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

Rear-Admiral J. P. W. Furse, C.B., O.B.E., was placed on the Retired List on His Inst 22nd April 1959 after forty-one years' service in the Royal Navy Officer (Technical) and Command Engineer Officer. Kear-Aumirai J. F. w. rurse, C.B., U.B.F., was piaced on the Reureu List on His last 22nd April. 1959 after forty-one years' service in the Royal Navy.

Aircraft ended a were dictinguished navel appointment as Diesetor-General Aircraft ended a were dictinguished.

April. 1939, ancr 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 trained at the Entering Usborne as a cauet in May, 1918, he served there and at Dartmouth for four years and, on electing to specialize in Engineering, trained officer R N F C Kevham from 1922-26. In 1928, he qualified as a submarine officer for four years and, on electing to specialize in Engineering, trained at the Assistant R.N.E.C., Keyham, from 1922-26. In 1928, he qualified as a submarine the Assistant and served in or with submarines until 1939 when he became the Assistant K.N.E.C., Keynam, from 1922-20. In 1928, he qualitied as a submarine officer the Assistant and served in or with submarines until 1939 when he became the Assistant and served in or with submarines in which canacity he can service in which c and served in or with submarines until 1959 when he became the Assistant 1959 when he became the Assistant in Which capacity he saw service in Naval Attache, Europe and the Americas, in which capacity he saw service in Naval Attache, Europe and the Americas, in which capacity he whole of Coordinavia the Ralkans Chain and Portugal the U.S.A. and the whole of Coordinavia the Ralkans Naval Atmene, Europe and the Americas, in which capacity he saw service in which whole of Seandinavia, the Balkans, Spain and Portugal, the U.S.A. and the whole of Seandinavia, the Balkans, Spain and phalf weare Returning to submarine South America over a period of three and a half weare Scandinavia, the Baikans, Spain and Fortugal, the U.S.A. and the whote of Returning to Submarines. Returning to Submarines South America over a period of three and a half years. Lord Rhochhouse leading up to D.Day and in 1043 he served for two years at Eart Rhochhouse leading up to D.Day and Soun America over a period of three and a nan years. Keturning to submarines and 1943, he served for two years at Fort Blochhouse leading up to 1943 in 1943, he served for two years at Florillo in the Pacific Flort and in 1943, then for two years in the 4th R/M Florillo in the Pacific Flort. in 1943, he served for two years at Fort Blochhouse leading up to D-Day and 1947, then for two years in the 4th S/M Flotilla in the Pacific Fleet, and in the then for two years in the 4th S/M Flotilla in the decimand maintenance to inches the E-in-C to Department where he dealt with the decimand maintenance in the E-in-C to Department where he dealt with the decimand maintenance. inen for two years in the 4th 5/M Florina in the Facility and maintenance joined the E.-in-C.'s Department where he dealt with the design and machinery in 1048 he became an A/F energialist and campa of 1 C.F. chine and machinery. 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 of I.C.E. ships and machinery. The International Research of Re

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. when he attained Flan in D.A.M.R. and as Chief Staff Contember 1955 when he attained Flan Accident E line? IN D.A.M.R. and as Chief Stall Officer to K.A.K.A. and in 1935 necame attained Flag attained Flag assistant E.-in-C. (Personnel) until September, 1955, when he attained Flag and Directors are characteristic D.A.M.R. and Directors and Erom then until he retired he was characteristic D.A.M.R. and In 1935 necame attained Flag and Directors. Assistant E.-In-C. (Personner) until September, 1955, when he attained Flag and Director-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

He is also an action of no mean talent Admiral Furse at one time used to box and ski and was an imperial Services.

He is also an artist of no mean talent.

Champion in both of these sports.

Environment bear burne carried times at the Reveal Academy. General Aircraft.

In one respect he claims to be unique the is an Admiral won of an Admiral in one respect he claims to be unique to be Dissource of the W B M C in 1017) Champion in both of these sports. The is also an are having been hung several times at the Royal Academy. in one respect ne claims to be unique—ne is an Admiral son of an Admiral nother (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 and Chief Staff Officer on the Staff of C. in-C Kear-Anniral N. E. H. Clarke, A.M.I. Meen. L., 100K up ms appointment as Command Engineer Officer and Ho had previously served as Deputy Director Postermenth in Newsomber 1058

Command Engineer Officer and Union State Officer Officer Officer (A) from October 1957, as noted in Vol. 11 No. 1 of Doctoords (A) from October 1957, as noted in Vol. 11 No. 1 vortsmouth, in November, 1958. He had previously served as Deput vortsmouth, in November, 1958. He had previously served as Deput vortsmouth, in November, 1958, as noted in Vol. II, No. I. of Dockyards (A) from October, 1957, as noted in Vol. II, No. I.

Rear-Admiral E. Will, O.B.E., assumed his post of Director-General Aircraft on the graft of Clinace in March having conved for the provious two years on the graft of Clinace in March having conved for the provious two Kear-Aamirai P. Jun. C.B.R. assumed in Post of Director-General Aircraft of C.-in-C. assumed in March, having served for the previous two years on the Staff of wide field in March, having as F.F.O. His naval career covers an extremely wide field Meditorranean as F.F.O. in March, having served for the previous two years on the Stall of C.-in-C.. His haval career covers an extremely wide field.

Mediterranean, as F.E.O. His haval carrier and in destroyers he is also Recides having served in a hardle ernisor a critical and in destroyers. Medicerranean, as r.t.O. His naval current covers an extremely wide field.

Besides having served in a battle cruiser, a cruiser, and in destroyers, ten years a confidence of the convention of besides having served in a dame cruiser, a cruiser, and in destroyers, he is also a qualified submariner and served in or with submaries for almost ten years a qualified submariner and served in or the War. Gines especializing in Air and foreholding the early part of the War. a qualified submariner and served in or with submaries for almost ten years. Air since specializing in Air up to, and including, the early part of the War.

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up to, and mentang, the early part of the war, once specific on the has held many important Air appointments, engineering, he has held many that rank on 7th Into 1058.

Row-Admiral Mill attained that rank on 7th Into 1058.

gencering, he has been many important An appointments. 1958. 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 having the let Admiralty Interview Roard H M S Sultan on 30th April 1959 having Capian I. W. L. Dommen, A.N.I. Neen. A. A.V.I. Was appointed to having the 1st Admiralty Interview Board. H.M.S. Sultan. on 20th April, 1959, having the 1st Admiralty Interview Board. H.M.S. Sultan. on the Admiralty Common Representation of the Naval Dominion Common Admiralty Provided to the Naval Dominion Common Admiralty Common the 1st Admirally interview board. H.W.S. Superintendent at the Admiralty Gunnery previously served as the Naval Deputy Superintendent note appeared in Vol. 8. Peroblishment Portland A previous chart necessal note appeared in Vol. 8. previously served as the Naval Deputy Superimendent at the Admiratly Chunnery Superimendent at the Admiratly Chunnery Superimendent at the Admiratly Chunnery Superious short personal note appeared in Vol. 8.

Establishment. Portland. A previous short personal note appeared in Vol. 8.

No. 3

Captain F. H. Fletcher was placed on the Refired List in January after a long and social natural parameters the War because the E O of H. M. C. Northell. Capitant F. 11. Present was placed on the Kented List in January after a long and varied naval career. Early in the War, he was the E.O. of H.M.S. Norfolk and varied naval career. Early in the War, he was the E.O. of H.M.S. Norfolk and varied naval career. Early in the War, he was the E.O. of H.M.S. Norfolk and varied naval career. Inclandic natrols and Russian convove and later in which was carrying out Inclandic natrols and Russian convove and later. and varied naval career. Early in the war, he was the E.O. of H.M.S. Narjolk in which was carrying out Icelandic patrols and Russian convoys and later, in which was the Inercotor in charms of Elect Trains of the Administration of the Inercotor in charms of Elect Trains of the Inercotor in charms of the Inercotor in cha which was carrying out teetandic patrols and Russian convoys and later. In Bath.

1943. was the Inspector in charge of Fleet Trains at the Admirally, of the Other of his appointments have included Executive Commander of the 1945, was the Inspector in charge of Fieet Trains at the Admirally, Bath. Other of his appointments have included Executive Commander of the No. 3.

- 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.L.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.L.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.L.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.L.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, Devouport 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

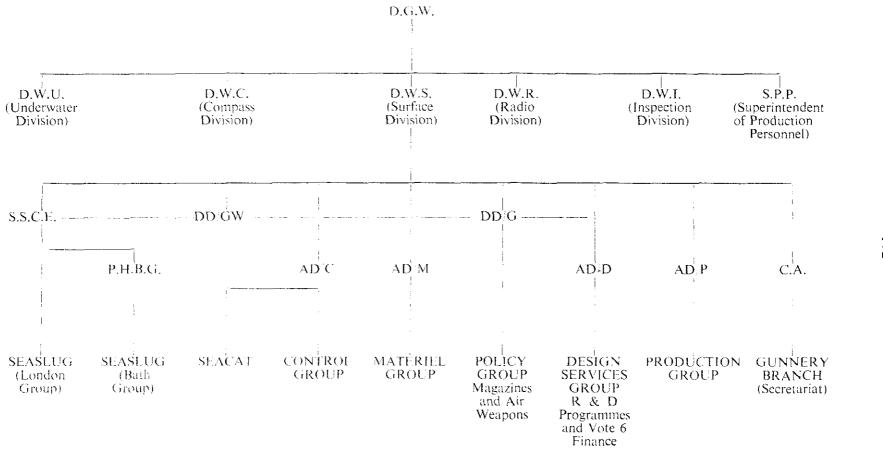
Fuel and Lubricants Committee, N.A.T.O.; and, in 1951, Chairman of the Sessions on Detergent Lubricating Oils, World Petroleum Congress at The Hague. From 1953-55, he was the Executive Officer, R.N.E.C., Manadon.

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 Whithy 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.





FtG. 1