

INSTITUTE OF MARINE ENGINEERS
INCORPORATED.

SESSION



1912-1913

President: SUMMERS HUNTER, Esq.

MEMORIAL

TO

THE "TITANIC" ENGINEERING STAFF

The members of which were all lost with
the Steamer on April 15th, 1912.



THOS. ANDREWS, JUNR.,
OF MESSRS. HARLAND & WOLFF, LTD.

Mr. Andrews was the second son of the Right Hon. Thos. Andrews, D.L., of Comber, Co. Down, and a nephew of Lord Pirrie. He was only thirty-nine years of age in February, thus at an early age a brilliant career has been cut short with tragic suddenness. Mr. Andrews served his apprenticeship with Messrs. Harland & Wolff, and his ability and devotion to his work soon marked him out for a position of responsibility in the firm's service. He passed through every department in the yard, rising step by step, till finally in 1907 he was made a managing director. He was closely identified with all the big building and repairing undertakings carried out by the Queen's Island firm during the past fifteen years or so, and was familiar with every detail in the design and construction of the leviathans *Olympic* and *Titanic*.

Mr. Andrews was a man of big-hearted and sympathetic nature, and his kindly disposition endeared him to all with whom he came in contact, both in a business capacity and in the friendly relations of private life. He leaves a widow and one little child—a daughter—to mourn his loss, and to them and all his relatives genuine and deep sympathy is extended.

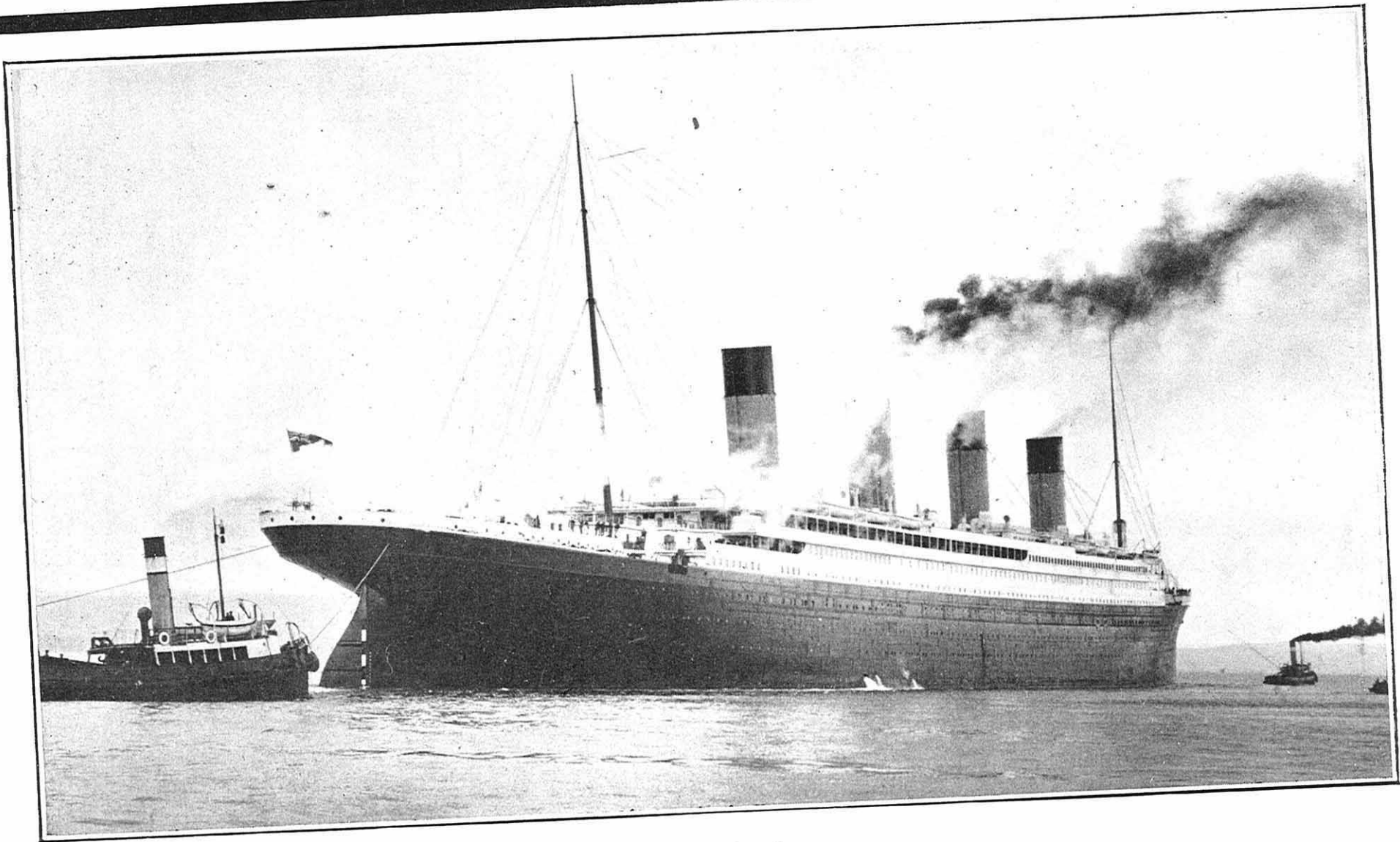
A TRIBUTE is due to the memory of the representative of the builders—Mr. Thos. Andrews, designer of the *Titanic*. His portrait is therefore given, as our members will appreciate the inclusion of it here under the same cover as the portraits of the members of the engineering staff.

There were also two of Messrs. Harland & Wolff's staff with the steamer, Messrs. A. N. Frost and R. Knight, who also lost their lives. The following are brief notes regarding these engineers, kindly furnished by the builders.

A. N. Frost started work with Messrs. Harland & Wolff, Ltd., in 1888, and had been in their service continuously, save for about two years, when he was at sea for the sake of gaining experience in the engine-room. On his return to Belfast he became leading hand and subsequently, on the retirement of his father, he succeeded him as outside foreman engineer in March, 1907. He supervised the fitting of the machinery into the *Olympic* and *Titanic*. He was an energetic and capable foreman, with every prospect of further promotion before him. He left a widow and young family.

R. Knight served his apprenticeship with Messrs. Victor Coates & Co., and was afterwards in the employment of the Fairfield Shipbuilding and Engineering Co., Ltd. In 1891 he started as an engine fitter in the service of Messrs. Harland and Wolff. Having proved himself a good steady workman, he was promoted to leading hand in 1903, and in this appointment he acquitted himself faithfully and well.





The Titanic.

PREFACE.

Institute of Marine Engineers,
58, Romford Road,
Stratford.

May 16th, 1912.

In order to bring to the notice of members what is proposed to be done with a view to commemorate the appreciation which has been manifested towards the engineering staff of the *Titanic*, the following correspondence is published, along with portraits and brief historical sketches of the members of the engineering staff who were all lost with the ship on April 15th.

Besides the endeavour which is being made by the Institute, the Institution of Engineers and Shipbuilders in Scotland propose to erect a tablet in their fine new premises in Glasgow, while there is a movement also on foot in Liverpool to consider what should be done. In Southampton a Committee has been formed to co-operate with the Institute in carrying out the proposal set forth in the letter indicating the views of the office-bearers and council, inclusive of a suggestion admitted owing to communications as to the desire to have a memorial at Southampton, the form which this might take being left for future consideration.

We have pleasure in tendering hearty thanks to all those Papers and Journals, to whom we are indebted for placing the subject before their readers. Collecting sheets have been prepared and issued by the "Daily Chronicle" in deference to the many applications for these. Such sheets are headed by a statuesque figure holding a wreath on which is inscribed "In Memory of the Heroic Engineers."

"The Marine Engineer and Naval Architect," to which we are indebted for the portraits of the engineers and the reprints, has kindly offered to assist in advancing the fund by its advocacy. A copy of our own collecting sheet is forwarded herewith.

Several hundreds of letters have been received to date from various parts of the country expressing sympathy with the object in view, and enclosing contributions varying from 300/- to 1/-. The engineers of many steamers have already forwarded contributions united under the heading of their steamer's name. A list of the steamers from which contributions have been received to date will be found on page 18. It is but natural that a few apparently diverse views have been expressed as to the form which the memorial should take, but with united action in support of a fund in which all engineers and their many friends are deeply interested, the ultimate result will be what we aim at—a harmonious blend in memory of the faithful men whom we desire to honour.

JAS. ADAMSON,
Hon. Secretary.

Messrs. The Oceanic Steam Navigation Co., Ltd.,
The White Star Line,
30, James Street,
Liverpool.

24th April, 1912.

Gentlemen,—Allow me, in the name of the Office-Bearers and Council of the Institute of Marine Engineers, and on behalf of the Members, to convey to you our deep regret at the loss of the *Titanic* and all that it implies to you and to the Company. Our sympathy is very keen, realizing as we do to some extent from our own experience and association with shipping, both in its commercial and technical aspects, how deeply such an unhappy incident must have moved you, aggravated as it has been by the surrounding circumstances and the great loss of life.

In expressing to you our regret and sympathy, we desire also to record here the appreciation which is generally felt by all, and especially by those who know the duties of the watch below, of the valiant way in which the Chief Engineer and his staff must have striven to the last to maintain the sources of light and power, so that the chances of safety of those on deck might be at least added to by their own sacrifice.

I have the honour to be, Yours faithfully,

JAS. ADAMSON,
Honorary Secretary.

Steamship Department,
Liverpool,
April 26th, 1912.

The Secretary,
Institute of Marine Engineers,
58, Romford Road, Stratford,
London, E.

Dear Sir,—We have received with grateful thanks the kindly message of sympathy sent by the Office-Bearers and Council of the Institute of Marine Engineers, and the Members, on the great calamity which has befallen us in the sinking of s.s. *Titanic* and the resultant deplorable loss of life, and hasten to express our heartfelt appreciation of your kind words, which will be communicated to all concerned.

We particularly note with gratitude your expressions with respect to the Chief Engineer and his staff; they were certainly faithful unto death.—Yours faithfully,

For ISMAY, IMRIE & CO.,
A. E. B.

The Editor.

The "Titanic" Disaster.

Sir,—It is more pleasing to receive spontaneously from studious onlookers a testimony as to their appreciation of duties discharged in situations of difficulty and danger, than to have occasion to call attention to an apparent lack of rendering honour to whom honour is due. The letter by Admiral Beresford to *The Times* is couched in such terms that it has afforded considerable gratification to those who understand and realize what it means to "stand by" below at the post of duty and try to keep the machinery going to the end in the hope that those on deck may have the last chance of safety—at the same time placing reliance on the deck officers to give due warning when such becomes necessary that the final stand for those who are left is not below, but on deck, where perhaps there is safety, or, if not, at least a prospect of facing death in the open rather than in the narrow confines of the engine-room and stokehold.

It is given to but few to know by experience what it really means to call forth the expressions set before the public in the press when commenting upon the unhappy loss of the *Titanic* and the heroism displayed by those whose sense of duty rose to the occasion, and animated them to display coolness and valour in the face of danger. It is an experience the memory of which keeps green throughout a lifetime, and, while those who officer and man the deck department are worthy of honour and praise when, in situations of peril on the sea, they uphold the dignity and courage of manhood, those who officer and man the engine department, where the vital elements of progress and safety of flotation lie, are quite as worthy, with this added, that their fight for life is against greater odds and therefore more desperate. The tributes now being offered to the memories of the engineers and their staff have come after the pæans of praise sung to the spirits of those who were more in the light of public observation, and though the tributes may not reach the ears

of the engineers of the *Titanic* and their staff, it is an act of justice to the living to tender a due appreciation of the valiant stand made by those who are gone, and place on record a memorial of the services they rendered in the cause of humanity and of the sacrifices they made in the interests of duty—though unseen, they made their presence felt by the giving of light until the overwhelming mass of water engulfed both ship and men.—Yours faithfully,

JAS. ADAMSON,

Hon. Secretary, Institute of Marine Engineers.
58, Romford Road, London, E., 24 April, 1912.

**The Editor.*

It suggests itself to many that the heroic behaviour of the engineers of the *Titanic* has been in no way acknowledged in the public press, while the fact of *not one* engineer being saved needs but little comment as to their devotion to duty. It is mentioned that the vessel sank with lights burning and Mr. Bell, the chief engineer, in answer to an inquiry, replied he thought the pumps would keep the vessel afloat; this indicates that efforts were made to this end, but unfortunately without avail. While in no way minimizing the self-sacrifice and discipline in other departments, the devotion to duty on the part of the engineers does not seem to be appreciated in saving a much worse panic which would have occurred if the electric light had failed and the ship sunk earlier, and I would suggest the names of the engineers of the *Titanic* be embodied in some suitable memorial. There is a letter from Lord Charles Beresford in the *Times*, on the heroic behaviour of the crew under deck, but this is general and does not convey the full meaning of self-sacrifice to duty by the engineers, which meant safety for so many others. When the mail sorters of the United States and this country are making a special observance of the loss of four of their members in standing by the mails I think we should be failing in duty to allow the engineers' action to pass unnoticed. It may be observed that many similar cases might be cited of the whole of the engineers being left at the post of duty while the other departments were in a position to save themselves, and even remained at their posts after others had sought safety in the boats, thus taking the final chance of all.

PALINURUS.

London, E.C., 22 April, 1912.

* "THE MARINE ENGINEER AND NAVAL ARCHITECT."

**The Editor.*

This *Titanic* disaster appears to be a most frightful calamity and as you can imagine has really put this town into mourning, so many people having lost their relatives. I notice that the papers comment very freely upon the bravery of the deck staff, but I do not see any mention of the engineers, who I am sure died heroically at their posts. Having been a shipmate of many of those who have gone, I might say without any hesitation they were brave and noble men, and as you can imagine, when I read of everyone else being spoken of as heroes, it touches me very deeply to think that no mention of my cloth is made.

SENIOR ENGINEER.

Southampton, 20 April, 1912.

(E. Kidby, Member).

**The Editor.*

Dear Sir,—Do you not think it would be a most suitable memorial to the engineers who were lost in the *Titanic* to have an orphanage erected, not only for the children of the engineers of that ill-fated vessel, but also for the orphans of other British marine engineers? We have all heard of and subscribed to the Home for Seamen's Orphans. Why not have a similar institution or cottage homes specially for the orphans of marine engineers? Would this not be a great tribute and a lasting memorial to the engineering staff for whom we wish to express our esteem? Who can gainsay that it was mainly through their efforts that so many lives were saved? I believe that were we engineers to combine and subscribe now, and annually, this could be accomplished, and it would not only be a memorial to our craftsmen who went down in the *Titanic*, but also a blessing to many widows and children in years to come.

May I appeal to you to lend a hand, by making it known through your many readers all over the world with your wide circulation, to help us to accomplish this object?—Yours faithfully,

A CHIEF ENGINEER.

At sea, May 3rd, 1912.

On the day on which the letter headed "The *Titanic* Disaster" appeared, the Editor of the *Daily Chronicle* at once opened communication with the Institute and kindly offered to help in connection with the proposed memorial to the engineering staff and suggested an immediate appeal on the subject to his readers. This resulted in a conference at night, and the following letter was written thereafter for insertion next day:—

* "THE MARINE ENGINEER AND NAVAL ARCHITECT."

The Editor.

Dear Sir,—Referring to the letter you were good enough to place before your readers to-day, this has been the means of bringing to the writer a large number of suggestions to the effect that a fund should be raised to form a suitable memorial to the engineering staff who were serving on the *Titanic*.

In view of the interest which has been evinced in the subject, the president and council of the Institute of Marine Engineers, at a meeting held to-night, agreed that the support of the Institute should be given to the establishment of such a fund, recognising that the deplorable loss of the *Titanic* has been an event of a magnitude which makes it a national calamity, and as such calls forth very special sympathy and consideration from us all.

I need not dwell upon what was put forward in my previous letter and the appropriate fitness of creating a memorial fund, as no doubt this will appeal to a very large constituency. Bearing this in mind, it is proposed that a Shilling Fund should be opened, with the object of carrying into effect the proposal which has been made.

It is suggested that a memorial might be placed at Southampton, the port from which the *Titanic* sailed, that a tablet be provided and placed in the premises of the Institute of Marine Engineers, recording the names of the engineering staff, and further, as the fund may admit, that memorial votes or nominations for orphans of engineers and of others in the engineering department be provided in connection with an orphanage or orphanages.

This proposed fund, of course, is quite apart from the general fund which is being so generously supported for the relief of the dependents of all who perished. The memorial would be a lasting inspiration to marine engineers, and the nomination votes would also serve to preserve the memory of those who perished at the post of duty, and at the same time perpetuate this in support of a good work.

JAMES ADAMSON,

Hon. Sec.

Institute of Marine Engineers,
58, Romford Road, Stratford, E., April 25th.

29th April, 1912.

Dear Mr. Adamson,—On my return from the Continent on Saturday, I was very pleased to see from Friday's *Daily Chronicle* that the Memorial Fund in connection with the *Titanic's* engineers had taken practical shape, and I see the first list of subscriptions in to-day's *Chronicle*. You might put me down for £10 (200 shillings) and I will send you cheque to-morrow. This I will supplement later.

I would like to do something in the North on behalf of the fund, and I thought of writing to some of the local papers, but I am not quite sure as to what you may be doing in this direction. There may be some members of the Institute already at work on behalf of the fund.

Please drop me a line and let me assure you that I will be very glad to assist in any way possible. —Yours faithfully,

S. HUNTER, President.

Southampton, 25th April, 1912.

Dear Sir,—Having read your letter in the *Daily Chronicle* this morning regarding the engineers of the *Titanic* and the erection of a memorial in appreciation of the bravery of the men, I am right glad to see an engineer of so eminent standing as yourself bringing forward the same. We down here have also been thinking of this, but the feeling is more to erect a monument, if sufficient money could be raised, as a lasting memorial of the honour and glory they have cast upon our profession, to be subscribed to mainly by marine engineers, that is, by men who have been through what we call "the mill," and have a better idea of what must have occurred during those last few moments than the general public can have.

Would the Institute as a body support this scheme and work in conjunction with the local men? And in any event I shall be glad to get your personal opinion.—I am, Sir,
Yours faithfully,
D. LINDSAY.

Jas. Adamson, Esq.

Hon. Secretary, Institute of Marine Engineers.

White Star Line,
Trafalgar Chambers,
Southampton.

April 29th, 1912.

Dear Mr. Adamson,—I have for many years admired your efforts on behalf of marine engineers, and unquestionably their position—including our naval brethren—is entirely due to these efforts of yours.

Shortly after the disaster to the *Titanic*, and when nothing was being mentioned about the engineers, I thought of writing to you to take the matter up on their behalf, but when the sensationalism was finished and people began to look at the plain facts the conduct of our engineers was duly noticed, and particularly so by one of the Executive Officers (Lord Charles Beresford).

I understand Mr. Lindsay, of Southampton, has been in communication with you regarding the erection of a Memorial, and I am forming a small Committee to work locally. I am asking the following gentlemen to be on this, and no doubt they will all act:—

Mr. Brodie, I. of W. S. P. Co.,
Mr. Elliott, Lloyd's Surveyor,
Mr. Heard, Board of Trade Surveyor,
Mr. Lindsay, Marine Engineers' Society,
Mr. Munn, Union Castle Co.,
Mr. Wimshurst, Royal Mail Co.

We shall make our subscription—amount unlimited—and will allow engineers of all branches, and relations of such, to contribute. I explained to Mr. Lindsay this morning that

amongst my staff who did equally well with the certificated engineers were six electrical engineers, two boiler-makers and one plumber. These men are all on the engine-room staff, and are classed as engineer officers in every way. They mess with the engineers, wear the same uniform, and are directly a part of the engine-room organization, and this somewhat broadens the field.

I have asked the above-mentioned gentlemen to meet at 3 o'clock on Thursday afternoon next, and perhaps we could arrange a meeting later at which you could be present. However, we will let you know the result of our preliminary meeting at the earliest possible date.

At present, my idea—and one which I think will probably be carried—is that we take unlimited amounts from all classes of engineers, and that should any funds be collected over and above the amount required for a Monument, together with perhaps a Tablet in your new Institute, and, if possible, another in Winchester Cathedral, the remainder be distributed amongst the families of the engineers—particularly the orphans—to ensure them being properly looked after.

All the engineers of the *Titanic* were naturally known to myself, and I have no hesitation in saying that they were as fine a body of men as it is possible to collect together. Never in our history as a nation, either on land or at sea, has such an example of bravery and fidelity to duty been known. They were all lost whilst doing what was possible so that others might be saved, and surely it is the duty of all the engineers in this country (who represent a large proportion of its wealth) to see that their memory is immortalized, and their widows, orphans and dependents looked after.

I might say the way we are working here is that I shall send a book round to all the ships under my control, and will ask Messrs. Munn, Wimshurst and Brodie to do the same. You are looked upon as the head of the marine engineers in this country, and perhaps a letter from you to the various Superintendent Engineers throughout the land to operate on the same lines would be about the best and quickest way of approaching our marine men.

If there are any means of letting the engineering firms of this country subscribe, I consider it should be thought over, as the heads are engineers, and I am sure any subscriptions they would give—however large—would never be considered in the way of an advertisement.—Yours faithfully,

F. J. BLAKE.

The following were subsequently added to the Committee :
Messrs. Blake, Dashper (L. & S.W. Railway Company),
Douglas (Day, Summers & Co.), Fleming (Chief Engineer,
Olympic), Henderson (Thornycroft & Co.).

Sir,—Though a “deck hand,” I should like, through you, to propose that some memorial should be raised to the heroes of the *Titanic's* engine-room. Liverpool is building a cathedral; what about a stained-glass window? Such memorials are sometimes sneered at as useless; but it is *not* useless to keep green the memory of heroes; they are a reminder to the youngsters and a means of uplifting the hearts of the seniors. Had all lights gone out after the collision what a panic there would have been! Had the Marconi installation failed much greater loss of life would have ensued.—Yours truly,

W. B. WHALL.

Chapel Chambers, N.,
28, Chapel Street, Liverpool,
April 26th, 1912.

Dear Mr. Adamson,—I was very pleased to note your letter in the *Journal of Commerce* to-day, as we here are also of your opinion. As early as last Saturday, 20th, I wrote to Earl Derby (Lord Mayor of Liverpool) to obtain his approval of the scheme; this I only obtained at an interview with him to-day, and I enclose you a copy of a letter I have sent to the Liverpool papers, and later I will send you a copy of one I am sending to the Press.

I would like your own and our London fellow-engineers' opinion on the matter as it presents itself to us in Liverpool.

Only one Memorial should be set up in the United Kingdom for the following reasons:—

1st.—The steamer was registered in Liverpool.

2nd.—Most of the fine fellows who perished were directly associated with the district, and, in fact, appointed from the Headquarters here under Mr. Willet Bruce, Supt. Engineer.

3rd.—Liverpool has always been the main “gateway” of the Atlantic steamship trade.

4th.—It is situated almost midway between the great ports affected by the disaster, namely, Belfast, London and Southampton.

5th.—The Clyde, Tyne and other districts build steamers very largely for Liverpool owners, and would, therefore, it is thought, subscribe for an object which they would likely see themselves.

6th.—A suitable site close to the great Mersey highway can be procured.

Our ideas are also, I may say, ambitious, namely, to collect any sum from £2,000 upwards, so as to ensure that the first Memorial assigned altogether to the marine engineering and allied professions be one of the handsomest and finest in the world.

It is intended to get into touch with the various Institutions similar to your own, so as to make the scheme wide in the extreme.—With kind regards, Yours faithfully,

ARTHUR J. MAGINNIS.

James Adamson, Esq.,
Hon. Sec., Inst. of Marine Engineers,
Stratford, London, E.

* A TRIBUTE OF ADMIRATION.

By FRANK T. BULLEN.

My heart is very sore for the engineers of the lost *Titanic*, the men who walk and work, as far as the perils of the sea are concerned, by faith and not by sight.

Though a sailor from my earliest youth, I have always felt the most full-souled admiration for the men of fire and steel and steam who, far, far down in the bowels of the great ship, keep the motive power going while the Parisian café, the restaurant and all the gorgeously far above their heads is in full swing providing their pay.

Never yet have I heard of an authentic case where these heroes of the twentieth century have failed in their duty. Many, many are the stories told of their devotion in the face of the most appalling dangers, but the world takes these things for granted, and they pass into oblivion.

I confess that to me one of the most touching facts yet elicited in the course of this great story, this epoch-making tale of the sea, is that all the lights were shining when she went down. To me that tells of the silent, faithful man whose duty it was to attend dynamo or switchboard. That was his place, the spot where he earned his pay. He knew that above, below, around him there were noises and commotions, people were rushing wildly to and fro, afraid for their lives. He had a life too; perhaps there was another at home with a little life or so whose main thought was of "daddy on the big ship."

But his life was not his own; he held it in trust to do for others what they could not do for themselves, and the bare idea of the horror of darkness on those crowded lower decks never occurred to him because it was his duty to keep the light burning.

And he did, until the uprising flood seized his engines with clammy grasp that could not be shaken off, then gathered him to its freezing bosom, with hardly time for a thought or a prayer before he joined the great company of seamen who have died at their work.

*Sir,—I have read day by day your accounts of the disaster which befel the *Titanic*. Day by day one has seen also in all the papers the varying statements recording the bravery of those on board. Yet one has searched in vain throughout lengthy columns of print for one accent of praise, the slightest tribute even, to those of the crew who were perhaps the bravest among brave men.

I speak of the engineers, the most highly-trained body of men on the ship, of whom on a vessel where such mighty and complicated machinery existed there must have been a goodly number.

Yet it is to these men that in these days we owe more than to anyone else our safety on a voyage.

The old days of sailing ships have passed and given place to monsters driven by such complicated and intricate

* By kind permission of *The Daily Chronicle*.

machinery requiring years of patient study, of hard and persevering toil and observation, to gain the necessary knowledge to guide and keep under control.

That those on deck were courageous in such a catastrophe as happened no one would dispute, for most sailors are brave; but let us remember that in all probability they were not so fully aware of the tragedy that awaited them as those silent, reserved, thoughtful characters in the engine-room, who must have been able some time before the close to read their doom through the sensitive recording fingers by which they were surrounded, and who through all the writing on the wall yet stuck to their posts, and whose silent unrecorded heroism was only known to their God.

I can imagine each man down in that engine-room dying with these words on his lips:—

I have touched the highest point of all my greatness,
And from that full meridian of my glory,
I haste now to my setting; I shall fall
Like a bright exhalation in the evening,
And no man see me more.

JAS. MACDONALD (Member I.Mar.E.).

Haslemere, 26th April, 1912.

Dear Sir.—Having seen in the *Daily Chronicle* that a special fund is being raised to commemorate the heroic devotion to duty manifested (once again) by marine engineers on board the *Titanic*, I have much pleasure in sending a cheque for two pounds towards the fund, which I hope may rise to a total not wholly unworthy of the men whose fine action has inspired it.—Yours truly,

M. M. C.

Greenwich, April 27th, 1912.

Dear Sir,—Your suggestion *re Titanic* memorial has awakened considerable interest in the shop where I am employed. I have been asked to enquire whether you are issuing subscription sheets for that purpose. I feel sure there are sufficient employed in the engineering trade to ensure success, and I am certain there are sufficient energetic sympathisers who would willingly collect on behalf of such a laudable object.

I should esteem it a favour if you would forward me a sheet, if you are issuing any, for the purpose of collecting at the General Engine and Boiler Company, New Cross, S.E.—
Yours faithfully,

G. A. GOODFELLOW.

Dulwich, 3/5/12.

Dear Sir,—I enclose 3/- for those “down below” in the *Titanic*. I am only a servant; I am sorry for them, as I have a father and brothers in the same department on the sea. I am sure the money is for the bravest of the brave.—
Yours truly,

A YORKSHIRE LASS.

Godshill Council School,
Isle of Wight,
May 1st, 1912.

Dear Sir,—Every child in this school has contributed a copper to the *Titanic* fund for the perpetuity of the "Brave engineers" who were "Faithful unto death." This is by the desire of the children themselves.—Yours faithfully,
L. DANIEL, Mistress.

Aberdeen, 1/5/12.

Dear Sir,—I observe by the *Shipping Gazette* that you have started a shilling fund for a memorial to the engineers of the *Titanic*, and I have pleasure in enclosing postal order for a small sum.

As brother engineers our hearts are filled with pride as well as sorrow when we think of the silent, unconscious heroism of those brave officers, who calmly "stood by" to the end, with none to see or applaud, but with a stern devotion to duty which is understood and appreciated by those *who know*.—Yours faithfully,

JAS. BARNET.

Barcelona, Spain, 2/5/12.

Dear Sir,—I have much pleasure in enclosing herewith P.O. value ten shillings towards a memorial for the engineers of the *Titanic*, as described in the *Daily Chronicle*.—Yours truly,
WILFRED J. MACANDREW.

1/5/12.

Dear Sir,—I beg to enclose Postal Order for 15/- as a first instalment toward the fund you are raising as a memorial to the engineering branch of the *Titanic*. We appreciate the effort you are making for an everlasting tribute to their memory, and hope that a substantial sum may be raised, as we think that too often this branch of the mercantile marine is lost sight of, although the work done by them is equal, or more commendable, than that of those above deck. Doing their duty quietly but thoroughly and dying at their post; called from their beds they immediately go to their respective places and give what assistance they can to keep the ship afloat, knowing that while doing so their lives may pay the forfeit.

FROM A FEW SYMPATHISERS,
Engineering Department, H.M. Dock-
yard, Chatham, per W. Greatorex.

Gillingham, Kent, 4/5/12.

Dear Sir,—I beg to enclose the sum of £2 as a second instalment for your memorial fund to engineers of *Titanic*.

FROM A FEW SYMPATHISERS,
Engineering Department, H.M. Dock-
yard, Chatham, per W. Greatorex.

Commanding Officers' Quarters
(The Salvation Army),
52, Tivoli Road,
Margate, 3/5/12.

Dear Sir,—I have much pleasure in forwarding you postal order and stamps for 5/6 towards the memorial for the brave men who upheld the traditions of the sea and remained at their posts of duty, full well knowing that to do so was to court death. All hail to their memory.—Yours with deep sympathy.

ARCHIE C. BURGESS, Captain.

Sheerness, 5/5/12.

Dear Sir,—Please accept the enclosed 50 shillings towards the memorial to the heroic engineers who lost their lives on the *Titanic*, as a donation from "Sympathising engineers in fitting shop, Sheerness Dockyard." Trusting the fund will reach sufficient for all needs, I am, yours sincerely,

F. A. PINCH.

May 7th.

Dear Sir,—In view of the interest which has been evoked in the subject of raising a fund through which to create a suitable memorial in honour of the engineering staff of the *Titanic*, it was decided by the president and council of the Institute of Marine Engineers to carry this into effect, and by the kindly co-operation of the Press, including your own journal, a large number of letters, accompanied by donations in amounts varying from 300 shillings to sixpence, have been received. Many of these have come from local sympathisers, and I shall esteem it a favour if I may again trespass upon your indulgence to be allowed to express thanks to those who have so freely contributed to the fund. The spirit manifested by the givers has been highly appreciated, and goes to prove that a high sense of duty is recognised to be an aim worthy of honour, while those who "stand by" their posts in the depths till they are overwhelmed deserve to be memorized by their generation. The mass of correspondence embraces letters from all parts of the kingdom, literally from John o' Groats to Land's End, from Belfast to Hull, including most of the seaports and many of the inland towns and villages. I may say that our aim is mainly to memorize those who were cut off at the post of duty by utilizing the fund for the maintenance of orphans, children of marine engineers, and of the engineering staff in years to come. The liberal response to the benevolent fund being raised for the bereaved dependents of those who were lost with the *Titanic* is very gratifying; the memorial fund is of a somewhat different character, and is quite apart from it.

JAS. ADAMSON, Hon. Secretary,
Institute of Marine Engineers.

* CONTRIBUTIONS RECEIVED TO DATE.

The total contributions received to date of issue amount to £500, sent spontaneously. The appeal is now made directly.

Owing to the large number of contributors it is impossible to name everyone, but very hearty thanks are accorded to all those who have subscribed to the Memorial Fund, and especially gratifying is it to record the sympathetic spirit which has been manifested and expressed so spontaneously from all quarters.

The *Daily Chronicle* started the fund by a donation of £5, THE MARINE ENGINEER AND NAVAL ARCHITECT, in expressing hearty sympathy with the movement, contributed £10. The undernoted steamers as they have arrived in port to date May 16th have forwarded contributions.

| | |
|---------------|-------------------|
| Barrow. | Minneapolis. |
| Caledonia. | Minnewaska. |
| Caradoc. | Moldavia. |
| Carpentaria. | Mombassa |
| Champion. | Mooltan. |
| Chanda. | Morayshire. |
| Colonia. | Norfolk. |
| Commonwealth. | Opawa. |
| Crane. | Poona. |
| Eden Hall. | Palermo. |
| Essex. | Plassy. |
| Estrellano. | Ploussa. |
| Geelong. | Rakaia. |
| Glenroy. | Rotorua. |
| Golconda. | Servian. |
| Guelph. | Shenandoah. |
| India. | Somali. |
| Jelunga. | Soudan. |
| Kaikoura. | Star of Scotland. |
| Kaipara. | Tongariro. |
| Makarini. | Trocas. |
| Mamari. | Tulliallan. |
| Marmora. | Waipara. |
| Matiana. | Wallaroo. |
| Miltiades. | Walter Dammeyer. |

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| * June 1st, amount of fund, over | £800. |
| July 1st, „ „ | £1,200. |
| August 1st, „ „ | £1,650. |
| August 26th, „ „ | £1,820. |

* On account of a re-issue, advantage is taken to note these amounts, to show the progress from date to date.



JOSEPH BELL,
CHIEF ENGINEER.

Mr. Bell, chief engineer of the *Titanic*, was born at Farlam, in Cumberland, and received his education at a school in Carlisle. His apprenticeship was served at the works of Messrs. Robert Stephenson & Co., Newcastle-on-Tyne. He entered the mercantile marine about 1883, and served in vessels owned by Messrs. Lamport & Holt, Ltd. In 1885, he joined the White Star Line, and it is known that he saw service in the following vessels:—*Majestic*, *Britannic*, *Teutonic*, *Ionic*, *Bovic*, *Corinthic*, *Suevic*, *Athenic*, *Celtic*, *Cedric*, *Baltic*, *Oceanic*, *Adriatic*, *Laurentic* and *Olympic*, from which vessel he was transferred to the *Titanic*. He had been on both the New York and New Zealand services, and at thirty years of age was Chief in the *Coptic*. Mr. Bell, who was fifty-one years of age, leaves a widow and four children, two boys and two girls; the eldest boy, 16½ years, has recently started as an apprentice in marine engineering at Messrs. Harland & Wolff's, Ltd., and accompanied his father in the *Titanic* from Belfast to Southampton. Mr. Bell was a member of the Institute of Marine Engineers, which Institute he joined in 1891, and was also a member of the Royal Naval Reserve. He was a most capable officer and his loss will be keenly felt among a large circle of relatives and friends.



W. E. FARQUHARSON,
SENIOR SECOND ENGINEER.

Born in 1873, the deceased engineer was the son of the late G. W. Farquharson, who was for thirty years with Messrs. T. B. Royden & Co., shipowners, in Liverpool. Mr. Farquharson served his apprenticeship with Messrs. Higginsons of that town, and afterwards joined the Anglo-American Tool Company. He first went to sea when twenty-two years of age and served in vessels owned by Messrs. Wm. Johnston & Co., Ltd., of Liverpool and London, and later John Markwood, Liverpool. He first joined the White Star Line in 1900, serving as assistant second engineer in the *Teutonic*. He was later transferred to the *Suevic*, and remained on that vessel for three or four years. His next appointment was to the liner *Majestic*, as junior second engineer, and he afterwards became senior second engineer on the *Teutonic* and later held the same rank on the *Oceanic*. He spent about two months in Belfast watching the building of the *Titanic*, to which vessel he was promoted as senior second engineer. He resided at Southampton and leaves a widow and three children to mourn his loss.



NORMAN HARRISON, A.M.I.Mech.E.,
JUNIOR SECOND ENGINEER.

Mr. Harrison was a native of Liverpool and born in the year 1873. His apprenticeship was served with the firm of Messrs. Higginson & Co., of Liverpool. He first went to sea in a vessel belonging to the Elder Line, Ltd., and he remained with this Company until he passed as Chief Engineer at the age of twenty-three. The White Star Line then claimed his services as third engineer of the *Delphic*. He next served in the following vessels:—*Athenic*, *Corinthic* and *Adriatic*, on which latter vessel he was senior second engineer. He was finally selected for duty in the *Titanic* as junior second. He was recently admitted an Associate Member of the Institution of Mechanical Engineers. Mr. Harrison leaves a widow, but no children. Both his parents are alive.



J. H. HESKETH.
JUNIOR SECOND ENGINEER.

Mr. J. H. Hesketh entered the service of the White Star Company as engineer apprentice at fourteen years of age, and began his sea-going career as sixth engineer on the *Afric*. He also saw service on the *Cedric*, *Medic*, *Persic* and *Cufic*, and was employed in connection with the salvage of the *Suevic*. While on board the *Majestic* he had charge of the refrigerating machinery and was instrumental in securing a greatly improved quality of cargoes. He was selected for service on the *Laurentic*, and later on the *Olympic* and made some useful suggestions for the machinery spaces in the *Titanic*. He was acting as one of the three second engineers on board the *Titanic*, his *confrères* being Messrs. Farquharson and Harrison. Mr. Hesketh was the youngest acting second engineer in the White Star Line and was a fine steady level-headed man. His last words as he left his home to join his ship were, "Don't fear for me, this ship is unsinkable." He was thirty-three years of age, unmarried, and had his residence, when at home, with his father and mother at Walton, Liverpool.



BERTIE WILSON,
SENIOR ASSISTANT SECOND ENGINEER.

Born at Waterloo, Liverpool, was in his twenty-eighth year. He was educated at the Merchant Taylors' Grammar School, Crosby, and later served his apprenticeship with Messrs. J. H. Wilson & Co., of Sandhills, Liverpool. He was four and a half years with the Leyland Line, serving as fourth and third engineer. His White Star service was as follows:—Assistant second engineer on the *Teutonic*, September, 1907; *Olympic*, assistant third engineer; *Titanic*, senior assistant second engineer. At the age of twenty-three he had obtained a chief's certificate. Mr. Wilson, who was of a very genial disposition, leaves a widow, but no children. He was the eldest son of Mr. Thos. Wilson, of Waterloo, Liverpool.



HERBERT GIFFORD HARVEY,
JUNIOR ASSISTANT SECOND ENGINEER.

Was born in Belfast on February 3rd, 1878, being the son of the late Mr. J. Thompson Harvey, of Messrs. Lawther and Harvey, shipowners, Belfast. He was educated at the Belfast Royal Academy and Portora Royal School, Enniskillen, and his apprenticeship was served in the loco. works of the old Belfast and Northern Counties Railway (now a branch of the Midland Railway). At the call for volunteers during the South African War in 1899 he was one of the first to join the 46th Company Imperial Yeomanry, with whom he was in the Lindley disaster and afterwards being attached to one of the regular regiments, he was in several engagements, gaining the Queen's medal with three clasps and King's medal with one clasp. On his return from South Africa he spent some time with the shore staff of Messrs. Harland & Wolff, Ltd., and then joined Messrs. Lawther, Latta & Co., managing owners for the Nitrate Producers Steamship Co., Ltd., serving with this company for eighteen months, and leaving their vessel, the *Juanita North*, to join the White Star Line. He was appointed assistant third engineer of the White Star Liner *Teutonic* in 1907, becoming later assistant second engineer. In the *Olympic* he was assistant third engineer, being later transferred to the *Titanic* as junior assistant second. He held a first-class certificate. Mr. Harvey was a freemason and engaged to be married.



JONATHAN SHEPHERD,
JUNIOR ASSISTANT SECOND ENGINEER.

Was born on the 31st March, 1880, at Whitehaven, Cumberland. When quite young his parents moved to Blackburn, where he passed his apprenticeship days with the firm of James Davenport, of the Canal Works. From this firm he went to Messrs Howard & Bullough, Ltd., of Accrington, for a time, and later to Messrs. Hadfields, Ltd., Sheffield. Desiring to go to sea he secured a berth on a steamer belonging to Messrs. W. S. Kennaugh & Sons, Liverpool, and afterwards shipped as third engineer on the *Penrith Castle*, owned by Messrs. James Chambers & Co., Liverpool, trading to South America. He came home, secured his second-class certificate and joined the *Lowther Castle* of the same firm, trading between New York and China and Japan, during the period of the Russo-Japanese War. After securing his chief's certificate he joined the White Star Line and served on the *Adriatic*, *Teutonic*, *Olympic* and *Titanic*. He also had served in the *St. Paul*. His great ambition was to become the chief of a White Star liner. Mr. Shepherd was of a good-natured and jovial disposition and well liked by every one with whom he came in contact. He was unmarried.