

WL Scott, Dr Guthlac Wilson & Sir Cyril Kirkpatrick: The Founding Fathers

During the 1990s, Jim McCafferty and other Partners, Directors and senior staff participated in the induction and training of new Graduates and staff and any others who were interested.

Jim McCafferty, as a result of his own interests, had become the archivist and keeper of the early history of the firm in Scotland. He located and obtained photographs and obituaries of the 'Founding Fathers', Scott, Wilson and Kirkpatrick and amassed a collection of their early papers and photographs of some of their more interesting projects. In addition, he located some of the early correspondence between SWK HQ in London and the embryonic office in Glasgow. Some of this collection was the basis of Jim's talks to the aforementioned Graduates etc during the 1990s. At the time, A4 'Slicks', or transparencies were used with an overhead projector to illustrate his talks. Obituaries and photographs of the 'Founding Fathers' were also framed and displayed in the Park Circus Conference Room. Visiting Partners and Directors found these made interesting reading and many had never seen photographs of Scott, Wilson and Kirkpatrick! In time the obituaries and photographs were copied to the other main UK offices but, as hanging obituaries in conference rooms was thought a bit ghoulish, most offices stuck with the display of the framed photographs of the 'Founding Fathers'!!

Copies of the 'slicks' used by Jim McCafferty in his talks are collected here in three separate Appendices:

The Founding Fathers: [1] WL Scott; [2] Dr Guthlac Wilson and [3] Sir Cyril Kirkpatrick.

Note the letter heading referring to Scott & Wilson, Kirkpatrick & Partners (Incorporating Scott and Wilson and Sir Cyril Kirkpatrick & Partners) in the first 'slick' a letter from Geoffrey Williams to R. Hodgen in 4 Park Gardens, Glasgow, C.3. commencing 'Dear Hodgen'!

It took some years to move to Scott Wilson and Dear Roy.

Jim McCafferty

July 2015

Scott Wilson Kirkpatrick

CONSULTING ENGINEERS

Scott Wilson Kirkpatrick & Partners (Scotland) • 6 Park Circus • Glasgow • G3 6AX • Scotland
Telephone (041) 332 2258 • Fax (041) 333 9360 • Telex 858805

SCOTT & WILSON, KIRKPATRICK & PARTNERS
CONSULTING CIVIL AND STRUCTURAL ENGINEERS

(INCORPORATING SCOTT AND WILSON AND
SIR CYRIL KIRKPATRICK & PARTNERS)

MEMBERS OF THE ASSOCIATION OF CONSULTING ENGINEERS

E. O. MEASOR, A.C.G.I., B.Sc., M.I.C.E., M.I.S.T.R.U.C.T. E. R. W. HAWKEY, M.A., M.I.C.E., M.I.W.E.
HENRY GRACE, S.M.M.Sc., M.I.C.E., F.A.S.C.E., A.M.I.W.E. F.M. BOWEN, M.I.C.E., M.I.S.T.R.U.C.T. E.
C. G. SANG, B.Sc., A.M.I.C.E.

ASSOCIATES

J. K. M. HENRY, B.A., B.A.I., M.I.C.E.
G. M. J. WILLIAMS, M.A., M.I.C.E., F.A.S.C.E.

SECRETARY

ROBERT MOODIE, M.B.E., T.D.

GMJW/FAK
E.N.6023

47, VICTORIA STREET,
LONDON, S.W.1.

TELEPHONE: ABBEY 5921/6
TELEGRAMS: PONTIFACT SOWEST LONDON
CABLES: PONTIFACT LONDON

6th June, 1961.

*Booked 15th June 1961
at Royal Hotel*

R. Hodgen Esq.,
Scott & Wilson, Kirkpatrick & Partners,
4, Park Gardens,
Glasgow, C.3.

Dear Hodgen,

St. Andrews University Survey of North Haugh Site

Following our telephone conversation, I am enclosing copies of letters that we have sent to William Holford & Partners, who are the Architects and Planning Consultants to St. Andrews University, and to Mr. Miller, who is the University's Resident Architect and who will make all necessary local arrangements for the survey. Mr. Miller's telephone number is St. Andrews 1211.

Within the next few days we will be confirming who we wish to undertake the survey, and will send you a Brief for him.

Yours sincerely,

Geoffrey Williams

*Royal Hotel
South Street
St Andrews 20.*

Encl.

Rifflets

St Andrews 209

12.9

*Charles Lead is bringing in
up instrument and
tachometer oil tables*

*Call in at Mr. Miller's
office
at lunchtime!*

12.9



WILLIAM LESLIE
SCOTT

1889 - 1950

Obituary

WILLIAM LESLIE SCOTT

WE have learned with regret of the death of Mr. William Leslie Scott, which occurred at 69, Holland Avenue, Cheam, Surrey, on January 23rd. He had been associated with reinforced concrete engineering in this country for the past forty years.

William Leslie Scott was born on November 17, 1889, and was educated at Mile End House Preparatory School and the Municipal College, Portsmouth. He served his pupilage at the Thames Ironworks and was awarded a bronze medal by the City and Guilds Institute at their structural engineering examination in 1910. Subsequently he joined Considere Constructions, Ltd., in 1911 as an assistant engineer and continued in that capacity until he went out to the Public Works Department of the Gold Coast as assistant engineer in 1914, returning to England to join Lloyd's Register, London, as surveyor in 1917. During his period of service with Lloyd's Register he interested himself in the construction of reinforced concrete ships, visiting America to study the construction of such ships in that country, and presented a paper on the subject to the Institution of Naval Architects in April, 1919.

He returned to Considere Constructions, Ltd., as chief engineer in 1919 and continued

in that capacity until starting in practice on his own as consulting civil engineer in 1936. During his period as chief engineer of Considere Constructions, Ltd., he was responsible for the design of numerous large reinforced concrete structures. He was always particularly interested in the design of concrete bridges and his firm were consulting engineers for the George V bridge, Glasgow, Chiswick bridge and Twickenham bridge. The design for the George V bridge was adopted after competitive designs had been called for and examined. Amongst other work might be mentioned the Dorchester Hotel, Surrey County Offices, Kelvin Hall, Glasgow, and the Memorial Hall, Sheffield.

After starting in private practice in 1936 Mr. Scott was consulting civil engineer for Berkeley Square House and Fountain House, Park Lane, and designed a number of bridges for the Ministry of Transport. During the last war he was on the Anti-Concrete Committee of the Ministry of Supply and was engaged on specialised consulting work for the Department of Scientific and Industrial Research.

In 1945 he took Mr. Guthlao Wilson into partnership and was subsequently engaged on a wide variety of work, including the design of bridges for the Ministry of Transport, a factory for British Nylon Spinners in South Wales, Pimlico housing scheme for the Westminster City Council, a number of roads and airfields in Nyasaland for the Crown Agents, and the structure of the new concert hall on the South Bank for the L.C.C.

He was the author of a textbook on "Reinforced Concrete Bridges," and part-author with Dr. W. H. Glanville of the handbook on "The Code of Practice for Reinforced Concrete," which has been in wide use since its publication. Mr. Scott was a member of the Institution of Civil Engineers, a member of the Institution of Structural Engineers, and a member of the Association of Consulting Engineers. He was also a member of various committees concerned with Codes of Practice and British Standards, and was the author of numerous papers and articles on reinforced concrete work.

Candidates circular for AMICE Elected 14/1/1919

*183. SCOTT, WILLIAM LESLIE,
 (Age 29)
 Born 17 November, 1889 :
 "Fairview,"
 Sherwood Park,
 Sutton,
 Surrey.

[† Certificate of Pupilage
 produced.]

(a)

Nationality.—British.
 Present occupation.—Ship Surveyor (Reinforced Concrete Ships), Lloyd's Register of British and Foreign Shipping.

Dated 24 April, 1918.

Proposed by W. S. ABELL (M.).

Herbert E. Steinberg (A.), A. M. Alexander (M.), A. Ruck-Keene (M.),
 G. H. W. Dawson (A.), Arthur F. Wickenden (A.), J. T. Milton (M.).

Education.—General Education at St. Mary's School, Kingston, and Oliver's Preparatory School, Portsmouth. 1900–1906

Engineering Study at The Municipal College, Portsmouth ; 1909–1911
 period 2 years.

Practical Training.† } Under Mr. H. E. Steinberg (A.M.). 1912–1915

In the Office 3 years.

In or on Works — years.

Experience as an Assistant under:—

Messrs. The Considère Construction Company, Ltd. ; 1915

Public Works Department, Gold Coast Colony. 1915–1916

In the Office } 2 years.
 In or on Works }

Examination.—Passed Associate Membership Examination.

Feb. 1915

* Admitted Stud. Inst. C.E., March, 1914, on the recommendation of Mr. H. E. Steinberg (A.M.).

Engineering experience subsequent to training.—As Assistant Engineer to Messrs. The Considère Construction Company, Ltd., 5, Victoria Street, S.W., engaged on reinforced-concrete design, including work on Aberdeen Harbour and the Glasgow electrical power station. 1915

Assistant Engineer in the Public Works Department, Gold Coast Colony, West Africa, engaged on survey work in "Bush," construction of concrete drains, road construction and maintenance, erection of concrete bridges and maintenance of public works. 1915–1916

Acting District Engineer, Public Works Department, Gold Coast Colony. Employed on drainage of large swamps, reconstruction of landing stage, road surveying through "Bush," prevention of sea erosion, erection of reinforced-concrete bridges, road construction and maintenance of public works. Invalidated from Gold Coast. 1916–1917

Technical Assistant to the Deputy Controller of Auxillary Shipping, Admiralty, London, on inspection of reinforced-concrete ships under construction for the Deputy Controller of Auxillary Shipping, Admiralty. 1918

Ship Surveyor (Reinforced-concrete Ships), Lloyd's Register of British and Foreign Shipping, London (by arrangement with the Admiralty). Examination of designs for ships proposed to be constructed of reinforced-concrete, inspection of craft under construction. 1918

W. S. A.

J. T. M.

A. R. K.

1A

St. Keverne, Holland Avenue, Sutton, Surrey.

(Age 37). Born 17 Nov. 1889. Elected 14 Jan. 1919.

Engineering experience since the completion of training.

12 years.

Experience in positions of responsibility - in respect to which this recommendation for Transfer is made.

8 years.

Present Occupation.

Chief Engineer to Messrs. Considere Constructions Ltd., Consulting Engineers, 72 Victoria Street, London.

Dated 2 March, 1927.

- | | | |
|--------------------|-------------------|---------------------------|
| W.S. Abell (M). | H. Japp (M). | A.M. Alexander (M). |
| Thomas Somers (M). | O.G.C. Drury (M). | Nicholas G. Gedye (M). |
| H. Ruck-Keens (M). | A. Dryland (M). | Herbert E. Steinberg (M). |
| Ernest Latham (M). | J.V. Nimmo (M). | A.W. Lewis (M). |

Education.

1896-1909. General Education at St. Mary's and Mile End House Schools, Portsmouth.

1909-1911. Engineering Study at Municipal College, Portsmouth; Period 2½ years.

Practical Training.

1911. Under A.M. Alexander (M);

1912-1915. " H.E. Steinberg (M);
Period 4 years.

Examination.

Passed the Associate Membership.

Engineering experience prior to Election.

1915-1917. Assistant Engineer, Public Works Dept., Gold Coast Colony. Acting District Engineer, P.W.D. Gold Coast Colony.

Technical Assistant to Director of Auxiliary Shipping, Admiralty (Transferred to). W.S.A. H.R.-K.

1918-1919. Lloyds Register of Shipping. Senior Surveyor for concrete shipping under classification with the Society. W.S.A. H.R.-K.

Tour of United States and report to Lloyds Committee on American Concrete Shipbuilding Industry. W.S.A.

Engineering experience since Election.

Chief Engineer to Considere Constructions Ltd. - N.G.G. Responsible for the design of the following works:- H.J.

1919-1926. Dalmarnock Power Station - Glasgow (Extensions) H.E.S. Turbine House, switch and boiler houses, etc. J.V.N. cost £52,000.

- 1920-1922. Wharf at Newhaven for L.B. & S.C.Rly. Sussex. O.G.C.D.
Total length, 1635 feet. Cost £50,000. J.V.N.
1921. Deep water Jetty - Thames Haven, cost £31,000. E.L.
- 1924-1925. 6000T. elevated coal bunker for Gas Light and J.V.N.
Coke Company, cost £27,000.
- 1925-1926. Bridge over River Kelvin, Glasgow (two spans) T.S.
Total length 220 feet, width 80ft. Cost £30,000. J.V.N.
- Kelvin Hall of Industries, Glasgow. Approx. area T.S.
190,000 sq.ft. Cost £207,000. J.V.N.
- Govan Refuse Power Works. Elevated road ways,
bridges - bunkers - cooling pond, etc.; Approx.
cost £35,000.
1926. Queen Margaret Bridge, Glasgow. Total length
460 feet, central span 136 feet - two subways. J.V.N.
Width 80 feet (inprogress). Cost £74,000. T.S.
- Factory for Messrs Carreras Ltd., Mornington
Crescent, N.W. Floor space 9 acres (in progress) H.E.S.
Cost £508,000.
- 1923-1925. Study of proposed reconstruction of Bridge over
Menai Straits in reinforced concrete for Ministry H.E.S.
of Transport.
-

PAPERS BY W. L. SCOTT

Concrete and Constructional Engineering

Vol. 17, 1922

Walkerburn hydro-electric scheme.

pp9-12.

Mild v. high-tension steel for reinforced concrete works.

pp307-308.

Georgetown Cathedral, Demerara.

pp431-436.

Vol. 18, 1923

Reinforced concrete bowstring bridge at Nantes.

pp439-444.

Vol. 19, 1924.

Secondary stresses in reinforced concrete arched bridges.

pp9-11.

Reinforced concrete substructure at Messrs. Barker's new store at Kensington.

pp575-579.

Vol. 20, 1925.

Open-air swimming pools.

pp27-29.

Pit-head gears in reinforced concrete.

pp303-308.

Reconstruction of Pandy Bridge, Monmouth.

pp667-671.

Vol. 22, 1927.

Rapid-hardening concretes: some practical notes on their use.

pp367-371.

Messrs Carreras' new factory, Mornington Crescent, London: London's largest reinforced concrete building.

pp421-425.

The new Kelvin Hall of Industries, Glasgow.

pp488-493.

Vol. 25, 1930.

Design of reinforced concrete slabs.

pp167-177, 221-231, 293-296.

Vol 26, 1931.

Recent developments in arch design.

pp181-186.

Construction of Chiswick bridge.

pp397-402.

Vol 27, 1932.

192' sq
Pumped storage Reservoir
(Near Inner Lifford) Scottish Borders
(formerly Peebles-shire)
Pelton Turbine
for W'burn Mills
now gone

Construction of Chiswick bridge.
pp4-8, 318-325.

Piles 93ft long at Renfew.
pp95-100.

Concrete test cubes.
pp375-379.

Twickenham bridge.
pp434-445.

Vol. 28, 1933.
Sheffield City Hall.
pp3-8.

Twickenham bridge.
pp14-20, "Thames bridge suppl.", July 1933.

Chiswick bridge.
pp32-46, "Thames bridge suppl.", July 1933.

Institution of Naval Architect s Trans.
Concrete ship building in the United States of America.
Vol. 61, 1919, pp215-222.

The Engineer.
Construction of Oswald Street bridge, Glasgow.
Vol. 141, Jan. 15 1926, pp62-63.

*built 1924-7
originally commissioned
1914 - delayed*

Killermont bridge, Glasgow.
Vol. 142, Oct 26 1926, pp448-449.

Kelvin Hall of Industries, Glasgow.
Vol. 144, July 15 1927, pp66-68.



THE KELVIN HALL OF INDUSTRIES
GLASGOW 1926



THE MUSEUM OF TRANSPORT



THE SPORTS ARENA

KELVIN HALL GLASGOW
1994



KING GEORGE V BRIDGE
GLASGOW 1927



KILLERMONT BRIDGE · GLASGOW
1926

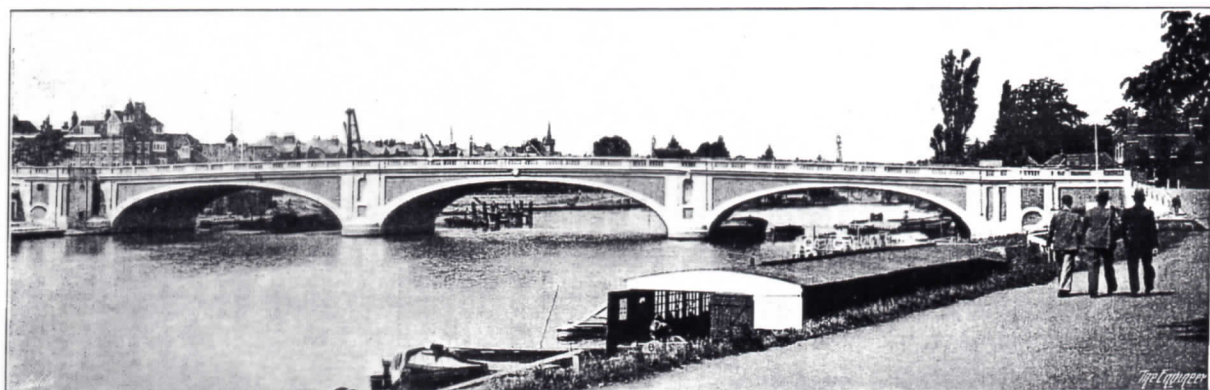


QUEEN MARGARET BRIDGE
GLASGOW 1926

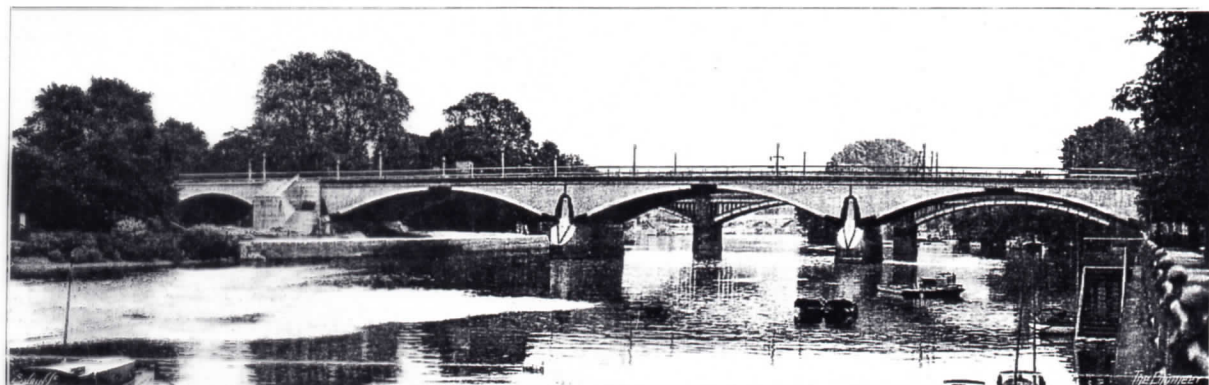


THE DORCHESTER
PARK LANE
LONDON

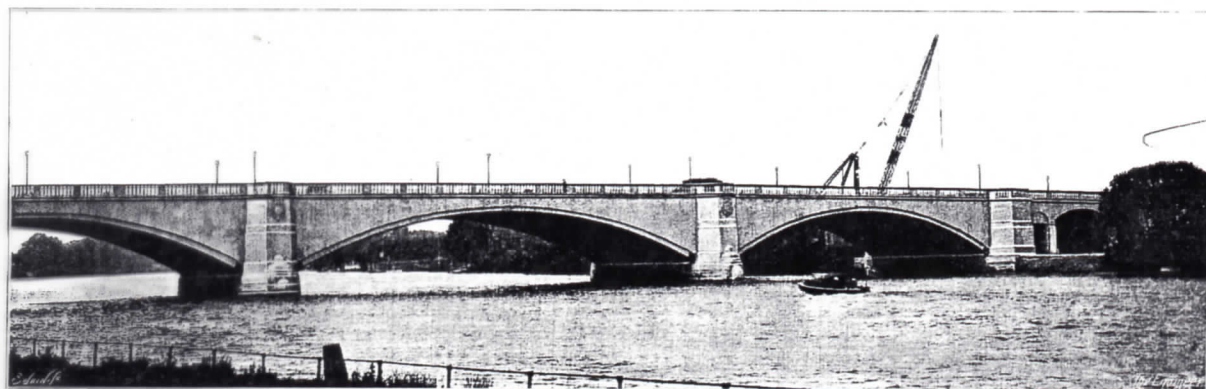
THREE NEW THAMES BRIDGES



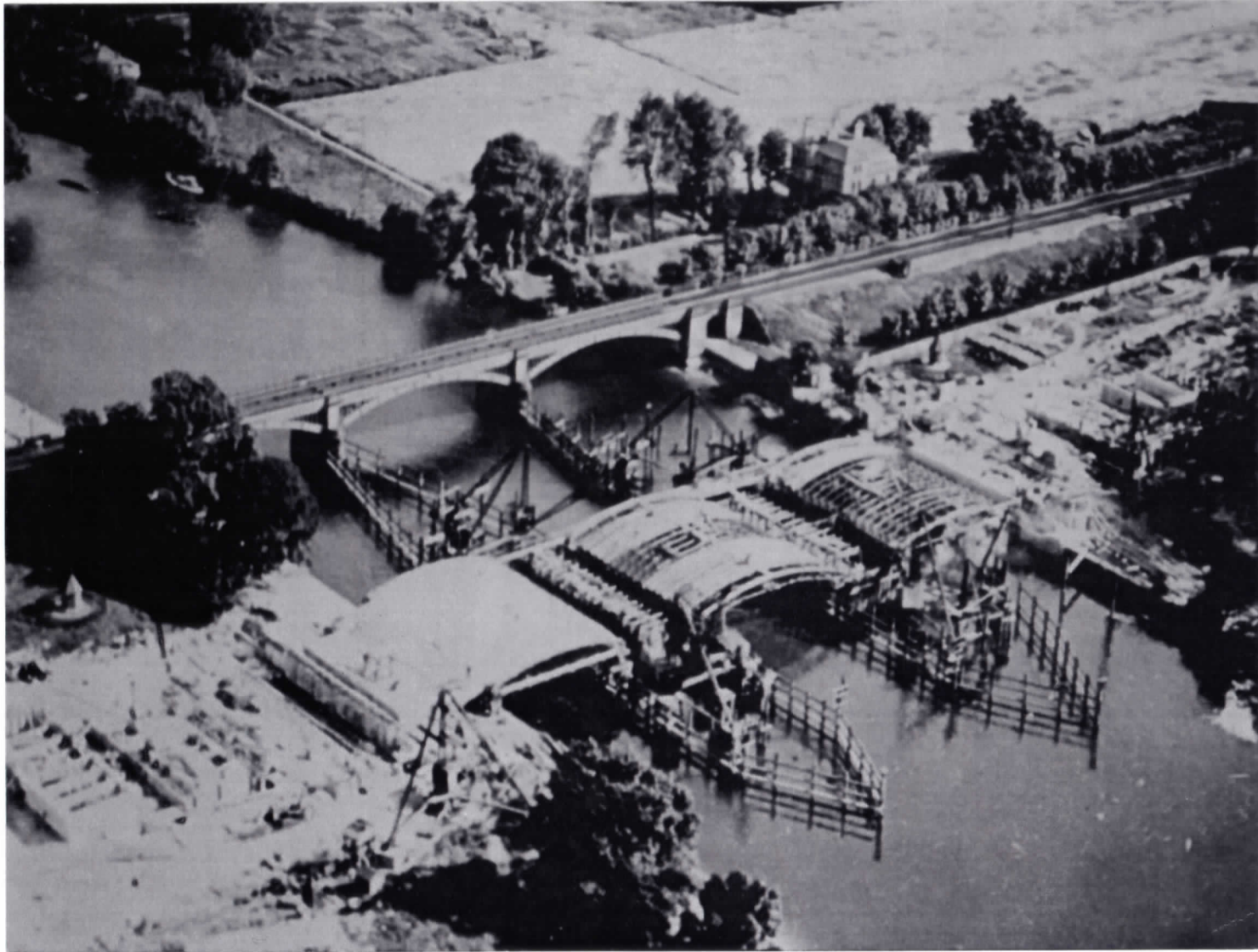
HAMPTON COURT BRIDGE



TWICKENHAM BRIDGE

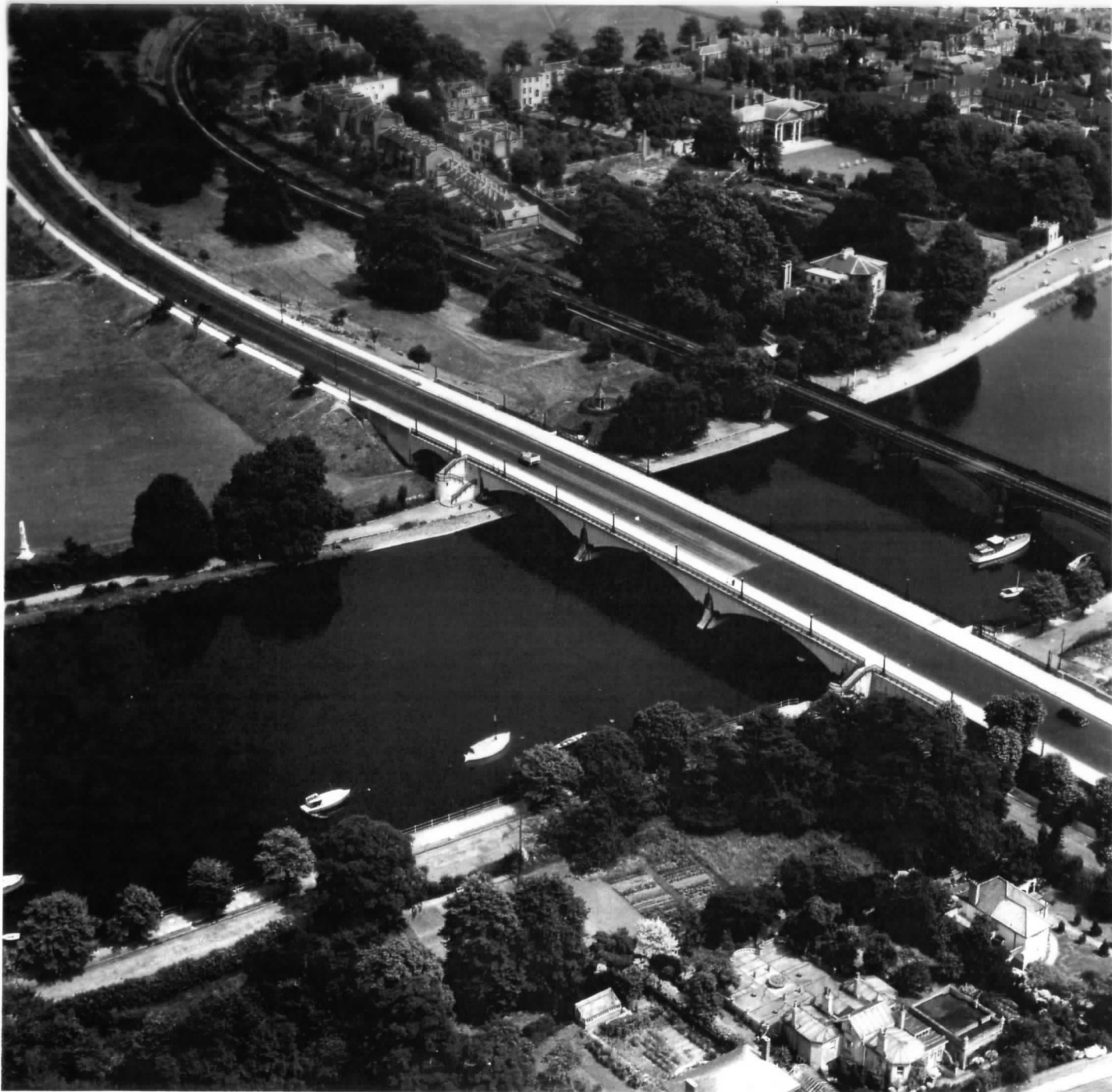


CHISWICK BRIDGE

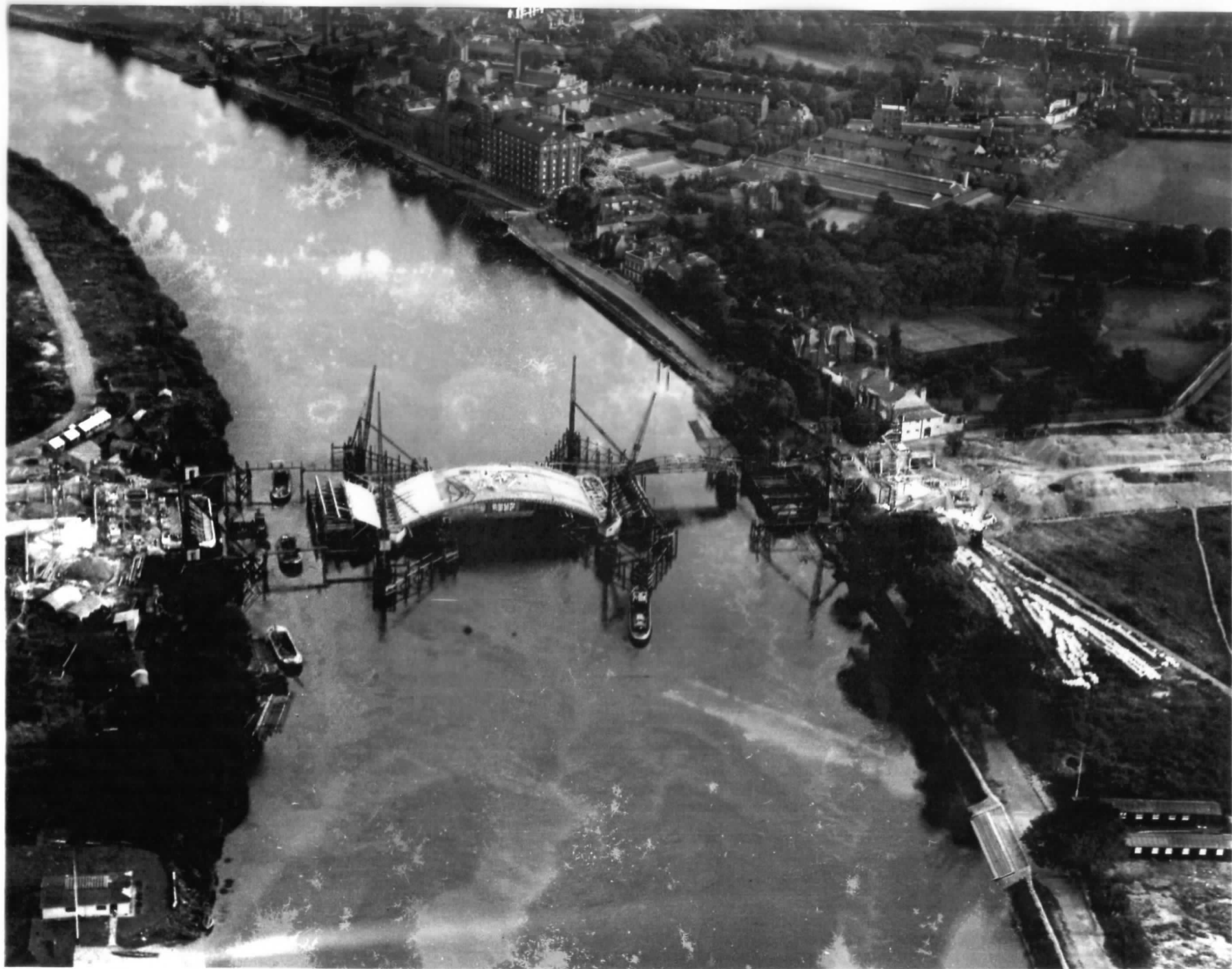


TWICKENHAM BRIDGE

taken 1930

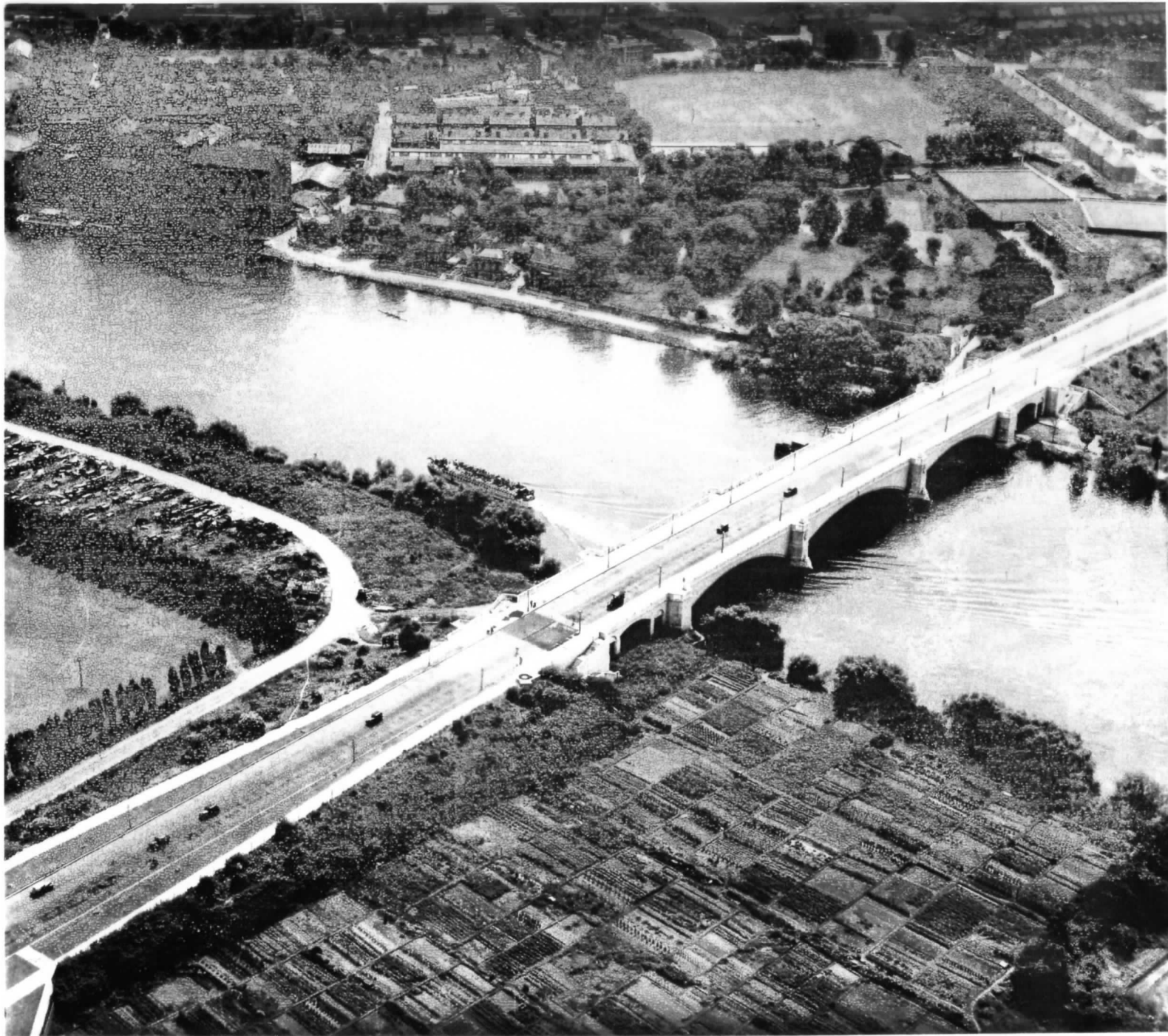


TWICKENHAM BRIDGE
taken 1941



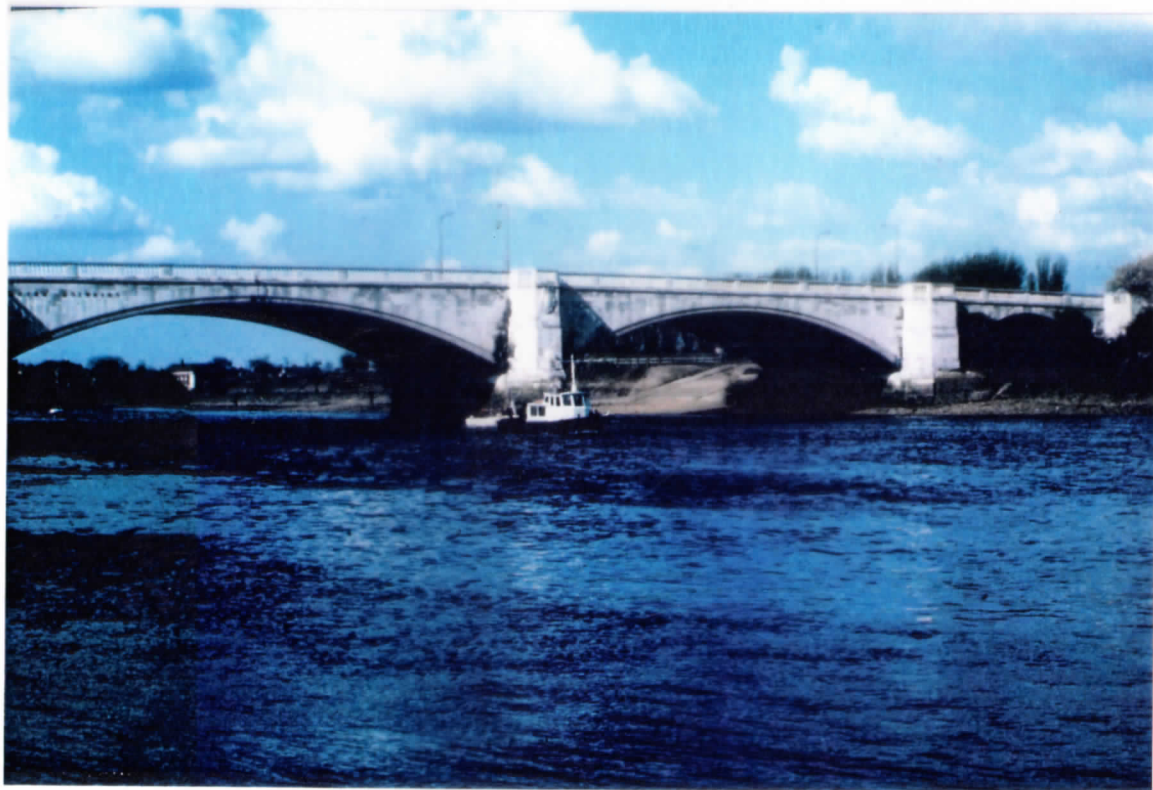
CHISWICK
BRIDGE

1930



CHISWICK BRIDGE

taken 1939



CHISWICK BRIDGE.

taken 1994.

The Dome of Discovery

Royal Festival Hall



THE FESTIVAL OF BRITAIN 1950
CONSTRUCTION SITE

ROYAL FESTIVAL HALL LONDON

taken ~ 1990

