

PERSONAL NEWS

Vice-Admiral Sir Kenneth [J.] Eaton, K.C.B., B.A., C.Eng., F.I.E.E., the Controller of the Navy, was appointed a Knight Commander of the Order of the Bath in the Birthday Honours of 1990.

Admiral Eaton entered the Royal Navy as a Special Entry Cadet (Electrical Branch) in September 1953. His training comprised a year at the Britannia Royal Naval College Dartmouth and the cadet training cruiser, 3 years at Cambridge University (Fitzwilliam House), application courses at H.M.S. *Collingwood*, and a year in industry followed by a year in H.M.S. *Cavalier* east of Suez. On completion of training he joined H.M.S. *Victorious* as the Flight Deck Electrical Officer. Appointed to ASWE in 1961 he worked on Air Direction and Action Information systems projects until 1965 when he returned to sea as the Action Information Organization system officer in H.M.S. *Eagle*. On promotion to lieutenant-commander he joined H.M.S. *Collingwood* as the Group Officer responsible for digital computer equipment training. In 1969 he was appointed to H.M.S. *Bristol*, which was building at Swan Hunter Shipbuilders, Newcastle, as the Weapons Systems Engineer Officer. He was promoted to commander in December 1971 and in 1972 served at the Defence Communication Network Headquarters at R.A.F. Medmanham where he was responsible for long-term planning. He returned to ASWE in 1973 as the Sea Dart System Engineer before joining H.M.S. *Ark Royal* as the Weapons Electrical Officer in 1976.

Promoted captain in 1978, he joined the MOD Central Staffs in London working on Defence Communications Policy. From 1981 to 1983 he served as Assistant Director Surface Ship Command Systems at ASWE before in 1983 joining the Special Project Executive for the torpedo programme in a post which, following a reorganization, became Director Torpedoes at Portland. In 1985 he was appointed Director General Underwater Weapons (Naval) as a commodore.

In November 1987 he was promoted rear-admiral and made Flag Officer Portsmouth, Naval Base Commander Portsmouth, and Head of Establishment of the Fleet Maintenance and Repair Organization. Then in August 1989, as a vice-admiral, he became Controller of the Navy and a member of The Admiralty Board.

Rear-Admiral D. K. Bawtree, B.Sc.(Eng.), Eur.Ing., C.Eng., F.I.E.E., F.I.Mech.E., was promoted in September 1990, on taking up his appointment as Flag Officer Portsmouth and Naval Base Commander.

He entered the Royal Naval College at Dartmouth at the age of 18. After basic training and service at H.M.S. *Maidstone* and H.M.S. *Jutland* he took his degree at the Royal Naval Engineering College, Manadon. He served as the Deputy Weapon and Radio Officer in H.M.S. *Diamond* and H.M.S. *Defender* before joining the Seacat Missile project at Bath in 1967. Two years later Lieutenant-Commander Bawtree was appointed as the Weapon Electrical Engineer Officer of H.M.S. *Rothsay*, seeing service in home waters, the Mediterranean and the Far East. This was followed by a spell on the staff of the Flag Officer Sea Training at Portland, where he was promoted commander in 1974. He then spent 2 years in London in the Manpower and Training Directorate General, acting as the focal point for ratings' manpower planning matters, and was next appointed as the Weapon Engineer Officer of H.M.S. *Bristol*. Successful Sea Dart missile firing trials were followed by an 18 month special refit at Portsmouth. He left *Bristol* in 1979 to join the staff of the Commander-in-Chief Fleet, initially at Portsmouth and then at Northwood. He was promoted to captain in 1981.

His first appointment as a captain was to DGW(N)/DSWS as an Assistant Director where he had responsibility for a variety of projects, from through-life costing issues to data highways. He returned to London after the Falklands Campaign as the first Deputy Director of Naval Analysis, particularly concerned with the assessment of weapon system performance and war-gaming. A year at the Royal College of Defence Studies followed, and he was then the first engineer officer to be appointed as Deputy Director of Operational Requirements, tasked to ensure that new equipment procurement programmes were balanced across the whole threat spectrum. This was followed by three more years in London as the Director of Naval Manning and Training (Engineering), mainly concerned with ensuring that career and training development for officers and ratings matched social and demographic change as well as technological advances. During this period he represented Royal Naval interests on the Engineering Council. He then spent twelve months undertaking a number of studies associated with Fleet Support, Manpower and Nuclear Policy, until his recent promotion.

Rear-Admiral R. H. Burn, A.F.C., C.Eng., F.R.Ae.S., M.I.Mech.E., F.B.I.M., was promoted in May 1990 on becoming Director General Aircraft (Navy).

After three years' training at the Royal Naval College Dartmouth, from 1955, he spent one year in H.M.S. *Broadsword* obtaining an engine room

watchkeeping certificate before starting flying training at R.A.F. Linton-on-Ouse. Awarded his Wings in 1960, he completed operational training and joined 890 Squadron flying Sea Vixens in 1961. The Squadron embarked in H.M.S. *Ark Royal* and deployed to the Far East from where he returned in 1962, to the Royal Naval Engineering College Manadon.

In 1985 he was appointed as Maintenance Test Pilot at R.N.A.S. Yeovilton but a year later was selected for Empire Test Pilot School and sent on exchange to the U.S.N. Test Pilot School course at Patuxent River. From 1968 to 1971 as Senior Pilot of the R.N. Test Squadron at A&AEE (Boscombe Down) he saw the Phantom into service with the R.N. Returning to Patuxent River in 1971 as the R.N. Exchange Flight Instructor, he was promoted commander in June 1974. After a year's course at the National Defence College at Latimer he joined the Procurement Executive as a development project officer for the Sea Harrier. In 1979 he became Commander Operations at A&AEE and in 1980 Air Engineer Officer at R.N.A.S. Yeovilton. He has flown 3000 hours in a variety of aircraft including 85 different types.

On promotion to captain in June 1981 he served for 3 years as Assistant Director of Engineering (Naval) to the Director General Aircraft (Naval) before spending 12 months at the Royal College of Defence Studies. He was then appointed as Director Aircraft Maintenance and Repair (Navy) in 1986 with responsibility for naval aircraft maintenance policy for the Naval Aircraft Repair Organisation. Moving to the Procurement Executive in 1988, he assumed the post of Director of Helicopter Projects in the rank of commodore and remained there until his recent promotion.

Rear-Admiral J. M. T. Hilton, M.Sc., D.I.C., C.Eng., F.I.Mech.E., F.I.E.E., left the Navy in June 1990, from his appointment as President of the Ordnance Board.

Admiral Hilton joined the Royal Navy as a cadet in 1951. After two years at the Britannia Royal Naval College, 8 months in the training squadron (H.M. Ships *Devonshire* and *Enard Bay*) and 8 months as a midshipman in the Mediterranean in *Theseus* and *Glory*, he joined the Royal Naval Engineering College, Manadon, for the two-year Basic Engineering Course in April 1954. Specializing as an Ordnance Engineer, he served in H.M.S. *Eagle* during the 1956 Suez Operation to obtain his marine engineering watchkeeping certificate, followed by a period as one of the flight deck engineer officers, before returning to Manadon, *Excellent* and *Vernon* for his OE specialization course. He then served as the OE Officer of the 6-inch cruiser, H.M.S. *Birmingham*, and in the XP Department of H.M.S. *Excellent* before joining the Royal Naval College, Greenwich for the advanced ordnance engineering 'dagger' course in 1960. As a result of the OE/L merger he was 'converted' to WR (subsequently WE) at H.M.S. *Collingwood* before being appointed to H.M.S. *Mohawk* as WEO during building at Barrow and in the Persian Gulf. On return to the U.K. in 1965 he was in charge of the surface weapons section at H.M.S. *Collingwood* and was awarded an M.Sc. in Control Engineering by the City University before standing by another new construction, H.M.S. *Norfolk* on the Tyne.

On promotion to commander in 1970 he joined the staff of the Commander-in-Chief Western Fleet at Portsmouth as Deputy Fleet Weapon Engineer Officer. He was selected to undertake a Defence Fellowship at Imperial College of Science and Technology during 1972/3 before being appointed as the Commander, Fleet Maintenance and Staff Engineer Officer at H.M.S. *Tamar*, Hong Kong, followed by a period as the Works Liaison Officer for the building of the Prince of Wales block. On return from Hong Kong in 1976 he became the Director of Naval Engineering at RNEC, Manadon.

Whilst undertaking a 12 month study into naval command, control, communications and intelligence (C³I) policy he was promoted captain in June 1979. He was appointed Captain Surface Weapons Acceptance at ASWE, Portsdown followed by a period as the Type 23 Weapon System Manager at Bath before becoming an assistant director in the Directorate of Naval Operational Requirements (DNOR) and Deputy Chief Naval Signal Officer in the Main Building in London. He returned to the Sea Systems Controllerate at Portsdown as the project director responsible for navigation and C³I systems in 1984 before moving back to London in 1987 as the Vice-President (Navy) at the Ordnance Board, whose President he became in March 1988 on promotion to rear-admiral.

Rear-Admiral G. G. W. Marsh, C.B., O.B.E., M.A., left the Navy in June 1990, his last appointment having been as Project Manager NFR 90.

He joined the Royal Navy in 1947 and qualified in electrical engineering at Cambridge University. On completion of his application training at H.M.S. *Collingwood*, he joined H.M.S. *Indefatigable* in 1953 as Deputy Electrical Officer. In 1954-55 he served in H.M.S. *Carron* as Electrical Officer during the evaluation trials in that ship of the Flyplane Mk. 5 gunnery system. After a shore appointment in the Directorate of Electrical Engineering at Bath, he did the long guided weapon course at the Royal Military College of Science at Shrivenham, subsequently joining H.M.S. *Girdleness* for the Sea Slug R & D and Acceptance firings off Malta. Promoted commander in 1965 from H.M.S. *Victorious*, he then worked in the Sea Dart Project and, from 1969 to 1971, was Trials Commander from H.M.S. *Bristol*. In 1971 he was appointed WEO of H.M.S. *Norfolk* and then, promoted captain in 1973, he became Head of the Propulsion Machinery Control Section in Bath. There followed appointments as Assistant Director (Surface Weapons) in DNOR (1975-77) and as Director of Weapons Co-ordination and Acceptance (Naval) from 1977 to 1980.

Having been the Captain of the R.N. Engineering College, Manadon, for two years, he was promoted rear-admiral in September 1982 and was appointed Assistant Chief of Naval Staff (Operational Requirements). In 1984 he became Deputy Controller Warship Equipment and it was while holding this post that he was also Chief Naval Engineer Officer from July 1985 to February 1987. He became Project Manager NFR 90 in 1988.

Captain J. W. G. Bench, C.B.E., C.Eng., M.I.Mech.E., left the Navy at the end of June 1990, having served as the Director of Combat Systems/Surface Ships in his last appointment.

He joined as an artificer apprentice in 1951 and, after the R.N.A.T.E.s, B.R.N.C. and the training squadron, served in *Illustrious* and *Bulwark* prior to the Basic Engineering Course at Keyham and Manadon. He obtained his Engineering Certificate of Competency in *Gambia*, subsequently being seconded as the Engineering Officer of *Jawada*, a LST taken up from trade in the Persian Gulf. After specializing in Ordnance Engineering, he spent a general service commission in *Lynx* (Capt F7) as the OEO before specializing in M SM. Three years as the Engineer Officer of *Taciturn* was followed by two years conducting submarine sea trials. He cross-trained to L SM and WE in 1967 and was the Naval Projects Officer (1967-70) for the TCSS 9 remedial, SCTT and DCA programmes. He next qualified as a Polaris Systems Officer and served in *Renown* (Stbd) (1971-74) as the PSO and SEO. On promotion to commander, he conducted the remedial programmes for the Submarine TDHSs DCA, and DCB, together with the latter's redesign

to incorporate Sub-Harpoon. Acceptance of Chevaline (1976–78) was followed by Staff of FOSM as SWSO (1978–81). He returned to General Service as the WEO, *Bristol* and was promoted captain in 1982. Three years as the System Project Manager, Heavyweight Torpedoes was followed by Commanding Officer, NP 2010 embarked in R.F.A. *Diligence*, and ADSE(W) in the Polaris and Trident programmes. He was appointed DWSD/DCC in 1987 which evolved into the DCS/SS post, one of his principal tasks being to direct the remedial programmes for all surface ship command systems.

Captain K. B. Estlin, C.Eng., M.I.Mech.E., M.I.E.E., F.I.Mar.E., M.B.C.S., retired from the Royal Navy in May 1990. His last appointment had been as Director Ship Refitting (Surface Ships).

Captain Estlin entered the Navy in 1953. In the 1960s he served in H.M.S. *Diamond* as DWEO, H.M.S. *Tiger* as ordnance engineer and H.M.S. *Fife* as ADA system engineer. Also as a lieutenant-commander he worked in the Weapons System Testing and Tuning Group, on the installation and testing of digital computers, and on ADAWS 1. As a commander he was in the Officer Planning Section (Engineer) of the Naval Secretary's department (1971–73) and then became Chief Systems Analyst of the Defence Automatic Data Processing Training Centre at Blandford. His appointment as WEO of H.M.S. *Norfolk* (1977–78) was followed by the post of GWS 25 Acceptance and In Service Support Manager.

On promotion to captain in 1981 he became Assistant Director Surface Weapons Systems (Tests). The 1984–85 course at the NATO Defence College in Rome led to his appointment, as a commodore, as Assistant Chief of Staff to C-in-C South. He took up his final post in DGSR in 1987, and since his retirement is working in the optical fibre group of the University of Southampton.

Captain D. M. Oddie, C.Eng., F.I.Mech.E., F.I.Mar.E., retired in July 1990, having been Defence and Naval Adviser, Canberra, and Head of British Defence Liaison Staff, in the rank of commodore, since 1988.

Captain Oddie joined the Navy in 1954 and qualified as a marine engineer officer at the R.N. Engineering College, Manadon. His earlier appointments included H.M. Ships *Tiger*, *Carysfort* and *Hermes*, and shore posts in H.M.S. *Sultan* and Britannia Royal Naval College. On promotion to commander in 1972 he spent two years as Staff Officer Training (ME) on the staff of C-in-C Home Command. From 1974 to 1976 he was the Squadron MEO of the 2nd Frigate Squadron and then, from 1977 to 1978, the MEO of H.M.S. *Bristol*. He served as the Executive Officer of the Royal Naval Engineering College, Manadon, until his promotion to captain in 1980.

As a captain there followed a post as NSPO Scotland and Northern Ireland and a spell as board president on the Admiralty Interview Board. From 1983 to 1985 he was Fleet Marine Engineer Officer on C-in-C Fleet's staff at Northwood. After carrying out a special study in the Second Sea Lord's department, Captain Oddie was Director of Naval Officer Appointments (Engineer) until taking up his final appointment in Australia.

Captain D. L. Rees, C.Eng., M.I.Mech.E., whose last appointment was as Director Maintenance and Repair at Portsmouth Naval Base, retired in May 1990.

He entered the Royal Navy in 1953 and qualified at Manadon as a marine engineer officer. After earlier appointments in H.M.S. *Newcastle* and H.M.S.

Ark Royal he worked in the Ship Department as a junior lieutenant-commander. In 1967 he became MEO of H.M.S. *Jupiter* and in 1970 he was appointed to C-in-C Western Fleet's staff as Marine Engineer Staff Officer. On promotion to commander in 1972 he stood by H.M.S. *Birmingham* building at Cammell Laird and remained as her MEO until 1977. He next became Staff MEO to Flag Officer Carriers and Amphibious Ships and then, 1979-1981, was in charge of the Machinery Trials Unit.

Having been promoted to captain he was Naval Base Development Officer at Portsmouth from 1981 to 1983, when he became Chief Staff Officer (Engineering) in the Falkland Islands. A 1984 course at the NATO Defence College in Rome was followed by appointment to the staff of Flag Officer Sea Training as Chief Staff Officer (Engineering) and as Captain Fleet Maintenance and Captain of the Naval Base Portland. In 1986 he took up his last appointment at Portsmouth.

Captain A. Ryle, M.A., C.Eng., F.I.E.E., retired in July 1990.

Captain Ryle joined the Navy in 1954 and qualified as a WE officer. Among his earlier appointments were H.M.S. *Hermes*, exchange duty with the Royal Canadian Navy, WEO of *Mohawk* and *Danae* and H.M.S. *Jufair* in Bahrain. On promotion to commander at the end of 1974 he went to the British Navy Staff in Washington. From 1978 to 1980 he was project officer for Ship Communications Electronic Support Measures and then became the WE appointer until promoted captain in 1981.

Captain Ryle joined the staff of Allied Commander-in-Chief Channel as Director, Maritime Electronic Warfare Support Group. From 1984 to 1986 he was Captain Technical Intelligence (Navy) and he spent 1987 and 1988 in command of H.M.S. *Cochrane*. A course at the Royal College of Defence Studies in 1989 was followed by a special study undertaken for ACDS OR(Sea).
