

# PERSONAL NEWS

**Rear-Admiral W. B. S. Milln, C.B.**, retired from the Navy on 11th October 1969, after a distinguished career of more than 40 years.

Admiral Milln joined B.R.N.C., Dartmouth, in 1928 and while training at sea as a cadet in H.M.S. *Royal Oak*, elected to specialize in engineering and joined the R.N.E.C., Keyham, in 1933. He then went to sea in H.M.S. *Apollo*, in the West Indies, and was selected for the 'Dagger' course which he completed in 1939. At the outbreak of war he was the Senior Engineer of H.M.S. *Birmingham* and saw service in China, the Mediterranean, the Arctic, the Norwegian Campaign, South African convoys, and the South Atlantic and Falkland Island patrols. He returned to Keyham on the Staff in 1941 and in 1944 became the Engineer Officer of H.M.S. *Tumult*, which ran on a reef at Manus Island and, after repairs (and a little golf) at Sydney, went on to 'liberate' Shanghai at the end of the war. He then joined the E.-in-C.'s Department at Bath where, after two years as Assistant Inspector of the I.C.E. Design Section, he was promoted to Commander and became the E.O. of H.M.S. *Mull of Kintyre*, which was the Headquarters ship of the 'shock in ships' team. He returned to the Admiralty, Bath, in 1949 and served for three years as Inspector of the Materials Section before becoming the E.O. of H.M.S. *Glory*, which carried out the last of the Korean patrols. From 1953-56 he was the Training Commander of H.M.S. *Thunderer* and for the following two years was the E.O. of H.M.S. *Victorious* during the completion of her conversion, the machinery and flying trials and the working-up period in the Mediterranean. After qualifying at the Joint Services Staff College he became F.E.O. on the Staff of C.-in-C., Far East Station in November, 1959. On his return to the U.K. he served for nearly three years in the Ship Department at Bath, first as Assistant Director and later as Deputy Director of Marine Engineering before returning to H.M.S. *Thunderer*, the Royal Naval Engineering College, this time as the Commanding Officer. He was promoted to Rear-Admiral on 7th July, 1967, and served as Assistant Chief of Staff (Logistics) to the Supreme Allied Commander, Europe, until his retirement.

Admiral Milln was awarded the C.B. in the Birthday Honours of 1969.

**Rear-Admiral F. C. W. Lawson, D.S.C., C.Eng., M.I.Mech.E.**, became Flag Officer, Medway, and Admiral Superintendent Chatham Dockyard in September of this year, in succession to Vice-Admiral Sir John Parker, K.B.E., C.B., D.S.C.

Admiral Lawson joined the Navy as a Special Entry Cadet in January, 1935. As a Commander he served in the Plans Divisions at the Admiralty in London, on the staff of B.R.N.C., Dartmouth, as the Engineer Officer of H.M.S. *Albion*, and in Chatham and Portsmouth Dockyards. Promoted to Captain in June, 1960, he subsequently served as Chief Staff Officer (Technical) to Commander-in-Chief, Plymouth, as Assistant Director (Nuclear) with D.G.D. and M. in Bath, and as Commodore Superintendent, Singapore Dockyard. It was towards the end of this latter appointment that he was promoted to Flag Rank in January, 1969, when he became Admiral Superintendent, Singapore Naval Base.

**Rear-Admiral N. H. Malim, M.V.O.**, was promoted to Flag Rank in July, 1969, and in August became Chief Staff Officer (Technical) to the Commander-in-Chief, Western Fleet and Inspector-General Fleet Maintenance in succession to Rear-Admiral G. J. B. Noel.

Admiral Malim joined H.M.S. *Frobisher* as a cadet in September, 1936, and subsequently trained at the R.N.E.C., Keyham. Early in the war he was serving in H.M.S. *Manchester* when she was sunk in the Mediterranean and he became a 'guest' of the Vichy French, being an internee in Algeria for a few months. On his return he served in H.M.S. *Norfolk* for six months before qualifying at the Advanced Engineering Course at Greenwich. From 1945-47 he served in H.M.S. *Jamaica* on the East Indies Station and was the Senior Engineer for the latter half of the commission. He then served for nearly three years on the staff of the R.N.E.C., Manadon, before joining the Engineer-in-Chief's Department at Bath where he served in the Projects Section from 1951-54. As a Commander he also served as the Engineer Officer of H.M.S. *Triumph*, the Cadet Training Ship; in the Personnel Section at the Admiralty in London; and as E.O. of H.M. Yacht *Britannia*. Promoted to Captain in June, 1960, he became the Admiralty District Engineer Overseer, Scotland, and in October, 1962, he returned to Bath, first as Assistant Director and later as Deputy Director in charge of the Marine Engineering Design and Specialist Groups of the Ship Department. He then qualified at the Imperial Defence College and from March, 1967, until June of this year was the Commanding Officer of the Royal Naval Engineering College, Manadon.

**Captain R. Young, D.S.C.**, retired from the Navy in July, 1969, after a long and notable career.

Captain Young joined the Navy as an artificer apprentice in August, 1931, and was promoted to Sub-Lieutenant in July, 1939. It was as a young Lieutenant that he was awarded his D.S.C. for gallantry and skill in the Battle of Crete, while serving in H.M.S. *Dido*. He then specialized in Gun Mountings and Ordnance Engineering and subsequently served in G.M. and O/E appointments at Barrow, Woolwich, the Admiralty and at the R.A.E., Farnborough. He was the Engineer Officer of H.M.S. *Cumberland* from 1955-56 and then he returned to the Admiralty, Bath, to serve with the Department of Naval Ordnance and later the Director-General Weapons, Surface Division, where he dealt with Research and Development. From 1959-62 he served with the Ministry of Aviation as Director of Guided Weapons (Naval), after which he became the Commanding Officer of H.M.S. *Fisgard*, the Artificer Apprentices Training Establishment at Torpoint. He returned in 1965 to the Weapons Department in Bath as Assistant Director, Surface Weapons, and after six

months with D.N.S.Y. in London, spent his last two years' service as Commodore Reserve Ships in H.M.S. *Bellerophon* at Portsmouth.

**Captain R. L. McClement** took up his appointment as Production Manager of Rosyth Dockyard in August of this year. From October, 1966, he was the Naval Attache, Ankara and Tel Aviv.

**Captain J. A. H. Hamilton, C.Eng., F.I.Mech.E., M.I.Mar.E.**, was appointed Naval Adviser to the British High Commissioner of India in September, 1969. He had previously served as Chief Staff Officer (Technical) to C.-in-C., Plymouth, and as Captain Fleet Maintenance, Plymouth.

**Captain M. J. Button** became the Commanding Officer of H.M.S. *Ganges*, the R.N. Junior Training Establishment at Shotley, in November, 1969. On promotion to his present rank in December, 1965, he served with D.G.A.(N) in the Ministry of Defence as Officer-in-Charge of the Hovercraft Project. Since February, 1967, he was the Head of the Naval Air Technical Evaluation Centre in H.M.S. *Daedalus*.

**Captain J. S. C. Lea** will take up his appointment in H.M.S. *Sultan* in January, 1970, on the Flag Officer Admiralty Interview Board. From early in 1967, he served for two years on the staff of Flag Officer Submarines as Chief Staff Officer (Faslane) and Deputy Superintendent of Clyde Submarine Base. More recently he qualified at the Imperial Defence College.

**Captain D. D. N. Long** took up his appointment as Chief Staff Officer (Technical) on the staff of Commander, Far East Fleet, at the end of October, 1969. He had previously served in Portsmouth Dockyard as the Deputy Manager of the Engineering Department.

**Captain P. B. Hogg, C.Eng., M.I.Mech.E., M.I.Mar.E.**, was appointed to H.M.S. *Tyne* in Command and as Chief Staff Officer (Technical) to C.-in-C., Plymouth, and for duty with C.-in-C., Western Fleet as Captain Fleet Maintenance, Plymouth, in September, 1969. He was promoted to his present rank in December, 1967, while serving in the Ship Department as Head of the Gearing Section. After his promotion he continued to serve with D.G. Ships as Head of the Marine Engineering side of the Forward Design Group until taking up his present appointment.

**Captain T. R. Cruddas, C.Eng., M.I.Mech.E., A.F.R.Ae.S.**, will take up his appointment in H.M.S. *Daedalus* as Command Engineer Officer to Flag Officer Naval Air Command on 17th January, 1970. Since March, 1967, he served with D.R.S. and BuWeps U.S. F4(RN) in Washington as the Programme and Configuration Manager (RN).

**Captain D. W. Cramond** will take up his appointment with D.G.A.(N) as the Director of Aircraft Maintenance and Repair on 17th December, 1969. He was previously serving on the Flag Officer Admiralty Interview Board at H.M.S. *Sultan*.

**Captain D. W. Barthelmas**, who has recently completed a course at the Canadian National Defence College, will take up his appointment as Fleet Marine Engineer Officer to C.-in-C., Western Fleet, on 12th December, 1969. He was promoted to his present rank in June, 1968.

**Captain C. A. Johnson**, who was promoted to his present rank in December, 1968, while serving as Fleet Air Engineer Officer on the staff of the Commander, Far East Fleet, was appointed to H.M.S. *Daedalus* in October of this year for duty with D.G.A.(N), where he will be in charge of the Naval Air Technical Evaluation Centre.

**Captain D. O'Hara, C.Eng., M.I.Mech.E.**, became the Planning and Services Manager of Gibraltar Dockyard and Staff Technical Officer to Flag Officer Gibraltar on 30th October, 1969, having previously attended the Joint Services Staff College. Before his promotion to Captain in June of this year, he was the Engineer Officer of H.M.S. *Bulwark*.

**Captain T. G. F. Hardy**, will take up his Command of H.M.S. *Condor*, the R.N. Air Station and Air Engineering School at Arbroath, in January, 1970, having served for the previous six months in H.M.S. *Sultan* on the Flag Officer Admiralty Interview Board. He was promoted to Captain in June, 1969, while serving as the A.E.O. of H.M.S. *Hermes*.

### THE END OF REDWOOD

The Institute of Petroleum has announced that, because of the impending change to the metric system using SI units, Redwood units will cease to be a recognized method of measuring viscosity in 1974.

Redwood viscosity was adopted as this country's standard method of measuring viscosity of petroleum products from the early days of the oil industry. Redwood has gradually been losing favour for some time but is still commonly used for describing commercial grades of heavy fuels.

Sir Boverton Redwood, Bart., was prominent in the early years of the petroleum industry. Apart from his viscometer, he was notable for patenting in 1889, with Sir James Dewar, the distillation of heavy grade oil under pressure (thermal cracking), perfecting an explosive sampling apparatus, much authoritative literature and being the first president of the Institute of Petroleum in 1914.

From 1912 to 1914 he was a member of the Royal Commission on Fuel and Engines under the chairmanship of Lord Fisher and is shown in the Commission's report as being 'Adviser on Petroleum to His Majesty's Government'. The Commission's recommendations resulted in the Royal Navy adopting oil fuel in place of coal.

A tangible link with one of this country's pioneers of the oil industry and an important era in the Navy's history is thus about to be broken.

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