



THE LATE  
DAVID JOHN DUNLOP,

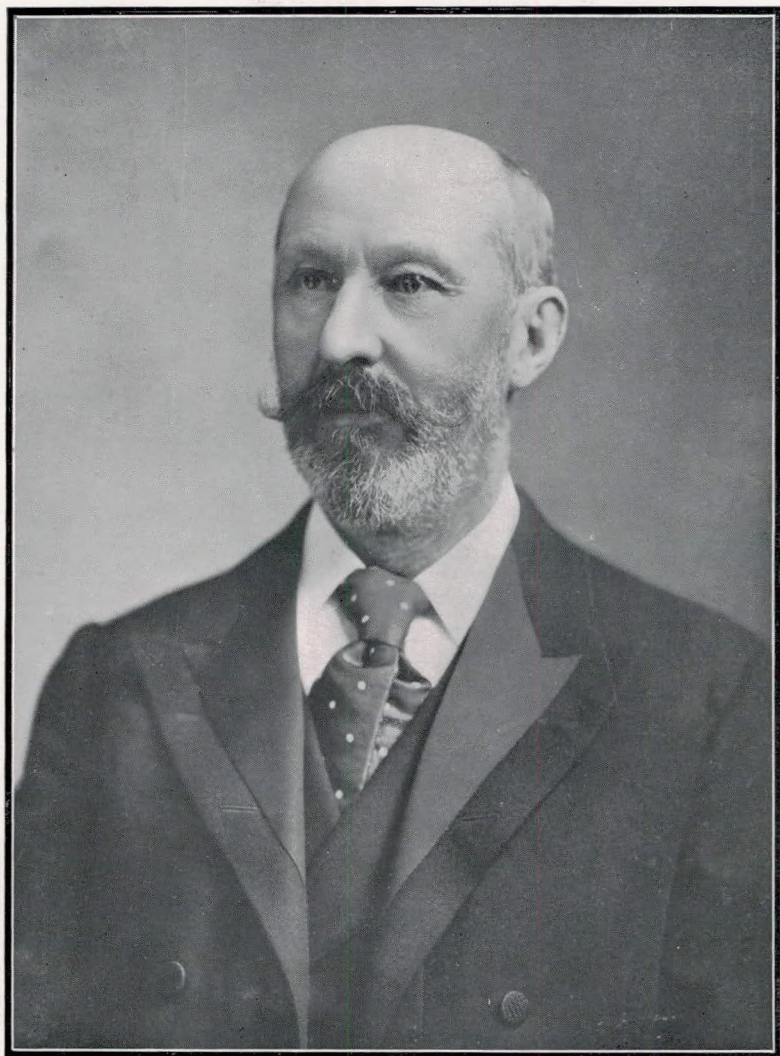
PAST PRESIDENT OF  
THE INSTITUTE OF MARINE ENGINEERS.



WITH sincere regret we place on record the death on June 3rd, at his residence, Bath St., Glasgow, of Mr. David J. Dunlop, shipbuilder and engineer, Port Glasgow. Deceased, who was in his 73rd year, had been ailing for some time; but only seriously ill for a few days prior to his decease. With his passing the ranks of Clyde shipbuilders and engineers have been deprived of an able, well-known, and highly respected member; and shipyard workmen of an employer who was ever considerate for their best welfare.

Born in Mexico City in 1838, where his father—a Mexican merchant—was at that time resident, Mr. Dunlop while still quite young was brought to Glasgow, and at the High School of that city, as well as at the Collegiate School, Liverpool, received an excellent classical and mathematical education. Leaving the Collegiate School—where he had as school-mate Mr. G. W. Wolff, of Messrs. Harland & Wolff, Belfast—he became apprenticed to the firm of Messrs. Walter Neilson & Co., Locomotive Engineers, Hyde Park Street, Glasgow. After completing his time he received an appointment to proceed to Java with a consignment of sugar plant and superintend its erection and completion. In connection with the starting of the plant he had to design shallow-draft barges, with moveable propellers, by which the cane was brought to the mill. Returning to this country in 1862, and having long before determined upon marine engineering as a profession, he joined the firm of Randolph, Elder & Co., Centre Street, Glasgow. Amongst other work for which Mr. Dunlop was responsible with this firm was the construction, for the French Government, of a floating dock at Saigon, two years being thus occupied. On returning to Glasgow he was at once enlisted on the staff of Messrs. John Elder & Co.—evolved from the firm of Randolph, Elder & Co.—who were then proceeding to lay out new shipbuilding and engineering works at Fairfield, Govan. So satisfied was Mr. Elder with the ability of young Mr. Dunlop that he made him his principal assistant and placed him in charge of the designing and erecting of the offices, shipyard, and workshops. It speaks well for the ability and prescience with which this important work was carried out that in all essentials the establishment of to-day—capable as it is of dealing with the largest and heaviest of shipbuilding and engineering contracts in accordance with the best modern practice—was comprehended in the general lines laid down by Mr. Dunlop so many years ago.

After the death of Mr. John Elder in 1869, Mr. Dunlop—who retained a life-long admiration for his early chief—joined Mr. James L. Cunliffe (who was also trained in the Elder Works) in taking over the shipyard at Port Glasgow, then owned by Lawrence Hill & Co. Under the firm name of Cunliffe & Dunlop, business was begun in 1870, and the partnership continued until 1881, when Mr. Cunliffe retired, leaving Mr. Dunlop sole partner. Under the altered title of D. J. Dunlop & Co., the business has ever since been carried on, Mr. Dunlop continuing



The late DAVID JOHN DUNLOP,  
*Past President of the Institute of Marine Engineers.*



almost till the end to superintend in detail all its operations. He specialised in various classes of vessels: fine steam yachts at first being produced, but later and more notably oil-tank steamers, cable-laying steamers, light-draft vessels for river work, and high-class passenger steamers of medium size. Mr. Dunlop was among the first to recognise the possibilities of the oil-tanker; and he built for the Anglo-American Oil Co. the first vessels which demonstrated the superiority of the system of carrying oil in bulk over that of carrying it in barrels.

He also built the first light-draft vessels which navigated the river Niger; showed the immense commercial potentialities of the region, and led to the formation of the Royal Niger Co. Several of the earliest fruit-carrying steamers and some of the finest cable-laying steamers are also to Mr. Dunlop's credit, one of these latter class being the *Monarch*, built in 1884 to the order of the British Government, and still doing active service in cable-repairing round the British coasts. Not a few ingenious devices connected with shipbuilding and marine engineering have Mr. Dunlop as their author, including "Dunlop's Marine Engine Governor," in which the distinguishing feature consists of automatic control of the engines by sensitive connection with the immersed and emerged condition of the propeller at the stern. Mr. Dunlop was always devising new methods of carrying on the details of his work and never sacrificed quality for cheapness, or undertook contracts simply to swell his annual output. As an employer of labour he won the avowed respect of the men in his own industry and of all his fellow employers. He was an enthusiastic supporter of conciliatory methods of dealing with labour disputes. When the Belleville water-tube boilers were first introduced into this country there arose a serious demarcation dispute between the engineers and boilermakers on the question of which class of men should do certain parts of the work. Mr. Dunlop was asked to act as arbiter in the dispute, and so satisfactory was his finding that it was accepted unanimously by all concerned and still remains the basis on which such work is done. He took a leading part in the formation of the Engineering Employers' Federation, and was at different periods President of the North-West Engineering Trades Employers' Association. His own firm, as a matter of course, were members of the Clyde Shipbuilders' Association and of the Shipbuilding Employers' Federation. His employees in 1895, on the occasion of the semi-jubilee of the firm, presented him with his portrait in oils as a souvenir of the event.

The members of the Institute of Marine Engineers will have pleasant recollections of Mr. Dunlop as their President in 1902. He was a member of the Institute of Engineers and Shipbuilders in Scotland; a vice-president of the Institute of Naval Architects; and a member of the Technical Committee of Lloyd's Registry. He was unmarried and lived with his sister, Miss Dunlop, for whom much sympathy has been felt in her bereavement.

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