



IES

News Bulletin

June 2022

The Institution of Engineers in Scotland A Multi-disciplinary Engineering Institution

Message from our President

Dr Andy Pearson

Welcome to the June bulletin. Summer has arrived, and we have just enjoyed a "happy and glorious" jubilee weekend. This is my last message in the bulletin as IES President and I am looking forward to handing over to Dick Philbrick at his Presidential address in September. That makes this a good time to reflect on the last couple of years. They have been dominated by the effects of the coronavirus pandemic and this has clearly had a significant impact on the Institution, constraining our regular activities and restricting our ability to provide support to partner organisations such as Primary Engineer, FemEng and other Institutions. However, many good things have happened over the period, including a substantial refresh of our public face with a new website and new branding linked to the readoption of the Institution's original name. This has led to greatly increased visibility of the website to share information on news and events from our own programme and those of other Institutions. As a result, we now have a closer relationship with them and a greater interest from them in sharing our information too. The new website has also provided a platform for members to share views and opinions together with a photo gallery.

I encourage you all to revisit this over the summer and send your favourite pictures showcasing the best of Scottish Engineering to Laura for addition to the gallery.

Another good thing to come out of the pandemic restrictions has been our increased ability to engage with members from all over the country and even further afield. I really hope that this is a lasting benefit even once we return to evening meetings in lecture halls, and we can perhaps also welcome speakers from around the world presenting to a local audience from afar. This increased sense of connectedness has been evident in the online "Cuppa and Chat" sessions that started last year on the initiative of our Honorary Treasurer, Stuart Cameron, and have been a popular means of sharing news and views on a wide range of topics.

I am very grateful to all the members who engaged willingly in the online meetings, and moreso the council members who have been meeting online throughout the last two years to guide the affairs of the Institution. We have all had to adapt and survive but particular thanks go to our Secretary, Laura Clow,



who has handled the technical challenges of remote working with great skill (and patience) and our finance advisor, Senga Rocke. I am looking forward to evening meetings – particularly Dick's presentation in September – taking place "in person" and of course also to the James Watt Dinner in October. Meanwhile I trust that you will enjoy a peaceful and relaxing summer with lots more jubilee weather.

James Watt Dinner

This year's James Watt Dinner will be held on Friday October 7th in the Radisson Blu Hotel, Glasgow.

It would be lovely to see as many members there as possible – please consider coming along this year!

The ticket price is £65 for members and £80 for non-members



The Institution of Engineers in Scotland library on-line

Over the last 165 years the Institution has built up a record of its proceedings in the form of an annual volume of transactions. In the early days these were the records of papers presented at meetings of the Institution together with the subsequent discussion of the topic which often included written contributions from members who were unable to attend the lecture and sometimes carried forward into the following month's meeting. Some of the early volumes of the Transactions are over 500 pages long.

From 2013 (Volume 153), the transactions have been described as the Journal of Engineering with a new graphics style. The Journal includes papers that were not presented at meetings.

Following the relaunch of the IES website, now at www.engineers.scot, digital versions of the transactions were transferred to library.engineers.scot. Each volume is represented in the resource by a 'collection' that includes the file for the complete volume and separate files for each of the papers. All 159 volumes can now be accessed and we are working to complete the uploading of all the papers.

The transactions provide fascinating information about the development of engineering and the role of IES in the changes that have occurred since our formation.

IES Council has decided to allow open access to the digital library. Users need to register but there is no charge. Members are encouraged to promote its use to all who may be interested about engineering and the Institution.

IES Consult

A working group, under the chairmanship of Allan Mungall, has been set up to co-ordinate responses from the Institution to requests for consultation from the governments at Westminster and Holyrood. These calls for consultation are frequent but often not well publicised so the IES Consult working group will act as a sorting office, advising members of new calls for consultation, requesting input from members who are qualified to comment (based either on training, experience, location or

general interest in the topic at hand). Expect to see requests for input on a regular basis and provide feedback, but don't feel under pressure to respond to every call. We hope that this new initiative will provide a valuable conduit for engaging our members in the government consultation process and giving useful input to the development of legislation affecting the world of engineering.

Karoo Conquerer



The 'Karoo Conqueror' is a Class 15F 4-8-2 steam locomotive (No 3007) built in 1945 by the North British Locomotive Company in Springburn, Glasgow for the South African Railways. It was returned to Glasgow in 2007 and is now a main exhibit in the Museum of Transport in Glasgow.

In 2016, IES Fellow Dugald Cameron, former Director of the Glasgow School of Art, donated his painting of the Karoo Conqueror to the Institution. The painting portrays her in the Karoo, a semi-arid region of South Africa.

It looked well on the wall of our former office in the Clydeport Building but there is no suitable place to display it in our present office West George Street. With Dugald's agreement, the Bo'ness Museum of Scottish Railways agreed to accept the painting.



Past President Iain MacLeod delivered the painting to the Museum in March 2022. The photograph shows him with, Becky Peacock, the museum CEO.

Copies of the painting can be purchased - please contact secretary@engineers.scot

The Institute of Engineers in Scotland – A Family Connection

On my recent election as a Fellow of the Institute, I mentioned to the Administrative Secretary that I was following a family tradition, as my grandfather had been a Member of the (then) IESS in the 1930s, and she suggested I might write up this historical connection.

Alexander Pinkerton was born in Carluke on 2nd June 1887, the fifth of eight children of a landowning butcher. He grew up at a time when the first motor car had yet to be developed; the concept of a public electricity supply was unknown; the fastest mode of transport available was a steam train; and radio had yet to be invented. He told of how he had walked to see what he believed was the first motor car to drive in Scotland, and that he witnessed the Lanark Airshow in 1910 (this being the first public exhibition of flying in Scotland, and only 7 years after the Wright Brother's first successful hop). Before he died in Paisley on the 4th October 1983, he had lived to fly across the Atlantic as a passenger in a jet aircraft to visit his elder son and family in Vancouver, Canada, and watched live television pictures of men walking on the moon.

He was educated at the Carluke Market Place Public School, from where he graduated at the age of 12 with a Merit Certificate from the "Scotch Education Department" (sic), attesting to his proficiency in Reading, Writing, Arithmetic and English. He was subsequently apprenticed to a local firm of boilermakers and engineers who were installing and maintaining stationary steam engines on farms. From there he moved to Harland & Wolff's shipyard on the Clyde to develop his skills in marine engineering, and then joined the City Line as a ship's engineer. This role took him on several return voyages to India. We don't have any information about his activities during the First World War, but think it likely that his role in the Merchant Marine service would have continued.

After meeting and marrying the woman who would become my grandmother, he abandoned deep sea sailing, and joined David MacBrayne Ltd, thereafter limiting his voyages to the West Coast of Scotland.

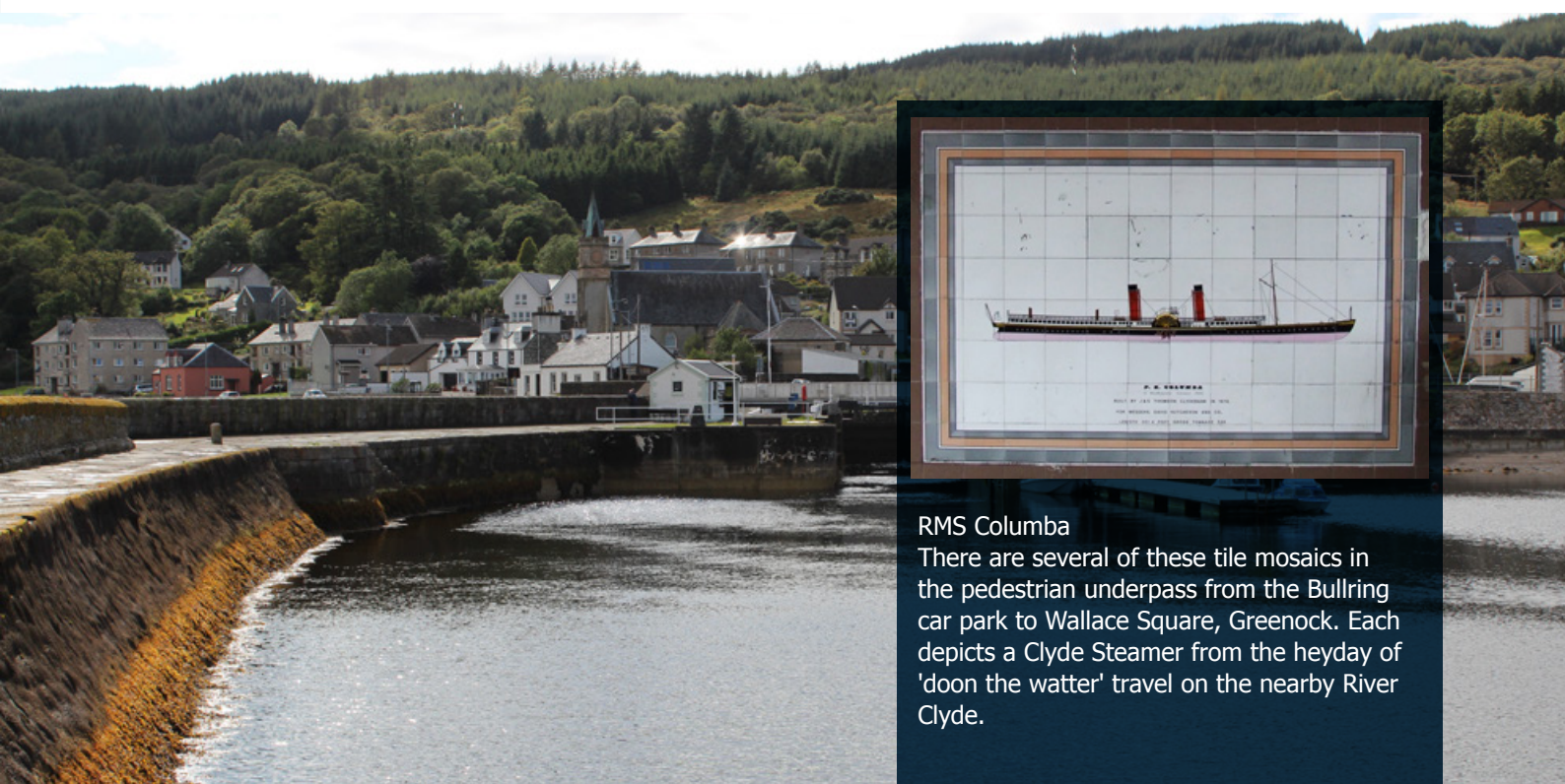
We think that his first MacBraynes post may have been on the PS Chevalier, sailing from Crinan to Oban. He did spend some time on other ships, and is recalled to have remarked that he had been the youngest Chief Engineer ever appointed by MacBraynes. He subsequently took charge of the engine room of MacBraynes flagship, the Paddle Steamer Columba, the largest, most famous and luxurious of all the Clyde Paddle Steamers. She ran the "Royal Route" daily from Glasgow to Ardrishaig and we have his blueprint drawings of the Columba's triple expansion steam engines.

When the PS Columba was sold in 1935, she was replaced as MacBraynes flagship by a turbine steamer originally called the Queen Alexandra, but following extensive refurbishment, lengthening, and being fitted with a third funnel, she was renamed the Saint Columba. During WW2, Saint Columba served as an accommodation ship, based in Greenock, and during this period my grandfather spent time as an Engineer on the Steam Yacht Iolaire. The Iolaire (originally built by Beardmore's Yard on the Clyde as the personal yacht of the shipping magnate Sir Donald Currie) had been requisitioned by the Admiralty at the outbreak of WW2 and when my grandfather was aboard she was based at Altbea, in Wester Ross, as an accommodation ship for senior officers and the "lead-in" ship during the formation of the Russian Arctic Convoys in Loch Ewe.

My grandfather returned to the Saint Columba in 1946, and looked after her engine room until his retirement in 1955. The Saint Columba continued to sail until 1958, when she too retired and was scrapped shortly thereafter.

I was born in 1956, and I only ever knew him as a pensioner. I'm told that at the age of two my answer to the perennial question of what I wanted to be when I grew up, was to be "a 'tired Engineer, like my Grandad."

Angus Pinkerton, B.Sc., FIES.



RMS Columba

There are several of these tile mosaics in the pedestrian underpass from the Bullring car park to Wallace Square, Greenock. Each depicts a Clyde Steamer from the heyday of 'doon the watter' travel on the nearby River Clyde.



IES

Early details of our lecture programme for 2022-2023

Presidential Address

Making Machines Matters: learning what you don't know!

Dick Philbrick

Tuesday 20th September 2022, Details tbc

The Rankine Bicentenary Lecture

Vert Rotor – innovative compressor technology

TBC

Tuesday 11th October 2022, Details tbc

Green Ammonia as a Global Reserve Fuel - Marking the end of Oil and Gas

Dr Mike Mason

Tuesday 8th November 2022, Details tbc

Joint meeting with RINA

Discussion on topical subject

Tbc

Tuesday 6th December 2022, Details tbc

Joint meeting with IMarEST

Orbital - Helping turn the tide on climate change.

Andrew Scott

Tuesday 10th January 2023, Details tbc

Building passivhaus schools in Scotland

Jonathan Hines

Tuesday 14th February 2023, Details tbc

Quantum Computing - how to build a REALLY cool computer

Dr Viv Kendon

Tuesday 14th March 2023, Details tbc

Site visit and lecture

NMIS & Boeing developments in Glasgow

Craig Knowles

March 2023, Details tbc

Retrofitting buildings

Steve Fernandez

Tuesday 18th April 2023, Details tbc

AGM – details to be confirmed