

PERSONAL NEWS

Rear-Admiral G. O. Naish, C.B., M.I.Mech.E., was placed on the Retired List on 1st January, 1959, after more than forty years' service in the Royal Navy.

He joined the Royal Naval College, Osborne, as a naval cadet in May, 1918. In December, 1921, he left the R.N.C., Dartmouth, for eight months' training at sea in H.M.S. *Thunderer*, the old 13.5 in. battleship. During this training he decided to specialize in Engineering, and in September, 1922, went to the R.N.E.C., Keyham, for four years. In 1929, while serving the first commission in H.M.S. *Cumberland* as Senior Watchkeeper, he became interested in the 8 in. gun mountings which were suffering from severe teething troubles, and this eventually led to his specializing in ordnance engineering. He then served in a variety of O/E appointments, in H.M.S. *Nelson*, in dockyards at home and abroad, in the Admiralty, and in the Overseeing field, but managed to fit in general sea service as 'senior' and 'chief' and to qualify at the R.N. Staff College and the Joint Services Staff College before being promoted to Captain in December, 1948. In that rank he served on Admiralty Interview Boards, as Assistant E.-in-C. (Personnel and Training), as A.O.E.O., Northern Area, and

finally as F.E.O., Mediterranean. He was promoted to Flag rank in August, 1955, and then served for over three years on the Staff of C.-in-C., Portsmouth, firstly as R.A.(E), then as Command Engineer Officer and lastly as Chief Staff Officer (Technical) and Command Engineer Officer.

Rear-Admiral J. P. W. Furse, C.B., O.B.E., was placed on the Retired List on 22nd April, 1959, after forty-one years' service in the Royal Navy. His last appointment as Director-General Aircraft ended a very distinguished naval career.

Entering Osborne as a cadet in May, 1918, he served there and at Dartmouth for four years and, on electing to specialize in Engineering, trained at the R.N.E.C., Keyham, from 1922-26. In 1928, he qualified as a submarine officer and served in or with submarines until 1939 when he became the Assistant Naval Attache, Europe and the Americas, in which capacity he saw service in Scandinavia, the Balkans, Spain and Portugal, the U.S.A. and the whole of South America over a period of three and a half years. Returning to submarines in 1943, he served for two years at Fort Blochouse leading up to D-Day and then for two years in the 4th S/M Flotilla in the Pacific Fleet, and in 1947, joined the E.-in-C.'s Department where he dealt with the design and maintenance of I.C.E. ships and machinery. In 1948, he became an A/E specialist and served in D.A.M.R. and as Chief Staff Officer to R.A.R.A. and in 1953 became Assistant E.-in-C. (Personnel) until September, 1955, when he attained Flag rank. From then until he retired he was successively D.A.M.R. and Director-General Aircraft.

Admiral Furse at one time used to box and ski and was an Imperial Services Champion in both of these sports. He is also an artist of no mean talent, having been hung several times at the Royal Academy.

In one respect he claims to be unique—he is an Admiral son of an Admiral mother (the late Dame Katherine Furse, first Director of the W.R.N.S. in 1917).

Rear-Admiral N. E. H. Clarke, A.M.I.Mech.E., took up his appointment as Command Engineer Officer and Chief Staff Officer on the Staff of C.-in-C., Portsmouth, in November, 1958. He had previously served as Deputy Director of Dockyards (A) from October, 1957, as noted in Vol. 11, No. 1.

Rear-Admiral E. Mill, O.B.E., assumed his post of Director-General Aircraft in March, having served for the previous two years on the Staff of C.-in-C., Mediterranean, as F.E.O. His naval career covers an extremely wide field. Besides having served in a battle cruiser, a cruiser, and in destroyers, he is also a qualified submariner and served in or with submarines for almost ten years up to, and including, the early part of the War. Since specializing in Air engineering, he has held many important Air appointments.

Rear-Admiral Mill attained Flag rank on 7th July, 1958.

Captain T. W. E. Dommett, A.M.I.Mech.E., A.M.I.Mar.E., was appointed to the 1st Admiralty Interview Board, H.M.S. *Sultan*, on 20th April, 1959, having previously served as the Naval Deputy Superintendent at the Admiralty Gunnery Establishment, Portland. A previous short personal note appeared in Vol. 8, No. 3.

Captain F. H. Fletcher was placed on the Retired List in January after a long and varied naval career. Early in the War, he was the E.O. of H.M.S. *Norfolk* which was carrying out Icelandic patrols and Russian convoys and later, in 1943, was the Inspector in charge of Fleet Trains at the Admiralty, Bath. Other of his appointments have included Executive Commander of the

R.N.E.C., H.M. ships *Howe* and *Unicorn*, the Staff of F.O., Scotland and, immediately before his retirement, the Staff of Saclant.

Captain D. A. Cotman took up his appointment as the *Dreadnought* Liaison Engineer in Pittsburg at the latter end of last year, and is in charge of the *Dreadnought* team now in the U.S.A. As noted in Vol. 9, No. 4, he is a submariner of long experience and, previous to this appointment, was F.E.O. on the Staff of Flag Officer Submarines.

Captain P. Charig, F.R.S.A., took up his new appointment with Director-General Ships as the Assistant Director, Ship Production, in March. For the previous two years he was the Commanding Officer of H.M.S. *Caledonia*. Previous personal notes have appeared in Vol. 8, No. 1 and Vol. 10, No. 3.

Captain J. S. Shiffner, A.M.I.Mech.E., was appointed Chief Engineer, Gibraltar Dockyard and Base E.O. on the Staff of F.O., Gibraltar, in March, after serving for two years as A.E.-in-C., Personnel, in London. He has previously held dockyard appointments in Chatham Dockyard: from 1941-1944 as Second Assistant and as Deputy Manager from 1952-1955.

Captain D. A. Williams, D.S.C., A.M.I.Mech.E., was appointed Commanding Officer of R.N.A.S., Abbotsinch and as R.N.O., Glasgow, on 21st May, having served as the Command Technical Officer to F.O. Air (Home) since January, 1957. A previous personal note appeared in Vol. 10, No. 3.

Captain H. G. H. Tracy, D.S.C., M.I.Mech.E., assumed Command of the Mechanical Training Establishment, H.M.S. *Sultan*, on 20th February, having served as Senior Technical Assistant to E.-in-C. (now known as A.D.M.E.IV) since May, 1956, as noted in Vol. 9, No. 3.

Captain J. E. P. Smeall, M.I.Mech.E., relinquished his post as A.D.E.O., Northern District in September of last year and took up his new appointment in H.M.S. *Bellerophon* as F.E.O. on the Staff of F.O.C.R.F. A personal note appeared in Vol. 9, No. 4.

Captain C. F. Kemp has been appointed to Daedalus (P) on the Staff of F.O. Air (Home) and as the Command Technical Officer. With the exception of his fairly recent service as E.O. *Mauritius* and S.E.O., East Indies, he has served almost continuously in Air appointments since qualifying for pilot duties in 1938. From March, 1957, he was President of N.A.M.E.B.

Captain J. G. Little, O.B.E., A.M.I.Mech.E., M.I.Mar.E., of whom a personal note appeared in Vol. 10, No. 1, became the Director of Officer Appointments (E) in April of this year, having served as Deputy Manager, Devonport Dockyard from September, 1956.

Captain J. A. Osborne, D.S.C., has recently been appointed Commanding Officer, H.M.S. *Raleigh*. His previous appointment as the Chief Engineer, Hong Kong Dockyard, where he served for over two years, was noted in Vol. 10, No. 2.

Captain G. W. Gay, M.B.E., D.S.C., A.M.I.Mech.E., took up his appointment as Deputy Manager (Engineering) of the Admiralty Administrative Unit, Malta, in February, 1959, a post which came into being when Bailey (Malta) Ltd. took over H.M. Dockyard at Malta.

Entering the Navy as a cadet (E) he joined H.M.S. *Erebus* in September, 1930, and after training at Keyham and two years' service in H.M.S. *Glorious*, qualified as a submarine officer. He then served in submarine appointments until 1946, when he became 2nd Assistant to M.E.D., Portsmouth Dockyard. On promotion to Commander in June, 1947, he served as E.O. of *Euryalus* and as E.O. and Principal Repair Officer, H.M.S. *Forth*, which at that time combined the duties of submarine depot ship and Fleet repair ship. His subsequent appointments included Training Commander, H.M.S. *Raleigh*, A.E.O., Barrow-in-Furness, and S.E.O., 5th S/M Flotilla, and before his promotion to Captain in 1958, he completed the Senior Officers War Course and was for a short period a member of the Officers Shore Complementing Review Team at the Admiralty, London.

Captain D. N. Callaghan was appointed Assistant Director (M) of Surface Weapons in February of this year after three months on Tactical Investigation at the R.N.T.S., Woolwich.

He entered the R.N.C., Dartmouth, as a cadet in 1929 and trained in H.M.S. *Frobisher* and at the R.N.E.C., Keyham, before joining the *Royal Oak* which was then employed on Spanish Civil War patrols. In 1938, he served in the *Iron Duke* and in 1939, the *Warspite* which at that time was the Flagship in the Mediterranean, and early in 1941 was, for four months, on the Staff of S.N.O. Inshore Minesweepers, operating in north African ports. In April, 1941, he became the E.O. of H.M.S. *Hereward* which was sunk off Crete in the following month and he was a Prisoner of War in Italy and Germany for the next four years. From 1945 to 1948, he served successively as the Senior Engineer of *Argonaut* and *Glory* on the Far East Station and returned in 1948 to join the Staff of the R.N.C., Dartmouth, as the Senior 'E' Instructor. On promotion to Commander in December, 1949, he qualified as an O/E officer and became the Assistant A.O.E.O., Southern Area. He subsequently served as Liaison Officer to D.N.O. at the M.O.S. Armament Design Establishment, Fleet O.E.O. on the Staff of C.-in-C., Mediterranean, Commander (E) of H.M.S. *Excellent* and, from 1956-58, was for over two years E.O. of H.M.S. *Eagle*.

Captain W. R. Stewart, A.M.I.Mech.E., M.I.Mar.E., took up his appointment on 19th December, 1958, with the Ship Department as Assistant D.M.E. IV at the Admiralty, Bath, where he deals with auxiliaries, ships' service and domestic machinery, pipes and valves, materials, fuels, shock, noise and workshops. Previous to this appointment he was Professor of Naval Engineering at the R.N. College, Greenwich. His earlier appointments have included E.O., H.M.S. *Centaur*; Inspector, Catapult section of the E.-in-C. Department and Engineer Overseer at Messrs. Yarrow and John Brown.

Captain L. E. S. H. Le Bailly, O.B.E., A.M.I.Mech.E., M.I.Mar.E., M.Inst.P., became Assistant E.-in-C. (Personnel) in January of this year having previously been Staff Officer to the Dartmouth Course Review Committee.

Joining R.N.C., Dartmouth, in 1929, he first went to sea in H.M.S. *Hood* and served again in that ship after training at the R.N.E.C., Keyham. His later sea appointments have included Senior Engineer of *Naiad* and *Duke of York* and E.O. of H.M.S. *Bermuda*, where he was also F.E.O., South Atlantic. He has also held many important Staff appointments: from 1943-44 he was Lecturer in Marine Engineering at the R.N.E.C., Keyham and from 1947-48, was the Schools Liaison Officer. After taking a course in Petroleum Technology at Birmingham University, he served for three years with E.-in-C. as Inspector of the Fuels and Lubricants Section at Bath, which entailed being Chairman, Naval Fuels and Lubricants Sub-Committee; Vice-Chairman, Inter-Services

Fuel and Lubricants Committee, N.A.T.O. ; and, in 1951, Chairman of the Sessions on Detergent Lubricating Oils, World Petroleum Congress at The Hague. From 1953-55. he was the Executive Officer, R.N.E.C., Manadon.

Captain R. G. Raper, on completion of the course at the Imperial Defence College, assumed command of H.M.S. *Caledonia* in February of this year and so became the first ' dagger ' engineering specialist to hold this post.

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.

Captain Raper is well known in many fields of sport : his prowess at rugby and cricket perhaps being the most notable.

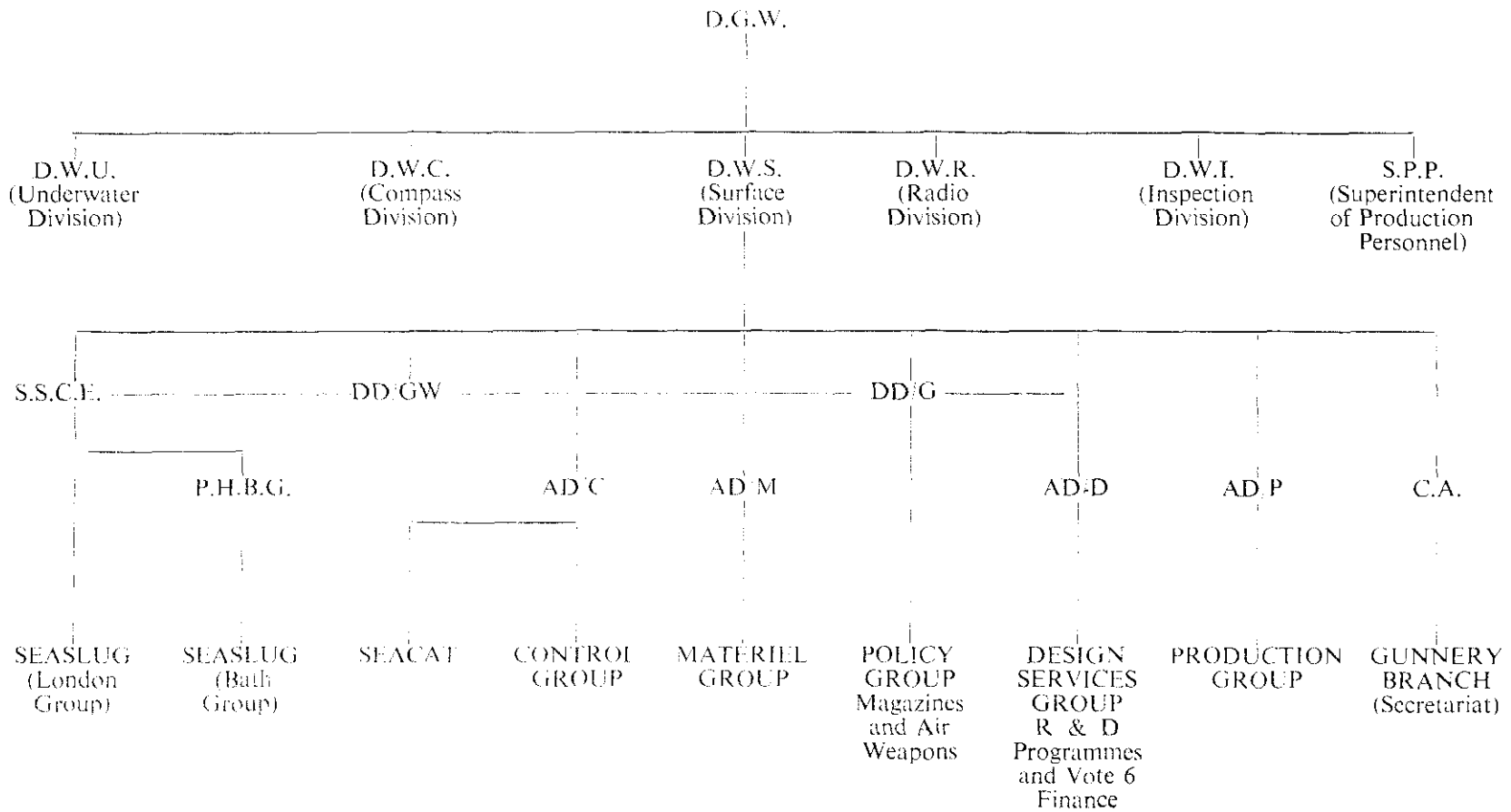


Fig. 1