

PERSONAL NEWS

COMMODORE S.W. GRAHAM, OBE, BSC, CENG, MIMARE retired from the Royal Navy in December 2000.

He joined the BRNC *Dartmouth* in 1964 from school and completed his degree at the RNEC *Manadon* in 1969. In his early career, his appointments included, at sea, the commando carrier, HMS *Bulwark*, and the LEANDER class frigate, HMS *Apollo* as well as ashore in the BRNC *Dartmouth*. As a Lieutenant Commander, he served as Senior Engineer of the DEVONSHIRE class destroyer, HMS *Kent* and in the RN Marine Engineering School, HMS *Sultan*, and as MEO of the Type 42 Destroyer, HMS *Glasgow*, in the immediate aftermath of the Falklands War.

After promotion to Commander in 1983, he stood by his second Type 42, HMS *Edinburgh*, then building in Cammell Laird of Birkenhead and as she became operational, before becoming Commanding Officer of HMS *Royal Arthur*, then the Royal Naval School of Leadership, at Corsham. To compensate for this enjoyment, he went to the MoD in London as a desk officer in the Directorate of Naval Operations and Trade where, following the Gulf War, he was awarded the OBE. On promotion to Captain, he continued in London on the Central Defence Staff in the Directorate of Overseas Commitments before becoming the last Naval Base Commander of Portland Naval Base with the macabre task of overseeing its closure. Most recently, he has been the Chief Staff Officer (Engineering) for the Surface Flotilla.

Married with 3 children, he has lived in Southsea with his wife, Sue, since 1983 and in the Portsmouth area since 1977. He and Sue enjoy hill walking, and he runs to keep fit. They are both active members of St. Thomas' Cathedral, Portsmouth where he is a Warden and Lay Canon.

On leaving his last appointment he wrote:

'I leave Portsmouth Naval Base after an extremely enjoyable 2 years that has seen, amongst other developments, the completion of the Central Stores and Distribution Facility, the opening of two major new jetty facilities and the integration of the Naval Base and HMS *Nelson*. With the outcome of the Warship Support Study now announced, and the possibilities emerging from the Modernizing Warship Maintenance Study becoming clearer, the future is exciting and dynamic. It is with sadness that I go now just as the full potential of the Naval Base looks about to be unlocked but I am fully confident that the gains and improvements achieved in Portsmouth in recent years will provide the basis for enormous success in the fixture.'

CAPTAIN K.J.C. DAY, CENG, FIEE, FINUCE retired from the Royal Navy in July 2000.

He joined the Royal Navy in 1964 and on completion of his professional and submarine training, he served as the Weapons Electrical Officer in the diesel electric patrol submarines *Rorqual*, *Osiris* and *Onslaught*. In 1975, following time in the Submarine School as the Engineer Officer's Training Officer, he completed nuclear propulsion plant training and served in the nuclear powered attack submarines *Sovereign*, *Superb* and *Spartan*, latterly as the Marine Engineering Officer.

Thereafter he had a variety of appointments:

- Serving on the Staff of the Flag Officer Submarines at the Fleet-Headquarters Northwood during the Falklands campaign.
- As the Executive and Naval Operations Officer at the VULCAN Naval Reactor Test Establishment at Dounreay in the very north of Scotland
- As the Assistant Director Reactor Safety on the Staff of the Director General Submarines in Bath
- As the Base Engineer Officer of the Clyde Submarine Base at Faslane, specifically providing support for nuclear submarines based there including POLARIS and overseeing the development of the new facilities for TRIDENT.

Promoted to Captain in 1991 while appointed to the Defence Export Services Organization to run the biennial international Royal Navy Equipment Exhibition, he served as the Deputy Head of the Central Plant Control Authority and Assistant Director Nuclear Propulsion with special responsibility for all first generation pressurised water reactors fitted in nuclear submarines until 1994, and as the Deputy Director Naval Manning responsible for the professional and manning requirements of the Royal Navy until April 1997. As Director Naval Personnel Corporate Programming from May 1997 to March 1998, he was responsible to the Second Sea Lord and Chief of Naval Personnel for strategic planning and the focus for military matters within the Naval Personnel functional area. Finally, as Chief Staff Officer (Engineering) to the Flag Officer Submarines, he was responsible for directing the implementation of engineering, support and health and safety policy, and the material performance of the Flotilla.

After 36 years, most of which were directly associated with the Submarine Flotilla, he has since taken up appointment as the Head of the Officers Promotion Section as a Retired Officer. He is a keen skier and enjoys playing golf when commitments to family, DIY and gardening permit!

CAPTAIN J.R. LUARD, BSC, CENG, MRAES retired from the Royal Navy in August 2000.

James LUARD retired after a career just 35 days short of 36 years, thanks to a year's extension of service (of 401 days!). He had a conventional start to Air Engineering which included a, regrettably, curtailed stint of flying training and then specialised in the WESSEX V. After his third appointment intimately connected with this venerable aircraft, he respectfully suggested a broadening change of aircraft type but Appointer speak assured him that his experience was necessary as he was sent to be the AEO of 845.

After the Falklands where he ran a bed and breakfast for helicopters and their crews and subsequently, the Staff Course, he branched out to join NATO as the Executive Officer, Logs Division at HQ AFNORTH. This idyllic job was cut short by promotion and to his surprise, he was appointed to FONAC as the Fixed Wing Engineer. Three years later, he started his first London appointment as the Fixed Wing Engineering Authority and joined the waterborne fraternity, living during the week in a narrowboat on the Regents Canal. After a year in London, he returned to Somerset with the same responsibilities, with the formation of the Aircraft Support Executive.

The pleasures of Executive responsibility as the Commander of the RNEC followed but this, also idyllic, job was also cut short by promotion and following the requisite training, he became the Naval Attaché in Brazil, an extraordinary experience that was thoroughly appreciated by the whole family. On return to normality, the UK and their house in Somerset, he became CSO(AE) to FONAC for three years before his last job in the NATO HO in Brussels. NATO of the late 90s

is a far cry from NATO of the early 80s and he found the political aspects interesting, frustrating and very hard work.

On departure from Belgium, he bought a small farm in West Somerset and is now happily learning the politics and practicalities of this new environment.

CAPTAIN J.V. WRIGHT, CENG, MIMECHE retired from the Royal Navy in November 2000.

John WRIGHT joined the Royal Navy in 1970 after three years in industry and was appointed to the aircraft carrier HMS *Eagle* in 1971 to obtain engineering watchkeeping certificates, followed by the LEANDER class frigate HMS *Achilles* in 1972 as the AMEO. In 1974 he attended the Junior Officers' Staff Course at the Royal Naval College, Greenwich, leading to an appointment on the staff of the RN School of Marine Engineering, HMS *Sultan*. In 1976 it was back to sea as an engineer watchkeeper, in HMY *Britannia*. This was followed by promotion to Lieutenant Commander in 1979 with appointments to HMS *Scylla*, another LEANDER frigate, as MEO and, in 1981, to the Naval Auxiliary Machinery Division, responsible for the acceptance testing of auxiliary machinery. In 1983 he was back at sea as MEO of HMS *Nottingham*, a Type 42 Destroyer, returning to HMS *Sultan* in 1984, this time as the Training Commander (Engineering).

From 1986 to 1989, he was the Squadron MEO to four Type 22 Frigates before taking on the role of Flotilla Engineer Officer to the Commodore Minewarfare and Fishery Protection until 1991. It was then off to Portland as Staff Marine Engineer Officer to Flag Officer Sea Training and, on completion of that appointment, promotion to Captain in 1993.

This led to three years of Loan Service to the Royal Navy of Oman after which he returned to the UK as Captain Fleet Maintenance (Portsmouth) until late 1999 before joining the AIB in January 2000.