

OBITUARY

Sir STANLEY VERNON GOODALL, K.C.B., O.B.E., who was born on 18 April, 1883, died in February 1965.

Educated at Owens School, Islington, he studied engineering at the Royal Naval Engineering College, Devonport, and the Royal Naval College, Greenwich, where he was awarded a first class professional certificate in Naval Architecture in 1907. His practical training, coinciding with his specialized studies, was at H.M. Dockyards at Devonport, Chatham and Greenwich (1899–1907).

A man of unique qualities, he was throughout his career closely associated with the application of science to warship design and construction and actively concerned with the great warships of the inter-war years—Hood, Nelson, Rodney, Warspite, Renown, A and B class destroyers, new classes of submarines and many others.

Early experience as Assistant Constructor at Devonport Dockyard and at the Admiralty Experiment Works, Haslar (1907–11) was followed by three years at the Admiralty (design and construction of light cruisers and ships of the *Arethusa* and *Calliope* class).

During World War I, after a year as Lecturer in naval architecture at the Royal Naval College, Greenwich, he joined the staff of Sir Eustace Tennyson-d'Eyncourt (M) as Constructor-Commander, R.N., in charge of the Courageous class, and served on a committee to consider the best type of projectile to use against various classes of enemy ships (1915–1917). Transferred with the same rank to the Commander-in-Chief, North Atlantic, for the next two years he acted as liaison officer to the United States Navy, returning in 1919 to the Admiralty, under Sir Eustace Tennyson-d'Eyncourt and Sir W. J. Berry. Here he was in charge until 1925 of design and construction of the battleship *Nelson* and underwater protection developments. After a two-year interval in Malta as First Assistant Constructor on battleship refits and repairs, he again returned to the Admiralty, first under Sir W. J. Berry (destroyer design and construction), then under Sir A. W. Johns (1930–36), as Senior Constructor, then as Assistant Director of Naval Construction. But his great opportunity came in 1936, when he was appointed Director of Naval Construction at a time when the threat of war underlined the Navy's urgent need for reinforcement. At this post, the peak of his profession and the highest prize the Board of Admiralty had to offer, he concentrated on the design and construction of new warships which in World War II were to become famous—the King George V battleships, aircraft carriers, *Fiji*, *Swiftsure*, *Tiger*, and *Dido* class cruisers and new classes of destroyers. In fact he undertook the production of war vessels on a scale unparalleled in British naval history. When in 1944 he gave up his exacting appointment, he took keen interest in the Royal Institution of Naval Architects, of which he became Honorary Vice-President, and in the Worshipful Company of Shipwrights, of which he became Prime Warden. He showed passionate concern in the technical development of his profession.

Sir Stanley was awarded the O.B.E. in 1934, made C.B. in 1937 and became K.C.B. in 1938. For his liaison work with the United States Navy in World War I he received the American Navy Cross in 1918. Author of several papers presented to the Royal Institution of Naval Architects, he was awarded the Charles Parsons Memorial Medal in 1941. He was Vice-President of the British Welding Research Association and of the Institution of Professional Civil Servants.

He was elected a Member in 1938.

Lady Goodall predeceased her husband and there were no children. He is survived by a nephew, Mr H. R. Jarman.

ALEXANDER ROBERT ENTRICAN, *C.B.E.*, who was born on 28 January, 1898, died in April 1965.

He studied engineering at Auckland University College and his early experience (1917–1920) was first with Auckland Electric Tramways, then as Assistant to the City Engineer, Auckland, and next with Hay & Vickerman, Consulting Engineers, Wellington. A turning-point in his career came in 1921, when he became Engineer in Forest Products to the State Forest Service in Wellington, a position he retained until 1938.

Mr Entrican was a man of unusual vision and foresaw as early as the '20s the type of organization needed to care for and utilize the forest resources then being created. Later he built that organization. He was one of the pioneers in staff training in the New Zealand Public Service.

In 1939 he was appointed Director of Forestry to the New Zealand Government, and so continued until his retirement in 1961. In afforestation he showed remarkable drive, and his life-long battle for the establishment of commercial exotic forests led to New Zealand's present pulp and paper industry. With the most up-to-date equipment, he undertook extensive forest protection measures, involving fire-fighting, radio control, etc, and installed the most advanced sawmill south of the equator for the conversion, kiln drying and merchandizing of timber, with an annual capacity of 22 million board feet. He was directly responsible for the largest logging activities in New Zealand and for the development of an integrated sawmill and pulp and paper scheme. This last involved the expenditure of over £14 million, plus a similar figure for allied public works.

Author of many articles on the properties and uses of New Zealand woods, Mr Entrican was a member of the American Society of Test Materials, the American Wood Preservers Association, the Swedish Forestry Society and the New Zealand Institute of Foresters. He was awarded the *C.B.E.* in 1955.

He was elected an Associate Member in 1926.

He is survived by two daughters.

JOHN NORMAN PEIRCE, who was born on 1 January, 1889, died on 28 April, 1965.

Educated at Waverley Road Technical School, Birmingham, and Somerville School, Cheshire, he received five years' practical training with E. F. Blakeley & Company at Vauxhall Ironworks, Liverpool, and passed the Associate Membership examination in 1914.

After some further experience with E. F. Blakeley & Company, his interest in structural engineering led him, in 1910, to join Mr B. L. Hurst (M), whose