

Sheila

City Chambers Glasgow G2 1DU



The Rt Hon The Lord Provost of Glasgow

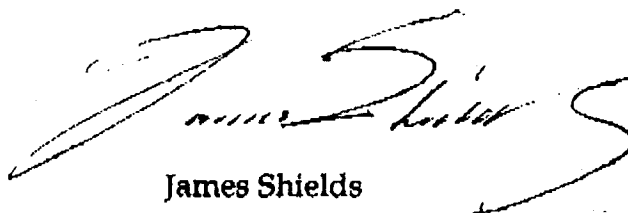
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HENRY GRACE - A Tribute

Henry Grace will be remembered by many people in Glasgow as one of the leading figures of his generation within his own specialisation. His company were heavily involved in roads design and many of the discussions leading to the proposals for a motorway system originated from his fertile brain including the Highway Plan of the 1960's. Thereafter, the implementation of many of its proposals which included a section of the Glasgow Inner Ring Road and parts of what we now know as the M8 were left in his capable hands. A practical man his proposed solutions were integral to the comprehensive development of the Glasgow Inner City including the areas of Townhead, Cowcaddens, Woodside and Anderston. He was a respected figure and his compleat approach was welcomed by engineers at national level.

The people of Glasgow owe a debt of gratitude to Henry Grace. The regeneration of our great city emanates from its very heart but had the infrastructure that Henry put in place not been so far sighted then we would not have been so well placed in developing as successfully as we have. His legacy will remain with us in years to come.



James Shields

Henry Grace

ONE PERSONALITY sadly absent from yesterday's celebration at ICE of consultant Scott Wilson Kirkpatrick senior partner Ken Innes' 40 years with the firm, was Henry Grace (M), a founder of SWK who died in an accident recently..

Grace was a man of integrity, energy and dogged, single-minded enthusiasm, especially for soil mechanics – a science he helped pioneer and which ran a common thread through his life as an engineer until his death at 82.

Those who worked with Grace were impressed by his strongly focused ideas and the difficulty of deterring him from any course of action. Such action usually proved that his judgment was right. And if occasionally things did go wrong Grace's advice was to: "go and tell the client straight away, yourself".

Born into a long-lived and strict Quaker family, Grace gained an MSc at Bristol in 1937 and followed his interest in soil mechanics at Harvard University.

He returned to England, joined the RAF and applied his soil mechanics knowledge to wartime airfield construction. The work continued in the Pacific during the war with Japan.

Grace joined Scott & Wilson in 1946, established an office in Nyasaland and was responsible for Blantyre Airport, Mudi Dam and many laterite clay roads, developing an interest in low cost, appropriate construction. In 1952 he set up a Hong Kong office and engineered Kai Tak Airport.

A decade later, back in Britain, Grace started the SWK office in Glasgow and pioneered the city's highway plan. He was a senior partner at SWK from 1971 until 1976.

But retirement was something he did not seem to understand. The day after Grace retired, he turned up at the office as usual and carried on issuing orders, spearheading work on the World Bank funded Kenya Rural Access Roads scheme. Five years later, when his period as a consultant ended, he set up his own firm, Henry Grace & Associates.

Golf, climbing and walking were his recreation. The accident in which he fell to his death from a Cornish cliff path on 31 May appears to have occurred when he took off his glasses to take a photograph and missed his footing.

Henry Grace

HENRY GRACE, who has died aged 82, was a founder of the consulting engineers Scott & Wilson, and a senior partner of Scott Wilson Kirkpatrick from 1971 to 1976.

Henry Grace was born in 1912. He gained an MSc from Bristol University in 1937, and then read soil mechanics and foundation engineering at Harvard University.

During the Second World War, Grace was commissioned into the RAF and was engaged on the construction of military airfields.

He also developed and ran a course on soil mechanics, the lecture notes of which became a definitive reference book on airfield construction.

Grace was also chief technical officer for a British task force established to design and build airfields on Pacific islands, from which bombers were to raid Japan.

After the atomic bomb was dropped on Japan, the force was diverted to Hong Kong and Grace began his long connection with the territory.

Grace helped found Scott & Wilson in 1946, and became a partner four years later. He established an office in Nyasaland — later Malawi — and was responsible for the design and building of Blantyre Airport, the Mudi Dam and many roads. The Malawi office was one of the firm's first overseas branches and still thrives today.

In 1952 Grace set up a partnership in Hong Kong to plan and design the innovative and unusual airport at Kai Tak.

Further partnerships were later established in Nigeria and Ghana. The firm merged with Sir Cyril Kirkpatrick & Partners to become Scott Wilson Kirkpatrick.

Grace also saw the importance of traffic engineering, was involved in the development of motorways and was a member of the Road Research Board, the Committee on Overseas Road Research and the Council of the International Road Federation.

He arranged for many of the company's young recruits to study traffic engineering in America.

In retirement Grace set up a new partnership to develop his theories on the construction of low-cost roads. With the aid of grants from the World Bank he was able to carry out studies on the development of road communications in Third World countries.

He was married and had two sons and two daughters.

Daily Telegraph?

D.T. 16/8/94

HENRY GRACE

Henry Grace, civil engineer, died on May 31 aged 82. He was born on November 14, 1911.

HENRY GRACE was a leading figure in the construction industry who played an innovative role in the construction of airfields, and low-cost roads in developing countries.

During a career spanning three decades he was one of the founding members of Scott & Wilson and after that firm's merger with Sir Cyril Kirkpatrick & Partners he became senior partner from 1971 to 1976 in what became Scott Wilson Kirkpatrick. His expertise covered a wide range of public works including airports, motorways, dams and water supply.

After gaining his MSc from Bristol in 1937, Grace went on to study at Harvard University to read Soil Mechanics and Foundation Engineering under Professors Terzaghi and Casagrande. It was here that he met his wife Ann, and

where he laid the foundations for his future in engineering.

During the war Grace returned to England from the United States to be commissioned in the RAF, where he was engaged on the construction of military airfields. He developed and ran a course on Soil Mechanics, the lecture notes of which became a definitive reference book on airfield construction. This was not attributed to Grace as he regarded it, with typical humility, as his contribution to the war effort.

Towards the end of the war he became the Chief Technical Officer on the staff of Tiger Force. This was to be a British bomber force (and would have included the famous 617 "Dambusters" Squadron) designed to assist the US Air Force in the destruction of bridges connecting the Japanese islands, prior to an invasion.

Grace's role was to investigate and apply new technical developments to airfield run-



way construction on islands in the Pacific which would form bases for the bombers. In the event, following the dropping of the atomic bombs on Hiroshima and Nagasaki and the abrupt end of the Pacific war, the force was diverted to Hong Kong and Grace began a long connection with this territory.

He joined Scott & Wilson in

1946 and became a partner in 1950 when he established an office in Nyasaland — later to become Malawi. He was responsible for the design and supervision of the building of Blantyre Airport, the Mudi Dam and many miles of road, which stimulated his interest in the construction of low cost roads in developing countries.

The Malawi office was one of the firm's first overseas branches and is still thriving. In 1952, he set up a new partnership in Hong Kong to plan and design the innovative and unusual airport at Kai Tak, which was the first major international airport to extend into the sea.

Further partnerships were later established in Nigeria and Ghana which laid the groundwork for Scott Wilson Kirkpatrick's widespread expansion overseas.

Grace's interests in engineering were very wide ranging. As well as soil mechanics, he saw the importance of traffic engineering and its

application to solving transportation problems in this country and overseas. He was a member of the Road Research Board, the Committee on Overseas Road Research and the Council of the International Road Federation. He demonstrated his commitment to the future of traffic engineering by arranging for young recruits to study this new subject in the United States. These young engineers returned to the UK to spearhead SWK's work in the UK.

He had a significant involvement in the early development of motorways and was responsible for an extensive list of innovative projects.

Henry Grace retired at the end of 1976 but continued to play an active role in engineering, setting up a new partnership to further develop his theories on the construction of low cost roads. With the aid of grants from such institutions as the World Bank, and in collaboration with a former RAF colleague, he was able to carry out fundamental studies which will make an important contribution to the development of road communications in Third World countries. It is hoped that this work will be carried forward by others.

Grace was held in great affection by all who knew him. His integrity and dedication to civil engineering was exemplary. He worked hard and enjoyed life to the full. His death occurred when he slipped and fell from a cliff while rock-climbing while on holiday in Cornwall. He is survived by his wife, two sons and two daughters.

c.c. KWI
PAG
RMcG
CWH (for Marketing)