



ENGR.-LIEUT. THOS. CORBETT LOCKIE, R.N.

It is with pain and regret we place on record the death of this engineer, son of Mr. John Lockie, C.E., 7, Hermitage Place, Leith, editor of *The Steamship*. Engr.-Lieut. Lockie was born in 1881, and was educated at George Watson's College, Edinburgh. He served his apprenticeship at Messrs. Hawthorn and Co.'s works, Leith. During the South African War he served with distinction in the Imperial Yeomanry. He went to sea in the service of the White Star Line and obtained his Board of Trade certificates in due course. After obtaining his chief's certificate he received an appointment from Messrs. Mirrless, Watson & Co., Glasgow, but soon after war was declared he offered himself for national service, and was appointed as Engineer-lieutenant in the Royal Navy. Having recently been appointed to one of the Monitors, he was attending to his duties on board, when unhappily an explosion occurred, and he was severely injured, having to be removed to hospital. His father and wife were sent for, and every care and attention was bestowed upon him and the other sufferers, but he died on October 7th at the Royal Naval Hospital, Chatham. He was a Member of the Institution of Engineers and Shipbuilders of Scotland and of the Institute of Marine Engineers. Deep sympathy is felt with his father and with the widow and son who have been left to mourn for him who has gone hence in his early manhood.



CAPTAIN CHARLES E. MALPASS, M.C.

With deepest regret and sympathy with his parents, we place on our Death Roll the name of another of our young men of promise, a Graduate of the Institute of Marine Engineers.

Charles E. Malpass was born in 1894 and received his education at the Skinners' School, Tunbridge Wells, and Clark's College. His father is the Headmaster of the Southborough Council School, well known for his activities in work of educational and social improvement, in which good work Mrs. Malpass is also associated. Mr. Malpass is an enthusiastic Freemason, and is the W.M. of Holmesdale Lodge.

Charles was serving his apprenticeship with Messrs. Denny and Co., Dumbarton, when war broke out, and was engaged in the Naval Department of the works in connection with the machinery and steam trials of Admiralty destroyers. He had joined the Territorial Garrison Artillery soon after he went to Dumbarton, and the training he had stood him in good stead when he volunteered for active service, and was on duty at Portkil for ten months. In May, 1915, he accepted a commission in the Royal West Kent Regiment, and after further training he left for France with the 11th Battalion. In September, 1916, he was wounded at the Somme, and on recovery he returned to



France, and afterwards went to Italy with General Plumer's army, acting as Intelligence Officer. His battalion returned to France in March, 1918, and he was then transferred to the 1st Artists' Rifles, in which he was in command of "B" Company. He was killed while leading his company in the battle near Cambrai on October 8th. He had two days previously been awarded the M.C. for gallant service on the front of battle, and the letters received by his parents from those who had been associated with him give testimony to his steadfast courage and high example, while the Sergeant of his company in his letter stated that the company felt the loss of their Commander, for whom they had the greatest respect and admiration. The Regimental Chaplain stated that the body of Captain Malpass was buried in the British cemetery at Rumilly, and added his testimony of appreciation to that of others.



2nd LIEUT. EDWIN RIDLEY, R.E.

With much regret we record the death of this engineer, who was elected a Member of the Institute of Marine Engineers in 1908. He was born at Hackney, London, N., in June, 1871, educated at Finchley and Bexhill-on-Sea, he served his apprenticeship in the G.N. Railway Works, and was afterwards

employed as a chargeman in the overhauling and repairing department. Turning attention to marine engineering, he obtained in 1898 an appointment as 3rd Engineer of the SS. *Taff*, of Cardiff, sailing to American ports. Early the following year he joined the SS. *Murcia*, and on the homeward voyage this vessel ran aground at Bermuda, but after about two months spent in salvage operations she sailed for England, and arrived safely in October, 1899. He then joined the *Yarrowonga*, of the Blue Anchor Line, and served in her for about 18 months, when he was qualified for and obtained his Chief Engineer's certificate in August, 1901. His next appointment was to the *Warrigal* as Refrigerating Engineer, leaving this job in April, 1902, for the *Wakool* as 2nd Engineer. During the South African War the *Wakool* was engaged in transporting troops, and Mr. Ridley received the medal awarded to transport officers. After some more sea experience he entered the service of Messrs. R. and H. Green and Silley, Weir and Co., but in August, 1915, he resolved to become attached to the national fighting force, and joined the Royal Engineers, and in 1916 he left for France as a Warrant Officer, subsequently being promoted to 2nd Lieutenant. While on duty at Calais he contracted an illness from which he died on July 25th, 1918. We record our deep sympathy with his relatives and friends in the loss sustained.

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THOS. ROGERSON.

It is with great regret that we place on record the death of Thos. Rogerson, who was Chief Engineer of the *Aparima*, when she was sunk by the enemy of civilisation and humanity in the course of a voyage towards the close of 1917.

Mr. Rogerson was born in January, 1872, at Venlaw Sheep Station, near Wyndham, Southland, New Zealand, and received his early education at the Waitepeka School, Clutha District, N.Z. He served his engineering apprenticeship with Messrs. Somerville Bros., Dunedin, and afterwards worked on the shore staff of the Union Steamship Co., of New Zealand, at Port Chalmers, for about 15 months. He then joined one of the company's steamers as fourth Engineer in November, 1898, subsequently obtaining his certificates and promotion step by step. He was appointed Chief Engineer of the *Aparima* in September, 1914, and remained in this steamer till she was torpedoed and sunk by a dastardly submarine, when the Chief Engineer lost his life. He was a keen engineer, interested in his work, ever striving after economical methods in connection with marine machinery, having invented several improvements in evaporators and auxiliaries. He was an enthusiastic member of the Institute of Marine Engineers, and during the voyage previous to his loss he was engaged in preparing a paper for his fellow-members to read and discuss. His loss is mourned by many friends, and we express our sympathy with them.



HENRY B. WILLIAMS.

Our deep sympathy was expressed to Mrs. Williams when the death of her husband was announced, and as we now place on record in our pages some details of his life we would again express our regrets that Mr. Williams was sacrificed by the ruthless enemy. Born at Battersea in 1886, he was educated at the County School, Fishguard, Pembrokeshire, his parents residing at Seledy Park, Pembrokeshire. His apprenticeship was served at the Thames Iron Works, while his technical education was attained at the Poplar School. He was afterwards employed by Messrs. Fairbanks, The British Coalite Co., and Mr. Henderson (Royal Albert Dock). His sea service was commenced in the Federal Line SS. *Durham* as 5th Engineer in June, 1911, subsequently being promoted to 4th Engineer, and he afterwards served in the *Cordobes* (British and Argentine S.N. Company) as 4th Engineer; in the *Lakawanna* and *Genesee* (Anglo-American Oil Company) as 3rd Engineer; and in the *Bay Douglas* (Bay S.S. Company) as 2nd Engineer. He passed for his second Board of Trade Certificate in November, 1913, and for Chief in December, 1915. In October, 1917, he joined the *Polperro* as 2nd Engineer, and when this steamer was torpedoed in the Mediterranean Mr. Williams and two of the firemen were killed. His body was



recovered and was interred at Bizerta. The account in the local paper stated that "the funeral ceremony was of an imposing character and showed the bond of solidarity and sympathy towards our British Allies; an important gathering followed this heroic Officer to his resting-place. Amongst those present we noticed Admiral Guepratte, Prefet Maritime, with the Officers of his staff, General Dunal, Mr. T. Bourke (British Consul), Com. Stutvart, Col. Michel (of the Serbian Army), Mr. Humphreys (British Vice-Consul, Bizerta), and many Officers of the Army and Navy. The Master and crew of the steamer headed the funeral to the cemetery. At the grave Admiral Guepratte made a discourse in the purest English, of fine eloquence, expressing the feeling of sympathy and affection for the Allies and the British Navy. The British crew were deeply touched at the words of the Admiral Commander-in-Chief, these words being spoken in English, and coming from the mouth of a man who fought with great gallantry in the Dardanelles, side by side with the British Navy." Mr. Williams joined the Institute of Marine Engineers as an Associate in 1909, his number on the roll being 2,279. He was elected a Member in 1916.





The readjustment of many features of our national life is inevitable, and our minds are turned towards improvements in many directions, and along with this must come the obliteration of everything savouring of that injustice of man to man, which all of true manhood deplore. A memorable instance of the trampling on rights in the extreme has been forcibly brought before us of late by despotic maniacs and demonstrated in very fiendish fashion.

It is the duty of the authorities, who accepted the responsibility of controlling our fleet of shipping, and all that this covers, to reconsider events and shortcomings, sift and obtain fresh evidence which may be new to them, with the determination to redress wrongs and apportion awards where they are due. It is never too late to repair an injury or adjust a wrong.

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AN EXPERIENCE IN RUSSIA.—The steamer finished loading and left Brest for Archangel on December 18th, 1916. Over six days, with the aid of high-powered ice breakers, were occupied in getting through the White Sea. At length the ship was moored at the wharf at Economeia. The orders were given to work cargo night and day till finished, and an engine-room watch was set for night duty. Cargo was worked all day on the 25th January and right through the night. Next morning soon after 9 a Russian steamer lying ahead suddenly blew up, with the result that the flying debris and concussion combined crushed the deck cabins and set fire to the fore part of the vessel. The Chief Officer and the third and fourth Engineer Officers were the only Officers alive and able to get out of the wreckage. Fortunately for the Captain, he was on shore. Breakfast was just over, so most of the men were forward. The Chief Officer was at the time in the Second Engineer Officer's cabin, and fortunately escaped serious injury. The Second Engineer Officer was hammered on back and legs and unconscious for a short time, long enough for his head to become like ice. However, he soon reached the deck, and was faced by a crowd of Chinamen, covered in blood and scantily clothed, he himself being in somewhat the same condition. Realising the position of things, he attempted in vain to find his Chief, and looked around for the Chief Officer, but was told he had gone ashore, and on looking over the side, saw him on the wharf and shouting, "Leave the ship." At this time high explosives, stored in the sheds on shore, were going off, and the Chief

Officer's order was quite in order, yet officially his position was on board the ship to give orders and to help the wounded. This he left, however, to the senior Engineer Officer as best he might to get the crew on shore. Not till four days afterwards did the Engineer Officer see him. The strongest men got down on the ice first; some ran away, others remained to help the weak. The Engineer then searched to see if any others were alive, and on his way to the saloon saw the donkeyman come out of the stokehold, covered in ashes as if a sand blast had been used.

The bridge, chart room, captain's room and saloon were crushed flat, impossible of access. After listening and hearing no groans he concluded that all inside must have been killed instantaneously, including the Chief Engineer Officer, as his cabin was wrecked, and no more could be done. The cold was severe—about  $35^{\circ}$  below Zero. The third Engineer Officer was able to look after himself, while the fourth Engineer, a Greek, who was asleep at the time, was landed on deck in an undersuit, without socks or boots, mad with fright and cold, making it hard to get him away. At length all who were left alive were got on the wharf, the two gunners stopping until the last to give assistance. After a tramp of about two miles over the ice shelter was reached from the cold. A pair of boots were got for the fourth Engineer Officer, who was thus able to walk without assistance, but he suffered severely.

Their 30 hours' experience on the ice with part shelter must have been very trying and full of suffering. Food and clothing were subsequently obtained at Archangel after a journey of 17 miles. The hospital train arrived from Archangel about two hours after the first explosion with the British transport officers, who visited the scene of the disaster with the Captain. At about noon the ship blew up.

The Engineer Officer, singular to say, was not asked any question for the enquiry, and was not quite able to go near the ship for 14 days. He at length obtained a permit, and visited the ship sixteen days after the explosion, when the Chief Engineer Officer's body was found.

On arrival home, after being torpedoed in the *Baysoto*, the second Engineer was told that the Captain, Chief Officer and an Admiralty clerk were to receive the Albert Medal for their enterprise, while he (the Engineer Officer), who did his duty by his brother Engineers and really took charge, after the Chief



Officer hurried ashore, and saw the crew to safety, was not even referred to. When it is considered that from the morning of January 26th until arriving two days later at Archangel in the evening he was only scantily clad, exposed to 35° frost, suffering from shock, frostbite and privation, yet sought not to obtain relief for himself till he had done his duty to others, surely he was more worthy of an award. He is in any case honoured by his brother Engineers for his high line of duty and his keen regard on behalf of the sufferings of others.

Why those who were absent from or had promptly left the ship, regardless of rendering help to the suffering and needy, should be publicly honoured before those who stood by the post of duty till they saw all clear is a problem awaiting solution.

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### Election of Members.

Members elected at a meeting of the Council held on Tuesday, 26th November, 1918:—

#### *As Members.*

- Robert Cecil Barlow, 55, Jersey Road, Ilford, E.  
 Frederick James Boyd, 14, Canterbury Road, Brynmouth, Swansea.  
 Alexr. Cameron (Captain, R.E.), 2, Sundorne Road, Charlton, S.E.7.  
 Roland Vallance Cameron, c/o Messrs. Butterfield & Swire, Hong Kong.  
 Thos. M. Davidson (Ch.A.E., R.N.), 9, Torrington Place, North Road, Plymouth.  
 E. Reginald Evans (Lieut., R.A.F.), 116, Lathom Road, East Ham, E.  
 Hugh Gibson, 4, Cyril Crescent, Cardiff.  
 Robt. McPherson Gillies, 80, Bank Street, Alexandria, Dumbarton.  
 John Edward Gurney, Kelvin, Camden Road, Carshalton, Surrey.  
 James Graham, c/o Mines Office, Kuala Lumpur, F.M.S.  
 Arthur Hetherington, 56, Ravenswood Road, North Heaton, Newcastle-on-Tyne.  
 Charles Norrie Hunter, 83, Kensington Gardens, Ilford, E.  
 P. Lannes (Ingenieur en Chef de la Cie. Générale Transatlantique), 6, Rue Auber, Paris.



Robt. McGregor McMurrick, Bankend House, Craigmuddie,  
Milngavie.

John Morton, P.W.D., Factory, Kuala Lumpur, F.M.S.

John McLaren Reid, 10, King's Avenue, Old Trafford,  
Manchester.

Wm. Joseph Root (Lieut., R.A.F.), 8, Kersley Street,  
Battersea, S.W.11.

James Short, 89, Cleveland Road, Sunderland.

Alexr. Park Traill, 6, Albert Road, Eccles, Lancs.

*Associate-Member*

Ernest Palmer Gaydon, 82, Chatsworth Street, Barrow-in-  
Furness.

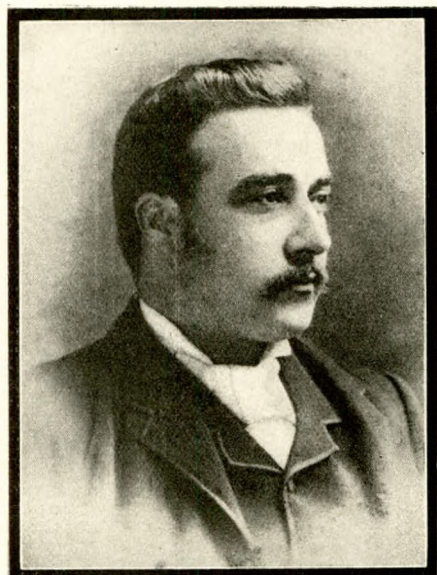
*Associate.*

John Ferrie Campbell, 103, Talbot Road, Old Trafford,  
Manchester.

*Transfer from Graduate to Associate-Member.*

F. Duncanson, Elm Cottage, Hanwell, Middlesex.





MR. T. R. FERGUSON.

THE sudden death of Mr. T. R. Ferguson, in August, created a general feeling of deep regret among his friends, and the circle amid which he moved in the execution of his official duties in Canada, where he was highly respected and esteemed. He was a Vice-President of the Institute of Marine Engineers, and took a warm interest in its work and progress. The Deputy Minister of Marine referring to the loss of Mr. Ferguson, who was a most efficient officer of the Government, and Chairman of the Board of Steamboat Inspection, stated to a representative of the *Ottawa Citizen*, that the news of Mr. Ferguson's death at



Quebec came to him as a very great shock ; he had left to attend to some business in seemingly good health and spirit, and his sudden death came while engaged in the act of performing his duty. He also gave the following testimony showing the warm appreciation he had for the departed. "The work of his office brought him into frequent and almost constant touch with the public, who have frequently borne testimony to his unvarying courtesy and ability. By his death in the very prime of life Canada has lost a most valuable public servant. But the thought that stands uppermost in my mind this morning, and overwhelms me is that I have lost a personal friend."

Mr. Ferguson was born in 1876 at Pictou, Nova Scotia, where he received his early education ; this he completed at Glasgow (Scotland), where he studied engineering subjects and served his apprenticeship with Messrs. J. & J. Thomson, Finnieston Street (Dumbarton Road end) and soon afterwards went to Canada and entered the Government service. He left a widow and one son, to whom many sympathetic expressions of regret have been tendered, also to his six sisters who are married and settled respectively at Halifax, Sydney, Pictou and Ilford, Essex, the latter being Mrs. Timpson, wife of Mr. F. M. Timpson, of Messrs. Ferguson and Timpson, London.



