

PERSONAL NEWS

Rear-Admiral J. S. Grove, C.B., O.B.E., B.Sc., C.Eng., F.I.E.E., retired in November 1985.

Admiral Grove was called up for National Service in 1947 and served for eighteen months with the Royal Engineers, becoming a lecturer in the Physics Department of the Royal Military Academy, Sandhurst. Late in 1948, he was accepted into the Royal Navy as an Instructor Officer and served in H.M.S. *Forth* in the Mediterranean. He transferred to the Electrical Engineering Branch in 1950, qualifying in submarines in 1953 and subsequently serving successively in H.M. submarines *Tally-ho*, *Turpin*, and *Porpoise*. During 1958-59 he did post-graduate training in nuclear engineering at the Imperial College, London followed by seven months service in U.S.S. *Skate*, one of the early U.S. nuclear submarines. From mid 1960 until 1964 he stood by the building of H.M.S. *Dreadnought* and then served at sea in her. He was promoted to the rank of commander in June 1963, and made O.B.E. in January 1964. In July of that year he was appointed Nuclear Safety and Operations Officer in the Ship Department, and from 1967 to 1970 served on the staff of Flag Officer Submarines as Flotilla Electrical Officer, subsequently attending the Joint Services Staff Course at Latimer. Promoted to captain in December 1970, he became the Naval Assistant to the Controller of the Navy. After a short period on the Admiralty Interview Board and a course at the Royal College of Defence Studies, he was Chief Staff Officer (Engineering) to F.O.S.M. from 1975 to 1977. For the next two years he was the Captain of H.M.S. *Fisgard*.

In 1980 he was promoted to flag rank and became Chief Polaris Executive, a post subsequently retitled Chief Strategic Systems Executive. From 1983 to 1985 he was also the Chief Naval Engineer Officer. He was appointed C.B. in 1984.

Rear-Admiral M. F. Simpson, C.B., C.Eng., F.I.Mech.E., F.R.Ae.S. retired in October 1985.

Admiral Simpson joined the Navy as an aircraft artificer apprentice in August 1942, passing out in 1948. After serving for four years as an aircraft artificer in various squadrons ashore and afloat, he was promoted to the acting rank of sub-lieutenant(E) in 1952. The subsequent Air Engineer Officers' Course, which included a year's engine room training in H.M.S. *Superb*, ended in 1956 and he joined 845 Squadron, the Navy's first anti-submarine helicopter unit. In 1957 he moved on to 700H Flight, the Whirlwind 7 Intensive Flying Trials Unit, and then early in 1958, to 729C Flight, the trials flight for future Commando helicopters, attached to the 3rd Commando Brigade in Malta. In 1959 he became the Air Engineer Officer of 848 Squadron, the first Commando helicopter squadron. He then spent nearly two years doing the Advanced Weapon Course at the R.A.F. Technical College, Henlow, but on completion in 1962 declined to transfer to the electrical specialization, electing to remain in his original mechanical field. This was followed by an appointment for nearly three years on the staff of the Royal Naval Engineering College, as lecturer in aircraft propulsion, from which he departed in 1964 to take up an exchange appointment in the U.S. Navy's Aircraft Repair Facility in San Diego as Helicopter Project Officer. He returned to the U.K. in 1966 and joined 800 Squadron, embarked in H.M.S. *Eagle*, as Air Engineer Officer. He then joined DGA(N) at the end of 1968 in the embryo Sea King office and, on promotion to commander in 1969, took over the DGA(N) airborne guided weapons desk. In late 1970 he

was appointed to H.M.S. *Ark Royal* as the Air Engineer Officer, leaving the ship in 1972. He then joined MOD(PE) as project officer for in-service helicopters, leaving the job on promotion to captain in December 1975. During the 1960s and 1970s he was a frequent contributor to this *Journal*. His next appointment was to DGA(N) again, as Assistant Director Aircraft Maintenance and Repair, whence he left in September 1978 to join the Royal Naval Aircraft Yard Fleetlands as Superintendent. From March 1981 he was the Commodore of H.M.S. *Nelson* until 1983.

On promotion to flag rank in April 1983 he was appointed Director General Aircraft (Naval). Admiral Simpson was made C.B. in the 1985 Birthday Honours List. He is now director and general manager of Field Aircraft Services (Croydon) Ltd.

Rear-Admiral J. C. Warsop, C.B., C.Eng., F.I.Mech.E., retired in January 1986, after 43 years service in the Navy.

He joined as an artificer apprentice in January 1943. Having gained a cadetship from H.M.S. *Caledonia*, he went to the Royal Naval College, then evacuated from Dartmouth to Eaton Hall near Chester, two years later. From May 1945 to December 1948 he did the Long Engineering Course at the R.N.E.C., Keyham, during which period he trained at sea in H.M. ships *Diadem*, *Howe*, *Dunkirk*, and *Dido*. After obtaining his watchkeeping ticket in H.M.S. *Theseus*, he joined H.M.S. *Gambia* completing modernization in Devonport Dockyard before becoming Flagship of the Mediterranean Fleet. On completion of the Advanced Engineering Course at the R.N.C., Greenwich, he served in H.M.S. *Superb* from September 1952 until April 1954, the ship at that time being Flagship of the America and West Indies Squadron. From May 1954 to August 1956 he served on the staff of the R.N.E.C., Manadon, subsequently joining the Engineer-in-Chief's Department at Bath where he was concerned with controllable pitch propellers and with the change from single reduction gearing to the complex double reduction gearboxes of the GMDs. As Senior Engineer of H.M.S. *Ark Royal* from November 1959 to June 1961, he saw service in the Mediterranean and in the Davis Straits doing arctic trials. Returning to Bath in September 1961, he joined the Ship Department, first as an Assistant in the Nuclear Reactor Design Section and then as Head of the Polaris Machinery Design Section. During this period, in June 1963, he was promoted to commander. For nearly three years from April 1965, he was Staff Engineer Officer to the Commander British Navy Staff, Washington, returning to the Ship Department in April 1968 as Head of the Boiler Section. From June 1970 to April 1972 he served as Marine Engineer Officer of H.M.S. *Blake*. After promotion to the rank of captain in June 1972, he returned to the Ship Department first as Head of the Marine Engineering Section of the Forward Design Group and then as the Assistant Director Marine Engineering for destroyers and frigates. In his several headquarters appointments in Bath he wrote articles for this *Journal*. From 1975 to 1978 he was Captain of H.M.S. *Fisgard*, the former artificers' training establishment at Torpoint. After that he returned to Bath as Deputy Director Systems Design 1, a post in which he became a commodore.

On promotion to rear-admiral in July 1981, he was made Port Admiral Rosyth. Then in 1983 he was appointed Flag Officer and Port Admiral Portsmouth, a post that in 1984 became, with the closure of the Royal Dockyard, 'Flag Officer Portsmouth, Naval Base Commander Portsmouth, and Head of Establishment of the Fleet Maintenance and Repair Organization'. He was made C.B. in 1984.