

PERSONAL NEWS

Rear-Admiral D. A. Williams, D.S.C., A.M.I.Mech.E., retired from the Navy after a very notable career which took him to the highest post in his own specialization.

He entered the Navy as a Special Entry cadet in September, 1929. In the early years of the war he was the Engineer Officer of H.M.S. *Hasty* in which he served in the Mediterranean, South Atlantic, in Norwegian operations and in the Eastern Mediterranean. He was awarded the D.S.C. after the Battle of Matapan and his ship was sunk in a Malta convoy in June, 1942. He stood by H.M.S. *Implacable* while building in 1942 and later served in her in the Home and the British Pacific Fleets. After service in H.M.S. *Argonaut*, he completed an air-engineering course and then served successively in several Air appointments which included: Training Commander of the R.N.A.Y., Fleetlands; Air Engineer Officer of the R.N.A.S., Yeovilton, and later at St. Merryn. He was

promoted to Captain in June, 1955 and from then until 1957 served on the First Admiralty Interview Board, and after two years as the Command Technical Officer to Flag Officer Air (Home) went to Scotland in May, 1959, to become the Commanding Officer of the R.N.A.S., Abbotsinch. From December, 1961, he served for seven months as Chief Staff Officer (Technical) and Command Engineer Officer on the staff of the Commander-in-Chief, Plymouth, and in July, 1962, became the Director-General Aircraft, the post he held until his retirement.

Rear-Admiral H. H. Hughes, A.M.I.E.E., B.Sc. (El. Eng.), who is the Director of Naval Electrical Engineering in the Ship Department at Bath, became, in addition, the Deputy Chief Engineer Officer on 9th January.

Admiral Hughes, an electrical engineer, transferred to the Royal Navy as a Lieutenant-Commander from the R.N.V.R. in 1945. As a Commander, he was the Electrical Officer of H.M.S. *Vanguard* from 1948–49 and later served in the Electrical Engineering Department at the Admiralty, Bath. From 1952–53 he was the Electrical Officer on the staff of the Senior Officer Reserve Ships at Chatham, after which he joined the staff of the Electrical Engineering Manager in Chatham Dockyard. Promoted to Captain in December, 1956, he served in the Dockyard Department at Bath and in 1960 became the Assistant Director of Electrical Engineering in the Ship Department. In 1962 he commanded H.M.S. *Collingwood*, the R.N. Electrical School. The following year he returned to Bath as the Deputy Director of Electrical Engineering and later, after promotion to Flag Rank on 7th July, 1964, became the Director.

Rear-Admiral T. H. Maxwell, D.S.C., A.M.I.Mech.E., who had served as the Director of Officer Appointments (E) with D.G.P.S. since May, 1963, was promoted to Flag Rank in January of this year and became the Director-General of Naval Training.

Admiral Maxwell is a qualified submariner and during the war served in submarines, a cruiser and in Chatham Dockyard. After the war he held appointments at Lee-on-Solent and in H.M.S. *Maidstone* and, as the Engineer Officer of H.M.S. *Newcastle*, took part in the operations in Korean waters. From 1948 to 1952 he was the Inspector of the Submarine Section in the Engineer-in-Chief's Department at Bath and later served in H.M.S. *Dolphin* as the S.E.O. of the Fifth Submarine Squadron. Promoted to Captain in December, 1956, he returned to Bath, first as an Assistant Engineer-in-Chief, and later as Assistant Director of Marine Engineering. After qualifying at the Imperial Defence College he went to H.M.S. *Dolphin* in December, 1960, as Chief Staff Officer (Material) to Flag Officer Submarines.

Captain J. G. Little, O.B.E., A.M.I.Mech.E., M.I.Mar.E., M.B.I.M., was placed on the Retired List on 7th January, 1965, after a noteworthy career of 40 years.

Entering the Navy as a Cadet in 1925, he trained at Dartmouth and at the R.N. Engineering College, Keyham. Since leaving Keyham in 1934, his career has been extremely varied. His seagoing appointments have included a battleship, battle cruiser, cruisers and destroyers—during the war years he served successively in H.M.S. *Hostile*, which was sunk off Cape Bonn in 1940 and where for his services he was awarded the O.B.E., in H.M.S. *Jamaica* which took part in the Battle of Barents Sea and the North African landings, and in H.M.S. *Ashanti* on Russian convoys. From 1937–39 he trained artificer apprentices in H.M.S. *Fisgard*, from 1945–48 he trained officers at Manadon, and while serving in the E.-in-C.'s Personnel Section in London from 1953–56, dealt with all training from the Headquarters' aspect. He has also served in

three appointments in Devonport Dockyard: from 1950–53 he was Assistant to M.E.D., first as Commander II and later as Commander I and virtually, but not then so called, the Deputy Manager; and from 1956–59 he was Deputy Manager in the new concept of Dockyard Management and Organization. During these two appointments he found time to be the Chairman of M.E.D.'s Sports Club and a Vice-Chairman of the Plymouth Area Civil Service Sports Association. From March, 1962, until his retirement, Captain Little was the Engineering Manager of Devonport Dockyard and it was under his management that the extensive modernization of H.M.S. *Eagle* was achieved. During this period also he was the local Vice-President of the Plymouth and Cornwall Group of the Institute of Marine Engineers and local Vice-Chairman of the British Institute of Management.

Captain Little's dockyard and training appointments add up to a deep specialization, and a deep interest, in the many-sided subject of 'Personnel' and many will recall his article: 'Personnel Affairs', which appeared in Vol. 10 Nos. 3 and 4 of the *Journal*.

Captain L. H. J. Masters, who was the Head of Central Services in the Weapons Department from May, 1961, retired from the Navy in October, 1964.

Early in his career, from 1935–38, he served in H.M.S. *Ramillies* and in *Glorious* and later specialized in ordnance engineering, commencing in 1939 as Assistant Gun Mounting Overseer at Barrow-in-Furness. In the early war years he served successively in H.M.S. *Bonadventure* as the Squadron Ordnance Officer, and in H.M.S. *Naiad* and *Cleopatra* both as Squadron Ordnance Officer and Squadron Fighter Director Officer. In 1944 he went to the Admiralty Engineering Laboratory at West Drayton where he equipped and ran a new hydraulic test shop for D.N.O., and in 1947 he joined the staff of the R.N. College, Greenwich, where he wrote the first syllabus for the O/E 'dagger' course and started off the first three candidates. More recently he has served twice in the Naval Ordnance Department, first in charge of the Remote Power Control Section and later as Head of the Guided Weapon Section during the equipping of H.M.S. *Girdle Ness*, and in 1951 he went to Washington as the O/E Representative on the staff of the British Joint Services Mission. He was Assistant Director Guided Weapons (Servicing) at the Ministry of Supply from 1956, when he was promoted to Captain, until 1958, and for the next two years was the Superintendent of the Admiralty Gunnery Equipment Depot, Coventry, and Admiralty Weapons Overseer, Midland Area.

Captain J. F. Lewin, A.M.I.Mech.E., who was the Personnel Manager of the General Manager's Departments from December, 1961, was placed on the Retired List in March, 1965.

During the war Captain Lewin served in H.M. Ships *Effingham* and *Ilex* and on the Staff of the R.N.E.C., Keyham. After promotion to Commander he became the Engineer Officer of H.M.S. *Theseus* where he developed orifice control of evaporators. Later he spent three years in Malta Dockyard, two years as Assistant E.A.P. in London, and two-and-a-half years as the Executive Officer of H.M.S. *Caledonia*. He was promoted to Captain in June, 1956, while serving as a member of the Officer Planning Section in London, where he helped to deal with the many problems involved in the introduction of the new officer structure. From the end of 1956 to 1959 he was the Chief Engineer of Singapore Dockyard, and from early 1960 served in London, first with D.G.M. as Head of the Personnel Panel(E) and later with D.G.T. as the Deputy Director of the Engineering and Electrical Training Division.

Captain D. N. Callaghan, A.M.I.Mech.E., relinquished his command of H.M.S. *Caledonia*, the Royal Naval Engineering School, in February of this year and on 11th March joined the Weapons Department at Bath as the Director of Surface Weapons.

Captain J. K. Pearsall, A.M.I.Mech.E., who was the Naval District Engineer Overseer, Scotland, from September, 1962, joined the Naval Training Department of the Ministry of Defence in May of this year where he became the Director of Naval Engineering Training.

Captain R. Young, D.S.C., was appointed to the Weapons Department at Bath as Assistant Director of Surface Weapons in February, 1965. From September, 1962, he was the Commanding Officer of H.M.S. *Fisgard*, the Artificer Apprentices Training Establishment at Torpoint.

Captain R. P. H. Elvin, M.I.Mech.E., became Captain in Charge of the Ship Maintenance Authority and Deputy Director of Fleet Maintenance in December, 1964, having previously served since January, 1963, as Chief Staff Officer (Technical) and Command Engineering Officer to C.in-C., Portsmouth, and Captain Fleet Maintenance to C.in-C., Home Fleet.

Captain H. D. Nixon, M.V.O., A.F.Inst.Pet., assumed his command of H.M.S. *Sultan*, the Marine Propulsion Machinery School, on 24th November, 1964. From April, 1963 he had served as the Naval District Overseer, first in the Midland District and later in the Southern District.

Captain H. Gardner took up his appointment in Devonport Dockyard as the Deputy Manager, Engineering Department, in September, 1964.

Entering Dartmouth as a Special Entry cadet in 1940, he trained there and at the R.N.E. College and then served in H.M.S. *Nigeria* and *Cumberland* in the Far East. In 1944 he qualified as a submariner and for the next ten years served in submarine appointments which included: H.M.S. *Adamant* and E.O. of *Totem* in Trincomali and Australia; Assistant Inspector of the I.C.E. Maintenance Section of E.-in-C.'s Department at Bath; and E.O. of H.M.S. *Telemachus* in Australia. For two years he was the Admiralty Representative at Barrow during the development and shop trials of the H.T.P. plant for the S/Ms *Explorer* and *Excalibur*. Returning to general service in September, 1954, he became the Senior Engineer of H.M.S. *Eagle* where in December, 1955, he was promoted to Commander. For the following two years he was the Training Commander of H.M.S. *Caledonia* and from 1958-60 was the Engineer Officer of H.M.S. *Blackpool* and S.E.O. of the 6th Frigate Squadron. He then went to Rosyth Dockyard, first as Commander II and later as Commander I, and in November, 1963 served for a short period in H.M.S. *Maidstone* at Faslane as the S.E.O. and Chief Technical Officer of the 3rd Submarine Squadron, before his promotion to Captain in June, 1964.

Captain D. J. Spickernell, A.M.I.Mech.E., A.M.I.Mar.E., took up his appointment as the Commanding Officer of H.M.S. *Fisgard* in January, 1965, having served since June, 1962 as the Deputy Engineering Manager of Portsmouth Dockyard.

Captain J. A. H. Hamilton, who was the Executive Officer of H.M.S. *St. Vincent* from December, 1962, was promoted to Captain in December, 1964, and took up his appointment as Naval District Engineer Overseer, Scotland, in April of this year.

He entered the Navy in December, 1938, and after the normal training he left the R.N. Engineering College in December, 1942, and went to sea in H.M.S. *Illustrious*, serving in Home waters, the Mediterranean and in the Far East. After two years on the Training Staff of H.M.S. *Fisgard* he returned to the Far East from 1948-9 in H.M.S. *Concord* which was involved in the Yangste Incident. On return to the United Kingdom he joined the staff of Britannia R.N. College at Dartmouth, and after two years in H.M.S. *Indefatigable* was promoted to Commander in December, 1954. As a Commander he has served as the Engineer Officer of H.M.S. *Vigilant* and S.E.O. to Captain (D) in the Dartmouth Training Squadron; in the Logistics Division of H.Q. Allied Forces in the Mediterranean; and on the Naval Staff (D.T.N.P.) in London. From February, 1961 to December, 1962, he was the Engineer Officer of H.M.S. *Lion*.

Captain Hamilton is a keen yachtsman and his other pastimes include shooting, fishing and bird watching.
