems) at HMS *Sultan*, responsible for the SCC simulator and pre-joining training.

In 1986, he was promoted to Commander and appointed as the Head of Marine Engineering at the RNEC, *Manadon*, responsible for ME officers' initial professional training. This was followed by 2 years as the Squadron MEO to Captain F8, based in HMS *Cornwall*, the first of the Batch 3 Type 22s, where the principal activity was to help bring the squadron ships out of build and into service. His first period of formal staff training followed, when he joined the Joint Services Defence College in 1992. His third job as a Commander was as the DNM desk officer, responsible for Engineer Officer manning and training policy, and as the branch manager for ME branch ratings. In this period he oversaw the closure of the RNEC and was the principal architect of the Navy's Engineering Sponsorship Scheme at the University of Southampton, and the successor to the AMEC at University College London.

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Promoted to Captain in 1995, he first served as an Assistant Director in the Naval Support Command. Responsible for air, hydraulic, fire-fighting and mechanical handling systems, the major projects of the day included a replacement CVS flight deck lift (never to be fitted), the fire fighting training unit and a handling system to allow MERLIN to operate from the Type 23. In 1998 he joined 2SL's staff in the Directorate of Naval Personnel Corporate Programming as Deputy Director, responsible for 2SL's Headquarters infrastructure and for the information systems to support personnel administration.

He took up his final post as the Naval Job Evaluation Judge in January 2001, just prior to the introduction of Pay 2000, from which he escaped relatively unscathed in late 2003. Married with one son, he lives in North Hampshire. Although determined to pursue a second career, he will easily be distracted by the upkeep of a timber-framed period cottage, a large garden and regular forays to France in the quest for affordable and quaffable wine.