

OBITUARY

HENRY PENRITH SOUTHWELL

Appreciation by a colleague at Lloyd's Register of Shipping

We regret to record that Mr. H. P. Southwell, a Member of this Institute for many years, died on the 23rd September, only two years after his retirement from the position of Deputy to the Chief Surveyors (Establishment) of Lloyd's Register of Shipping.

Mr. Southwell was born in Durham, educated at Bede Collegiate School, Sunderland, and served his apprenticeship with William Doxford and Sons Ltd. After spending some time in the drawing office of that Company, the Parsons Marine Steam Turbine Company, Wallsend, and W. G. Armstrong Whitworth and Co. Ltd., Newcastle upon Tyne, he was for four years in the Royal Navy serving in submarines.

In August 1919, Mr. Southwell began his long career with Lloyd's Register of Shipping. He was first stationed at Liverpool and then two years later was transferred to Belfast. In 1927 he was posted to Bombay, where he remained for 18½ years. Towards the end of his service in India the fateful explosion occurred in the Victoria Dock at Bombay in April 1944. Yeoman service was given by Mr. Southwell, which contributed in no small measure to minimizing the disruption in the port and the eventual clearance of the dock.

He returned to the United Kingdom in July 1946, to become Senior Engineer Surveyor at Newcastle upon Tyne. In the following year he was appointed Principal Engineer Surveyor for the North East Coast Area, including the ports of Newcastle, Sunderland, Middlesbrough and West Hartlepool. Five years later, in August 1952, Mr. Southwell was transferred to Headquarters in the capacity of Assistant to the Chief Surveyors

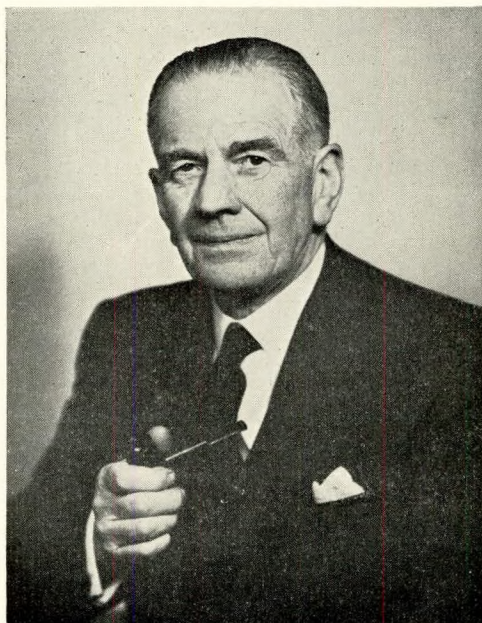
(Establishment). In July 1954, he was appointed Deputy to the Chief Surveyors (Establishment) and remained in this post until his retirement on 30th September 1957.

Mr. Southwell joined the Institute in 1920 and always took a keen interest in its affairs, particularly during his service in London. He was Vice-President in Bombay from 1938/46 and on his return to London was elected to Membership of Council, serving in this capacity and as a Member of the General Purposes Committee until his retirement in 1957.

Mr. Southwell was widely known for his ability as an engineer who was ever ready to give sound advice and help in engineering problems. It was, however, his many human qualities which not only earned for him the respect and friendship of his fellows, but no doubt prompted the Committee of Lloyd's Register to select him to deal with the many problems inherent in a rapidly expanding staff stationed in many parts of the world.

His friends and colleagues recognized in him a staunch friend and a loyal servant of Lloyd's Register. He never shirked responsibility and his example was an inspiration to his younger colleagues. He was a man of wide interests outside his profession—his home and family (he had three sons and a daughter), sport, art and literature. It was a keen disappointment to

him that almost immediately following his retirement his eyesight was so seriously affected that he was unable to pursue some of these interests. Unfortunately, a continued general deterioration in his health followed, but, despite these handicaps he maintained his cheerful spirit and faced his illness with great courage.



JOHN DIXON (Member 6210) was apprenticed from 1904/08 with William Denny and Co. Ltd. of Dumbarton, and continued in their service for a further four years as draughtsman. He then went to Calcutta as assistant deputy superintendent engineer to the Rivers Steam Navigation Co. Ltd. and at the time of his election to Membership of the Institute in 1929 he had been the company's superintendent engineer for thirteen years. He died in 1959.

WILLIAM RICHARD FURNEAUX (Member 3629) was apprenticed to Brown's Drydock and Engineering Co. Ltd., at

Poplar, from 1901/07 and then served for eighteen months as junior engineer in the *Harpenden*. He joined Furness, Withy and Co. Ltd. as a third engineer in March 1909 and sailed in several of their ships during the next six years, being appointed chief engineer in 1912 and serving in that capacity in the *Persiana*, *Shenandoah* and *Feliciano*. He had obtained a First Class Board of Trade Certificate in 1911. In 1915 he took a seagoing appointment under the India Office, and sailed as second engineer for four years, and three years as chief, before joining the Strick Line early in 1923. He sailed as chief engineer of the *Bardistan*, *Gorjistan* and *Baltistan* before

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being appointed superintendent engineer of the company in September 1937. Mr. Furneaux was promoted chief superintendent engineer in 1950 and retired in June 1957. He died on 28th September 1959, aged seventy-three.

Mr. Furneaux had been a Member of the Institute since 1919.

JOHN ARTHUR GLADSTONE (Member 6053) died on 7th April 1959. He was apprenticed to Richardsons, Westgarth and Co. Ltd. of Middlesborough from 1916/21 and then went to sea. He served with the British India Steam Navigation Co. Ltd. from 1923/55, as chief engineer for the last thirteen years. He had a First Class Board of Trade Steam Certificate and obtained a Motor Endorsement in 1935. He was elected to Membership of the Institute in 1928.

MAURICE STEWART HUNTER (Member 10119) died suddenly in Nigeria on 26th April 1959, aged fifty-two. He was apprenticed to William Beardmore and Co. Ltd. at Dalmauir from 1923/28 and was then employed as a draughtsman first with Babcock and Wilcox Ltd. at Renfrew, and then with the International Combustion Company in London. After a year or so with the Singer Manufacturing Company of Clydebank he went to sea in 1931 with the British India Steam Navigation Company. In 1935 he joined the Persian Oil Company's shore staff in Persia but when war broke out in 1939 he resigned and joined the Royal Naval Reserve as a Sub-Lieutenant(E), being promoted later Lieutenant(E). He joined the Institute as an Associate in 1944, having obtained a First Class Ministry of War Transport Certificate in 1942, and was transferred to full Membership in 1950 when he was engaged as fuel oil technical representative for Scotland with the Regent Oil Co. Ltd.

ALFRED ABBOTT RIGHTON (Member 7278) died on 18th August 1958, aged sixty-six. He was an apprentice with Messrs. Thomas Hepple and Company of South Shields. He went to sea in 1913 and throughout the first world war served as chief engine room artificer in the Royal Naval Reserve. He set up his own engineering business after the war but in 1923 went to sea again in ships owned by various companies, including Mitchell Cotts and Co. Ltd., the Elder Dempster Lines, the Avenue Shipping Company and the Prince Line Ltd.

Mr. Righton joined the Institute as a Member in 1933.

CHARLES HARTLEY DELACOURT ROGERS (Member 7184), partner in the firm of Burls, Gordon and Rogers Ltd. died on 19th October 1959, aged fifty-eight.

He was apprenticed to Merryweather and Sons Ltd. from 1919/22 and then took an engineering course at St. John's College, Cambridge. After a year as a draughtsman with Swan, Hunter and Wigham Richardson Ltd. at Neptune Works he gained experience at sea for about a year in Blue Funnel Line ships, returning to the North East Coast in 1927 as assistant works manager to Smith's Dock Company. In 1931 he joined Messrs. Burls, Gordon and Whiteford as an assistant consultant and in the following year he became a partner.

Mr. Rogers was a member of the Society of Consulting Marine Engineers and Naval Architects and served on the council from 1942/50 and from 1955 until his death. He was a member of the Institution of Naval Architects and of the North East Coast Institution of Engineers and Shipbuilders. He had been a member of the Institute of Marine Engineers since 1933.

JOHN BROWN SANDERSON (Member 6294) died on 25th September 1959, aged sixty-four, after a short illness.

He served his apprenticeship with George Roberts and Co. Ltd. of Selkirk, and at the outbreak of the 1914/19 war joined

the Royal Engineers, afterwards transferring to the Royal Flying Corps. On demobilization he joined the Donaldson Line and sailed in several of their ships, during which time he obtained a First Class Board of Trade Certificate. He was then engaged by the Cunard Steamship Co. Ltd. with whom he stayed for a number of years, most of which were spent in R.M.S. *Berengaria*.

In 1926 Mr. Sanderson left the sea and obtained an appointment as erecting engineer with Babcock and Wilcox Ltd., London, afterwards transferring to their marine department, to which he was attached for some eight years. He was then engaged by William Hollins and Co. Ltd. as group chief engineer for their various mills and factories in England and Scotland, with his headquarters at Pleasley Vale. During his twenty-three years with this firm, Mr. Sanderson successfully carried out for them several large engineering projects.

He was an Associate Member of the Institution of Mechanical Engineers and a Member of the Nottingham Engineering Society. He had been a Member of the Institute of Marine Engineers since 1929.

GEORGE SCOUGAL (Member 7275) served an apprenticeship with the North Eastern Marine Engineering Co. Ltd. He became a seagoing engineer and obtained a First Class Board of Trade Steam Certificate and joined the Institute as a Member in 1933. He died on 1st June 1957, aged fifty-three.

WILLIAM GEORGE R. SNELGROVE (Member 3362) died in 1958 at the age of seventy-nine. He was apprenticed at the locomotive depot of the Western Australian Government Railways and was at sea for sixteen years, ten as chief engineer; he obtained a First Class Board of Trade Steam Certificate. In 1917 he was appointed marine superintendent to Burns, Philp and Co. Ltd. in Sydney, N.S.W., a position he held for many years. He was elected a Member of the Institute in 1918.

GEORGE THOMAS (Member 6607), who was Honorary Treasurer of the South Wales Section of the Institute from its inception in 1954, and had been a Member since 1931, died suddenly on 22nd June 1959, aged sixty-four. The Section Committee feel that they have lost a great worker for the Institute, and a valued friend; his balance sheets were his pride and the Committee always felt that this aspect of the work was in most capable hands.

He was an apprentice with Cozens and Co. Ltd. of Weymouth from 1910/15 and then spent a year at Portland Dockyard. He joined the Bibby Line as a junior seagoing engineer and in 1917 took employment with the Great Western Railway, whose steamships at that time had been converted to hospital ships; he remained in their service (and that of the British Transport Commission) for the next forty years. He was second and then chief engineer of their Channel Island and Fishguard steamers for ten years or so, having obtained a First Class Board of Trade Certificate in 1920.

Mr. Thomas came ashore in 1929 on being appointed a marine inspector and in 1949 he was promoted assistant to the marine engineer, British Transport Docks, South Wales. He continued in this appointment until his retirement in 1957 due to illness.

GEORGE HENRY TITCHMARSH (Member 8410) was an engineering pupil with Messrs. Vickers of Erith from 1916/20. He then spent five years at sea with the Orient Line and obtained a First Class Board of Trade Steam Certificate. He became a technical engineer with the Vacuum Oil Company in 1926 and in 1937 went to Australia to their Newcastle branch in New South Wales. He was elected a Member of the Institute in the same year. Mr. Titchmarsh died in December 1958, aged fifty-nine.