

PERSONAL NEWS

ADMIRAL Sir Kenneth [J.] EATON, KCB, retired in August 1994 having been the Controller of the Navy since 1989. His biography was printed in the December 1990 issue of the *Journal*.

CAPTAIN J. A. T. HEAD BSc(ENG), CENG, FIMARE, MRINA, retired in December 1994.

Joining the BRNC Dartmouth in 1963 and training in H.M.S *Wizard*, *Ark Royal* and *Penelope*, he survived 2 car crashes, 1 air crash and a foundered captain's barge to emerge eventually from the RNEC Manadon with a London Honours BSC(ENG) in 1969. He underwent watchkeeping training in H.M.S. *Manxman*, using more feed water than FFO, and subsequently served in H.M.S. *Albion* as a section officer. In 1971, he attended the Advanced Marine Engineering Course, which started at the RNC Greenwich but finished at Manadon. There followed appointments to H.M.S. *Juno* as the DMEO, where he discovered that a steam turbine will run slowly under steam for 2 hours without Lube oil, but not longer. Then as the MEO of H.M.S. *Juno*, during the last Cod War when rapid manoeuvring of steam plant was brought up to an art form. A return to Manadon in 1976 as a lieutenant commander and head of Engineering Design, saw him involved with 146 student 'designs and makes', plus the construction of his yacht *Triple Venture*. Most of the former were relegated to the RNEC Workshops' *Valhalla*, the tomb of the fallen heroes; the latter he still sails extensively offshore. Back to sea in 1979, as the MEO of H.M.S. *Active*, had its excitement in those early and unrestricted days of gas turbine and CPP propulsion. This included a grounding, which was only unstuck by the application of 50,000 OLYMPUS hp.

Promoted commander in 1981, he served in DGME at Foxhill as head of the compressed air section. Once again he was able to pander to his destructive instincts, with the explosion trials of ships' HP air cylinders. returning for a 4th time to Manadon in 1984, this time as head of Marine Engineering. There he ran 3 Hangar application training and the ME sea training in H.M.S. *Juno*. In 1987 he was appointed MEO of H.M.S. *Ark Royal* and completed a highly enjoyable deployment to Australia, for that country's bicentennial celebrations. Unusual in a CVSG, he encountered only one serious aircraft lift incident, but Prime Minister THATCHER was on it at the time. Returning from sea to serve as the Officer in Charge of the Machinery Trials Unit (MTU), he was to grapple with the first sea trials of the then new electric propulsion of the SRMH and Type 23 ships.

Promoted captain in 1991 he continued at the MTU, and had to resort to watchkeeping in that rank as EOOW of a Type 23, when electric propulsion qualified staff were in short supply. His final appointment was in the Directorate of Future Projects (Naval), responsible for formulating the marine engineering concepts for the future fleet of CVS(R), T22/23(R) and TC(R); including plans for full integrated electric propulsion. Selected for premature retirement and made compulsorily redundant in 1994, he has retired to run his own yacht surveying and naval architecture business based in Plymouth.

CAPTAIN R. S. LANGTON, retired in November 1994.

He joined the Royal Navy in 1956 as an artificer apprentice at H.M.S. *Fisgard*. As a senior rating he qualified in both the electrical and mechanical trades before being commissioned in 1969

As a sub lieutenant he served as the deputy inspections officer at RNAS *Brawdy*, the avionics workshop officer in H.M.S. *Eagle* during her last commission and as a communications instructor at H.M.S. *Daedalus*. On promotion to lieutenant he joined 814 squadron in H.M.S. *Hermes* and then *Tiger*, employed

on early passive anti-submarine warfare trials. He transferred to the General List in 1974 and subsequently was appointed to Westland Helicopters plc, where he was involved in the development programme for the LYNX helicopter. After serving as the AEO of 824 squadron in H.M.S. *Ark Royal* and R.F.A. *Fort Grange*, where he was promoted to lieutenant commander, he was then appointed to the staff of Flag Officer Naval Air Command at RNAS *Yeovilton*.

Promoted commander in 1980 he became the AEO of H.M.S. *Bulwark*. This was followed by the National Defence College Latimer, the technical assistant to the Director General Aircraft (Navy) in the MoD, the Superintendent at RNAS *Perth* and the Rotary Wing Engineering Authority in the Aircraft Support Executive at RNAS *Yeovilton*.

Promoted captain in 1989 he became the Captain of H.M.S. *Daedalus*, where he was able to renew his links with the FAA Field Gun Crew, having been a crew member in the early sixties. His last appointment was as the Chief Staff Officer Air Engineer to the Flag Officer Naval Aviation.

CAPTAIN C. R. PACK BSC, CENG, FIMECHE, AGGI, retired in September 1994, having been the Director Fleet Support Surface Ships since the creation of the post in April 1993.

Having started his professional life in the oil industry with Shell, he joined the RN in 1965 as a graduate engineer and completed an abbreviated training at Dartmouth, Manadon and in H.M.S. *Wizard*, *Berwick* and *Eagle*. This was followed by 'dagger' training at Greenwich, and sea service in H.M.S. *Galatea* and *Minerva* with a R&D job at NGTE Pyestock to balance the sea/shore ratio.

Then followed the first of three appointments to Foxhill, as the SPEY project officer, a period enlivened by the first runs of this important marine gas turbine. Two years in H.M.S. *Birmingham* as the Cdr E was followed by three in Main Building with DNAP (later DNLP), and then another three at Foxhill, as the Assistant Director Steam Frigates, during which he picked up his fourth stripe.

It was now time for 'fun in the sun' as the Defence Attache Venezuela, which had to be payed for by a further year in the big city directing the Naval Logistics Information Strategy study. In the final run home, he presided over policy and planning in DGSR until its demise, managing to create the post of DFS/SS for himself to complete his career.

CAPTAIN P. W. W. RIDLEY BSC(ENG), CENG, MIMECHE, retired in July 1994.

He joined Dartmouth in 1958, and served in H.M.S. *Belfast* before joining the RNEC Manadon in 1961 for a three year degree course, followed by the ME application year. Three years as a watchkeeping officer in H.M.S. *Hermes*, preceded the ME dagger course at the RNC Greenwich, after which he served as DMEO in H.M.S. *Andromeda*. Between 1971 and 1973 he served at AMEE Haslar, initially as the boiler combuster expert and subsequently in charge of auxiliary machinery testing. He spent two years as the MEO of H.M.S. *Ashanti*, before joining the Forward Design group at Foxhill as a commander.

Between 1978 and 1981 he served as the first MEO in H.M.S. *Invincible*, both during build and for the first year at sea. Three years as the Assistant Director Gas Turbines followed before promotion to captain in 1985. After the Joint Service Defence College and a sojourn as CO NP 2010 in the Falklands, he spent four years within Chief Strategic Systems Executive as Head of Programme Coordination. In 1990 he took up his final appointment as the RN Job Evaluation Judge.

OBITUARY—JOHN STUART ROBINSON

John Stuart ROBINSON, the Secretary of the Institute of Marine Engineers almost from the end of the second World War until 1986, died on 18 February at the age of 72.

Born in 1921 at Scunthorpe, he was educated at Repton and then went up to Jesus College, Cambridge, to take the Mechanical Tripos. Anxious to join the wartime RAF, he only did seven terms at Cambridge before progressing to armed service and RAF Henlow. Subsequent postings included Moreton-in-the-Marsh, where he was intrigued by obvious activity on the highly classified project, the early jet propulsion trials. RAF service took him to India for 2 years, forming the basis of a lifelong attachment to the people and affairs of the sub-continent.

After the war John worked for a short time with the Institute of Mechanical Engineers, but by 1948 he was the assistant Secretary of the Institute of Marine Engineers. He became Secretary in 1951 and Director and Secretary in 1965. Over his years with the Institute, he made a great contribution to that organization and to maritime engineering generally, through what many regard as the last great period of British influence and activity at sea. In 1951 the Institute had 6,700 members; by 1986, when 'JSR' retired, the figure was 16,000. He was a major force in the formation of branches of the Institute in South Africa, Canada and India and, as each came to maturity, his was the guiding hand that helped each of these offshoot divisions to break away on their own. He travelled energetically in the pursuit of long term harmony with these new institutes and by the time of his retirement, they were part of the international fabric of marine engineering. So vigorously did he drive himself that he was known on one occasion to remark exhausted to his hosts how delighted he was to be in Perth; sadly, despite his invariably quick wits, this time he was in Fremantle! In 1986 he retired to Oxfordshire, where he took a major interest in local government, chairing the Housing Committee of his council.

The *Journal* extends its condolences to John's wife, Frieda, their son, daughter and grand children, all of whom gave him pride and joy.