

Reginald George Robertson, MA

who was born on 27 December, 1900, died in May 1969.

Educated at King Edward's School, Southampton, he studied engineering at Queen's College, Oxford, where in 1922 he took an Honours Arts degree. Later he received an MA in Applied Science.

As an engineer he was to make his mark early in life, winning an award in 1928 for his design for London's new Waterloo Bridge. He specialized in structures and his distinguished career was almost equally divided between practical engineering and the academic world, to which he gravitated in later years. For the last sixteen years of his working life he was Professor of Civil Engineering at the University of Cape Town.

Robertson was first engaged by McAlpines on the British Empire Exhibition contract at Wembley, under W. R. McKim and S. W. Cox (FF). From 1924-27 he gained varied experience with the Indented Bar and Concrete Engineering Company as designer draughtsman, with Hal Williams & Company as Chief Assistant Engineer on a sugar beet factory contract, and in Bath's City Engineer's office on the design and reconstruction of the city's bridges. Following these brief engagements he spent rather longer periods with Rendel, Palmer & Tritton on the design of bridge and harbour works, as Senior Assistant Engineer to the Borough of West Ham and to the Engineer engaged on the River Lea flood relief works.

In 1934 he became Senior Lecturer in Civil Engineering at Nottingham University, under Professor C. H. Bulleid (M), where he continued until 1937.

From 1937-41 he was employed by the Government of India on the reconstruction of Quetta after the disastrous earthquake there, continuing at Quetta during World War II, when he served with the rank of Major in the Royal Indian Engineers, until transferred to Madras for an additional 5 years. After the war he at first became Resident Engineer for Messrs Scott & Wilson (FF) on a new cold store at Southampton Docks, but in 1948 resumed his post as Senior Lecturer in Civil Engineering at Nottingham University. A year later he was appointed Professor of Civil Engineering at the University of Cape Town. From this position he retired in 1965.

Robertson contributed numerous articles to technical journals and was author of a number of significant papers presented to the Institution (see below). He was a Fellow of the Institution of Structural Engineers and from this body received the Portland House Scholarship Award (1926) and the McLachlan Lecture Award (1948). He was a member of the South African Institution of Civil Engineers and of the International Society of Soil Mechanics.

Though he had a tremendous capacity for hard work, he knew how to relax. Flying and gliding were among his hobbies in earlier life: yachting he enjoyed to the end. He was skippering his new yacht in a race organized by the Royal Yacht Club when he suffered the heart attack from which he died soon afterwards in Groote Schuur Hospital, Cape Town.

Elected to corporate membership in 1927, he was transferred to the senior grade in 1949.

He is survived by his widow and three daughters.

Selected Papers:

- 'Earthquake-resistant structures: the seismic factor and the use of reinforced brickwork in Quetta civil reconstruction.' J. 29 (Jan. 1948), 171. Correspondence: J. 30 (Oct. 1948 Supplement), 402.
- 'Prestressed concrete beams: the economical shape of section.' P. III, 3 (Apr. 1954), 242.
- 'A design chart for the economic section for prestressed concrete beams.' P. III, 5 (Apr. 1956), 184. Correspondence: P. III, 5 (Dec. 1956), 866.
- 'Design charts for prestressed concrete beams of uniform section.' P. 10 (May 1958), 39. Corrigenda: P. 10 (Aug. 1958), 604; P. 11 (Sept. 1958), 134.
- 'The three-span articulated beam.' P. 13 (Aug. 1959), 467.
- 'The articulated continuous beam.' P. 15 (Feb. 1960), 105.
- 'The two-span haunched continuous beam in prestressed concrete.' P. 15 (Mar. 1960), 255.
- 'The three-span haunched continuous beam in prestressed concrete.' P. 18 (Jan. 1961), 67.
- 'A design chart for rectangular reinforced concrete members subject to moment and thrust.' P. 28 (Aug. 1964), 505.

Harold Donovan Gauntlett

who was born on 12 August, 1909, died on 8 May, 1969.

Educated at Harrow County School, he took his practical training from 1927–30 under A. J. Barry (F), continuing for the next three years with A. J. Barry and Partners, Consulting Engineers, on a 367-acre reclamation project on the Tees Estuary and in equipping Bromborough Dock on the Mersey. During this period he also worked on schemes for overseas dock, harbour and railway development in Aden, Bombay, Turkey and China.

Gauntlett was to make his mark as a municipal engineer by sheer talent allied to thorough experience in every aspect of the game—experience gained in his early and middle years by moving with some deliberation to different localities and from borough council to urban district council to city council. From Wembley Urban District Council (where in 1933 he was engaged in road widening, sewerage, flood prevention and heating for a large open-air swimming pool) he joined Ilford Borough Council in 1935, and here shortly became responsible to the Borough Engineer, L. E. J. Reynolds (F) for the design and supervision of road improvements and for a £14 000 flood prevention scheme. Two years later he joined Luton Borough Council, becoming in 1938 Chief Engineering Assistant, responsible to the Borough Engineer, F. Oliver (M) for all design and supervision work undertaken by technical staff, including bridges, soil stabilized roads, sewerage and deep tunnel shelters to take 73 000

