

PERSONAL NEWS

Rear-Admiral C. P. G. Walker, D.S.C., A.M.I.Mech.E., became the Chief Naval Engineering Officer in September, 1963, in succession to Rear-Admiral R. S. Hawkins, C.B., the appointment being in addition to that of Director-General Dockyards and Maintenance which was noted in Vol. 13, No. 3. At the same time he also took over the duties of Senior Naval Representative, Bath.

Captain D. P. Sparham, O.B.E., M.I.Mech.E., M.B.I.M., retired from the Navy in August, 1963, after almost 39 years' service, to take up an appointment as General Manager (Designate), H.M. Dockyard, Portsmouth.

Captain Sparham spent his early years at sea in H.M.S. *Ramillies* and *Renown*. On completion of the 'dagger' course in 1937, he returned to sea and served as the Senior Engineer of H.M.S. *Shropshire* before taking up his first dockyard appointment at Chatham in 1940 where he was responsible for the machinery repairs and refits of destroyer and frigates. After a further period at sea as the Engineer Officer of H.M.S. *Finisterre*, he was again appointed to Chatham Dockyard as Production Officer in the Engineering Department. From 1951 until promotion to Captain in 1955, he was the professional secretary to the Engineer-in-Chief of the Fleet. From 1955 until his retirement, almost eight years later, all of his appointments were in the Dockyard service and included Manager, Engineering Department, at Malta and Portsmouth, and two periods at the Admiralty, Bath.

Captain Sparham was awarded the O.B.E. in the New Year's Honours of 1954.

Captain J. A. Osborne, D.S.C., took up his appointment as Chief Staff Officer (Technical) to Flag Officer, Scotland, on 1st August, 1963, having previously served, since July, 1961, with the Director-General Dockyards and Maintenance at the Admiralty in Bath.

Captain L. E. S. H. Le Bailly, O.B.E., A.M.I.Mech.E., M.I.Mar.E., M.Inst.P., will take up his new appointment as the Deputy Director of Marine Engineering, Ship Groups, at the Admiralty, Bath, in January, 1964. Since relinquishing his last appointment as the Naval Assistant to the Third Sea Lord and Controller of the Navy, he has qualified at the Imperial Defence College.

Captain C. W. H. Shepherd, O.B.E., has joined the staff of the Chief Polaris Executive as the Technical Director of Weapons. He had previously served with the Director of Naval Intelligence in London, as noted in Vol. 13, No. 3.

Captain S. F. Barton, A.M.I.Mech.E., M.I.Mar.E., took up his appointment as the Head of Fleet Work Study at the Admiralty, London, on 11th October, 1963.

Captain Barton joined H.M.S. *Caledonia* as an artificer apprentice in January, 1938, and in August, 1940, was selected for promotion to Cadet(E), completing his training at Dartmouth and at the R.N.E.C. Keyham. On leaving Keyham he served successively in three cruisers, the *Kent*, *Sussex* and *Superb*, and as the Flotilla E.O. of the Fishery Protection Flotilla in *Stork* and *Cygnets*. In 1949, after qualifying as a French interpreter, he went for two years to Brown Bros., Edinburgh, as the Development Overseer, dealing with the steam catapult, and for the following two years served in H.M.S. *Raleigh*, the New Entry Training Establishment. On promotion to Commander in June, 1954, he became the E.O. of H.M.S. *Diamond* and in February, 1956, joined the Engineer-in-Chief's

Department in Bath, serving first in the Materials Section and later in the Ship Production Division. More recently he was the Executive Officer of H.M.S. *Caledonia*, the Artificer Apprentices Training Establishment, and Engineer Officer of the aircraft carrier, H.M.S. *Centaur*, being promoted to Captain in June, 1963.

Captain R. H. Webber, D.I.C., will take up his appointment as the Commanding Officer of H.M.S. *Condor*, the R.N. Air Station at Arbroath, in January, 1964.

Entering the Navy as a Special Entry cadet(E), he joined H.M.S. *Frobisher* in 1936 and after the normal training at Keyham, served in H.M.S. *Galatea* and the *Revenge*. He was selected for the Advanced M/E Course at Greenwich but arrived home too late for the 1941 course and, having previously volunteered for flying training and subsequent service on A/E duties, was held over for the Advanced A/E Course which was then under consideration. In the meantime he carried out his flying training and in 1943 joined 807 Squadron for six months' operational flying experience, during which time the Squadron embarked in H.M.S. *Indomitable* covering the Sicily invasion. He was withdrawn from flying duties in September, 1943, for the promised Advanced A/E Course which had by then been instituted and comprised a one-year post graduate aeronautical engineering course at the Imperial College of Science and Technology, London, on the satisfactory completion of which he was awarded the Diploma of the Imperial College, followed by a six-months' attachment to the R.A.E. at Farnborough. In 1945 he was appointed to the Ministry of Aircraft Production (later the Ministry of Supply and Aircraft Production), serving first as a technical officer on naval aircraft research and development, and later as the Technical Secretary to the Chief Naval Representative to the Ministry. As a Lieutenant-Commander he served at the R.N.A.S., Hal Far, in Malta, and in 1949 with the Operational Research Unit, a special group studying utilization of aircraft and manpower in various Fleet Air Arm units. Promoted to Commander in 1951, he served first as the Air E.O. of H.M.S. *Siskin*, the R.N.A.S. Gosport, and later on the staff of Flag Officer Air (Home). In 1955 he went to Washington where he dealt with naval aircraft research and development matters with the Ministry of Supply Staff of the B.J.S.M. Returning to the United Kingdom at the end of 1958, he served as Production Manager and later as the Deputy Superintendent at the R.N.A.Y. Fleetlands until 1961, when he was promoted to Captain, and has served since April, 1961, as Assistant Director (Repair) in the Aircraft Department, Admiralty.

Captain M. W. Sylvester took up his appointment as Assistant Director (Material) with D.A.M.R. in August, 1963.

Captain Sylvester entered the Navy in January, 1939 and trained in H.M.S. *Frobisher*, *Vindictive*, and at the R.N. Engineering College, Keyham. In 1942, he went to sea in H.M.S. *Nelson*, serving first in Force H and taking part in the Normandy landings and later in the Eastern Fleet. After the war he turned his attentions to flying and A/E duties and after two years' flying training served with various Naval Air Squadrons before becoming the Maintenance Test Pilot at the R.N.A.R.Y., Fleetlands, and later a test pilot at the R.N.A.S., Anthorn. As a Lieutenant-Commander he was the E.O. of the Naval Test Flying Squadron at the Aeroplane and Armament Experimental Establishment, Boscombe Down, and on promotion to Commander in June, 1953, served for three years at the M.O.S. as the Naval Adviser to the Director of Aero Engine Research and Development, and for two years as the Air E.O. of the R.N.A.S., Culdrose. For the following two years he was the Technical Assistant to the Director-General Aircraft and from December, 1960, until his promotion to Captain in December, 1962, he was the appointing officer for Air Engineer Officers with

D.O.A.(E). For six months before taking up his present appointment, Captain Sylvester served on the Admiralty Interview Board at H.M.S. *Sultan*.

Captain B. McHugh was appointed to H.M.S. *Sultan* in July, 1963, to serve on the Admiralty Interview Board. He had previously served for almost four years at Barrow as the Admiralty Engineer Overseer.

Captain McHugh entered the Navy as a Special Entry cadet in September, 1937, and carried out his early training in H.M.S. *Erebus* and *Vindictive* and at Keyham. He went to sea in 1941 in H.M.S. *Formidable*, serving first in the Far East and later in the Mediterranean taking part in the North African landings. On return to the United Kingdom in 1943 he qualified as a submariner and his subsequent appointments have been mainly in or connected with the Submarine Service. During the remainder of the war he was E.O. of *Truant*, the first R.N. submarine to be fitted with the Schnorkel. After the war he built and commissioned H.M.S. *Aeneas* and joined the 4th S/M Flotilla in Hong Kong and spent a year as E.O. of the submarine attendant destroyer, H.M.S. *Penn*, before becoming the Workshops E.O. of H.M.S. *Adamant*, the 4th S/M Flotilla depot ship. In 1948 he joined H.M.S. *Devonshire*, the Cadet Training Ship and on promotion to Lieutenant-Commander the following year was appointed First Lieutenant of H.M.S. *Newfoundland*, then attached to H.M.S. *Raleigh* for M(E) training. He returned to H.M.S. *Dolphin* as the Senior Engineer and for duty with the 5th S/M Flotilla in 1949 and on promotion to Commander in December, 1952, became the Engineer Officer of H.M.S. *Unicorn* during the Korean War. In 1954 he was appointed Engineer Officer of *Forth* and the 1st S/M Flotilla in the Mediterranean and from 1956 to 1959 was the engineering submarine specialist on the staff of D.N.E. in the Ship Department, Bath. During the period of his last appointment at Barrow, H.M.S. *Dreadnought* was built and accepted and he was overseeing the machinery for the DS/MP, *Dounreay*, and H.M.S. *Valiant*.

Captain McHugh was a very keen rugger player, playing for the College 1st XV and occasionally for Devonport Services right from his first term at Keyham. He played the whole of the 1948/49 season for Devonport Services and captained the team against Captain Crawshay's XV to commemorate the opening of the new levelled Rectory Field. While at H.M.S. *Dolphin* he could regularly be seen playing for the U.S. Portsmouth.

Captain J. R. Llewellyn was promoted to his present rank in June, 1963, and relieved Captain W. B. S. Milln as an Assistant Director of Marine Engineering in the Ship Department, Bath.

Captain Llewellyn entered the Navy in 1938 as a Special Entry cadet and after early training in H.M.S. *Erebus* and *Vindictive* and at the R.N. Engineering College, Keyham, he was appointed in 1942 to H.M.S. *Bermuda*. He subsequently qualified at the Advanced Engineering Course at Greenwich and in 1945 joined H.M.S. *Illustrious* as the Flight Deck Engineer Officer. From 1947 to 1949 he served in the Engineer-in-Chief's Department as Assistant Inspector of the Flight Deck Machinery Section during the early development of the steam catapult. He left Bath to join H.M.S. *Sluys* as the Engineer Officer until 1951 and after a brief period in the Reserve Fleet was appointed to the staff of H.M.S. *Thunderer* at Manadon. Promotion to Commander in 1953 was followed by a period at sea as the Engineer Officer of H.M.S. *Diamond*. In 1954 he was appointed on loan to the Royal Canadian Navy and spent four years as an Assistant to the Engineer-in-Chief, R.C.N. responsible for the administration of the engineering of the Y.100 machinery in the *St. Laurent* and *Restigouche* Class ships then building in Canada. On return to the Royal Navy in 1958, he became Officer in Charge of the Admiralty Fuel Experimental Station at Haslar,

leaving there in 1960 to join H.M.S. *Victorious* as the Engineer Officer. Before joining the Ship Department, Captain Llewellyn spent three months at the Administrative Staff College at Henley.

Captain R. L. McClement joined the staff of D.G.D. and M. at the Admiralty, Bath, in June 1963 as the Marine Engineering Specialist of the Dockyard Division.

Captain McClement entered the Navy in the last pre-war Public School entry in the summer of 1939 and trained at Dartmouth, in H.M.S. *Frobisher* and at the R.N. Engineering College, Keyham. Leaving Keyham in July, 1943, he served successively in H.M.S. *Spartan*; in H.M.S. *Penelope*, where he was one of the few engineering department survivors when she was sunk off Anzio in February, 1944; in H.M.S. *King George V*, the Flagship of the B.P.F. which took the surrender of the Japanese in Tokyo Harbour in August, 1945; and in H.M.S. *Gambia* as the Senior Engineer. From January, 1948 until May, 1949, he was Assistant to F.E.O., B.P.F., in Hong Kong, and on return to the United Kingdom joined the staff of the R.N.E.C. as a lecturer in marine engineering. He was promoted to Commander in December, 1953, while serving as the First Assistant to the Chief Engineer, Gibraltar Dockyard, and in May, 1954, he returned once more to Keyham, this time as the Deputy Commander, the last one before the transfer to Manadon. Then followed two and a half years on loan service to the R.N.Z.N. as the Director of Naval Engineering and Equipment, where he was responsible for introducing and setting to work a new functional material department in the Navy Office, Wellington, for dealing with their new ships, the *Royalist* and the Type 12 frigates. In August, 1958, he became the E.O. of H.M.S. *Albion* and from 1959-62 served with D.O.A.(E) as the appointing officer for Marine Engineer Officers at the Admiralty, London. He was promoted to Captain in June, 1963.

During the time he was under training and again when he was on the staff at Keyham, Captain McClement played rugger for the College XV and for Devonport Services. He was also the rugger coach to the College teams during the period when he was the Deputy Commander.
