

## OBITUARY—Vice-Admiral Sir GEORGE GOODWIN, K.C.B., LL.D.

With much regret we record the death of Engineer Vice-Admiral Sir George G. Goodwin, K.C.B., LL.D., which occurred on April 2nd, 1945, at his home at Havant, near Portsmouth.

The son of the late Charles Frederick Goodwin, he was born in 1862, and became an apprentice in H.M. Dockyard at Portsmouth, where he attended the Dockyard School. As a youth he passed highest in all England in the Cambridge Local Examinations, and was offered a scholarship at that university; but he preferred to enter the Royal Navy, and became an assistant engineer in 1882, taking what was then the equivalent of an honours course at the Royal Naval College, Greenwich. He joined his first ship, H.M.S. "Malabar", a screw trooping ship, in August, 1885; she was one of the first ships to be fitted with triple expansion engines, and was famed for having attained the unusually high speed of 15½ knots.

From June, 1886, he served almost continuously at the Admiralty or in Chatham Dockyard, being promoted to engineer—the rank equivalent to lieutenant—in 1887, and chief engineer in 1891. From 1894 to 1897 he was engineer officer of the small light cruiser "Bellona" in the Channel Squadron—his only service in a warship afloat—and in 1898 he returned to the Admiralty, Dockyard Branch, to be promoted to fleet engineer—the equivalent of commander—in 1899. After two years as chief engineer of Chatham Dockyard, 1904 to 1906, he returned once more to the Dockyard Branch of the Admiralty, and after a year as assistant to the Director of Dockyards, in 1907, he was promoted to engineer captain and appointed Deputy Engineer-in-Chief of the Fleet, with Engineer Vice-Admiral Sir Henry Oram as his chief. Ten years later he succeeded to the highest position, becoming Engineer-in-Chief in the middle of the 1914-18 war; he was made a C.B. in 1913, and was advanced to K.C.B. in 1918.

Goodwin continued as Engineer-in-Chief for five years, retiring in his turn in 1922. Shortly afterwards he joined the board of Messrs. J. Samuel White and Company, Limited, and on the death of their chairman, Mr. P. D. Ewing, in 1932, succeeded to that office, which he held for some years until a rather severe illness obliged him to relinquish it. He recovered his health to a great extent, but did not resume business activities, although he continued to take a keen interest in engineering progress and to support the activities of the various institutions to which he

belonged. He was a founder member of the Institute of Metals, president from 1920 to 1922, and was elected a Fellow in 1929. He was president of the Institute of Marine Engineers in 1922-23. Joining the Institution of Naval Architects in 1908 as a member, he served on the Council and became a vice-president, and eventually an honorary vice-president. The Institution of Mechanical Engineers made him a vice-president in 1925 and an honorary life member in 1926 on his retirement from the Council; but in 1931 he was back on the Council as first chairman of the newly formed Southern Branch, over which he presided for the first three years of its existence. He served on many Government Committees, including the Commission on Fuel and Engines, under the chairmanship of the late Lord Fisher, the Corrosion Committee, and the Fuel Research Committee. He also took a prominent part in the work of the Marine Oil Engine Trials Committee, of which he was chairman; and in 1924 he delivered the Thomas Hawksley Lecture of the institution, on "The Trend of Development of Marine Propelling Machinery". In 1919, on the occasion of the James Watt Centenary celebrations at Birmingham, the University of that city conferred upon him the honorary degree of Doctor of Laws. His war services were also recognised by the award of the Order of St. Stanislas, 1st Class (Russia), the Grand Cordon of the Order of the Sacred Treasure (Japan), the United States Distinguished Service Medal, and the Order of the Star of Roumania.

Sir George will be remembered with grateful affection by innumerable marine engineers, including many members of the Institute, to whom, from his wealth of professional experience and kindly wisdom, he gave help and encouragement throughout their careers. He has been truthfully described as one of the most influential "liaison officers" who have yet come to the fore in promoting mutual appreciation and understanding between the engineering branches of the Royal Navy and the Merchant Navy.

He was a great benefactor to the Havant War Memorial Hospital, in which he took the keenest interest from its foundation, and was a generous contributor to many charitable and social causes. In 1885 he married Mary, daughter of Thomas Sagar, Fleet Engineer, R.N., and is survived by one son—Surgeon Captain Ernest St. G. S. Goodwin, R.N.—and one daughter.



### ADDITIONS TO THE LIBRARY—continued.

**Copper and Copper Alloy Springs.** Issued by the Copper Development Association. Publication No. 39, 62 pp., 21 illus.

**Model Analysis of Structures.** By Charles H. Norris. Massachusetts Institute of Technology. Publication from the Department of Civil and Sanitary Engineering. Reprinted from Experimental Stress Analysis, Vol. 1, No. 2.

**Statistics Relating to the War Effort of the United Kingdom.** Presented by the Prime Minister to Parliament by Command of His Majesty, November, 1944. H.M. Stationery Office, 64 pp., 1s. net.

### PERSONAL.

SIR PERCY E. BATES, Bt., G.B.E. (Past President), has been elected Chairman of the General Council of British Shipping.

MR. G. N. DAVISON (Associate Member) has been appointed Works Manager at Messrs. John I. Thornycroft & Co.'s Woolston Works, Southampton.

MR. SYDNEY A. SMITH, M.Sc. (Member and Past-Chairman of Council), hitherto Superintendent Engineer of New Construction, has been appointed Superintendent Engineer of the P. & O. S.N. Company, Ltd., on the retirement of Mr. D. Goodsir (Member).



OBITUARY—continued.

Mr. WILLIAM McLAREN.

William McLaren, who died on the 9th January, 1945, at the age of 90, was elected to membership of the Institute on the 9th October, 1896, and during the 48 years of his association remained vigorously interested in its activities; he twice held office as a Member of Council, from 1900 to 1902 and from 1918 to 1920. In the early years of his membership he interested himself particularly in the junior members and students, devoting much time personally to their instruction, especially in boiler operation and fuel testing. Until the beginning of the war in 1939 he was a regular attendant at the Institute meetings, and his familiar, lovable personality will be greatly missed by his many friends among the members.



He was born in Edinburgh on 25th December, 1854, and educated there at St. Mary's Church School until he was sixteen years of age. He served a three years' apprenticeship with Messrs. Eckersley & Laverick and two years with Messrs. Somerville & Crombie, both of Edinburgh. He spent the next 17 years, from 1879-96, as a seagoing engineer, many of them in the service of the Western Brazilian Telegraph Company at Rio de Janeiro and Pernambuco. In 1896 Mr. McLaren joined the staff of Messrs. Lipton, Ltd., as Superintendent Engineer, a position which he held until his retirement in 1927.

Mr. W. T. SEATON.

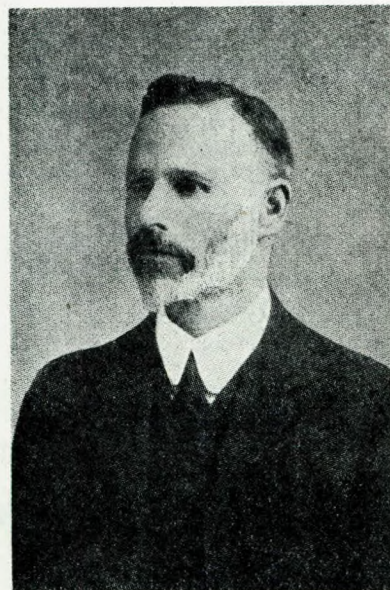
The death occurred on February 3rd, 1945, at the age of 89, of Mr. W. T. Seaton, formerly well known throughout marine engineering circles both for his professional eminence and outstanding personality. He was elected a member of the Institute in 1909 and a Member of Council for sessions 1915/17. He was also a Member of the Institution of Naval Architects.

Mr. Seaton, who was born on the 23rd November, 1855, at

Thorsby Bridge, Lincolnshire, came from seafaring stock, his father and both grandfathers having been masters and owners of sailing ships. He received his education at King Edward the Sixth's Grammar School, South Lincs., an old establishment which has, from time to time, turned out a number of famous men, including Captain John Smith, the founder of the Colony of Virginia; Alfred Lord Tennyson, the poet; and Sir Francis Hopwood, later Lord Southborough. Subsequently, he studied science, etc., at the Technical Schools, Hull, where, and also at a later date in Liverpool, he taught at evening classes. Mr. Seaton was a premium apprentice with Messrs. Thompson & Stutther, engineers, Hull; a draughtsman with Earle's Shipbuilding & Engineering Co., also with Messrs. D. P. Garbutt & Co., shipbuilders and engineers; assistant to Mr. Martin Samuelson, consulting engineer; and works manager with Messrs. James Bremner & Co., shipbuilders, all of the same town.

He served at sea successively as third, second and chief engineer, sailing mostly out of Hull and London; and later, as chief engineer, he superintended the completion and fitting out of the s.s. "Saint Fillans", built by Messrs. Harland & Wolff for Messrs. Rankin & Gilmour, Liverpool, this being the second vessel fitted with triple-expansion engines by the celebrated Belfast firm. After leaving this vessel, he entered the service of the Board of Trade, as an engineer and ship surveyor, in June, 1886. He was first stationed at Plymouth for about a year, then transferred to Liverpool; and after over nine years' service at that port was appointed to the Consultative Branch, on the staff of the Engineer Surveyor-in-Chief. In this department he served for about 12½ years, during the last three of which he was senior assistant. In January, 1909, he was appointed Chief Examiner of Engineers, which position he held for nearly 12 years.

An item of interest is the fact that Mr. Seaton was among the earlier engineers to obtain an Extra First-Class Certificate, having passed one of the examinations, in 1885, held by the late Mr. Macfarlane Gray.



MEMBERSHIP ELECTIONS.

Date of Election, April 5th, 1945.

Members.

Albert Edward Bowtell.  
Lieut.(E.), R.N.R.  
William Valentine Brown,  
Lieut.(E.), R.N.R.  
James Fowlie Johnson,  
Nathaniel McFarlane Kissell.  
Norman Whitehead  
MacFarlane.  
Douglas Hastie Smith,  
Eng. Comdr., R.N.(ret.).

Companion.

Maurice Hall Downes.

Associate Member.

Charles Edward Street.

Associates.

William Fairless Beeby.  
Armand Lambert Covell.  
Frederick John Cullum.  
Maxwell Henry French.  
Boniface Anthony Fridell.  
James Arnold Spencer  
McCann.  
Harold McNaught.

Benjamin Hamilton Priest.  
Cyril Ernest Strugnell,  
Sub-Lieut.(E.), R.N.V.R.

Graduate.

George Miller.

Students.

Ian James Gordon Aitken.  
John Edgar Bowell,  
Actg. Lt.(E.), R.N.  
Gerald Lewis Coates,  
Actg. Lt.(E.), R.N.  
David Frederick Deacon,  
Actg. Lt.(E.), R.N.  
Richard Michael Fillery,  
Actg. Lt.(E.), R.N.  
John Patrick Niall Fox,  
Actg. Lt.(E.), R.N.  
Ivan Raoul Jones,  
Sub-Lieut.(E.), R.N.  
Michael Trounce,  
Sub-Lieut.(E.), R.N.

Transfer from Student to Associate.

Leslie Archibald Goodyear.