

PERSONAL NEWS

Rear-Admiral J. R. Shiffner, BSc, CEng, FIMarE, was promoted on 8 October, 1991, on becoming Chief of Staff to Commander-in-Chief, Naval Home Command.

He joined Britannia Royal Naval College, Dartmouth, in September 1959, followed by two years in the light fleet carrier HMS *Centaur* where he gained his Engine Room Watchkeeping Certificate. He was at Royal Naval Engineering College, Manadon, from 1963–67 before joining HMS *Glamorgan* for her first commission and a world-wide deployment. After the 'Dagger' ME Course at Greenwich he became DMEO in HMS *Andromeda* and MEO of HMS *Zulu* followed by a spell on C-in-C Fleet's Technical Staff at Portsmouth where he was promoted commander in 1977. He served on CBNS Staff in Washington between 1980–82 and attended the Royal College of Defence Studies in 1983 on promotion to captain.

He has had four different appointments at Foxhill, initially with DG Ships in the Machinery Controls Section during the introduction of electronic controls into the Type 42/21, and later in the Forward Design Group which included the early conceptual stages of the Type 23 frigate. As a captain from 1984–86 he was Project Manager for the Type 42/21, responsible for their post-Falklands enhancement, followed by two years as Director of Marine Engineering.

From December 1988 until September 1991 he was Captain of Britannia Royal Naval College, Dartmouth—the first non-seaman officer to hold this appointment.

Captain C. J. H. Daykin, CEng, MRAS, retired in June 1991, having just completed a special study for Flag Officer Plymouth. Before that he had been, from 1987 to 1990, the Chief Staff Officer (Engineering) to Flag Officer Naval Air Command.

Captain Daykin entered the Navy as a cadet in 1956 and received his engineering education at the Royal Naval Engineering College, Manadon. His appointments as lieutenant included HMS *Fulmar* and HMS *Royal Arthur*. After becoming a lieutenant-commander in 1968 he served in HMS *Hermes*. In 1975, on promotion to commander, he became Commander Engineering and Deputy Officer-in-Charge NATEC at Lee-on-Solent, and then was the Executive Officer of HMS *Pembroke* at Chatham from 1977 to 1979. His 1980 appointment as the Air Engineer Officer of HMS *Bulwark* was followed by a period as the Production Manager at RNAY Fleetlands, until 1983. While Head of Repair Policy in the Aircraft Department (Naval) he was promoted captain and then served for some two and a half years as Assistant Director of Materiel (Navy) in the Directorate General Aircraft (Navy). It was from there that he moved in 1987 to become CSO(E) to FONAC.

Captain R. M. Duffield, CEng, FIEE, MIMechE, retired in July 1991, having been Head of Technical Intelligence (Navy) for the last two years.

He entered the Navy in 1954 through Dartmouth and then, after sea time, was trained at Manadon, 1956–1959. Having obtained his 'steam' watchkeeping certificate in HMS *Eagle*, he undertook the OE course and was appointed first as the Ordnance Engineer Officer of HMS *Defender* (1960–61) and then as Squadron OE Officer of the 8th Destroyer Squadron. This was followed by the Advanced Ordnance Engineering Course at Greenwich (where he may have been the last Dagger OE) from 1962 to 1964. Cross-training at HMS *Collingwood* fitted him for the post of Weapons & Radio Officer in HMS *Aisne*,

1965–67, during which he was promoted to lieutenant-commander. Sea Wolf application at ASWE (1967–69) was followed by time on the staff of the SD Officers' Course at Greenwich (1970) and then as WEEO of HMS *Jupiter* (1971–72). His first spell at Tech Int (Navy) was from 1973 to 1975.

Promoted commander while at the National Defence College Latimer in 1975, he went to DORS in MOD and then, from 1978 to 1981 as Staff Officer (Intelligence) to UKMILREP at NATO headquarters in Brussels. The 1981–83 appointment as WEO of HMS *Hermes*, which included the Falklands war, completed the sequence of titles (W&RO, WEEO, WEO) for similar posts.

Captain Duffield returned to Tech Int (Navy) for a second time on promotion in 1984 and attended the NATO Defence College in Rome before going to Brasilia as Naval Attaché from 1986 to 1988. His final appointment, as Head of Tech Int (Navy), commenced in 1989 and it was during this time that he sent to this *Journal* Captain Bystrov's recent article on *Komsomolets*.

Captain T. Leland, CEng, MIMechE, retired from the active list of the Royal Navy in June 1991, having been Director of Engineering Support (Naval) since the previous year.

He joined the Service in September 1952 as a cadet at Britannia Royal Naval College, and completed his engineering education at the RN Engineering College, Manadon, in 1960. In the early 1960s he was a watchkeeper in HMS *Lion* and then, as a lieutenant-commander, he served as Deputy Marine Engineer Officer of HMS *Bulwark* from 1971 to 1973. On promotion to commander in that year he became Project Manager (Refits) at Portsmouth Dockyard before spending a year as a student at the National Defence College, Latimer. Appointment as the Marine Engineer Officer of HMS *Antrim*, 1977–79, was followed by a MOD post as Head of the Type 21 and Type 42 Ship Section in Bath.

Promoted captain at the end of 1982, he spent nearly three years as the Superintendent of what was then still called the Naval Auxiliary Machinery Division of the Admiralty Marine Technology Establishment at Haslar. From 1986 to 1989 Captain Leland was the Defence Attaché in Chile, until shortly before taking up his final appointment as DES(N).

Captain J. A. Marshall, LVO, CEng, MIMechE, was placed on the retired list in July 1991, after being Head of the WRNS Integration Team in the Second Sea Lord's Department. Previous to that he had been the Captain of the Royal Naval Engineering College, Manadon, from 1988 to 1990.

Captain Marshall joined the Royal Navy from school in 1956. His engineering training was at Manadon and he later did the Advanced Marine Engineering ['Dagger'] Course at Greenwich. As a lieutenant he served in HMS *Albion*, qualified as a submariner, and was the Engineer Officer of HMS *Cachalot*. On completion of the Greenwich course he was appointed as Marine Engineer Officer of HMS *Renown*. Promoted commander in 1974, he spent three years in the Naval Base at Devonport, finally as Project Manager for Nuclear Submarines. Appointment as the Marine Engineer Officer of HMY *Britannia* from 1977 to 1979 was followed by a period in London with the Director of Naval Operations.

On promotion to captain in 1982 he undertook the long period of Russian language training before being Naval Attaché Moscow in 1984 and 1985. Some three years then followed with Chief Executive Dockyards (subsequently Director General Ship Refitting), first as Assistant Director Programmes and then as Director Ship Refitting (Policy & Plans). It was from there that he went to Manadon as the Captain.

Captain W. B. Thrush, CBE, CEng, FIEE, was placed on the retired list in July 1991, having been one of the C of N/CFS Management Project Team led by Rear-Admiral Pulvertaft.

Joining the Navy initially as an artificer apprentice, he went to Britannia Royal Naval College from 1958 to 1960. Training at Manadon and *Collingwood* (1961–64) was followed by appointments as 6 inch Section WE Officer in HMS *Tiger* (1964–67) and as Project Manager GSA1 (1967–70). On promotion to lieutenant-commander he became WEO of HMS *Whitby* and then in 1971 joined the RN Trials Unit, Aberporth, as Sea Dart Officer. From 1974 to 1976 he was DWEO of HMS *Glamorgan*. Promoted commander in 1976, he became Trials Manager (Polaris)—Chevaline. As SWEO of the 7th Frigate Squadron he served in HMS *Argonaut* from 1978 to 1981, and this was followed by being SWEO to FOST during the Falklands war.

As a newly promoted captain in 1982 he was appointed Head of Special Projects Royal Navy in Washington. Then, having been Fleet WEO from 1985 to 1988, he was Director of Engineering Support (Naval) until 1990 when he took up his final appointment.

OBITUARY—DR CHARLES SMITH

Dr Charles Smith, who died on 13 July 1991, was one of the leading authorities on the design and safety of ship structures both in the UK and worldwide. His whole career was spent at the Defence Research Agency at Dunfermline, which he joined, as the Naval Construction Research Establishment, in 1962. His understanding of ship structures, and his ability to generate practical solutions to structural problems, developed rapidly, and was rewarded by an exchange year at the David Taylor Research Center in Washington DC in 1966/67, and in 1974 with promotion as head of the surface ship structures section at NCRE.

He was especially concerned over the majority of his time in the service with the development of glass-reinforced plastics for ships' hulls and other structures. His innovative ideas were first manifested in the prototype structure of HMS *Wilton*, and then in the larger and more advanced design of the HUNT Class MCMVs. He was not satisfied even then, and went on to develop techniques for the design of the much more efficient structure of the SANDOWN Class, to achieve significantly lower weight and cost. He was moreover a keen exponent of the potential for the use of fibre reinforced plastics in parts of steel ships where the low weight and good durability of the material could be used to advantage. In 1990 he published his book *Design of Marine Structures in Composite Materials*, which is now the definitive text on the subject.

Another strand to his work was in generating a deeper understanding of the ultimate failure responses of steel structures, which has led to the current MOD procedures for hull structural design and which is unique worldwide as a design tool. These techniques were put to valuable use in improvements to the design of the Type 42 and Type 21 Classes, and were specified for the initial design of the Type 23 frigate and later designs. He was also involved in recent years in the development of more efficient submarine structures.

Charles Smith's work was widely recognized abroad and he took part in many international exchanges on warship structures notably with the USA, Canada and Australia, as well as more generally as a member of the International Ship and Offshore Structures Congress since the 1960s and the UK member on the standing committee since 1985. He was also a member of the Technical Advisory Committee for Offshore Installations in the Department of Energy, and was an adviser to the DEn on wave energy projects.

From a highland family, Charles Stuart Smith was born on 21 April 1936 and was educated at George Watson's College in Edinburgh and at Glasgow University where he earned a BSc in 1958 and PhD in 1962. He was later awarded a rare Glasgow University DSc, and in 1982 was promoted Individual Merit Grade 6 and then in 1989 IM Grade 5 in the Defence Science Group. In 1985 he was elected to the Fellowship of Engineering and in 1989 was awarded the James Alfred Ewing medal—an award previously bestowed on such eminent engineers as Barnes Wallis and Lord Penney. His publications are too numerous to mention and he was awarded no less than six medals by the Royal Institution of Naval Architects.

He is survived by his wife Claudie whom he married in 1962, and by a son and three daughters. He will be remembered with respect and gratitude by his many friends and colleagues throughout the world, for his brilliant analytical and practical mind and for his unfailing kindness, helpfulness and courtesy.

For some aspects of the career of the late **Captain H. A. Kidd, DSO, OBE, DSC and bar**, who died in May 1991, see the review of the book *Submarine Torbay* on page 522 of this issue.
