

PERSONAL NEWS

Vice-Admiral C. P. G. Walker, C.B., D.S.C., A.M.I.Mech.E. It is with considerable pleasure that we are able to note the promotion to Vice-Admiral of the Chief Naval Engineer Officer, the announcement of which was made on 11th August, 1965.

Admiral Walker is the Director-General Dockyards and Maintenance, a post he has held since May, 1962. In September, 1963, he became, in addition, Chief Naval Engineer Officer and Senior Naval Representative, Bath.

Rear-Admiral D. P. Mansfield, A.M.I.Mech.E., retired from the Navy in August, 1965, after a long and notable career.

He entered B.R.N.C. Dartmouth as a cadet in 1926. After his engineering training at Keyham he went to sea, in 1934, in H.M.S. *Nelson*, and from 1936 to 1939 was Assistant F.E.O., Mediterranean. In the early war years he was the Senior Engineer of H.M.S. *Mauritius*, operating in the Atlantic and the Indian Ocean, and the Engineer Officer of H.M.S. *Kelvin* which took part in the relief of Malta. In 1943 he became 2nd Assistant to M.E.D. in Chatham Dockyard and was promoted to Commander in 1945 while serving in this appointment. After completing the A/E course the following year, he held successive Air appointments at the Admiralty and on the staff of Flag Officer Ground Training. He then went back to sea as the E.O. of H.M.S. *Kenya* from 1951 to 1953, part of which time he was the F.E.O., East Indies, and for the following two years was the Executive Officer of the R.N. Engineering College, Manadon, being promoted to Captain while in this appointment. From 1955-57 he commanded H.M.S. *Nuthatch*, R.N.A.S. Anthorn, and for the following three years was the Superintendent of the R.N.A.Y., Fleetlands. In November, 1960, he became the Director of Fleet Maintenance at Bath, and on his promotion to Flag Rank in January, 1963, became the Chief Staff Officer (Technical) to Flag Officer Naval Air Command, the post he held until his retirement.

In his younger days, Admiral Mansfield was a prominent member of the R.N.E.C. and Devonport Services rugby teams.

Rear-Admiral R. H. Tribe, M.B.E., A.M.I.Mech.E., retired from the Navy in September, 1965, after a distinguished career of more than 40 years.

He entered the Navy as an artificer apprentice in 1923 and was promoted through the now obsolete rank of Warrant Engineer. Early in the war he was the Senior Engineer of H.M.S. *Fiji* until she was sunk off Crete in 1941. He then became the Engineer Officer of H.M.S. *Orwell* and served in her until April, 1944, mainly on North Russian convoys, and it was in this ship that he was awarded the Russian Medal for Distinguished Battle Service in recognition of his services to the U.S.S.R. In 1944 he was appointed to Devonport Dockyard as Assistant to the Engineer Manager, where he dealt with the construction and repair of submarines—an unusual task for a non-submariner. Ten years later he returned to Portsmouth Dockyard as the Deputy Engineering Manager. He also served twice in the Engineer-in-Chief's Department, first as the Inspector of the Cruiser and Destroyer Maintenance Section and later as Assistant E.-in-C. Fleet Support. Other of his Admiralty appointments have included Engineer Assistant to the Director of Dockyards and from 1958-60 he was first the Assistant Director and later Deputy Director of Fleet Maintenance with D.G.D. and M. In May, 1960, he became F.E.O. on the staff of C.-in-C., Home Fleet, and S.E.O. to C.-in-C., Eastern Atlantic and Flag Officer Flotillas (Home). Promoted to Flag Rank in July, 1962, Admiral Tribe served for a short time with the Controller of the Navy before returning

to the Staff of C.-in-C., Home Fleet, as the Chief Staff Officer (Technical) and as the first Inspector-General, Fleet Maintenance. In the latter capacity he was responsible for setting up the now well established Ship Maintenance Authority in Portsmouth Dockyard.

Rear-Admiral C. F. Kemp was promoted to Flag Rank on 7th July, 1965, and took up his new appointment in H.M.S. *Daedalus* as Rear-Admiral, Engineering, to Flag Officer Naval Air Command.

Admiral Kemp entered the Navy in 1931. During the war he served in H.M. Ships *Ajax* and *Hood*, and the R.N. Air Stations at Lee-on-Solent and Yeovilton. An Air Engineer Officer and a qualified pilot, he was appointed in 1945 to the Air staff of the British Admiralty Delegation in Washington, being promoted to Commander in December of that year. From 1947 to 1950, he was the Air Engineer Officer first at the R.N.A.S., Dale and then at Lossiemouth, and from 1950-52 was the Engineer Officer of H.M.S. *Mauritius* and F.E.O., East Indies. In 1952 he went to R.N.A.S., Bramcote, as the Air Engineer Officer and Training Commander, and two years later became the A.E.O. at R.N.A.S. Anthorn. He was promoted to Captain in December, 1956, and later became Assistant Director (Material) in D.A.M.R. in London. In 1959 he was appointed Command Technical Officer to Flag Officer Air (Home) and since 1962 has served as the Superintendent, R.N.A.Y. Belfast.

Rear-Admiral C. H. S. Wise, M.B.E., assumed his appointment as Chief Staff Officer (Technical) to C.-in-C. Home Fleet, and for duty with C.-in-C. Home Station (designate), and Inspector-General, Fleet Maintenance, in succession to Admiral Tribe, in August, 1965. For the previous year he was the Commanding Officer of H.M.S. *Collingwood*.

Before World War II he qualified as a torpedo officer and during the early part of the war served in H.M.S. *Enterprise* on Atlantic convoys and in the Norwegian Campaign. An electrical specialist, he was promoted to Commander in 1947, and from 1948-50 was the Training Commander at H.M.S. *Collingwood*. He then served in Chatham Dockyard, the Dockyard Department at Bath, and from 1954-56 was the Electrical Officer of H.M.S. *Cumberland*. After a further Admiralty appointment he was promoted to Captain and from 1959 to 1963 was an Assistant Director in the Surface Division of the Weapons Department at Bath.

Rear-Admiral R. C. Paige, on his promotion to Flag Rank on 7th July, 1965, became the Admiral Superintendent, Singapore Dockyard, where he has been serving since 1962 as Commodore Superintendent.

Commodore F. C. W. Lawson, D.S.C., A.M.I.Mech.E., who was serving with D.G.D. and M. as Assistant Director (Nuclear), became the Commodore Superintendent, Singapore Dockyard, in November, 1965.

Captain R. G. Raper, A.D.C., M.I.Mech.E., M.I.Mar.E., who is the Chief Staff Officer (Technical) and Maintenance Captain on the Staff of Flag Officer Sea Training, is to be promoted to Rear-Admiral on 7th January, 1966, and in February will become the Director of Marine Engineering in succession to Rear-Admiral H. G. H. Tracy, C.B., D.S.C.

Admiral Raper will return to Bath as the Head of the department in which he has served on three previous occasions, the last being from 1961 to 1963, when he was the Deputy Director.

Entering the Navy as a Dartmouth cadet in May, 1929, he trained in H.M.S. *Frobisher* and at the R.N.E.C., Keyham and, after service in H.M.S. *Newcastle* was, in 1938, selected for the Advanced M/E Course at R.N.C., Greenwich. Early in the War he was the Senior Engineer of H.M.S. *Edinburgh* which was

on Russian convoy duties and which, in May, 1942, was sunk in action on returning from Murmansk. For his services in this action, Captain Raper was Mentioned in Despatches and awarded six months' seniority. In the same year, he joined the E.-in-C.'s Department where he was engaged mainly on new turbine designs. In 1948, on promotion to Commander, he returned to the E.-in-C.'s Department where he was this time in charge of the Projects section which was then mainly concerned with the development of prototype machinery for the *Whitby* and *Blackwood* Class frigates and the Canadian *St. Laurent* Class destroyer escorts, and from 1952-54 he was the E.O. of H.M.S. *Birmingham*, and took part in the Korean activities. He then was lent to the Canadian Navy where he established the Naval Engineering Design Investigation Team for the development of propulsion machinery design, and on his return to the U.K., became the Technical Assistant to the Engineer-in-Chief of the Fleet, Vice-Admiral Sir Frank Mason, K.C.B. From 1959 to 1961 he was the Commanding Officer of H.M.S. *Caledonia*.

Captain J. G. Cannon, who was the Director of Underwater Weapons at the Ministry of Defence, Bath, was placed on the Retired List in October, 1965.

He entered the Navy as a cadet in 1929. During the early part of the war he served in H.M.S. *Cumberland*, taking part in the Russian convoys to Murmansk, the relief of Spitzbergen and the North African landings. In 1945 he steamed H.M.S. *Manxman* to the Pacific, assisting in the evacuation of the first P.O.W.s from Japan to Australia. He has held several important torpedo engineering appointments at home, in the Orkneys, and abroad, flying to Ceylon, Australia and New Zealand in 1944 and 1945 to plan torpedo overhaul and repair facilities for the Pacific Fleet, and from 1946 to 1949 planned and carried out the rehabilitation of the Torpedo Depot in Singapore. From 1949 to 1953, he served in the Admiralty at Bath in the Department of Armament Supply, and from 1953 to 1956 was the Engineer Officer of H.M.S. *Ark Royal*, standing by her for 18 months while building and serving in her for the first year of her first commission. After promotion to Captain in June, 1956, he became Chief Staff Officer (Technical) to Flag Officer Scotland, and later served with the M.O.A. as Assistant Director, Guided Weapons. He returned to Bath in 1961, joining the Weapons Department where he served first as the Deputy Director of Underwater Weapons and later as the Director.

Captain J. A. Osborne, D.S.C., retired from the Navy in July, 1965.

His long naval career covered a very wide field. Besides holding a variety of appointments in seagoing ships he has had wide experience of training establishments and dockyards. His appointments have included H.M.S. *Thunderer*; H.M.S. *Raleigh* twice, the second time as Commanding Officer; 1st Assistant to M.E.D., Rosyth Dockyard; Chief Engineer of Hong Kong Dockyard; and in the Dockyard Division of D.G.D. and M. as the Engineering Specialist of the Ship Section. He also served in the old E.-in-C.'s Department as Maintenance Design Inspector, and from August, 1963, until his retirement was Chief Staff Officer (Technical) to Flag Officer Scotland and Northern Ireland.

Captain D. F. Butlin joined the Directorate of Naval Intelligence as Captain, Technical Intelligence, in June of this year. He had previously served as Command Engineer Officer on the staff of Flag Officer Naval Air Command in H.M.S. *Daedalus*.

Captain G. A. Hewett, D.S.C., B.Sc., took up his appointment with D.G.D. and M. as Assistant Director (Nuclear) in October, 1965. He was from February, 1963, Deputy Chief Staff Officer (Technical) on the staff of C.-in-C. Home Fleet, and Marine Engineer Officer on the staff of C.-in-C. EASTLANT.

Captain G. W. Dibben, O.B.E., became the Superintendent, Royal Naval Aircraft Yard, Belfast, in June, 1965, having served since April, 1962, as the Naval District Engineer Overseer, NW and NE Districts. From 1960 to 1962 he was on the staff of Flag Officer Flying Training at Yeovilton.

Captain G. F. A. Trewby, A.M.I.Mech.E., M.I.Mar.E., M.R.I.N.A., who relinquished his command of H.M.S. *Sultan* in November of last year and is now attending the Imperial Defence College, will take up his new appointment as Chief Staff Officer (Technical) to Flag Officer Sea Training at Portland in January, 1966.

Captain E. G. Griffin assumed his appointment as Superintendent, Admiralty Engineering Laboratory, West Drayton, on 13th September, 1965, having served for the previous two years as the Naval District Engineer Overseer, Northern District.

Captain J. E. Dyer-Smith was appointed Defence Attaché and Naval Attaché, Tokio, in October, 1965. He had recently completed the Senior Officers War Course after his previous appointment with the Ministry of Aviation.

Captain M. A. Wilson, M.B.E., D.S.C., took up his appointment as Commanding Officer and Superintendent in charge of the Admiralty Reactor Test Establishment, Dounreay, in October on completion of his nuclear courses at Greenwich. Previously he was the Superintendent, Yard Services, in Rosyth Dockyard.

Captain W. A. Humphrey, B.Eng., became the Chief Staff Officer (Technical) to Flag Officer Scotland and Northern Ireland on 30th June, 1965. He had served previously as Assistant Director (Material) in the Surface Division of the Weapons Department in Bath.

Captain D. J. I. Garstin, who has served since August, 1962, as Assistant Director in the Marine Engineering Directorate of the Ship Department at Bath, joined H.M.S. *Warrior* in September, 1965, taking up the posts of Deputy Chief Staff Officer (Technical) on the staff of C.-in-C., Home Fleet, and Marine Engineer Officer on the staff of C.-in-C. EASTLANT.

Captain P. D. Tatton-Brown joined the Ministry of Defence, London, in November, 1965, taking up his appointment as Assistant Director of Defence Plans (Naval). Since December, 1962, he was the Commanding Officer and Superintendent in charge of the Admiralty Reactor Test Establishment at Dounreay.

Captain M. W. Sylvester assumed his command of H.M.S. *Condor*, the R.N.A.S., Arbroath, on 8th December, 1965. He had previously served with D.G.A. as Assistant Director (Material) and Vice-President of N.A.M.E.B.

Captain H. R. C. Young, who had served since February, 1964, at H.M.S. *Sultan* on the Admiralty Interview Board, became the Commanding Officer of H.M.S. *Orion* in November, 1965. In this capacity he holds the posts of Senior Officer Reserve Ships, Plymouth, Chief Staff Officer (Technical) to C.-in-C. Plymouth, and Maintenance Captain to C.-in-C., Home Fleet.

Captain B. B. Mungo, A.M.I.Mech.E., A.F.R.Ae.S., became the Director of Guided Weapons (Naval) in the Ministry of Aviation on 3rd December, 1965. He was previously serving as the Deputy Director.

Captain D. G. Satow, A.M.I.Mech.E., A.M.I.Mar.E., whose appointment to the Marine Engineering Directorate of the Ship Department at Bath was noted in Vol. 15, No. 2, became Deputy Director in October of this year in succession to Captain N. H. Malim.

Captain A. H. Little, A.M.I.Mech.E., M.I.Mar.E., F.Inst.Pet., took up his appointment as Assistant Director Production Engineering with the Director of Ship Production in the Ship Department at Bath on 1st September, 1965. Since his promotion to Captain in June, 1964, he had served as the Admiralty District Engineer Overseer, Southern District.

Captain A. J. Monk, B.Sc.(Eng.), A.M.I.Mech.E., A.F.R.Ae.S., A.M.I.Mar.E., joined the Ship Department in October of this year as Assistant Director of Marine Engineering. He was promoted to Captain in December, 1964, while serving with Director-General Aircraft in London.

Captain K. J. Douglas-Morris became the Commanding Officer of H.M.S. *Caledonia* in February of this year. He had previously served as the Captain-in-Charge of the Ship Maintenance Authority and Deputy Director of Fleet Maintenance.

Captain R. A. Harcus was appointed to H.M.S. *Warrior* as the Fleet Marine Engineer Officer to C.-in-C., Home Fleet in August, 1965. He was previously serving as the Base Engineer Officer on the staff of Flag Officer Sea Training when he was promoted to Captain in December, 1964.

Captain P. E. Melly, A.M.I.Mech.E., M.I.Mar.E., became the Naval District Engineer Overseer, Western District, on his promotion in June of this year. Previously he was the Deputy Manager (Production) in Devonport Dockyard.

Captain J. D. East, who was promoted to Captain while serving with D.G.N.P.S. in London in June, 1965, took up his appointment as Chief Engineer of Chatham Dockyard in September.

Captain P. R. Marrack, A.M.I.Mech.E., M.I.Mar.E., was promoted to his present rank in June, 1965, and in August became Assistant Director of Marine Engineering in the Ship Department, where he will deal with aircraft carriers. He was, until 1964, the Engineer Officer of H.M.S. *Hermes*, after which, he served for nine months with D.M.E. as the Inspector of the Auxiliary Machinery Section.

OBITUARY**Lieutenant-Commander Eric Dott Hobson, M.B.E., R.N. (Rtd.)**

28th August, 1965

Obituaries have appeared in the National and Technical Press but it is right that we, the Engineer Officers of the Fleet, should record here our debt to Eric Hobson.

For those who did not have the privilege of knowing him, or to whom he was only a name, his was a remarkable life.

Born in 1894, he was a term mate of the Prince of Wales at Osborne and Dartmouth. He served with distinction in submarines from 1914 to 1918, being invalided after the war.

Though not by training an engineering specialist he applied himself to becoming one with all his customary energy and enthusiasm.

He joined Drysdales in 1921, later becoming their liaison officer with the Admiralty and an acknowledged expert on pump design in all the many naval applications. He supervised their design and manufacture and attended trials of every major naval vessel completed for over twenty years.

In 1946, Mr. Hobson was selected by the Admiralty to head a team to carry out a survey of naval engineering and to formulate proposals for the future machinery installations for the Fleet. This team soon became the Yarrow-Admiralty Research Department and he continued as General Manager until his retirement due to ill health in September, 1962. No one who ever visited Y.A.R.D. in this period will forget his unfailing courtesy and charm, his stimulating enthusiasm and energy. During these 16 years his team were associated with, from many examples, the development of the Y.100 frigate machinery, the Y.E.A.D.1 advanced steam machinery plan, the Y.102 G.M. destroyer machinery and the G.P. frigate.

To all these and very many more Eric Hobson brought a fund of experience of naval machinery but most of all, a tireless search for the best. Whatever he did, he did with all his remarkable gifts of ingenuity and boundless energy.

Those who served and worked with him will always remember his infectious enthusiasm, his personal charm and his sense of humour. He was good fun.

The Navy has lost a very loyal friend.