

PERSONAL NEWS

Rear-Admiral R. C. F. Hill, B.Sc. (Eng.), C.Eng., F.I.Mech.E., F.I.Mar.E., was promoted to flag rank in October 1987 and appointed as Chief Staff Officer (Engineering) to C-in-C Fleet in succession to Rear-Admiral D. R. Sherval.

Admiral Hill joined the Navy as an engineer officer in 1955 in the first entry under a new officer training scheme known retrospectively as the COST scheme. Two years at BRNC Dartmouth, including one term in the Dartmouth Training Squadron, was followed by sea time to obtain Bridge Certificate of Competence, and Auxiliary, Boiler Room and Engine Room watchkeeping certificates. He spent this time in H.M.S. *Decoy* and then joined RNEC Manadon in September 1958 on the 58 Long Course. During the second year of the course he was enrolled on the London External Degree course which he went on to complete with 12 others in 1962, the first officers to obtain degrees from RNEC. (Geoffrey Penn, in his history of H.M.S. *Thunderer*, quite wrongly says that these officers were sent to London University and thus lacked the benefit of naval atmosphere).

Initially not accepted for submarines because the quota (of just two) was full he reapplied on hearing the news of the Nassau Agreement. He transferred to the MESM Application Course and on leaving RNEC went straight to submarine training at H.M.S. *Dolphin*. After eighteen months as the Engineer Officer of H.M.S. *Thermopylae* he attended the Advanced Marine Engineering (Nuclear) course at RNC Greenwich, comprising the AMEC lecture course followed by the Nuclear Advanced Course.

In 1966 he joined H.M.S. *Repulse*, under construction by VSEL at Barrow-in-Furness; he was with the boat through building and sea trials, and then completed two patrols in the Port Crew. In 1971 he went to MOD(PE) in Bath, spending one year in the nuclear submarine current classes section (DPT13) before moving, on promotion to commander, to the secondary plant forward design section (DPT1). In 1975 he was appointed to the staff of RNEC Manadon in charge of the Advanced Marine Engineering Course, which had moved from RNC Greenwich in 1971. The course obtained CNAA recognition for M.Sc. in 1976. On leaving Manadon he was appointed to H.M.S. *Cleopatra* as MEO and as SMEO 4th Frigate Squadron.

On promotion to captain in 1978 he became Nuclear Power Manager at the Naval Base, Chatham, leaving there in 1980 to return to Bath for Assistant Director appointments, first with responsibility for Gas Turbine, Diesel, Machinery Control, and Gearing and Transmission sections and then for Nuclear Propulsion. After spending the year of 1985 at the Royal College of Defence Studies he was appointed, in January 1986, as the Captain of H.M.S. *Raleigh*, the Navy's New Entry Training Establishment and Royal Naval Supply School.

Rear-Admiral R. V. Holley, C.B., C.Eng., F.R.Ae.S., M.I.Mech.E., M.I.E.R.E., retired in December 1987, having been Director General Aircraft (Navy).

Rather than provide a 'tombstone' for this Personal News section, Admiral Holley has contributed the thought-provoking article printed on pp. 234-235. Particulars of his career were published in the *Journal* for December 1984, when he was promoted to flag rank. He is now Technical Director of Shell Aircraft.

Rear-Admiral D. M. Pulvertaft, B.Sc.(Eng.), C.Eng., M.I.Mech.E., was promoted to flag rank in October 1987 when he became Director General Aircraft (Navy).

Having entered the Navy in 1954, he qualified at BRNC Dartmouth and RNEC Manadon, with sea training in H.M.S. *Dundas* and *Ceylon*. From 1963 to 1966 he was Engineer Officer of H.M.S. *Anchorite*, based in Singapore. This was followed by a similar period in H.M.S. *Dreadnought*, successively as AMEO and Engineer Officer, and then he became Squadron MEO of the 10th Submarine Squadron, 1971-72. On promotion to commander he served in Devonport Dockyard and then, after a course at the National Defence College at Latimer, he was in the Central Logistics Staff of MOD from 1976 to 1978.

Promoted captain in 1979, he went back to Devonport until 1982. A course at the Royal College of Defence Studies was followed by his being Chairman of the Naval Nuclear Technical Safety Panel, 1984-85. From early 1986 until his recent promotion he was the Surface Ship Director of the newly established Directorate General of Ship Refitting.

Rear-Admiral A. Wheatley, C.B., retired in January 1988.

Admiral Wheatley was educated at the Royal Naval College, Dartmouth, which he joined as a 16-year old entry cadet in January 1950. After qualifying at the Royal Naval Engineering College, Manadon, where he sub-specialized in Ordnance Engineering, he served for 2 years in the Far East in H.M.S. *Ceylon*, then from 1960-61 as a divisional officer at H.M.S. *Ganges*, and from 1962-64 as the Weapons and Radio Officer of H.M.S. *Cambrian*. As a lieutenant-commander he was on the staff of the Royal Naval Engineering College until 1967, and then was appointed to the staff of the Commander British Navy Staff, Washington. Promoted commander in December 1969 on return home, he stood by H.M.S. *Diomedes* building until early 1971 and was the ship and Third Frigate Squadron Weapons and Electrical Officer until joining the Fleet Engineering Staff in June 1972. From December 1974 until December 1976, when he was promoted to captain, he was the Executive Officer of the Royal Naval Engineering College. His first two years as a captain were spent in the department of the Director General Weapons (Naval), and after language and other courses he took up the appointment of the British Naval Attaché, Brasilia, in November 1979. On return to the U.K. he attended the Royal College of Defence Studies for the 1982 Course, immediately after which he took command of H.M.S. *Collingwood* where he remained until May 1985. Later that year he was promoted rear-admiral and appointed Flag Officer Portsmouth, Naval Base Commander Portsmouth, and Head of Establishment of the Fleet Maintenance and Repair Organization, a post he held until his retirement.

Captain G. F. Laslett, C.B.E., C.Eng., M.I.Mech.E., M.I.Mar.E., left in January 1988 from command of H.M.S. *Sultan*, after 36 years service.

Between Basic Engineering Course and the ME Specialist Course, having gained his watchkeeping certificate, he was fortunate to stand in as MEO of H.M.S. *Venus*, the Dartmouth Training Frigate. In 1958 he had to forego his submarine course to take over as engine room senior watchkeeper of H.M.S. *Newcastle* for return from the Far East, east-about. Between the two-year Dagger Course and the one-year Nuclear Advanced Course, he was MEO of H.M.S. *Troubridge*, including a year detached duty in the West Indies. On promotion to lieutenant-commander in 1963, he had three years as desk officer for reactor development in the Directorate Polaris Technical

(DPT). Three years as Senior Marine Engineer at RNEC then followed, introducing a changed ME application Course (MEAC) to include a dedicated sea training ship phase.

Promoted commander whilst serving as MEO of H.M.S. *Exmouth* in the trials period post conversion to Olympus/Proteus propulsion, he then had three years back in Bath taking the mechanical design of the Type 22 frigate through to committal to build. Joining H.M.S. *Sheffield* before CSTs he stayed three years, the last six months writing the first-of-class evaluation report.

Promoted captain after 18 months as Executive Officer, H.M.S. *Dolphin*, he stayed in Gosport as Superintendent of the National Gas Turbine Establishment units at Haslar and Portland. Naval Attaché in Brasilia through the Falklands conflict was followed by appointment as Director of Engineering Support (Naval) from 1984 to 1985.

Captain M. R. Nutt, C.Eng. M.R.AeS., retired from the Navy in January 1988, his last post having been as a Board President at the Admiralty Interview Board.

Captain Nutt entered the Navy as a 16 year old entry in 1949. After cadet training at Dartmouth and in H.M.S. *Devonshire*, he served in H.M.S. *Triumph* as a midshipman before joining R.N.E.C. Manadon for the Basic Engineering Course. Having gained his watchkeeping certificate in H.M.S. *Newcastle* in the Far East, he returned to Manadon in 1955 for the Air Engineering Specialist Course. After further sub-specialist courses, including guided weapons training, he joined H.M.S. *Victorious* as Air Ordnance Engineer Officer for her first commission, during which airborne guided weapons were embarked and used at sea for the first time. There followed appointments to R.N.A.S. Abbotsinch, H.M.S. *Raleigh* and in 1963 to A. and A.E.E. Boscombe as an Armament Trials Section Leader. From 1966 to 1969 he was Air Engineer Officer of 764 and 736 Squadrons at R.N.A.S. Lossiemouth and after this moved south again to R.N.A.S. Yeovilton as Deputy Mechanical Engineer. Following the decision to provide shore support of naval fixed-wing aircraft at R.A.F. bases, he became the first R.N. AEO at R.A.F. Honington and from there was promoted commander in 1972.

As a commander he served twice in MOD with Director General Aircraft (Naval), was the AEO of H.M.S. *Hermes* at the time of her conversion to the CVS role and served also as Director of the Air Engineering School at H.M.S. *Daedalus*. After promotion to captain in 1982 he was appointed Defence, Naval and Air Attaché in Mexico City, returning to his final appointment at the Admiralty Interview Board in April 1986.

Captain R.D. Sinclair, C.Eng., M.I.Mech.E., F.I.E.E., who was Planning Director at Devonport Dockyard from January 1985, retired from the Navy in May 1987.

He joined the Navy in September 1948 and trained through Dartmouth, H.M.S. *Devonshire*, Keyham, Manadon and Whale Island. Sea training was in *Vanguard* and *Indomitable*, and he gained his steam watchkeeping certificate in *Newcastle* in the Far East. In 1955 he joined *Eagle* as an Ordnance Engineer and served at Suez. He sub-specialized in PT and had 2 years at RNAS Lee-on-Solent in that role before returning to Whale Island and ordnance engineering at Fraser Gunnery Range. Cross-trained at Greenwich and *Collingwood* he became the Weapons and Radio Engineer in *Torquay* in the Dartmouth Training Squadron. Following this he joined the sonar group in *Vernon* Sea trials.

In 1966 he had his first Dockyard appointment and served for 2 years at Rosyth as an assistant manager (mechanical!). He returned to sea and the Far East as the WEO in *Dainty*. He then had another staff job at Whale Island from where he was promoted commander. Two years exchange service with the Royal Australian Navy supporting all RAN in-service weapons was followed by a year at the National Defence College at Latimer. Suitably trained in joint service matters, he returned to sea as the Squadron WEO to F5 in *Hermione*. There followed a succession of Dockyard jobs, as assistant manager (electrical this time) and Weapons co-ordinator at Devonport as captain, AD Ships and then AD Plans with the Chief Executive Dockyards in Bath and then back to Devonport as Divisional Manager Nuclear Planning, and finally the post of Planning Director on the Dockyard Management Board.
