

Here was a man of strong personality and amazing zest for life, with many endearing ways and an acute sense of humour. He was deeply interested in zoology and had many friends at local zoos.

On the Roll for 56 years, he was elected to corporate membership in 1914.

His wife predeceased him and there are no children. He was the last member of the family in his generation, though he is survived by a number of nephews and nieces.



Michael Edward Gibb, MA

who was born on 15 October, 1914, died in a car accident on 10 August, 1970.

Youngest son of Sir Alexander Gibb, GBE, CB, FRS, he was to distinguish himself in his own right as a consulting engineer and become one of the senior partners of the firm founded by his father.

Michael was educated at Eton and New College, Oxford, where he took his BA in 1936, later receiving his MA. After two years' training with Messrs Coode, Wilson, Mitchell and Vaughan-Lee (now Coode and Partners), he served throughout World War II with the Inns of Court

Regiment (Royal Armoured Corps), ending with the rank of Major. He then joined his father's firm, Sir Alexander Gibb and Partners, to which he devoted his entire career.

For the first two years he was engaged as assistant engineer under Mr T. A. L. Paton—now President of the Institution—on the Treforest Trading Estate and on a report to the Uganda Government on the Owen Falls hydro-electric scheme.

After two years' work on the Tummel-Garry project for the North of Scotland Hydro-Electric Board, he went to Africa in 1951 as an assistant resident engineer to Sir Alexander Gibb and Partners (Africa), an associated firm. The same year he became a partner of that firm. From 1951–54 he was associated with the design and supervision of construction of Dar-es-Salaam's new airport for the Government of Tanganyika; with major trunk roads and bridges, power station extensions for the City of Bloemfontein, and for the intake works for Mombasa water supply. He was responsible for a report presented by his firm to the Government of Kenya on the proposed international airport at Embakasi, Nairobi.

In 1954 he became a partner of the firm in London, Sir Alexander Gibb and Partners, responsible for the design and supervision during construction of several large engineering works. These included development for the Government of India of the naval dockyard in Bombay (dredging, reclamation,

construction of wharves), the extension of Cliff Quay for Ipswich Dock Commission, and construction of a deep water jetty and extension of the existing wharf at Northfleet for Bowater Paper Corporation. Other contracts for which he was responsible at this stage were for the reconstruction of Sule Pagoda wharves for the Board of Management of the Port of Rangoon, reconstruction of Liverpool Graving Dock for Grayson, Rollo and Clover Docks Limited, and the construction of Queenhill Bridge, taking the M50 across the River Severn. Recently he served on three British Trade Missions—to Ethiopia in 1964, to Jordan in 1966 and to the Congo in 1970.

It is evident that Michael Gibb had what it takes to succeed on his own account—not merely to follow in the footsteps of his famous father and elder brother, in itself a daunting prospect for any man. He had great perseverance and determination and was tireless and thorough in all he did. For him nothing but the best was good enough, but with his high standards he combined an acute sense of humour, and everyone liked him. He proved an outstanding Chairman of the Association of Consulting Engineers (1968–69), made many friends, and served on their Council for five years.

With his co-author, F. J. Tansley, he presented a Paper to the Institution, 'Queenhill Bridge over the River Severn', P. 23 (Dec. 1962), 545. Discussion: P. 26 (Oct. 1963), 345.

At the time of his sudden death Michael was Second Warden of the Skinners Company, a fact in which he took great pride. In two years' time he should have become Master. Ironically his eldest brother had also met sudden death at the age of 55, while playing polo.

Elected to corporate membership in 1950, he was transferred to the senior grade in 1957.

He is survived by his widow, and three daughters.