

PERSONAL NEWS

Vice-Admiral Sir Hugh [L. O.] Thompson, K.B.E., F.Eng., F.I.Mech.E., leaves the Navy in December 1989 from his post as Chief Above-water Systems Executive and Deputy Controller of the Navy. He has been the Chief Naval Engineer Officer since 1987.

Admiral Thompson entered the Royal Navy as an artificer apprentice in 1946, and subsequently joined Britannia Royal Naval College, Dartmouth as a special entry cadet(E) in 1948. After training at the Royal Naval Engineering College Manadon and Keyham, he obtained his watchkeeping certificate in H.M.S. *Manxman*. Following an appointment in H.M.S. *Bermuda* as a watchkeeping engineer officer he attended the Advanced Marine Engineering Course at the Royal Naval College, Greenwich. From 1957-59 he served as the Senior Engineer of H.M.S. *Duchess* before returning to Greenwich to undergo the Nuclear Advanced Course. He was then appointed to the Dreadnought Project Team as an Assistant Inspector in the Reactor Section. In 1963 he stood by the building of H.M.S. *Arcturion*, subsequently serving as the Engineer Officer. Promoted commander in 1967, he joined H.M.S. *Triumph* as the Engineer Officer whilst the ship was stationed in the Far East. From there he went to Derby as the Naval Liaison Officer at Rolls-Royce and Associates Ltd., returning to Bath in 1972 as the Head of the Reactor Plant Section. Promoted captain in 1975, he attended the Senior Officers' War Course and was appointed to Bath as the Assistant Director Submarines (Mechanical). He attended the Royal College of Defence Studies during 1980.

In 1981 was appointed as Deputy Director Systems Design I in Bath as a commodore; under reorganization this post became Director General Marine Engineering and he remained in it on promotion to rear-admiral in 1983. He was Director General Surface Ships from 1984 until August 1986 when he was made vice-admiral and appointed as Deputy Controller Warships, a post which became Chief Above-water Systems Executive and Deputy Controller. He became Chief Naval Engineer Officer in February 1987.

Vice-Admiral R. C. F. Hill, B.Sc.(Eng.), C.Eng., F.I.Mech.E., F.I.Mar.E., was appointed Chief Above-water Systems Executive and Deputy Controller of the Navy on promotion to vice-admiral in December 1989. At the same time he became Chief Naval Engineer Officer.

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.

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.

He was promoted to flag rank in October 1987 and appointed as Chief Staff Officer (Engineering) to C-in-C Fleet, where he remained until his latest promotion.

Rear-Admiral R.A. Isaac, C. B., C.Eng., F.I.Mech.E., F.I.Mar.E., retired in October 1989, having been Director General Marine Engineering from August 1986 until August 1989.

Admiral Isaac entered Dartmouth as a special entry cadet in 1951. Following sea training in H.M.S. *Devonshire* and H.M.S. *Illustrious* he joined the Royal Naval Engineering College. On completion of the Basic Course there he spent one year in H.M.S. *Superb*, obtained a watchkeeping ticket and returned to the College to specialize in Marine Engineering. As a section officer in H.M.S. *Albion* he served for two years before returning from the Far East to complete the submarine course. In conventional submarines he served in H.M.S. *Scotsman*, *Solent* and *Aurochs*, and then went to R.N. College Greenwich to do the Nuclear Reactor Course.

In 1963 he joined DPT within Ship Department and served for two years in DPT7 (Safety of Nuclear Operations). Appointed to H.M.S. *Warspite*, building at Barrow, in 1965 he finally left her as Senior Engineer Officer at the end of 1969 and returned to Bath. After promotion to commander in 1970 he served as Head of DPT13, the running submarine section, before moving to DPT2 as Head of Section dealing with new construction submarines. Returning to surface ships as the MEO in H.M.S. *Blake* in 1974-76 he was subsequently appointed to 2nd Sea Lord's Department as the ME officers' appointer. Promoted to captain in 1977, after preparatory courses he became Naval Attaché Tokyo and Seoul. On return to U.K. in 1981 he again joined Ship Department as Assistant Director Post Design and, following re-organization of the Department, became Director Surface Ships (C). In August 1984 he took command of H.M.S. *Thunderer*, the Royal Naval Engineering College, where he remained until his promotion to rear-admiral and appointment as DGME in August 1986.

Rear-Admiral J. P. W. Middleton, C.Eng., M.I.Mech.E., M.I.Mar.E., F.B.I.M., was promoted to the rank in November 1989 to assume the appointment of Chief Staff Officer (Engineering) to the Commander-in-Chief, Fleet.

Admiral Middleton entered BRNC Dartmouth in 1954 as one of the last 16 year old entries. He subsequently gained his Bridge and Engine room

Watchkeeping certificates in H.M.S. *Camperdown*, a BATTLE Class destroyer. Leaving RNEC Manadon in 1962, he joined H.M.S. *Lion* for watchkeeping duties, followed two years later by submarine training class and his first submarine appointment as Engineer Officer of H.M.S. *Ambush*, running from Singapore. After completing the Naval Reactor Course in 1967, he spent a period standing by H.M.S. *Churchill* building at Barrow-in-Furness, before being appointed as Marine Engineer Officer of H.M.S. *Warspite*, concluding with a refit in H.M. Dockyard Chatham. He then joined the Tenth Submarine Squadron as Squadron MEO.

Promoted commander in 1973, Admiral Middleton went to the Ship Department, Bath, where he was involved in the SWIFTSURE Class build programme, oversight of the Dounreay Submarine Prototype and research and development for future submarine classes. Later he attended the last long National Defence Course at Latimer and returned to sea as the MEO, H.M.S. *Blake* with staff duties for FOF1. He then spent two years as the submarine desk officer in the Directorate of Naval Manning and Training (Engineering).

On promotion to captain in 1981, he went to FOSM's staff as CSO(E) for a period encompassing the Falklands campaign. Subsequently he went to the Falkland Islands as CSO(E) and Commanding Officer Naval Party 2010 in M.V. *Bar Protector* and R.F.A. *Diligence*. On return he became Captain Naval Drafting. His last appointment as a captain was as Director In-Service Submarines with the Sea Systems Controllerate.

Admiral Middleton has been an occasional contributor to the *Journal of Naval Engineering*, the *Review of Naval Engineering* and the *Naval Review*.

Captain S. J. Mason was placed on the retired list in June 1989 on return from Mexico where he had served for three years as Defence, Naval, Military and Air Attaché to Mexico, Guatemala and Cuba.

Captain Mason joined the Navy as an artificer apprentice in 1949 and subsequently entered the Royal Naval College, Dartmouth as a 16-year old entry cadet in September 1950. After sea training in H.M.S. *Devonshire* he served as a midshipman in H.M. Ships *Vanguard* and *Barrosa* before joining the Royal Naval Engineering College, Manadon for the Basic Engineering Course. Having been awarded his watchkeeping certificate whilst serving in H.M.S. *Newfoundland* in the Far East and Suez, he returned to Manadon in 1957 for the Marine Engineering Specialist Course. There followed sea appointments in H.M. Ships *Tyne*, *Decoy* and *Penelope* and a spell at the Machinery Trials Unit in Haslar. Two and a half years loan service with Royal Malaysian Navy standing by the building of their Yarrow frigate *KD Hang Jebat*, known as the 'Hangabout' and later renamed *Rahmat*, was followed by an appointment to H.M.S. *Raleigh* as Part One Training Officer and later as Training Planning Officer. He was promoted commander in 1973 whilst serving in Devonport Dockyard. As a commander he served on the staffs of CINCNAVHOME and CINCFLEET, as MEO of H.M.S. *Fife*, and finally as the Training Commander in H.M.S. *Sultan* where he was selected for promotion to captain. As a captain he served in M.S.V. *Stena Inspector* in the Falkland Islands and as Naval Base Development Manager in Portsmouth before his final appointment in Mexico.

Captain B. V. Woodford, C.B.E., B.A., C.Eng., F.I.E.E., retired from the Navy in July 1989, having been the Captain of H.M.S. *Defiance* for the previous two years.

Captain Woodford joined the Royal Navy in September 1953 as a Special Entry Cadet (L), obtained an engineering degree at Trinity College, Cambridge, and completed Long Course 9 for Electrical Officers in March

1960. After serving as the Electrical Officer of H.M. Ships *Camperdown*, *Truncheon* and *Cachalot* he became the Naval Application Officer for sonar Type 2001 at AUWE. In 1968/9 he completed the Polaris System Officer's Course and until 1973 was the PSO of H.M.S. *Resolution* (Stbd.). His appointments as a commander were as Senior Test Director (Polaris) in Rosyth Dockyard, Mark 24 Torpedo Weapon System Engineer in DUWP(N), DASO Team Leader in DDW(P) and WE commanders' appointer in DNOA(E).

After promotion to captain in June 1980 he was CFM Rosyth, a student at the Royal College of Defence Studies in 1983, and Director Strategic Equipment from 1984 to 1987, when he went to command H.M.S. *Defiance*.

An obituary of **Captain Duncan Campbell** in the *Daily Telegraph* of 21 August 1989 refers to his work in introducing planned maintenance in the Fleet and remarks that ' . . . it might perhaps have been better to follow the American motto of: "If it ain't broke, don't fix it." '

MOD policy remains one of preventive maintenance. Condition monitoring to detect impending breakdown is somewhat modifying the former strict dependence on time for determining overhaul but it is still the Royal Navy's objective to avoid breakdown in place whenever possible.
