



LEONARD CHARLES HOLTHUSEN.

We regret to note the death of Lieut. Holthusen on November 22nd, in the Queen Alexandra Military Hospital, Millbank. The cause of his death arose from the re-opening of a severe wound he received during the war at the battle of the Somme, and to his father and mother deep sympathy is extended; also to his brother, Dr. Holthusen, who resides at Westcliff-on-Sea. L. C. Holthusen, born in 1886, was educated at the East London College and the Great Eastern Mechanics' Institute, Stratford, where he served his apprenticeship in the G.E. works. He went to sea in 1907, and after serving on various steamers sailing to Canada, Russia, South Africa, South America, India and France, he obtained his Chief's Certificate. In 1914 he was appointed Inspecting Engineer in the London district by the London, Liverpool and Globe Insurance Co. After war broke out he enlisted in the King's Royal Rifles, and in February, 1915, he was commissioned to the West Ham Battalion of the 13th Essex, leaving for France in November, 1915. On July 30th, 1916, he was very severely wounded at Delville Wood, Somme, and after a course of treatment in hospital, he was discharged as unfit for further service, with the rank of Lieutenant. He was then reinstated to his appointment by the Insurance

Company, in 1918. The Principal of the City Engineering Academy, Capt. A. E. Battle, R.E., having decided to leave for Australia to start business in Sydney, Lieut. Holthusen entered into negotiations with him and took over the Academy in the beginning of 1920, and on the termination of the lease at Newlyn House, Aldgate, E.1, removed to Dock Street, where he carried on the School successfully till the old wound in his right arm broke forth afresh, and early in November he returned to hospital for an operation. Pneumonia supervened, and he died amid the regrets of those who knew him personally. He was an Associate Member of the Institution Mechanical Engineers and a Member of the Institute of Marine Engineers, and was a frequent visitor at the premises.

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JOHN MITCHELL KIDD.

While the field of battle contains the remains of many unknown soldiers who have been enveloped in the debris of war elements, the sea has engulfed many more without a record to tell the tale, whether due to the forces of nature, drifting mines or unforeseen casualty. It is with regret and expression of our sympathy towards his mother and sister, we place the name of



John M. Kidd on our obituary. He was born in 1882 at Dundee, where he was educated at the Academy, and afterwards served his apprenticeship with Messrs. W. B. Thomson and Co., Lilybank Foundry. In 1904 he went to sea as Fourth Engineer in the ss. *Mayfield* and subsequently served in the *Den of Airlie* and the *Den of Kelly*, also in American steamers engaged in the carriage of fruit.

He obtained his Second Engineer's Certificate in 1906 and his Chief's in 1909. In 1912 he received an official appointment in Singapore as Surveyor and Inspector. Prior to this he served in steamers trading to the port. During the war he offered his services and was engaged as Chief Engineer on steamers carrying troops to France, while still engaged as Chief Engineer in the *Hauroto* he left for China towards the close of 1919, and on the passage back from Saigon to Singapore, the vessel disappeared. Wreckage was afterwards found which appeared to indicate the locality of the disaster, but no bodies were recovered. Another tale of the sea not yet told to the weary watchers who hoped against hope for many weeks. John M. Kidd contributed to the support of his mother and was loyal to his duty. He was a member of the Institute of Marine Engineers.

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Waiting and watching for many days in the fond expectation of receiving news of the missing, and now mourning amid the final abandonment of hope, our sympathy goes forth to the mother, sister and friends of A. E. Windram, who sailed for the East in a vessel which has been given up as lost—one of the unknown, engulfed in the waters, with nothing to mark the spot on the wide ocean. Mr. Windram was born at Mile End, London, in 1886, educated at Parminster's College, Hackney, and the East London Technical College, then served his apprenticeship with Davis and Co., engineers, London and Lowestoft, afterwards serving in the works of Messrs. Dennis, Guildford, also in the drawing office. He went to sea in the P. and O. S.N. Co.'s service and was in the *Malwa*, *Nile*, *Poona*, *Socotra* and *Sicilia*, obtaining his 2nd and Chief's Certificates in due course.

On the outbreak of war he offered himself for national service, as also did his younger brother, and they were sent to the Mechanical Transport base at Rouen, where he remained till September 16th, when he was transferred to the R.N.R., with a commission as Engineer Sub-Lieutenant and joined H.M.S. *Arlanza*, in which vessel he remained till February, 1919, when he obtained his discharge. He was appointed as Chief Engineer

for the yacht *King Edward* on a special run, and afterwards took charge of the Engine Dept. of the Tug *Hyde*, from Hull to Harwich. He was appointed as Chief Engineer of H.M. Tug *Samson*, which he joined at Ramsgate and proceeding to Devonport, sailed thence in November, 1919, bound for the East, tow-



ALBERT EDWARD WINDRAM,

ing in transit a large target for Gibraltar. The *Samson* was sighted by the *Ethelwolf*, since when no word has been received. His younger brother accompanied him on the *Samson*. Mr. Windram wrote two articles, based upon his experience in the drawing office and at sea, which were published in the Transactions of the Institute of Marine Engineers, of which he was an enthusiastic member.

