



Ronald Stephenson Cogdon who was born on 2 March, 1913, died on 9 January, 1967.

Educated at the Junior Technical School, Sunderland, he received his practical training under Mr W. H. S. Tripp (M), Engineer to the River Wear Commissioners (1930-33). In the service of this harbour, dock and river authority controlling the port of Sunderland Ronald Cogdon was to spend his entire career, steadily progressing in his uninterrupted course to become finally Engineer to the Commissioners, the position he held up to the time of his death.

Starting in 1933 as Assistant to Mr J. Mitchell (M), Resident Engineer, on the construction of Corporation Quay, Sunderland, he gained experience in the sinking of concrete caissons in compressed air, dredging in rock and silt, mass and reinforced concrete retaining walls and piles, railways, roads, drainage, oil pumping plant and pipelines. Next he was engaged on the new Timber Quay at Wearmouth (design, estimates and specification). To this he returned in 1937 after a year spent in the Engineer's office, later transferring to South Docks, Sunderland, where the maintenance of railways, piers, coal staithes, and repairs to dredgers, steam tugs and hoppers claimed his time. Wearing diving gear he inspected dock gates, quay walls, etc., and other duties included the organization of workshops and testing of construction materials.

During World War II he was Resident Engineer for the construction of a mass concrete wave screen, costing £22 000, a large shipbuilding berth (£70 000), an establishment for fitting-out naval vessels and a reinforced concrete quay. In 1945 he became Deputy Chief Assistant Engineer to the Commissioners, and in 1947 Chief Assistant Engineer. During the next four years he was responsible for the design of several port improvement works, including sea defences, land reclamation and the widening of the dock entrance: a double-leaf bascule bridge, with moving parts of aluminium alloy, was completed in 1948. He was appointed Engineer to the River Wear Commissioners in 1951. From that date until his death 15 years later Ronald Cogdon worked to improve navigation and maintain channel depths. He was responsible for a scheme to widen the river at Folly End and for the introduction of VHF radio telephone port operation and radio beam facilities: by purchasing two diesel electric hopper barges and a bucket dredger he modernized the Commissioners' dredging fleet.

Faced with the problems of launching vessels of ever-increasing size, Wear shipbuilders sought his advice, while port engineers in this country and overseas turned to him as an experienced colleague and friend.

Mr Cogdon was a member of the Institution of Mechanical Engineers and was Chairman of the Northern Counties Association from 1960-61. From 1957 he served on the engineers' sub-committee of the Dock and Harbour

Authorities Association. He was awarded the Miller Prize in 1935 for his paper on 'The reconstruction of the quay wall at No. 11 Berth, Hendon Dock, Sunderland' (read before the Students' Section of Newcastle-on-Tyne Association of the Institution, session 1934-35).

Elected an Associate Member in 1938, he became a Member in 1956. He is survived by his widow and one daughter.

**Sir Hugh Eyre Campbell
Beaver, KBE, LLD**

who was born on 4 May 1890, died on 16 January, 1967.

Educated at Wellington College, he first thought of entering the Indian Civil Service, and as a prelude to this joined the Indian police. On leave in England in 1922 he met Sir Alexander Gibb, then establishing his firm of consulting engineers, who made him his personal assistant, despite the young man's ignorance of engineering. His quick grasp of technical detail and economic possibilities soon justified this choice. During his next eight years with Sir Alexander Gibb & Partners he gained insight into chemical engineering, mining and quarry developments, transport and hydro-electric schemes.



Bassano & Vandyk

In 1931 he went to Canada on behalf of the firm as head of a Commission appointed by the Canadian Government to study Canadian ports and to draw up a constitution for their control. The resulting Report was published as a Blue book and its recommendations adopted in full by the National Harbours Board. At the request of the then Canadian Prime Minister, Mr R. B. Bennett, Sir Hugh directed the re-building of the harbour of St John, New Brunswick, burnt to the water's edge in June of that year. With complete authority to redesign and rebuild 'sufficiently for use' by the following winter, he went ahead and completed the job in four months at a cost of £800 000. In 1932 he became a partner in his firm, dealing specifically with industrial engineering in factory building and planning, industrial layout, etc. The company acted as consultants to the Commissioner for Special Areas and he was thus closely concerned in measures for revitalizing unemployment black spots—South Wales, Tyneside, West Cumberland, etc. From 1932-36 he was responsible for the design and supervision of construction of Guinness Brewery, Park Royal (£1 600 000), Capper Pass Metallurgical Works (£170 000), Rothschild's gold and silver refinery, and other factories.

At the outbreak of World War II Sir Alexander Gibb & Partners became agents of the Ministry of Supply for the construction of immense ordnance factories at Swynnerton, Staffs, Risley, near Warrington and Kirkby, near Liverpool. In October 1940 he was brought by Lord Reith to the Ministry of