

SIR DONALD F. ANDERSON

### **SIR DONALD FORSYTH ANDERSON**

Sir Donald Forsyth Anderson is a Deputy Chairman and Managing Director of the Peninsular and Oriental Steam Navigation Company and of the British India Steam Navigation Company, Ltd.

Born on 3rd September 1906, he is the second son of the late Sir Alan Garrett Anderson, G.B.E., and married in 1935 Margaret Elaine, eldest daughter of Sir David R. Llewellyn, first Baronet. They have four daughters.

Educated at Eton and Trinity College, Oxford, he entered Anderson, Green and Co., Ltd., shipmanagers and shipbrokers, on going down from Oxford and joined the P. and O. Company in 1934.

In September 1939, he went to the Ministry of Shipping (subsequently the Ministry of War Transport). In 1941, he was appointed to the British Merchant Shipping Mission to the U.S.A. in Washington, D.C., a post he retained until rejoining the company in June 1943.

Sir Donald is the Chairman of the Shipping Federation, Ltd., President of the International Shipping Federation, Ltd., Joint Chairman of the National Maritime Board and Chairman of the Merchant Navy Training Board. He is also Honorary Treasurer of the Seafarers Education Service and the Royal Free Hospital School of Medicine. He was President last year of the Institute of Shipping and Forwarding Agents and is a Council member of the Institute of Directors.

He was President of the Chamber of Shipping and Chairman of the General Council of British Shipping, both 1953-54.

His other directorships include those of the National Provincial Bank, Ltd., the Australia and New Zealand Bank, Ltd., British Aviation Services, Ltd., R. and H. Green and Silley Weir, Ltd., and James Nourse, Ltd.

Sir Donald is an Honorary Captain, R.N.R., and was created a Knight Bachelor in 1954.



# PRESIDENTIAL ADDRESS

of

SIR DONALD F. ANDERSON

## “Marine Engineering as a Part of the Shipping Industry”

This Institute is the special centre of Marine Engineers and of Marine Engineering. Although both must be regarded as a part of a wider body of Engineers and of Engineering, yet at the same time this part that we deal with has its own very special requirements and limitations. Leaving aside Naval work, rather brusquely perhaps, but because it is now and will continue to be quantitatively of minor importance, the prime function of the Marine Engineer, as I see it, is a commercial function. It is to produce and to operate the enormously important and varying machinery which is basically needed for one reason only—to make ships trade at a profit. That is what British ships at least have to do. Marine Engineers are needed to help them to do it; to help them along with Naval Architects and Shipbuilders and Shipbrokers and Ship Managers and all the rest of us, each playing our part. In this country we have a common objective, which we must not lose sight of. Our objective is neither academic nor theoretical. It is primarily to help to make British Shipping pay, and if we do not succeed, there will be no British Shipping, no need for our services, and not much need for this Institute.

Technical developments are being driven forward in every industry in every country. There has never been so worldwide and so heavily pressed an attack made on all the frontiers of technical knowledge as we have seen during the last twenty years. To the public at large it may seem strange, after all this effort, that ships are basically very much the same as they were thirty years ago. New trends of fashion are always discernible, it is true, and anyone who looks at a ship can date her fairly accurately, and can perhaps estimate what her profile owes to Sweden. But the ship is still powered by a selection from the same choice of machinery, the choice still lying, except for a few specialized ships, between the steam turbine for the higher powers and the Diesel for the lower. The power is still transmitted through a screw, and the ship is still made of the same highly corrosive metal, with perhaps a new problem of corrosion added if she favours an aluminium superstructure. The speed range of ships has advanced all along the scale, but by a matter of two or three knots only. Ships continue to be pushed along half in and half out of the water, offering the maximum resistance to the waves and stubbornly refusing to go under them like submarines, or over them like hydroplanes. Perhaps the most obvious indication that they have followed the modern progressive trend is that they take so much longer to build than they did.

In short, the basic ideas are as before. Where are the plastic hulls—the gas turbines—the jets—the nuclear piles—the electronic brains—the engineerless engine rooms that the spirit of the age would seem to expect of a progressive industry? A Denny Brown stabilizer that does not even prevent pitching,

and a radar set that does not even automatically prevent collisions are surely poor fodder to offer to a public nurtured on popular science?

Does this indeed show that Marine Engineers, or Shipowners under their influence, or *vice versa*, are missing some modern 'bus that they ought to have caught? In order to answer this question we must return again to what British Shipping is trying to do. A generation ago this question would have been unnecessary, but it is no longer unnecessary because the advent and growth of State-owned organizations operating in the commercial world have introduced some new conceptions which are different from the old ones which we still maintain.

Some weeks ago I heard a talk on the B.B.C. by Mr. Oliver Stewart, a well-known aviation correspondent. He was talking about B.O.A.C. and the likelihood of their ordering a fleet of American aircraft for the North Atlantic route. To us it would seem natural that if your job is to run an air transport business in competition with the rest of the world you must be free to use the most suitable machines you can find. We would not regard it as unpatriotic to buy foreign ships or foreign machinery if we thought they were better or cheaper, because this is exactly what we must do if we are to compete with foreign shipowners who are free to equip themselves where they best can. Mr. Stewart affirmed that this was the only possible attitude for a commercial enterprise. But, he said, in so many words, that B.O.A.C. is not an ordinary commercial enterprise, does not face the hazards of genuine commercial existence, is protected by subsidy, and is sustained by the taxpayer. And who are we to argue with Mr. Stewart, at least at this stage in his theme? Mr. Stewart continued thus:—“The taxpayer does not look for any easing of his taxation burdens through B.O.A.C. profits . . . Money making is not the purpose the Corporation must fulfil. No; the fact is that the Corporation receives a subsidy to help it to perform a straightforward, logical and enormously important duty; the duty of enlisting the latest aeronautical developments for the service of British Commonwealth communications. It is not in business to make money, but we do want it within specified limits to spend money in enhancing the speed and efficiency of Commonwealth communications”.

That is a comparatively new attitude to what for some reason is still called business; it has come about as a result of tax-aided activity and it is becoming more and more common. “Give us the money and we will make an uncommon splash with it”. “You want the best shop window—we have it”. “We will astonish the world with speed and luxury, and you taxpayers will make up in reflected glory what it costs you in hard cash”.



## Presidential Address

Now, of course, I am not for a moment suggesting that Mr. Stewart was speaking for the Government, or that if he were, this is faulty economics or the wrong policy to adopt in a country which cannot pay its own way. All I am saying is that it shows an outlook now becoming widely accepted and entirely different from that of the Shipping Industry, which works for filthy lucre and, as it happens, earns more of it from the world for its fellow citizens than any other industry in this country. And obviously this sordid outlook of ours must condition what is expected of Marine Engineering. Marine Engineering is not asked—at least by British Shipping—to produce miracles of original thought and ingenuity which would provide untold benefits to the human race, or even to Commonwealth communications, but which, of course, would have to be paid for by the taxpayer. The Ministry of Supply does not order at taxpayers' expense a series of marine engines for development over ten years, of which Shipping can have the use if they work, and taxpayers the duty to pay for if they do not. Marine Engineers work in a much more confined sphere of experimentation and progress. Their problem is more difficult; but the continuous solution of it is, I think, more valuable to this country. It is how to advance and to keep on advancing in engineering technique measured in terms, not just of performance, but of ultimate cost. We do not want the highest mechanical efficiency or the greatest power or the most daring designs unless they result in a more competitive ship, because our success has to be measured by the yardstick of commercial competition.

I have put this matter in its crudest form. It is not to be supposed that the cheapest is necessarily the most competitive. It must be remembered that competent management will try so to rearrange its ship operations as to be able to make use of a new development which, while in itself more efficient than its predecessor, was yet not competitive with it under the old operating pattern. Speed is, we know, highly expensive, and yet speed as your servant, but not as your God, may be used so as to achieve an overall economy. The simple point I try to make is not that we cannot use and do not want modern development, but that we cannot use and do not want it unless it helps in some way to make our ships more competitive. Nuclear power is a case in point. Nuclear power applied to ships is no better than any other means of raising steam or turning a turbine rotor until its benefits outweigh its defects when balanced in the ship's voyage account. But we should be very glad to see the Government spending a tithe of what it spends on aviation development on the work that is needed to bring nuclear power for shipping forward into a commercial possibility.

And so, having tried to place ourselves where we belong, not amongst the patrons of science but amongst the cash customers, let us return to the original question—have we or have we not missed any "bus within these limits which I describe? By "we" I really mean you Marine Engineers, although in any event you do not carry the sole responsibility for progress in this field because you cannot produce for Shipping any more than you can cajole, or be bullied by, the Ship-owners into producing.

I do not think that you have. I can see no commercially economic line of progress that has not been pursued and brought into use. It would be too complacent to suggest that at all times in the last twenty-five years this country has been in the van of progress in all forms of Marine Engineering. There have certainly been times when the United States have been ahead of us in turbine practice; there have certainly been times when the Continent has been ahead of us in Diesel practice. It is probably true that at all times we tend to be a little less attracted by new ideas for their own sake, and a little more wedded to past practice than some. But even though this is certainly a defect when carried too far, it is no defect when carried no further than prudence, and is perhaps little more than evidence of the influence upon Marine Engineering and Shipping itself of one national characteristic of that par-

ticularly clannish race which has supplied so many of those engaged in this industry in this country.

High amongst those developments which I think we want is less complexity or, to put it in a less complex way, more simplicity. I doubt very much the wisdom of squeezing the last one per cent of efficiency out of our machinery if doing so involves, as so often it does involve, adding substantially, not only to the capital cost, but to the complications of operation and, above all, to the cost of maintenance. Maintenance costs are our bugbear. I would like to see a drive for mechanical simplicity, and it must be initiated by the designer.

Ships are not laboratories tended by single-minded specialists, who can concentrate on their own particular problem. Ships are commercial vehicles moving about, not necessarily on predetermined routes, and in any event under programmes usually far from reliable, passing rapidly through all sorts of conditions and climates, under varying conditions of load and having to use various qualities of fuel. They are manned by competent, but not by highly specialized officers, who have a hundred and one duties to perform, who must be able to turn their hands to all of them, and who are interchangeable between different ships with entirely different mechanical installations. Moreover, it is not necessarily possible to keep them in the same ship, singly or as a team, for very long on end.

Our operating background, after all, is the point at which we diverge from much of shore engineering. Not only must our installations be more flexible, in that they must adapt themselves to far more varying conditions, but also since, when at sea, each ship must be a unit capable of complete independence from outside help, we must put a particularly high value on reliability and what Americans call "ruggedness". In my opinion, it follows absolutely from this that Marine Engineering cannot, or at least should not, adopt at sea what is at any time the most advanced shore practice, because the most advanced practice must always be less reliable and more prone to failure than it becomes after a period of service. In spite of all the research, development, past experience and thought put into a genuine advance in design, whether it is for a motor car, or for an aircraft, or for a ship, weaknesses and problems invariably show themselves when the unit comes first into service, and it is not until these weaknesses have been knocked out and these problems overcome that the unit becomes reliable in the hands of the ordinary non-specialist user, who is not working in static conditions, and who does not have full control over the climate, the water, the loads, the fuel or whatever other factors may be involved. This is not, of course, to say that in Marine Engineering we should ignore any new developments that take place ashore. Very far from it. We must be completely up-to-date in our knowledge of what is happening so as to form a proper appreciation of how and when these developments can be harnessed to our service, with adaptation or without. But if we are to do our job for this particular industry of Shipping, it will not be through installing what is untried, however promising it may seem.

The assessment of the suitability of machinery to be installed must take account of those who are likely to handle it. The medical profession, like the engineering profession, produces both specialists and general practitioners. Specialists are becoming more and more specialized, and more and more necessary as scientific knowledge grows. But when as an explorer you go on an expedition, you want a G.P., not a specialist. And so it is at sea. Each ship is a small expedition, which must be independent of outside help, and what we want in the engine room is a G.P. who can turn his hand to anything. What worries the Shipping Industry most at this time is not so much the quality of young men entering as Engineer Officers—although in many cases that leaves much to be desired—as the quantity of Engineer Officers remaining at sea. The entry would be sufficient if the wastage were not so great. The trouble is largely simply a combination of overfull employment ashore and the fact that a Chief or Second Engineer's Certificate is a sufficient passport to a great number of shore jobs.



## *Presidential Address*

These jobs may offer neither the immediate amenities of a seagoing career, nor its future prospect, but their very availability gives an almost unanswerable argument to a wife who feels that a husband at home is more important than any other consideration.

Unless more can be done to retain Engineers at sea, the other course open is to increase the entry. The Alternative Scheme for training Engineer Officers is now coming to fruition, and I have little doubt that, particularly working on selected material as it does, it will produce very good candidates, although at high cost. But the Shipping Industry has for long been pressing for permission to try different forms of entry which must technically be considered experiments, since they have not hitherto been allowed. The basic idea most widely pressed, and first pressed long ago by the Shipping Federation and still being pressed by it, is to arrange as far as possible for the technical training to take place at sea. This has the dual aim of impressing a seagoing bias on to the young entry at the earliest age possible, and of assimilating as far as possible the young potential officers in the two major seagoing departments, on deck and in the engine room. No one disputes that an advance towards these two objectives would be of the greatest value to Shipping. The question is whether it can prudently be made.

It is vital for British Shipping that the right number of the right type of young men are attracted to a seagoing career. Allowing for wastage, not enough are being attracted in present conditions, under which we confine ourselves to a system that is very largely dependent on shore engineering, well though this

has served us in the past. The tanker building programme is going to call for a large extra number of Engineer Officers, and we must widen our net somehow. Shipowners are sometimes told by others what they ought to want, which usually turns out to be one who has had an ideal experience, education and training, and who is the answer to every Superintendent's prayer. But Shipowners have to deal with facts as they are, and they call more and more loudly for what might be within their reach, and not for what is obviously not. I believe that I cannot be challenged for saying that the Shipping Federation would not put forward these proposals except with full knowledge of the responsibility which lies first and foremost upon owners for the safe operation of their ships. I suggest that we have more to fear from too little experimentation in this field than from too much, for the weight of caution and tradition is a powerful counterpoise to any wild cat schemes that might be hatched.

I called this address, "Marine Engineering as Part of the Shipping Industry", because that is the way I see it. I see it as an integral part of the Shipping Industry, sharing its aims, knowing its problems and accepting the discipline imposed upon it by its commercial environment. Marine Engineering has played its part well in the past. Faced as we are today with a hitherto unmatched speed of technical development, there is more need than ever for Marine Engineering to see that the Shipping Industry advances along the right technical paths, and avoids the wrong. That is your responsibility, and I am confident that you will discharge it.



## INSTITUTE ACTIVITIES

### Minutes of Proceedings of the Ordinary Meeting Held at the Institute on Tuesday, 9th October 1956

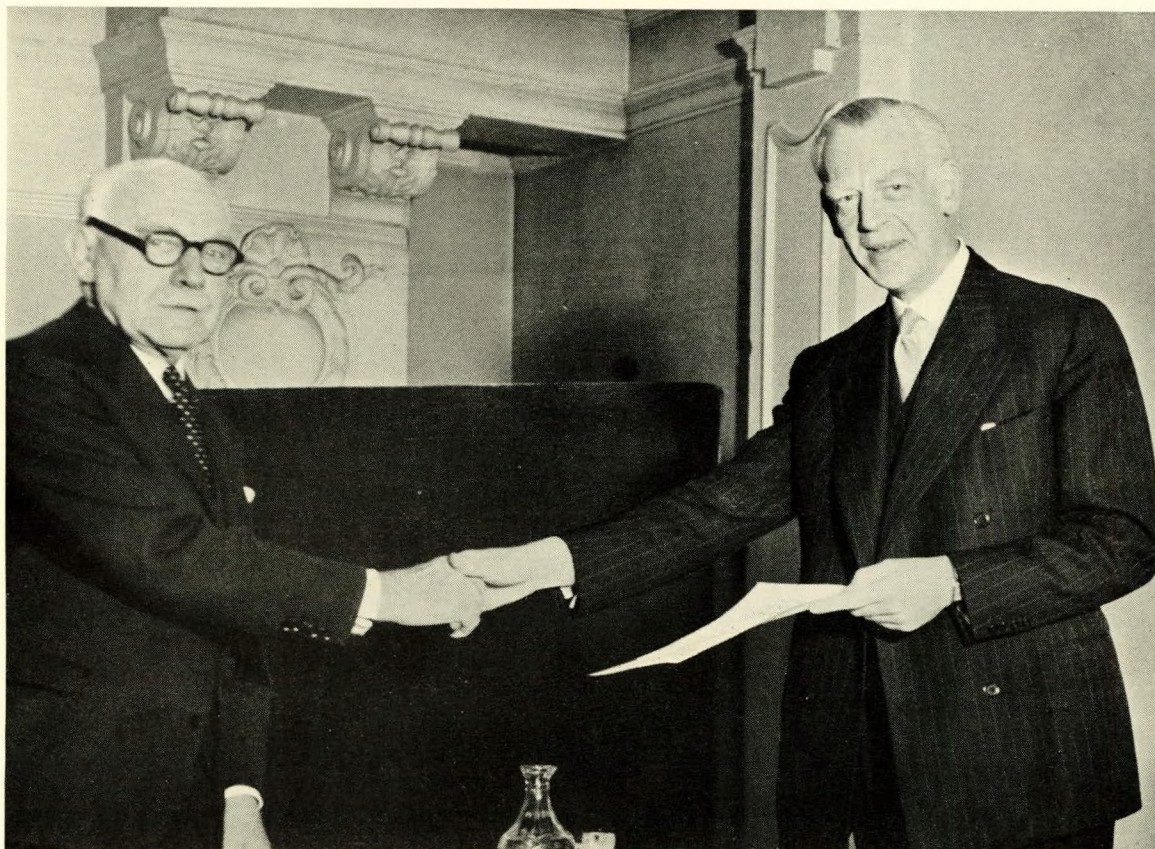
An Ordinary Meeting was held at the Institute on Tuesday, 9th October 1956, at 5.30 p.m. Mr. T. W. Longmuir (Chairman of Council) was in the Chair, supported by Rear-Admiral F. E. Clemitson, C.B. (Vice-Chairman of Council), and 113 members and visitors were present.

The CHAIRMAN: This evening we are to have the pleasure of listening to our President, Sir Donald Anderson, who will

His family connexions, his work at the Ministry of Shipping and in America, his numerous shipping and commercial responsibilities, have given him an opportunity of knowing the shipping industry with an exactness that is possessed by few men concerned with shipping.

I will now call upon Sir Donald to deliver his Address.

The PRESIDENT (Sir Donald F. Anderson) delivered his Presidential Address entitled "Marine Engineering as a Part of the Shipping Industry".



*Mr. E. A. Beldam (Honorary Life Member) and the President*

give us his Presidential Address. This Address opens the sessional activities of the Institute.

For the third year in succession we are very fortunate in having a President who was connected with the Institute before being elected to this office, and who is therefore familiar with the work and the activities of the Institute.

The family connexion of our President with the Institute commenced almost thirty years ago, when his father occupied the position he is occupying tonight. A list of his numerous activities and appointments is given in the copy of the Address which you will receive after the meeting.

The CHAIRMAN: In my introduction this evening I commented on the almost unique position the President has in the shipping industry. It is indeed a pleasure to thank Sir Donald for the Address to which we have just listened, not only on your behalf, but also on behalf of the thousands of seagoing members who will read it in the TRANSACTIONS.

The wide experience of the President has given him a very clear insight into the needs of the shipping industry and the part that the marine engineer can contribute to that industry.

As I listened, I felt that a large part of the Address was prompted by the knowledge that no matter what new propulsive



## Institute Activities

units are offered to the shipowner, these are of little avail unless he has in his employ personnel capable of maintaining and running the machinery in an efficient manner—men whose training makes them interested in their job, capable of tracing minor faults, of anticipating trouble and, above all, jealous of their reputation of avoiding breakdown.

The President made two points which remain in my mind. One was the term "ruggedness". I submit that this description applies to the marine engineer as well as the engines. For the word to be applied to the engineer it means he must be fundamentally sound, a point which the President emphasized towards the end of his Address where the need of the right type of entrant is stressed. May I, Sir, repeat your last sentence: "That is your responsibility, and I am confident that you will discharge it".

Sir, tomorrow evening at this Institute we have the first meeting of a committee appointed to determine whether the

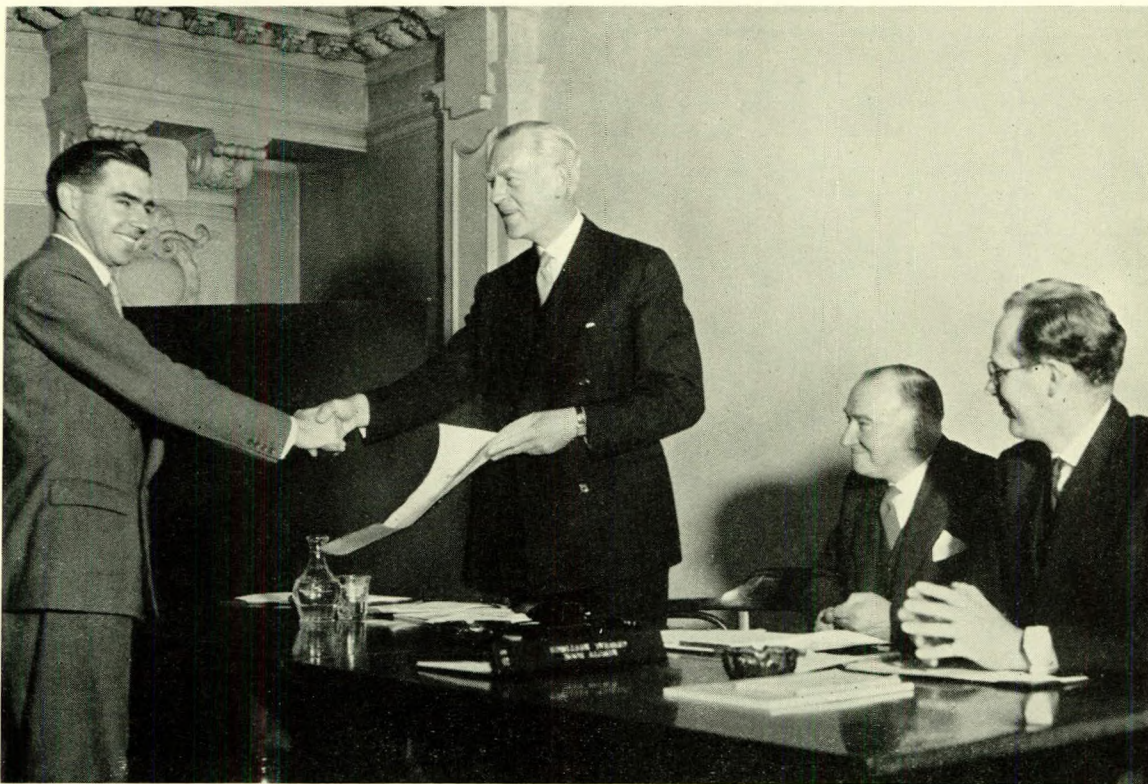
but I will venture to say that I for one am in hearty agreement with what he said, too.

It gives me the greatest pleasure to second the vote of thanks which has been so ably proposed by the Chairman of Council.

*The vote of thanks was carried by acclamation.*

The PRESIDENT: I am asked whether I want to say anything. I do want to thank you very much for the way in which you have received the proposer and seconder of the vote of thanks.

The CHAIRMAN: I will now ask the President to present a Certificate of Honorary Life Membership to Mr. E. A. Beldam. These certificates are awarded for fifty years of active membership of the Institute.



*Mr. G. Watt (Associate Member), Sir Donald F. Anderson (President), Mr. T. W. Longmuir (Chairman of Council) and Mr. J. S. Robinson (Secretary)*

Institute can formulate and put forward a further scheme for training apprentice engineers which would be acceptable to the industry.

It is with great pleasure that I move this vote of thanks to Sir Donald for his informative, discerning and, in parts, provocative Address. I hope that he enjoyed the preparation of the Address as much as we have enjoyed its presentation.

I now call upon Rear-Admiral Clemitson, the Vice-Chairman of Council, to second this vote of thanks.

REAR-ADMIRAL F. E. CLEMITSON, C.B.: The seconder on these occasions is expected to be brief, and I can assure you that I shall not disappoint you or, indeed, myself. But I should like to say how profoundly impressed I was by our President's Address and the forceful and eloquent manner in which he developed two themes on which such words as he has said have needed saying for some time.

I need only add that not only was I profoundly impressed,

The PRESIDENT: It is a very great honour for me to be asked to do this. I give you this beautiful parchment, which I had better not finger for fear of making it dirty. It commemorates fifty years' membership on your part. You joined, I think, in 1905, and your name is extremely well known in this industry. Your connexion with the industry must be known to every member of the Institute, I should say, and if for that reason alone it is a great pleasure to me to be asked to give you this Certificate, which should be handled with kid gloves, to commemorate fifty years of membership.

*The President then presented the Certificate of Honorary Life Membership to Mr. Beldam.*

The CHAIRMAN: The next presentation is that of a Certificate to the 10,000th member of the Institute, Mr. G. Watt (Associate Member 17886).

The PRESIDENT: Mr. Beldam is very much a continuing



## Institute Activities

link with the past and the foundation of this Institute, because his uncle was the first President and so he has a connexion that goes right back to the start and is still very much alive and kicking.

Mr. Watt, who comes from Australia, happens to be, whether faked or not, the 10,000th member of the Institute, and that is a feat well worth commemorating. I think we are all agreed that it is well worth commemorating.

Mr. Watt is about thirty years old, has already taken his First Class Ministry of Transport Certificate, and is now reputed to be working—or taking time off from working—for his Extra First Class Certificate. So it is an extraordinary coincidence that the 10,000th member should be one whose future looks likely to be as bright as Mr. Watt's.

*The President then presented Mr. Watt with his Certificate of Membership.*

The CHAIRMAN: That concludes the formal business of the meeting. I thank you for your attendance this evening.

### Autumn Golf Meeting

The Autumn Golf Meeting was held at the Worplesdon Golf Club, Surrey, on Wednesday, 26th September 1956.

The entry of thirty players was the largest for some time and those who attended were rewarded with an interesting day's golf in good weather and pleasant surroundings.

The Medal competition played in the morning was won by Mr. W. Ridley with a net score of 72. Mr. H. C. Cunis and Mr. R. M. Wallace tied for second place with net scores of 74. The second prize was awarded to Mr. H. C. Cunis who, under the Rules, had the best net score over the last nine holes.

In the afternoon, Messrs. R. B. Pinkney and E. F. J. Baugh won the Bogey Greensome competition with a score of 2 up. Second, with a score of 1 up, were Messrs. R. K. Craig and R. Hunter.

After tea, the prizes were presented by Mr. Stewart Hogg. Mr. Ridley received a Thermos coach hide sling case, and Mr. Cunis a pigskin wallet. Messrs. Pinkney and Baugh received pigskin cigarette cases, and Messrs. Craig and Hunter, table lighters.

A vote of thanks was passed to the Committee, Secretary and staff of the Worplesdon Golf Club, and Mr. Hogg thanked those who had donated to the Prize Fund—Messrs. H. Armstrong, E. F. J. Baugh, A. Belch, A. Bartholomew, H. C. Cunis, J. G. Edmiston, J. H. F. Edmiston, H. P. Jones, S. J. Jones, W. J. L. Foreman, N. C. Marr, P. M. Masson, R. B. Pinkney, W. Sampson, J. C. Shanks, C. F. Young and Commander J. White.

In closing the Meeting, Mr. Hogg announced that the Summer Meeting would be held at Sunningdale Golf Club on Thursday, 16th May 1957.

### Section Meetings

#### *Kingston upon Hull and East Midlands*

The first meeting of the 1956/57 session of the Kingston upon Hull and East Midlands Section was held on Thursday, 11th October 1956 at the Royal Station Hotel, Kingston upon Hull, when Commander R. B. Cooper, M.B.E., R.N., gave a lecture entitled "Some Experiences Gained Whilst Burning Oil under Marine Boilers". The meeting was attended by 104 members and visitors, and there were a good many students and apprentices in the audience. The lecture was very well received and a vigorous discussion followed.

#### *Sydney*

A meeting of the Sydney Section was held at Science House, Gloucester Street, Sydney, on Friday, 5th October 1956, when Mr. K. Smith (Associate) presented a paper entitled "The Napier Deltic Diesel Engine". Eng. Capt. G. I. D. Hutcheson, R.A.N.(ret.) (Local Vice-President) was in the

Chair and there were forty-four members and guests present.

Nine speakers took part in the discussion that followed the lecture and the vote of thanks to the author proposed by Mr. F. Ward was carried by acclamation.

### Meeting in Dublin

A meeting was held at Jury's Hotel, Dublin, on Thursday, 25th October 1956, when a lecture entitled "Exhaust Steam Uses" was given by Mr. P. Scanlan. The Chairman of Council, Mr. T. W. Longmuir, was in the Chair, supported by Mr. J. Stuart Robinson, Secretary. Sixty members and visitors were present, and the lecture was enthusiastically received. A number of questions were asked before the meeting closed with a vote of thanks to the author proposed by the Chairman.

### Election of Members

*Elected 29th October 1956*

#### MEMBERS

Hugh Bowman  
Thomas John Byrne  
Reginald John Collins  
Cyril Culf, Lt.-Cdr., R.N.  
Allan Stewart Greig  
Arthur Way Guppy, B.Sc.(Eng.)(London)  
Lewis Empsall Hardy  
John William Hickey  
Peter Frost Hoddinott, Cdr., R.N.  
John Bryn Jones  
William Keggin  
Austin Cowbrough Kinross  
Gaston Levi  
Donald McPhee  
Alexander George Munro  
Edward Frederick Pain  
Henry Jessup Parker  
Raffaele Pittaluga  
Edward Hilton Webster Platt, Cdr., M.B.E., R.N.  
Thomas Archibald Rees  
George Stanley Ronald  
William Runcie  
Kenneth William Scott  
Clifford Smith  
Leslie Spindloe  
David Aitken Swan  
Wilfred John Turner, Sen.Cd.Eng., R.N.  
Charles Eric Alexander Vann  
John Arthur Wootton

#### ASSOCIATE MEMBERS

John Alwyn Babbs  
Martin Donaldson Barrett  
William Edgar Bricknell  
John Kay Copping  
Ernest Frank Dawe  
Henry Dunn  
William Dunn  
Anthony Farrelly  
Daniel Fleming  
Peter Robert Furbey  
Charles Henry Gardner  
Claude Charles Eugene Goddyn  
Alan Greener  
John Glynne Griffith  
John Haddock  
Peter Alan Hare  
Arthur Valentine Milne Hart  
Douglas Bryan Heywood  
Leonard Hiley  
David Bernard Ludwig John  
Thomas Robert Livingstone  
Thomas Lyness  
Ian McConnochie



## *Institute Activities*

John McPherson  
Charles John McSwiney  
A. V. Mascarenhas  
Harry Thomas May  
James Vincent Metcalfe  
Norman Mudge  
William Henry Murdy  
Leonard Christopher Newton  
Peter John Harold Pattinson  
Alfred Thomas Charles Pegg  
John Peter Shanley  
John Smith  
George Snowdon  
Harry Stockill  
Edward Alan Stokoe  
John Boulderson Urmson  
David Williams  
Johannes Adrianus Veldhuizen  
John Campbell Young

### ASSOCIATES

Frank Tridon Blackford  
Arthur Reginald Fear  
Bruce Alexander Cuthill Gray  
Gerard Marius Leonard Kam  
Alan Long  
Robert Burns McCann  
Bernard Reginald Martin  
David Neilson  
William Cairns Wilson

### GRADUATES

William Charles Classon  
Gilbert Denis Connolly  
Peter Goodchild  
Mohamed Isahak Halaluddin  
Francis Howitt, Lieut., R.N.  
Hari Kishen Kaul  
David Gordon King  
Peter Langford-Jones, B.Sc.(Eng.)  
James Stuart McIndo  
Charles Mackenzie  
Daniel Tudhope Fairservice McKee  
James Rispin  
Wilfred James Thompson  
Othon Christopher Zavos, B.Sc.

### STUDENTS

Richard Ernest Edward Allen  
John Walter Barlow  
Peter Evelyn Barratt  
Edward John Bradley  
Anthony C. Coulthard  
David Norman Edwards  
Albert William Errington  
Li Wood Fan  
James Thomas Hawkins  
Roy Henson  
Roger Travers Huntley  
Anthony Bertram Knowles  
Donald Langham  
Raymond Harold McGrath  
Barrie Marsh  
Melville Willand Miller  
William Kenneth Philp  
Raghunath Yeshwant Prabhoo  
Geoffrey Charles Rae  
David Reid  
Michael Douglas Spear  
David Anthony Thomas  
John Samuel Thompson  
Alastair Murray Traill

William Martin Vowles  
Barry Waldron  
Ian Philip Wall

### PROBATIONER STUDENTS

Roger Martin Adams  
James Rutherford Anderson  
Peter Raymond Armer  
Michael Bach  
Malcolm Barker  
Martin Geoffrey Barnes  
Nicholas John Boltman  
John Raymond Bowditch  
Edward Malcolm Bradley  
Timothy Richard Burden  
Terence James Cahill  
E. J. G. Carmichael  
Dennis James Chambers  
Christopher John Cook  
Kenneth Thomas Cooksley  
Paul Anthony Dodd  
Edward Robin Cottrill Downing  
Paul James Dugdale  
Raymond Edward Dyer  
Eric Bernard Edmonds  
John Ellis  
Richard Paul Elsey  
Carl Melville Errington  
Neville Keith Foord  
David Michael Fuller  
John Barrie Gale  
Russell William John Glenister  
David Robin Goulden  
Harry Richardson Graves  
Clive Gray  
Kenneth John Greenhill  
Anthony Michael Hall  
Robert Francis Harris  
Charles Douglas Hart  
Anthony Richard Heinink  
Brian John Hill  
Keith John Hollingshead  
Nicholas John Hoare  
David George Hosgood  
John Hughes  
Brian George Lannin  
David Brian Lipman  
Roderick Lloyd  
Stephen George Luddington  
Graham John McAllister  
Robin Allen McPherson  
Alan William McQuhae  
Michael John Maurice Martin  
David John Matthews  
Donald Lindsay Paul Milligan  
John Robert Moore  
David John Morgan  
David Llewellyn Morgan  
Edmund Irwin Morgan  
Brian Morris  
Cedric Hart Mulliss  
Neil Munro  
Colin Ian Norman  
Heather Violet Norris  
Hugh Gerald Norris  
Brian Charles Osborne  
Roger James Parry  
Anthony James Pearce  
Brian Laurence Peake  
Alan Edwin Perry  
Roger Charles Pickston  
Sheffield George Preston



## *Institute Activities*

John Charles Pryor  
William Brian Rhodes  
Michael Risbey  
Ronald Barry Roberts  
Peter John Ryan  
Derek Hamilton Salisbury  
Colin Seabrook  
John Allen Seager  
Ian Smith  
Alexander William Stevenson  
Derek Tatt  
Brian John Thomas  
Peter Townsend  
Alan B. Turner  
Melvyn John Vearncombe  
David Edward Waddell  
David John Wainwright  
Raymond Lionel Watts  
Owen Clive Whiteaker  
Gerald Mervyn Williams  
James Selwyn Williams  
John Edward Williams  
Trefor Alun Williams  
Keith Wilson  
Terence Wilson  
Nigel David Wimhurst  
Reginald Peter Wolfe  
Alan Edward Wolstenholme

TRANSFER FROM ASSOCIATE MEMBER TO MEMBER  
Frank Buttigieg

TRANSFER FROM ASSOCIATE TO MEMBER  
Dossabhoy Jehangir Dalal  
Wallace Edwin Oliver Douglas

TRANSFER FROM ASSOCIATE TO ASSOCIATE MEMBER  
Alexander Cameron  
William Francis Dowie  
Robert Alan Fulton  
Harold Douglas Makinson  
Norman Milne  
Norman Joseph Porter  
Leo Patrick Roessler  
Frederick William Russell  
Joseph Howard Wilson  
Malcolm Joseph Wylie

TRANSFER FROM GRADUATE TO ASSOCIATE MEMBER  
Sushil Kumar Das, Lieut., I.N.

TRANSFER FROM STUDENT TO GRADUATE  
Alan Marcel Obin

TRANSFER FROM PROBATIONER STUDENT TO STUDENT  
John Raymond Barlow  
Leonard Thomas Chapman  
John Jewell  
Philip John Martin



## OBITUARY

ALLAN DALZIEL (Member 5912) was born at Carron Bridge, Dumfriesshire, in 1887. He served an apprenticeship with David Rowan and Company, Glasgow, and then joined the Clan Line Steamers, Ltd. After three years with them his ship, the *Clan Campbell*, was chartered by the Adelaide Steamship Company to trade on the Australian coast and when they finally bought the ship Mr. Dalziel decided to stay with her new owners and make his home in Australia. He was with the company for the next seven years and the latter part of this period was served in the Atlantic in the s.s. *Winfield*, which was requisitioned by the British Government in 1917 during the height of the submarine menace. At the end of the first world war he returned to Australia where he obtained a First Class Board of Trade Certificate at Melbourne in 1920. For a time he was employed by Thompson (Castlemaine), Ltd., who were building and installing marine engines in Australian-built ships at that time, and served as their guarantee chief engineer in the s.s. *Emitta* and s.s. *Dumosa*.

In 1923 he joined the Broken Hill Pty. Co., Ltd., as chief engineer of the s.s. *Iron Master*, and was appointed superintendent engineer of the fleet in 1925. In this capacity he was in Scotland from 1935/37 superintending the construction of four new ships for the company's fleet. In 1940 his company decided to establish a shipbuilding yard at Whyalla, South Australia, and Mr. Dalziel was appointed superintendent of shipbuilding; he was responsible for laying out the new yard, obtaining equipment and personnel and for operating the completed yard. He occupied this position until his retirement in 1952. Following a severe heart attack in 1950 he was in indifferent health until his death at Whyalla on 13th June 1956.

Mr. Dalziel had been a Member of the Institute since 1927.

THOMAS DUNLOP (Member 2727) was born in 1868. He served an apprenticeship with the Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow, and then sailed with the Royal Mail Lines from 1896 until 1917, rising from junior to chief engineer and resigning from the company to take work ashore. He was for two years manager of the engineering works and drydock of John Blackwood and Company, Barbados, assistant to J. E. Wimshurst, consulting engineer, from 1922/26, then two years as superintendent and inspecting engineer of high pressure watertube boilers and mechanical stokers with the Vickers Boiler Co., Ltd., London. He then went to Sandakan, British North Borneo, where he stayed for five years as manager of the shipbuilding and engineering works and slipway for the British Borneo Timber Co., Ltd.; during this time he was also surveyor for Lloyd's agents and consultant for the local refrigerating and ice company. His final appointment was with the United States Metallic Packing Co., Ltd.; for six years, from 1938/44, he represented the company in London. Mr. Dunlop died on 15th September 1956, having been a Member of the Institute since 1913.

ALEXANDER HENRY (Member 14911) died suddenly on 24th September 1956 while engaged in the course of his duties in Leith Docks, aged fifty-eight. He served an apprenticeship with Hawthorn and Co., Ltd., Leith, in 1914/15 and 1919/21,

the intervening years being spent on active service in the army. From 1922/32 he was a seagoing engineer with the Donaldson South-American Line and the Bank Line, Ltd., obtaining a First Class Steam Board of Trade Certificate with Motor Endorsement, and sailing chief engineer in the last year or two. He then came ashore and worked for a year with Menzies and Co., Ltd., Leith, but in 1933 joined A. F. Henry and MacGregor, Ltd., also of Leith, serving them as assistant superintendent engineer until 1943 and as superintendent engineer thereafter until his death.

Mr. Henry was a Member of the Society of Consulting Marine Engineers and Ship Surveyors and had been a Member of the Institute since 1954.

DAVID JOHN KERR-CROSS (Student 14766) was born on 14th June 1936. He was serving an engineering apprenticeship with Blundell and Crompton, Ltd., of London, with whom he had been indentured since April 1953. He was studying at Poplar Technical College to fulfil his ambition of becoming eventually an engineer officer in the Merchant Navy. He died on 8th September 1956 as the result of a motoring accident at Grundisburgh, Suffolk, where he was staying on holiday. Mr. Kerr-Cross had been a Student of the Institute since 1953.

GEORGE GRAHAM PATTERSON (Member 2544) who died on 7th October 1956, aged eighty-three, had spent fifty years of his professional life in the service of Jardine, Matheson and Co., Ltd., Shanghai. After serving an apprenticeship in London with Henry J. Coles of Southwark, he joined the Indo-China Steam Navigation Co., Ltd., and sailed in their vessels from 1895/1934. He obtained a First Class Board of Trade Certificate in 1900 and served as chief engineer for thirty years, from 1904 onwards. On leaving the sea in 1934 he was appointed resident engineer to the Ewo Cold Storage Company in Shanghai, a subsidiary of Jardine, Matheson and Co., Ltd., and continued to hold this position until the Japanese overran the country in November 1941. For the rest of the war he was in a Japanese internment camp; in January 1946 he retired and returned to the United Kingdom two years later.

During his long residence in Shanghai Mr. Patterson had been closely connected with the Marine Engineers' Institute there, which he served for a period both as president and librarian. He had been a Member of the Institute of Marine Engineers since 1911.

DAVID HOUSTON WALKER (Associate 11391) was born in 1914. He served an apprenticeship with Thomas Reed and Sons, Ltd., Paisley, from 1930/35 and then sailed as seventh to third engineer with the Shaw Savill Line. He obtained a First Class Steam and Motor Ministry of War Transport Certificate in 1944 and then joined the Bibby Line, sailing as third and second engineer in the s.s. *Oxfordshire* for two years. From 1946/51 he was machine shop inspector with Clyde Fuel Systems, Ltd., Glasgow, when he was appointed head foreman engineer with Barclay, Curle and Co., Ltd.; in 1954 he became works manager for Clyde Fuel Systems, Ltd., Glasgow, the position he held at the time of his death on 21st August 1956, which followed a long and painful illness. Mr. Walker had been an Associate of the Institute since 1947.