

# PERSONAL NEWS

**REAR ADMIRAL Philip GREENISH, BSc, CEng, MIEE** was promoted to Rear Admiral when he joined the staff of the Commander-in-Chief Fleet as Chief of Staff (Corporate Development) in November 2000.

He joined the Royal Navy as a University Cadet in 1969 and read Engineering Science at Durham University. After Naval training, he served in HMS *Torquay* as DWEO, ashore in HMS *Collingwood* and in HMS *Bristol* as a Section Officer. Appointments on the staff of the Commander-in-Chief Fleet and the staff of the Commander of the Canadian Fleet in Halifax, Nova Scotia, were followed by promotion to Commander and appointment to HMS *London*, then building at Yarrow Shipbuilders Limited on the Clyde, as the Weapon Engineer Officer. After a short period in the Defence Export Services Organization and six months at the Joint Service Defence College, he served from 1989 to 1991 as the logistics and naval infrastructure desk officer in the Directorate of Navy Plans and Programmes. After promotion in 1991, he was appointed as Captain Surface Ship Acceptance and then, a year later, as the Captain Weapon Trials and Acceptance.

From 1994 to 1996 he served as Military Assistant to the Chief of Defence Procurement, working for both Sir Malcolm MCINTOSH and Sir Robert WALMSLEY. He attended the Royal College of Defence Studies in 1997 and was appointed Director of Operational Requirements (Sea Systems) in December 1997. After reorganisation of the MoD Equipment Capability Customer in 1999, he became the Director of Equipment Capability for the Above Water Battlespace.

Married to Wendy and they live in Wickham, Hampshire and they have three children, two of whom have left home for the work place. His main interests are music and sport, and he skis and plays golf and tennis when his garden allows.

**REAR ADMIRAL Jonathon REEVE, MA, CENG, MHÉE** joined the new Warship Support Agency as Deputy Chief Executive (designate) in December 2000 preparing for the new Agency launch in April 2001.

He joined the Royal Navy in 1967. After obtaining a BA in Engineering at St Catharine's College Cambridge he served in HM Submarines *Renown* and *Dreadnought*, in the latter as both WEO and MEO, the Procurement Executive in Bath and the Naval Secretary's Department as the submarine engineer's Appointer until being promoted Commander in 1984.

As a Commander he served on the team managing the modernization of the Faslane Naval Base as part of the TRIDENT programme. This was followed by a short appointment studying the possible move of the nuclear department at *Greenwich* to *Manadon* before an appointment in the Directorate of Naval Manning and Training where he was responsible for submarine matters.

He was promoted Captain in 1991 and was appointed as an Assistant Director on the staff of the Deputy Chief of Defence Staff (Systems) helping to implement the MoD customer side of the introduction of the new Defence Research Agency. After a short period as an Assistant Director in the Directorate of In Service Submarine Support he was moved briefly to the Batch Two TRAFALGAR Submarine project before establishing the post of Head of Integrated Logistic Support (Navy) in the Ships Agency, introducing the discipline of ILS to all new naval projects. He spent a year at the Royal College of Defence Studies before becoming Naval Base Commander Devonport as a Commodore in February 1998.

He was promoted to Rear Admiral in March 2000 when he took up his appointment as Chief of Staff (Corporate Development) to Commander in Chief Fleet with the task of introducing a major change to the way the Fleet is run.

**COMMODORE R.J.N. HIBBERT, CBE, CENG, FIMECHE, MIMARE** retired from the Royal Navy in May 2001.

He joined the Royal Navy as a cadet entry in 1962. After initial training at the BRNC and in the Fleet, he studied Marine Engineering at the Royal Naval Engineering College, graduating in 1968. Engineering appointments at sea and ashore in HM Ships *Blake*, *Bristol* and *Sultan* were followed by the RN Staff Course; a return to the Royal Naval Engineering College on the staff in 1976 and from 1978 two years as the Senior Engineer in HMS *Fearless*.

Promoted Commander in 1980 while on the staff of Flag Officer Sea Training, he was subsequently appointed to stand-by and build HMS *Nottingham*, moved to Fleet Operations in Northwood in 1984 as the Fleet Operations Maintenance Officer and joined the staff of the Second Sea Lord as the Senior Marine Engineer Appointer in 1986.

On promotion to Captain in 1989, he remained within the manpower world in Manpower Planning, became Captain Naval Drafting in 1992, assumed his current responsibilities as Director of Naval Manning in the rank of Commodore in September 1995, whilst also heading the team that established the Naval Manning Agency in mid 1996.

Married in 1975, he and his wife Suzanne have 2 sons and are long standing residents of Old Portsmouth.

**COMMODORE R.J. LORD, CBE, MSC**, retired from the Royal Navy in April 2001.

He joined the Royal Navy in September 1961 as an Artificer Apprentice (Series 44) at HMS *Fisgard*. An accelerated class scheme was being run for the first time and his 2 terms of training there had been further reduced from the current 4 to 3 term length. Uniquely Series 44, 43 and 42 passed out together at Easter 1962. Initially categorized as an LW (electrical weapons) artificer he then became a Radio Electrical Artificer and obtained an Ordinary National Certificate at HMS *Collingwood*.

His first sea draft was to HMS *Lincoln* based in Singapore in 1965 and he spent, unusually then for an Artificer, the first four months in a broadside mess before becoming an REA3 and moving into the PO's Mess. Responsible for Gunnery Radar Type 275 (part of FLYPLANE 5) his career in surface weapon systems, which was to span nearly 25 years, had started.

Married in 1966, subsequent appointments in the 60's included HMS *Cochrane* (FMG), HMS *Corruna* (Type 275 and Type 262 for SEACAT) and to the newly opened Naval Technical Department in HMS *Neptune* (Submarine Communications, EW and Radar). Advanced to Chief Radio Electrical Artificer in 1972 he served in HMS *Sirius* and then at Woomera in Australia (accompanied with his family). He was there as part of JSTU 25 (motto: Lugerdy Doan Bycher) undertaking SEAWOLF System trials and was the Launcher Area 9 Controller for the first SEAWOLF Salvo firing.

Following a SEAWOLF instructor's post in HMS *Collingwood* he commenced a HNC course prior to being promoted to the Special Duties List in 1975. Uniquely, as a SD officer, he then read for an MSc at Surrey University which he obtained with Distinction. He was transferred to the General List in 1980. His sea appointments were in three Type 42s, HMS *Sheffield* (Computer Section Officer), *Glasgow* (WBO) and *Exeter* (SWEQ). These were interleaved with shore appointments to ARE Portsmouth (SEADART), Operational Requirements (Above Water Weapons), DGSW(N) and JSDC. He was awarded a First Sea Lord's Commendation for material and personnel support to RN Forces in the Gulf War.

Promoted Captain in 1992 he became the Assistant Director in Naval Manpower Planning, initially in London and then in the new Victory Building. In 1995 he had his second accompanied overseas appointment as the Commanding Officer, Royal Navy Gibraltar, and CSO(Support) to Commander British Forces. His wide ranging responsibilities from personnel to submarine nuclear support facilities provided an excellent precursor to his final appointment in the Royal Navy.

In 1998 he was again appointed to HMS *Neptune* this time as the Director of the Naval Base and Commodore HMS *Neptune*. He became the first Nuclear Authorisee of a Naval Base in 1999. This challenging Base achievement became the bedrock for further successes by the Clyde including corporate ISO 9001 in October 2000 and a single UP certification to the new standard in January 2001. In his leaving message he stated that the greatest strengths at HM Naval Base Clyde arose from two key aspects. Firstly, the way the Base and those in the ships and submarines work together to deliver an operational Fleet and, secondly, the discipline that being involved in nuclear repair brings to work in general. Nuclear activities provide an excellent breeding ground for high standards of professionalism and quality.

He was awarded the CBE in the 2000 Birthday Honours and now he now lives with his wife in Verwood, Dorset.

**COMMODORE S.M. WILLIAMS BSC, CENG, FIMECHE**, retires from the Royal Navy in July 2001.

Steve WILLIAMS joined the BRNC Dartmouth from school in 1968 and completed his degree at the RNEC Manadon in 1972. In his early career, his appointments included HMS *Minerva* as DMEO and HMS *Ark Royal* during her final commission, initially as Y unit officer and latterly as the last Catapults officer in the Royal Navy, successfully completing 2,400 launches. In between he attended the Engineering Management Course at the RNEC and completed his time as a Lieutenant on the staff at BRNC. As a Lieutenant Commander his first appointment in 1981 was as Senior Engineer of HMS *Illustrious*, then in build at Swan Hunters on the Tyne, but later scrambled out of the shipyard to relieve *Invincible* off Port Stanley at the end of the Falklands war. Whilst standing by, he had the fortune to be on board the new HMS *Ark Royal* as she slid down the slipway during her launch. He left *Illustrious* in 1984 to lead the Fleet COGOG team on CinC Fleet's Engineering staff, Portsmouth.

On promotion to Commander in 1985, his first appointment was as Naval Engineer Overseer for Scotland, based at Yarrow Shipbuilders, Glasgow. He oversaw the build of HM Ships *Brave*, *London*, *Cornwall*, *Cumberland* and the first half of *Norfolk* on the Clyde, the last of the PEACOCK class and the SALMOOR class Mooring and Salvage vessels at Hall Russells in Aberdeen. In 1988 he returned south for a short attachment to the Ministry of Defence to conduct the 'Common Mechanic' study, the forerunner to MEBD, prior to joining HMS *Ark Royal* as Commander E, where he served during the Gulf War. He left the ship in 1991 and returned to the MoD for further studies into UPHOLDER submarine base porting and as a member of the Portland Naval Base Study team prior to undertaking the JSDC at Greenwich.

Promoted Captain in 1992, his first appointment was to DGSR in Bath, initially planning the integration of Fleet Engineering Staff into the Naval Support Command but then as Assistant Director Policy and Programmes. Responsible for dockyard and refit programming during the single nuclear refitting venue debate, he also led the 'Review of Maintenance' that formally introduced Reliability Centred Maintenance as the philosophy for warship maintenance in the Royal Navy. He left the then DGShips in 1995 to attend the RCDS in 1996. His next appointment was as Assistant Chief of Staff (Personnel and Support) at Fleet Headquarters Northwood where he had the daunting responsibility of introducing IiP to the entire Fleet Command. In 1998 he took up his final appointment as DNOAE and took on the additional responsibilities as Commodore Naval Officer Appointing a year later.

He leaves the service after 33 very happy years service. A Navy golfer, part-time sailor and enthusiastic amateur gardener, he looks forward to improving his handicap at Hayling Island Golf Club, close to his home. On leaving his last appointment he wrote:

"It has been a privilege being in one of the best jobs in the Navy for my final appointment. Having a watching brief over the 2000 or so officers in the Engineering branch has been enormously rewarding. From where I sit the prospects ahead for all of the sub specialisations look very healthy; an exciting equipment programme that includes *Astute*, LPD(R), FASM, Future Surface Combatant, CV(F), FCBA and Full Electric Propulsion to name but a few will require the close involvement of naval engineers with appropriate operational experience to ensure their success. They, the projects they replace and the changing structure of Defence will provide significant challenges and opportunities ahead for the many talented individuals within the branch."