



ALEX. J. ANDERSON.

It is with great regret these lines are penned, and with deep sympathy towards the widowed mother of Mr. Alex. J. Anderson, who lost his life in the peaceful discharge of his duty in the steamer, torpedoed by the enemy, and on which he served as second engineer. Mr. Anderson was born at Dundee in 1892, and was the youngest son of the late Jas. B. Anderson. Educated at Wallacetown School, Dundee, in his earlier years, he completed his term of school life, on the removal of his parents to England, at Westoe Secondary School, S. Shields. He served his engineering apprenticeship with the Middle Dock Engineering Co., S. Shields. Shortly after the termination of his apprenticeship he went to sea in the SS. *Apollo*, January, 1914, about which date the photograph reproduced was taken. He subsequently served in the *Collingham* and the *Camlake*. He was promoted from fourth engineer to third in 1916, and to second in 1917, having passed the Board of Trade examination for second class certificate in August, 1916. He joined the steamer on which he lost his life in September, 1916, as third engineer, and was promoted to second in March, 1917. He was a good, upright young man, and the valued support of his mother; his father was accidentally killed about eight years ago at Norfolk, Va., when serving as chief officer of SS. *Bedeburn*, and since then the sons have warmly stood by their surviving parent; during recent years the youngest has been the mainstay. The elder son, Robert, is also an engineer, and married, having a family to support. The only daughter is also married.



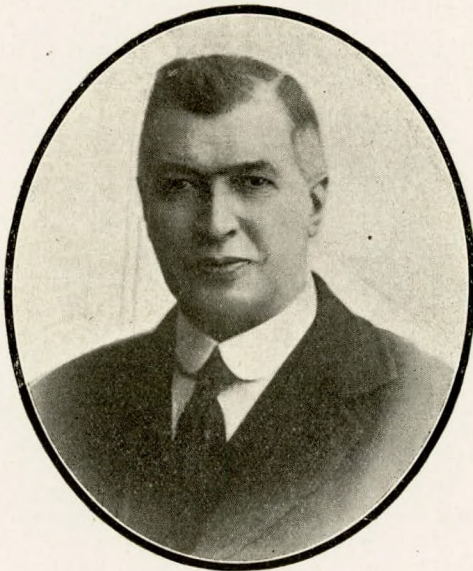
CHIEF ARTIFICER ENGINEER JAS. ANDERSON, R.N.

The death of this engineer occurred early in the year 1916, while serving in one of His Majesty's ships, where he was highly appreciated for his personal character, as for his close attention to the responsible duties he had been entrusted with in the engine-room. Born in 1868, he lost his father, Mark Anderson, of Burnmouth, when the Eyemouth fishing fleet was overwhelmed in the fierce October gale of 1881. Shortly after this the family removed to Berwick, where James served his apprenticeship with Mr. George Black, Tweedmouth, and afterwards joined the Royal Navy as an engine-room artificer, being promoted to artificer-engineer in 1904, and to Chief A.E. in 1915. The vessel in which he served in 1899 took part in the South African War, as a result of which service he was awarded a medal and clasp. When the *Decoy* was rammed by misadventure during the naval manœuvres in 1904 he was serving in the engine-room, and narrowly escaped with his life, his personal effects being lost. His next vessel was torpedo boat No. 109, and on leaving to join H.M.S. *Roxburgh*, at Glasgow, he was presented by the engine-room staff with an ebony walking-stick as a token of the esteem in which he was held. After two years in the *Roxburgh* he was transferred to H.M.S. *Defence*, and by a happy coincidence he again paid a visit—on a mission of peace—to African waters, when this vessel acted as escort to the Duke and Duchess of Connaught on the occasion of the opening of the South African Parlia-



ment. On the outbreak of war he was on the China station, and the section of the fleet to which his ship, H.M.S. *Minotaur*, was attached left for Indian waters on the look-out for enemy craft, and was fortunate in her cruising around to pick up the wireless message from the region of the Cocos Keeling Islands, which was transmitted to H.M.A.S. *Sydney*, and led to the destruction of the *Emden*. His later service was in one of the monitors bombarding the Belgian coastline occupied by the enemy, subsequently being promoted to a destroyer in charge of the engine-room, engaged in patrol and convoy duty around the home waters. Mr. Anderson was home on leave in October, 1915, and shortly before receiving the intimation from the Admiralty of her husband's death, Mrs. Anderson had a letter full of cheer from him. Letters of sympathy were sent by shipmates to the widow, who resides with her father, at Tweedmouth. She has one son, aged 19. Our deep sympathy is extended to the family and friends of him who has gone from the circle where he was so highly esteemed. He was elected a member of the Institute of Marine Engineers in June, 1911.

The personal effects recovered were sent to Mrs. Anderson, including his sword, which is much treasured.



CHIEF ENGINEER JOHN GRIEVE.

The engineer whose photograph is here reproduced fell a victim to the underwater enemy prowlers who outrival the

sharks in ferocity. Our sympathy has been stirred month by month on behalf of the relatives and friends of those who have suffered the loss of those near and dear to them owing to the outrages committed under the guise of war. In this case an only daughter, who resides in Glasgow, is the keen sufferer, and to whom we tender our sympathy.

Mr. Grieve was born in May, 1861, at Kirkcaldy, where also he was educated, and served part of his apprenticeship at Inverkeithing, completing his time in Glasgow. Beginning sea service when 21 years of age, in the Anchor Line, he served in the *Hispania*, the *Bolivia* and other steamers of the Company. Obtaining meantime his second and chief certificates, he joined the Queen Line, sailing as Chief Engineer. His next change was made about 16 years ago, when he received an appointment in the Anglo-American Oil Company, and sailed as Chief in the *Seminole*, on the Eastern seas, for about three years. He also sailed as Chief in the *Tennessee*, the *Iroquois* and the *Narragansett*. When the *Volturno* was in distress, and the efforts were made to assist her by means of pouring oil on the troubled waters, Mr. Grieve was Chief engineer of the assisting vessel, the *Narragansett*. Other incidents in his reminiscences were going to the help of the *Lusitania* in her calamity, and afterwards experiencing the sensation of being chased by a submarine for about a quarter of an hour, when the issue was decided in favour of the pursued on that occasion—alas, it was otherwise when he subsequently lost his life, a prey to the devourer. He was a member of the Institute of Marine Engineers, having been elected in 1910.







FRANK G. MARWOOD.

With regrets and much sympathy with Mrs. Marwood and her young daughter, we note the sudden death of this Engineer by means of enemy aircraft during a raid in the neighbourhood of London.

Born at Richmond, Surrey, in October, 1878, he was educated at Emmanuel School, Clapham Junction, and continued his studies at Finsbury Technical College. His apprenticeship was served with Messrs. Stephen, Glasgow; he afterwards was with Messrs. A. W. Robertson and Co., Royal Albert Docks, London. Entering upon sea life on the SS. *Morayshire*, in 1903, he voyaged to Australia, Cape Town and the Argentine. Obtaining his second certificate, he joined the *Maori* in November, 1905, and in 1907 obtained his Chief Certificate. He was in the *Maori* when wrecked near Cape Town in August, 1909. Returning home, he obtained the appointment of Engineer to the Wandsworth Board of Guardians. A few months after the outbreak of war he was granted a permit to volunteer for National Service, and was employed in connection with aeronautics, and in August, 1917, he was appointed Assistant Manager to the London Aircraft Company. On the night of the air raid when he met with his death he was detained at the works till 9.30, and on reaching the nearest railway station for home, as the air appeared free from disturbance, he set out with haste, reached the house safely, and while in the hall, preparing to go below, relating at the same time his experience to his friends, a bomb exploded

in front of the house and killed him. Mrs. Marwood was at the time staying with her father on account of illness, and thus escaped sharing his fate. Mr. Marwood was elected a member of the Institute of Marine Engineers in March, 1915.

---



CAPTAIN EDWARD STAFFORD NORTHCOTE.

It was with great regret on the part of his many friends and associates, and with deep sympathy towards his father and relatives, that the death of Captain E. S. Northcote was received, and the hope raised by the first intimation that he was reported missing was dispelled when the later report arrived, that he was killed in France on September 3rd, 1916.

Born on January 6th, 1884, at Upton Pyne Parsonage, Exeter, where his father was Rector, he was educated at Haileybury, and served his apprenticeship with Messrs. Harland and Wolff, Belfast. Devoting time and attention to technical study, he entered for the examination in connection with the Institution of Civil Engineers, and passed in 1907. In the following year he went to sea as an engineer in the Atlantic Transport Line, and served in the *Minneapolis* and the *Manhattan*. Obtaining promotion with qualifying service, he gained his Board of Trade certificate for second and chief, the latter being sat for in 1911.

He afterwards received the appointment of Assistant Superintendent Engineer to the Atlantic Transport Co. at the Royal Albert Dock, London.



Shortly after the declaration of war, he patriotically volunteered for service in the Army in October, 1914, and received a commission as second lieutenant in the 11th Batt. Royal Sussex Regiment, subsequently being promoted to Captain. He served with the Army in France from the spring of 1916 until he was killed.

His father is Reverend the Honourable J. Stafford Northcote, Chaplain to the King, Prebendary of St. Paul's, and formerly Rector of Upton Pyne. The loss of his son was a severe blow, a loss which called forth many expressions of regret from his former associates in the Atlantic Transport Company, which he had served so faithfully, and by whom he was highly respected for his high sense of duty as exemplified by his response to the appeal of his country in the interests of humanity. He gave his life a sacrifice on the altar of duty, and in this respect he has shared with many Marine Engineers the honourable course of holding on in the line of duty in spite of hazardous risk.

The following extract from a letter received by the Rev. Prebendary Northcote from the Lieut.-Colonel in command of the Royal Sussex Regiment shows the esteem in which Captain Northcote was held:—"I regard the loss of Captain Northcote as a real disaster to this Battalion. His fine character and sterling qualities had endeared him to us all. The men were devoted to him, and he was always thoughtful for their welfare. He always used to regard them as his children, and we used to chaff him about it. I got to know him intimately, and I can assure you his loss is irreparable. I have served with him since I first joined the Regiment last January, and feel that I can really speak with some authority, and am echoing the feeling of all his friends. He was a true soldier and a most gallant and trustworthy officer. I always felt, with your son in the front line trenches, there was nothing to worry about, as he was so thorough and reliable. He was one of the most kind-hearted men I have ever met, and never spared himself. His conduct on the day of the battle was most gallant. It appears that with a small party of men he succeeded in entering the second line trenches, and here, isolated and out of all touch with other parts of the Regiment, he held on till nearly 6 p.m. (almost 11 hours). The attack was not altogether successful, but the Regiment behaved magnificently, and it is due to such leading as your son displayed that we hold, I believe, a good reputation."

He was elected a member of the Institute of Marine Engineers in session 1913-14.



A. W. PENDER, R.N.R.

This engineer, who was greatly respected and highly esteemed by his friends and those associated with him on account of his engaging personality, met his death in October, 1915, while engaged in the country's service, when also the whole ship's company was lost within a day's reach of home.

He served his apprenticeship with Messrs. Cozens and Co., Weymouth, and then joined the P. & O. S. N. Co. as a junior engineer; a vacancy occurring in one of the steamers of Messrs. Jacobs and Co., Cardiff, he applied and received the appointment, in which he served with a view to his second class certificate. He then joined the Elder Dempster Line, and subsequently he was appointed to the *Montfort*, of the Canadian Pacific Railway Company, in whose service he was engaged for several years, and in the steamer named he held the position of third engineer, being afterwards promoted to second. When war was declared he was working ashore, and realising the importance to the country of maintaining its sea intercourse he offered his services, and was appointed to H.M.S. *Aries*, engaged on patrol duty. Of this steamer he was chief engineer, doing valuable and important duty on the waters over which the vessel was appointed to exercise guard.



Mr. Pender was elected a member of the Institute of Marine Engineers in 1914, when he resided in East Ham, London. Deep sympathy was felt and expressed to Mrs. Pender when her husband was lost. He gave himself nobly in the interests of the nation. At the time of his death he had no family, but Mrs. Pender gave birth to a son two months afterwards, thus tending to somewhat soften the severe blow caused by the loss of her husband.



HORACE RAINER.

The engineer whose portrait appears above, lost his life at the age of 32, over a year ago; another of our young men of promise killed by the myrmidons of the barbarous diplomat who directs their operations by using a distillation of venom to which he deceitfully gives a more refined name. Horace Rainer, a grandson of the late George Rainer, bedding manufacturer, London, S.E., was born in April, 1884, and educated at the People's Palace, Mile End, London—now the East London Technical College—where he gave evidence of a desire for study and enlightenment on those subjects which engineers ought to know. He served his apprenticeship in the works

of the General Steam Navigation Co., at Deptford, and afterwards began his sea experience in the Company in 1905. With a view to a wider experience of sea life, he obtained an appointment in a steamer trading in South American waters from Buenos Aires. Having obtained his Board of Trade certificates, he rejoined the General Steam Navigation Co., and was appointed second engineer of the twin screw steamer *Alouette*, built by Messrs. Denny, Dumbarton, in 1894, and was transferred in 1913 to the larger steamer *Fauvette*, built by Messrs. Dixon and Co., and engined by the North-Eastern Marine Engineering Co., Wallsend. His service in the General Steam Navigation Co. was such that he was held in high esteem by his superiors, both in the works and on the steamers, and the word that he was "missing" was received with regret, which was much deepened when hope was abandoned, and the intimation of his death was made. Many expressions of sympathy were extended to his widowed mother in the severe sorrow caused by the sudden loss of her son. The photograph from which the reproduction was made was taken while he was serving on the *Fauvette* as second engineer, and is much prized by his mother, as the most recent in her possession. Mr. Rainer was elected a member of the Institute of Marine Engineers in 1914.

