

PERSONAL NEWS

Captain R. S. Blackman, CEng, FIMechE, FIMarE, FIMgt, retired in July 1993, having been the Director of Naval Infrastructure and Environment for the last two years.

Joining the Royal Navy initially as an artificer apprentice in 1955, he went to the BNC Dartmouth in 1960. After obtaining watchkeeping certificates in HMS *Camperdown* and *Ark Royal*, he completed the Long Engineering Course at the RNEC Manadon in 1960 and then served in HMS *Ashanti*. This was followed by the 'dagger' marine engineering course at the RNC Greenwich and further sea service as DMEO and MEO of HMS *Ajax*. From 1970–73, he was the Ship Department project officer for the design and development of the non-magnetic diesel engines for the HUNT class MCMV.

After serving as the Senior Engineer in HMS *Tiger*, he was promoted commander in 1976. He returned to the Ship Department in the Forward Design Group, as the Head of Ship Intelligence and thence in 1979, was appointed to HMS *Antrim*. In 1981, as the head of the Forward Design Group (Mechanical), he led the team engaged in the design and development of the Type 23 Frigate's propulsion and auxiliary systems, prior to the transfer of design responsibility to Yarrow Shipbuilders.

Promoted captain in 1984, he served first as the Board President at the Admiralty Interview Board and then from 1985–87 as the Chief Staff Officer (Engineering) to Flag Officer Scotland and Northern Ireland, Captain Fleet Maintenance, Rosyth and Flotilla Engineer Officer to Commodore Minor War Vessels. In 1987 he became the Deputy Director Naval Logistic Planning and in 1989 he attended the Royal College of Defence Studies. Appointed Director of Ship Refitting (Policy and Plans) in 1990, he went on to lead the study into the future of the Royal Navy's principal Naval Bases as part of the Government's 'Options for Change' review. He took up his final appointment in 1991 and established DNIE to oversee the TRIDENT works project at Faslane, initiate the post-Cold War rationalisation of the Navy's shore estate and develop the RN policies in response to UK and EEC legislation on Health and Safety and the environment.

Captain N. G. W. de Brunner, BSc, CEng, MIMechE, retired in November 1993, his last appointment being the Vice President of the Admiralty Interview Board.

He joined the Royal Navy in 1964 as a short career Instructor lieutenant, but very rapidly saw the purple light and transferred to the marine engineering branch in early 1965 with, in his words, much loss in seniority. His lieutenant's time was spent watchkeeping in the Commando Carriers *Bulwark* and *Albion* and completing the 'dagger' marine engineering course.

Thereafter he followed the archetypal career pattern of the 'Bath warrior' with a series of appointments at or based on Foxhill. He was closely linked to the

fortunes of the Spey propulsion gas turbine, firstly as the SMIA project officer, in the early development phases 1973–76. Secondly, he was much involved in the first ship fit of the engine in HMS *Brave*. Finally, in 1984–86, he returned as the AD Gas Turbines, at the time of the joint Rolls-Royce and Royal Navy project to develop the uprated SMIC version of the engine.

His time at Bath was interspersed with sea appointments as the Senior(E) of HMS *London* and Commander(E) of HMS *Glamorgan*. During the latter appointment, in late 1983, he led a 'Bluejacket' team ashore in Beirut, to assist the British Army detachment on peace keeping duties in the city.

Promoted captain in 1987, his final Bath appointment between 1989 to 1992, was as AD Policy (Surface Ships). In this post he had overall management of the surface ship A&A system and was chairman of the SCRUTIT meetings, (one of the very few meetings to have survived in name over many years and through countless reorganisations!).

Captain J. G. Ferrie, MSc, BSc(Eng), CEng, FIMechE, retired in July 1993, his last appointment being as Director Surface Ships, with responsibility for most of the in-service surface fleet plus the LPH and LPD new construction projects.

He joined the Navy in 1957 and following initial training and seetime in HMS *Gambia*, he joined the RNEC Manadon for degree and professional training. Sea service in the Fleet Carriers *Victorious* and *Eagle* was punctuated by spells at the RNC Greenwich for the 'dagger' and nuclear advanced courses. Three years in the reactor design section at Foxhill, were followed by two as the Senior Engineer in HMS *Glamorgan*.

On promotion to commander in 1974, he returned to Bath to lead the Diesel section before being head of Marine Engineering at the RNEC Manadon. An appointment as the MEO HMS *Sirius* and SMEO F6 was followed by a third tour at Foxhill as AD Mechanical Handling, where one of his sections provided much of the unique RAS gear used in Operation Corporate. Promoted captain in 1984 he became CO NP 2010 onboard RFA *Diligence* in San Carlos Water, before serving in a tri-service post as Regional AD Quality Assurance for the Northern half of the UK. He took up his last appointment in 1985.

Captain R F James, ADC, CBE, CEng, FIMarE, was serving, as a commodore, as Director General Marine Engineering, when he retired in August 1993.

He joined the Navy in 1959 and served in HMS *Tiger* as a junior officer prior to qualifying from the RNEC Manadon, as an engineer officer of the marine engineering sub specialisation. After a sea appointment in HMS *Glamorgan*, he completed the 'dagger' marine engineering course at the RNC Greenwich which was followed by a further sea appointment in HMS *Juno* and an appointment on the staff of the RNEC.

Whilst serving as the Senior Engineer in HMY *Britannia*, he was promoted commander in 1975. He then served in the Type 22 Frigate Project, as SMEO F1 (HMS *Galatea*) and as the head of the Training Department at the RNEC. He attended the NATO Defence College in Rome in 1983 and was promoted captain in 1984.

He then served as an Assistant Director in the Director General Marine Engineering Department of MoD(PE) at Bath, with responsibility for the sections looking after steam machinery, pumps, domestic equipment and submarine atmosphere control. He was a member of the 1987 course at the Royal College of Defence Studies, after which he served as the Chief Staff Officer (Engineering) to Flag Officer Scotland and North Ireland and Captain Fleet Maintenance, Rosyth. In November 1988 he became the Director Mechanical Engineering in the Directorate General Marine Engineering and in August 1989 took up his last appointment. In April 1993, he set up the new Directorate General Fleet Support (Equipment and Systems) in the Naval Support Command.

Captain A. F. Lawton, BSc(Eng), CEng, FIMechE, FIMgt, FInstD, was serving, as a commodore, as the Director of Naval Logistic Staff Duties, when he retired in July 1993.

He joined the Navy in 1957 and passed out of the BRNC Dartmouth in 1959. He then served in HMS *Bulwark*, operating in the Far East, where he gained his watchkeeping certificates. Following graduation from the RNEC Manadon, with an external degree from London University, in 1965 he joined HMS *Intrepid* for her first commission. This appointment was followed by one as the Machinery Control Section Officer at HMS *Sultan*. His keen interest in 'Logistic Engineering' began when standing by HMS *Antelope*, the second Type 21. Promoted commander on the day she was accepted into service, he stayed with the ship during her work up.

He then went to HMS *Caledonia* as the Training Commander, an appointment which immersed him in Engineering Branch Development (EBD). During an exchange appointment with the RNZN, as the Director of Marine Engineering and subsequently as Chief of Naval Technical Services, he took forward the *Taranaki* conversion project. This involved the replacement of her steam plant with Tyne gas turbines. On return to the UK he served as the MEO of HMS *Bristol*, which he left on completion of the Falklands war to become the Officer in Charge of the Machinery Trials Unit.

Promoted captain in 1984, he returned to the Falkland Islands, to run the Engineering Repair and Maintenance organisation (NP 2010) in the Forward Repair Ship RFA *Diligence*. After three years as the Assistant Director (Manpower and Support) in D Plans, he attended the Royal College of Defence Studies in 1988.

He returned to the MoD Main Building in Whitehall in 1989 as the Director of Naval Logistic Planning; which in 1992 developed into his final appointment as the first step towards the creation of the Naval Support Command. During this appointment he helped develop Integrated Logistic Support (ILS) and Computer assisted Acquisition and Logistic Support (CALS) strategies, for use by all the services and Logistic Information System Strategies for the Naval Services.

Captain R. N. Paige, LVO, BSc(Eng), CEng, MIMechE, MIMarE, retired in July 1993, his last appointment being as Director Naval Officers Appointments Engineering.

He joined the Navy in 1957 and after serving as the Marine Engineer Officer for the first commission in HMS *Amazon*, the first ship to prove the new Olympus/Tyne propulsion package, he was promoted Commander in 1976. After a job in the gas turbine section in Bath, he went as the Engineer Officer in HMY *Brittania* and then on to be the Marine Engineer Appointer in NAVSEC's department.

Promoted Captain in 1984, he was appointed back in the Procurement Executive, this time as an Assistant Director responsible for auxiliary machinery. In 1988 he completed the staff course at the NATO Defence College before taking up an appointment as the deputy UK Military Representative in SHAPE. From there he took up his last appointment in 1990.

Commander T. R. Shaw, OBE, PhD, CEng, FIMechE, FIMarE, retired for the second time in July 1993, having edited the *Journal of Naval Engineering* for over 10 years. In that time he produced 21 issues, totalling 4786 pages and broadened the scope of the Journal to include much on naval architecture and combat systems as well as the traditional mechanical engineering of the old 'purple empire'.

He joined the Navy as a Special Entry cadet in September 1945, spending three weeks at Dartmouth (then evacuated to Eaton Hall in Cheshire), before going onto the first post-war training cruises in HMS *Frobisher* (which had reciprocating main circulating pumps). Engineering training at the the RNEC at Keyham

and Manadon lasted eleven terms, including two at sea in the battleship *Anson* and the destroyers *Cadiz* and *Dunkirk*. In 1950 he gained his engine room watchkeeping certificate in the four-shaft light cruiser HMS *Phoebe*, which returned home from the Mediterranean the following year with only three shafts after a close encounter with *Gambia*. A short spell in the battleship *Howe* and the two-year 'dagger' Course at the RNC Greenwich, were followed by two years as the senior watchkeeper of HMS *Bermuda*, in the Mediterranean. Then came the first stint in Bath (1955–57), in the future projects section. Back to sea again for the next two and a half years as the Flight Deck Engineer Officer of HMS *Albion*, than a fixed wing aircraft carrier operating mainly in the Far East. From 1960–61, he was at the Naval Marine Wing of the then National Gas Turbine Establishment at Pyestock. Back to sea for another two and a half years as the Senior Engineer of HMS *Lion*, principally in the Far East, and was promoted commander in 1964.

The next four years were at the RNC Greenwich, on the staff of the 'dagger' courses and then as the Professor of Marine Engineering. Then to his final sea job (1968–70), as the MEO of HMS *Intrepid*, again in the Far East, with a boiler explosion contrived by a new method for which he was not court-martialled.

From 1971 he became firmly anchored at Bath, firstly in charge of the gas turbine section (1971–75), at the time when the Olympus and Tyne first went to sea in the Type 21s and 42s. To retain his sanity during this period, he obtained a doctorate in the history of geology. There followed some years setting up and operating the Gas Turbine Allocating Authority, for the joint ownership and common repair of the gas turbines used in the Belgian, French, Netherlands and Royal Navies. He took up his appointment as Editor in 1983, when he retired from the Active List.

Captain P. F. Wason, (Eur Ing), BSC(Eng), CEng, FIEE, FI Mgt, retired in May 1993, his last appointment being as the Captain of HMS *Collingwood*. He joined the Navy as a graduate from the University of Southampton in 1964. After general and specialist naval training, he joined HMS *Hermes* as the radar section officer. Then came his first job at HMS *Collingwood*, where from 1968 to 1970, he served as a training officer. For the next two years, as a project Technical Application Officer in DGW(N) at ASWE Portsdown, he was involved in the development and sea trials of new command systems. Following an appointment to the staff of the Commander British Forces Malta, he returned to sea in HMS *Antrim*.

Promoted commander in 1977, he spent two years in the MoD London, on the staff of the Chief of Fleet Support, followed by eighteen months as the Commander Technician Training School at HMS *Collingwood*. In 1981 he joined HMS *Argonaut* as WEO and SWEO 7th Frigate Squadron. Later in this appointment, whilst in HMS *Cleopatra*, he was involved in the lead work for introducing surface ship towed array. In 1983 he was appointed the Deputy Chief Staff Officer (Engineering) at Portsmouth.

Promoted captain in 1984, he joined the Sea Systems Controllerate as the head of Trials and Sea Ranges. In 1987 he started his second overseas appointment, when he became the Assistant Chief of Staff to the Supreme Allied Commander Atlantic, responsible for the policy and planning aspects of NATO Command and Control Systems. From 1987 he was the Fleet Weapon Engineering Officer and took up his last appointment in 1990.