

WADDELL LINE WHO'S WHO

WADDELL. Alexander (Sandy) Wingate. Born 23 Mar 1919 third child and son of Robert Waddell and Jessie Frances Hannah (Née Findlay) at Dore and Totley near Sheffield. Earliest years were passed at 'Elmwood' a Queen Anne masonry villa at Old Whittington near Chesterfield. Home education preceded one year at Glyngarth preparatory school at Cheltenham, where his cousin Edward Findlay Gueritz was a day pupil, prior to acceptance for St George's School, Windsor as a Chorister of the Royal Chapel between 1928 and 1932, under Sir Walford Davies then Master of the King's Music, thus following elder brother Robert (Robin) Erskine by two years. There were few great occasions at that time, only one Garter Service in the austere economic conditions of the day, bowler hatted and no robes, thereafter to Magdalen College School, Oxford until December 1936. The headmaster Rushworth Kennard Davies was a long time friend of Peter Hateley Waddell when undergraduates at Balliol College. Career commenced at Markhams Foundry in Chesterfield as a general apprentice with the opportunity to go through all departments. However a move to London followed and employment as a student engineer with the Northmet Power Company's Taylors Lane generating station, with evening class studies at the Northampton Polytechnic Islington. In the Summer 1949 registered under the First Militia as War enlistment precaution but not called up until January 1940 into the Royal Army Medical Corps at the new Church Crookham barracks near Fleet. On completion of recruit training was transferred to Royal Engineers OCTU at Shorncliffe where little training was possible, being employed in the coastal defence role against anticipated invasion.

Training was eventually completed at Aldershot in January 1941 and posted to 48 Division RE at Crediton, Devon. Seconded variously to 226 Field Coy, the Duke of Cornwall's Light Infantry at Bodmin and 227 Field Park Coy at Lifton, the Division was moved to East Anglia and 227 to Wragby near Lincoln until posted overseas in January 1943. Arrived round the Cape at Suez without transport, bombed in a separate convoy, the unit was put to building a slipway on Chevalier Island at Ismailia on the Canal and on completion the assembly of prefabricated Troop Landing Craft shortly after used in the invasions of Sicily and Italy. After a stint of maintaining the road from Ismailia to Palestine 227 was broken up being drafted as second in command with 60 of 227 to 2nd Cheshire Field Squadron, where received none too warmly amidst the Pyramids. Embarked shortly afterwards for Italy via Sicily, the Messina Ferry and rail to Naples from whence to relieve the Polish Brigade engineers at Forlì del Sanio, east of Cassino. From then on served in support of South African Division and others to Florence, and rested at Lido de Roma where malarial infection caused casualties during crossing the Apennines to the Adriatic side. Converted to an Armoured Squadron at Rieti the unit supported 43 Div, the Gurkha Infantry Brigade at Coriano Ridge. With the unit due to be disbanded and used as reinforcements for the Far East was sent to take command of 588 (Glamorgan) Army Troops Coy at Naples. Enjoyed home leave, flown to Peterborough in bomb aimer's turret and return to Naples by sea, being demobilised at Reading in September 1946. Working in the Loughborough area led to joining the trading company Lehmann's East Africa in Tanganyika at Dar es Salaam handling their interests in engines, electrical switchgear and motors and driven gear such as milling, pumping etc. Serious adverse trading conditions led to transferring to the employ of Gailey and Roberts, a subsidiary of Unilever, in Nairobi and ultimate return to England in December 1959 and employ by Hamworthy Engineering at Poole, Dorset. Married first Helen Mary Hoather in September 1951. She died December 1980. (see also *James Wingate Waddell*). Married secondly Joan Abrey Wells August 1982.

WADDELL. James. Born 26 Dec 1846 the eldest son of the Rev. Peter Hateley Waddell and Helen Halcrow Wardlaw. The Reverend Peter was a Devine and religious reformer, writer and translator of considerable note and influence. Their family of six was completed by William Wardlaw (1848), Janet Grindley (1850?), Alice Hateley (1852), (Rev) Peter Hateley (1854) and Walter Wardlaw (1856). All were born in Girvan, Ayrshire.

As the eldest son of a Minister of the Church he would have received a sound education, followed by training as an Engineer, almost certainly in a shipyard of the Glasgow area. His father's ministry was however not assured of a comfortable stipend and a University education would have been out of the question.

In 1881 he was in Singapore and aged 35 he married Margaret (Rita Little) a daughter of Dr. Robert Little who had been in practice there since 1840. He was in the employ of the Netherlands India Steam Navigation Company as their Superintendant with responsibility for their affairs between Penang, Singapore and Java. This would have involved the survey of and overseeing repairs to any of their ships whilst in the area, as also the commercial affairs of passenger and freight bookings. From 1867 the company was under contract with the Netherlands India and South Australian Governments and it must be assumed that James was already established well prior to his marriage. The London office of N.I.S.N was at 207, Gresham House, and its agents in Singapore were Hamilton Gray & Co.

In 1883 the company took the name De Nederlandsch-Indische Stoomvaart Maatschappij, an English firm in all but name. This move may well have been influenced by the need to attract more Dutch trade in an area where the Dutch influence continued to be considerable, and also to avoid confusion with the arrival of the British India line in the Indies. Boustead and Company became their agents in Singapore who were also agents for the British India Steam Navigation Company. The London office of N.I.S.M. was then at 13, Austin Friars, London EC. N.I.S.M. went into

voluntary liquidation in 1892 the Final General Meeting being held at noon 20th July 1892. The decision to wind up the company's affairs had been taken late in 1891 and James must have been repatriated with his family from Java to be back in Glasgow by January or February 1892

This was a turn of events with which it must have been difficult to adjust. James had possibly arrived in the East as early as 1870 and could well have served his employers for 25 years. We can only track the movements during the first 11 years of their married life by the place of birth as the family increased. Peter Hately (b. 18 Dec 1881 - Singapore), Robert (b. 4 July 1883 - Glasgow), Mary 'Mollie' (b.***** 1885 - Singapore), Helen Halcro (b.***** 1887 d. 1889 - ??) and Margaret 'Meg' (b.***** 1889 - Surabaya). Peter and Robert would have reached the age when, by the tradition of the times, they would have been sent home to commence their formal education. Certainly all the children were affected by malaria and both boys required optical treatment. It may have been a welcome break to return home but at 46 he was in Glasgow and without employment. It is also possible that he was beginning to feel the effects of an injury that he sustained by a fall from the Jacobs ladder of a ship in the Victoria Dock in Singapore some time previously.

However on 15 Mar 1892 he received a telegram "J.Waddell Ashton Terrace Dowanhill, Glasgow - Please telegraph are you inclined accept position Chief Manager East Coast Sumatra Kerosene Oil Company fixed salary fl.1200 a year besides commission clean profits. Dejong".

This approach came from the Royal Dutch Company, in the Hague, who must have been aware of his reputation as an engineer with a commercial background, these being the skills that they sought. Furthermore he had a knowledge of the Dutch language. Several telegrams followed until 10 May 1892 "Waddell 9 Ashton Terrace Dowanhill Glasgow General meeting appointed you General Manager. Degelder"

He immediately set out for Pangkalan Brandan and took over the management from Kessler on 24 June 1892. There is evidence from the exchange of telegrams that he took his time before acceptance of the position which involved serving the first year without his family. (see Appendix A for transcripts of the correspondence obtained from the archives of the Royal Dutch Company - the Hague.)

From the time of his arrival adverse trading conditions prevailed. A glut of Kerosene on the local market caused by the severe competition from the American Standard Oil Company who were drilling nearby, resulted in increasing stocks of unsaleable product. There was also an unstable political situation watched over by an indifferent Dutch military presence, which made him fear for the safety of the plant. Furthermore the increased working funds promised by the Directors was not forthcoming. They failed to raise the necessary additional capital.

James therefore sought to investigate alternative markets, and apart from attempting to market under differing brand names he successfully converted the two ships on charter, for the transport of product to Singapore and Penang and import of supplies, from coal to oil burning, the fuel to be free for the first 3 months. Unfortunately both were leaky and sank with adverse effects.

First Chinese crews attributed these disasters to the oil firing and further conversions were set back, but since James, lacking funds, had not chartered replacement tonnage the Directors began to suspect his loyalty.

At the same time the Court of Directors had agreed to market some of the surplus kerosene output under the alternative 'Tiger' brand name, but much of the remaining stock of tin plate was in poor condition and the containers of poor appearance when delivered to the market. Leaks were frequent and these stocks had to be repacked.

He was obviously a depressed man, up against a series of apparently insoluble problems to fulfil his Directors' instructions. In view of the market glut he felt it prudent to reduce output though this would increase the unit cost, whereas the Directors urged a reduction of unit costs by increased production. As a way out of this quandary, and without previously informing the Directors, he entered into confidential negotiations with Boustead and Co., the Singapore agents of M. Samuel and Company in London, with whom he had had long standing relations, for the shipment of cargo in bulk to alternative markets. It was through their good offices that in September he was able to transmit to headquarters an offer from this firm for the yearly purchase of ten cargoes of unmarked kerosene in cases from the Babalan wharf. (It is of interest that a Mr. W.P. Waddell was on the staff of Bousteads later becoming Managing Director and also Chairman of the Tanjong Pagar Dock Co., owners of the Victoria Dock. No relationship was claimed though I understand he was a kindly man, who when a widower and when retired to their London office had a special desk to accommodate his portly tum and according to my informant always offered visitors two cigars "one for now and the other for after your Dinner")

The history of M. Samuel and Co., and the part which they eventually played in the fortunes of Royal Dutch and their ultimate partnership with Shell must be outside the scope of this record. (for greater detail see Appendix 'B'). Suffice it to say that they anticipated the advantages of obviating the handling of shipment in cases and the economies that would derive from loading and discharging in bulk. They were in the process of building a fleet of tankers capable of passage through the Suez canal the first of which, the S.S. Murex, was launched at West Hartlepool 27th May 1892, just one month prior to James assuming responsibility at Pangkalan Brandan. Mark Abraham, a nephew of Marcus Samul Jr. was sent out to set up installations to store shipments of oil from the Baku fields in Russia for further distribution to the Far East. Under Abraham, in the face of implacable opposition to establish storage facilities in the wharf area of Singapore, they had by 4 September 1891 bought 20 acres on Freshwater Island, some six and a half

kilometres southwest of the mainland. Being outside the harbour limits, which meant it was free of the rules imposed on vessels within and near the mainland port, there was the added advantage of being a convenient stop-over for ships wanting coal but not wishing to discharge any goods in the mainland. They already had arrangements to import Japanese coal. The parent company already had 11 bulk tankers on order to a specification acceptable to the proprietors of the Suez, and by 16 September 1892 the *S.S. Murex* discharged 3000 tonnes of kerosene from the Russian oilfield of Baku into the installation, now named Pulau Bukom. This was accomplished in 12 hours compared with the two days required to unload case oil by coolie labour. They continued to build further installations in Jakarta, Penang, Saigon, Hong Kong, Shanghai, Kobe, Madras, Bombay and Calcutta. They moved quickly and with great foresight under the trading name Asiatic Petroleum Company. Their marketing strategy ranged far beyond the parochial aims of Royal Dutch at that time.

When first apprised of James' suggestion to sell direct to M. Samuel & Co., the Court of Directors were not immediately dismissive, but were later swayed to realise they would thereby lose control of the wholesale and the possibilities of a retail market. It was even put about that James had acted behind their backs. He had in the Hague the nationalistic Kessler who had established the enterprise and resented a Scotsman as his successor.

James, still chronically short of cash flow and since no Director was willing to go out from the Hague to appreciate the problem on site, then wrote to the Court recommending sale of the enterprise as a going concern. An extract reads;

"It is not my province to advise you, but the circumstances are so critical and the time is so short that I feel bound to state my opinion on the steps to be taken.

The materials we have in stock, and those that are on the way, and those that we could buy out of cash here, will keep us going at our present rate until the beginning or perhaps the end of January 1893. If, as I understand you to say, no more capital can possibly be raised, the only alternative (or at least the best one so far as I can see) is to sell the enterprise, and to sell it at once as a going concern, before we are forced to stop. So long as we are putting 20000 cases per month on the market and have the appearance of a prosperous competitor, our rivals might be willing to buy us out at a good price. After we stop it would be different.

If I am making some colossal mistake in all this I shall be glad to hear of it. But I have considered it to the best of my ability, and have taken the opinion of a practical book keeper (Mr. Veties) upon it, and can come to no other conclusion.

In any case, I beg to urge upon you the absolute necessity of sending me advice and instructions by telegram at the very earliest possible date after receipt of this letter. A riot in this place, with such destructive materials all around, might be a most disastrous affair.

I am, Sir, Your obedient servant
James Waddell"

Having reached impasse he resigned, and wrote his last report to the Hague dated 15th March 1893:-

"Administrator. I am handing over the Administration today to Mr Dykstra. I have drawn my salary to this date, and repaid the Company fl 1000. passage money and fl 200. salary for the voyage out, as stipulated in my contract."

So ended his 9 months service with Royal Dutch. He left Pangkalan Brandan by ss "*Ganymede*" on 18th March 1893, to return home via Singapore, doubtless feeling bitter for lack of support.

I have no record of his occupation thereafter. He was still only 46 and with a family of four surviving children whose education was still to be completed. I have not traced the Public records, but have reason to believe that he died, comparatively young aged 59 in 1906. I have seen a photograph of him seated in a basket-work Bathchair with tiller steering. He sported a trim pointed beard. His incapacity was doubtless attributable to his fall in the dry dock, and in those days it would have been miraculous for him to have escaped repeated attacks of the debilitating Malaria.

WADDELL. Robert, Born 4 July 1883, the second child of James Waddell and Margaret (née Little), at Glasgow. His parents would have been on leave from Singapore where his father represented the affairs of the shipping company Nederlandsch - Indische Stoomvaart Maatschappij which despite its name was English owned. With his elder brother Peter, born 18 December 1881 at Singapore, the family returned there. Sisters Mary (Mollie) born at Singapore in 1885, Helen Halcro 1887 (who died in infancy) and Margaret (Meg) born 1889 at Surabaya, Java, completed the family.

The shipping line ceased its operations late in 1891, and must have repatriated the family to Glasgow by January 1892 when Robert would have been 8½ yrs old. All of them must have suffered from malaria at sometime, and he carried a malignant form which recurred at extending intervals through his life. He was also short-sighted and in need of skilled optical attention.

In April his father was offered a post by the Royal Dutch Oil Company as General Manager of their Petroleum and Kerosene enterprise at Pangkalan Brandan, Sumatra. He accepted the offer and, leaving the family in Glasgow, had taken over responsibility by 24th June 1892. It was left to their mother to arrange for their schooling. The boys attended variously Allan Glenns School (a spartan contrast to the way of life in the east) and Kelvinside Academy. In the junior school of the latter, H.M. Stanley's "Through the Dark Continent" was awarded to him for being 1st in both Latin and Scripture, 2nd in English and 3rd in Drawing during the session 1894-1895. There is little evidence that this volume was ever read. It has now lost the binding from the spine.

His father's service in Sumatra was not protracted. For reasons already recorded he resigned his appointment in Sumatra 15th March 1893 and returned home. There was no great affluence and no record exists whether he received any pension from his previous service or if he found later employment. Furthermore he was suffering increasing incapacity resulting from an injury to his back, said to have been sustained when surveying a ship in dry dock, possibly at Singapore. Invalidism tended to make him a recluse and the house in Dowanhill depressing. Robert later came to know the family of Rev. Robert Primrose and thus met a wider circle of friends.

Peter, his elder brother was of a classical bent, passing via Edinburgh University to Balliol College, Oxford. By contrast Robert was entered as a student apprentice in the Dennys shipyard where he served through all the departments (as opposed to a trade apprentice) and studying in the evenings at the Glasgow Technical College, later to become the University of Strathclyde, to gain his diploma in Naval Architecture. By preference he wished to be involved with yacht design, but generally opportunities were at a low ebb and so decided to emigrate to America around 1908. There he first found employment on the Eastern seaboard where wooden hulled sailing ships were still being built. He must have heard of more rewarding employ if he went further West and so made his way to Seattle, then rapidly expanding, where he was employed by the Washington Iron Company, a yard building steel hulled ships and naval destroyers besides winches and machinery for the logging trade.. Here he was able to utilise his training to the full and in time becoming responsible for the builders during seagoing acceptance trials. The measured mile was just south of the Canadian base at Esquimaux on Vancouver Island.

His fiancée, Frances Hannah Findlay, joined him in Seattle where they were married at Trinity Parish Church 20th April 1912 by the Rector Herbert H. Gowen in the presence of Miriam and Hilda Little as witnesses. They were cousins on his mother's side being daughters of Matthew Little and his second wife Harriet Lawrence. It was a long way from Hampstead whither Matthew had retired from Singapore in 1877. Maybe they were on a world tour. Arthur Nation (an intended godfather to the compiler) was best man.

Their family ultimately comprised Walter Wardlaw b. 16 Feb 1913 at Liverpool, Robert (Robin) Erskine b. 23 Sept 1916 at Seattle, Alexander (Sandy) Wingate b. 23 March 1919 Dore & Totley, Frances Hannah b. 1 April 1920 at Sheffield and Margaret Jane Valentine 23 Oct 1921.

After Robin's birth, since America had not yet declared hostilities with Germany in the first World War, they decided they should return to England and offer service for King and Country. They sailed on S.S. Orduna from New York. (*The compiler saw her in Liverpool about 1935 and found her to be in the same convoy outward for the Middle East in January 1943. Her steering gear was by then unreliable. She was involved in one night-time glancing collision and had to be left behind on several occasions to catch up as best she could.*)

Possibly by the good offices of a school-day contemporary, a member of the influential marine engineering Weir family of Glasgow, Robert was rescued from the 'spud peeling' existence of a recruit in the Royal Flying Corps to be commissioned 2nd Lieutenant 15 February 1917.

(*This Temporary Commission was transferred to that of the Royal Air Force on its formation and dated 1st December 1918*). They had found rented accommodation in Hampstead, where his widowed mother then resided at 9 Frognal Mansions. He was posted to a department of the Ministry of Supply involved with the procurement of radial engines for fighter planes, then required in ever increasing quantities. One supplier of fighter aircraft alone, the Sopwith Company, had produced 21,000 by December 1918. Making due allowance for increasing production capacity one may safely project their annual rates as:-

Year	Qty.
1915	1000
1916	3000
1917	7000
1918	10000

The total demand for aero-engines must have been many times in excess of these figures and co-incidental with his commissioning the steel makers, Brown Bayleys in Sheffield, had resolved their problems of producing alloy steels and were supplying forgings to the makers of their crankshafts. It so happened that the head of the department, Major R.E. Mainprice, was returning on demobilisation early in 1919 as Export Manager of Brown Bayleys. He was aware that there was a vacancy for the position of Works Manager, from which the co-discoverer of stainless steels, Mr. Harry Brearley wished to be released, so as to pursue the metallurgical aspects.

So began his association with the company which he served until early 1937. During that time there was an extensive reinvestment in the manufacturing facilities as the markets for their products changed. He was involved with the overseeing of a variety of major contracts, including the manufacture of the forgings and machining of the two great girdle chains to encircle St. Paul's Cathedral (1930 and 1931) and later the stainless bands to strengthen the dome of the Church of the Holy Sepulchre in Jerusalem. (1933). The basic manufacture of the company continued to be that of tyres for rolling stock and ever sophisticated steels in billet form for steel product manufacturers. He had perforce much to learn of metallurgy and the steel making processes as well as the management of the plant and workforce. Every aspect was new to him and the abruptness of the Yorkshire people he would be encountering for the first time; yet by 1927 he was awarded a prize for a paper delivered on Heat Treatment. He visited Germany around 1934 in connection with the licence agreement they held for the manufacture of austenitic steels from Krupps and in 1935 visited several plants in America.

However it was a way of life with which he was never completely in tune. The workforce were obliged to take a cut in their rates of pay as the recession and hard times of the early 1930s gripped the country. He felt bound to make a proportionate gesture, which was not supported by the remainder of the management team and Directors and not being of a clubbable nature would have tended to isolate him. He always had a high regard for Harry Brearley, a self taught man and co-discoverer of stainless steel who had contributed so much to its development.

On demobilisation rented accommodation was found at Dore and Totley, close to Sheffield, but shortly "Elmwood" in New Whittington, near Chesterfield, a stone built house of the Queen Anne period, became the family home. It was set behind a high stone wall with adjacent paddock and out buildings in which eventually a donkey was stabled. *Named Bunty, she had been purchased from the rag and bone man being thought suitable when equipped with purpose made panniers as a conveyance for the compiler astride and younger sisters on either side. A brick was an appropriate ballast for Jane the younger sister. Leather shoes were made to cover her hooves when employed to pull a heavy garden roller on the lawn.*

Nursing help came and went to assist my mother with the youngest four of the family and Lizzie the cook presided in the kitchen. The imminent need of repair to the stone slab roof in 1926 coincided with a decision to send the compiler, Frances and Jane, in the care of a Miss. Bielby, to Brixham to convalesce from whooping cough. "Elmwood" was sold and whilst a new house "Riggots" was building at Walton, on the other side of Chesterfield, "St. Columba" was rented.

The installation of further electric furnaces around 1936 brought him in touch with the Electric Furnace Company who were supplying the equipment. They were closely linked with and maybe owned by the consulting partnership Campbell and Gifford, with offices in Victoria Street, London. They were already involved with several contracts placed by the Ministry of Supply to increase the country's manufacturing capacity of armaments, especially the improvement of many existing foundries in private ownership, the majority lacking investment and of indifferent technological skills, such as Marshalls of Gainsborough still building old fashioned portable steam engines for the agricultural market.

He accepted their offer to take charge of this aspect of their work, and early in 1937 resigned from Brown Bayleys. The house at Walton was sold and a flat found in Maida Vale, London. Early after the outbreak of war in 1939, Victoria Street was bombed and the offices made untenable. The Partnership offices were moved to Weybridge, and leaving Maida Vale first a small Flat was found in Walton on Thames and later a modest house in Weybridge. By that time the family were generally dispersed. From there, his work obliged him to travel extensively around the country to oversee the progress and or modification of such factories, perforce by over crowded and unheated trains with few catering facilities.

The strain began to tell and late in 1944 he suffered a minor stroke, and never returned to his office. There were many problems of shortage and privation as the War ended, and great difficulty in finding houses. A fair sized Dutch working canal boat was then home for a while in Hamble, later giving way to a cottage at Birdham, and finally to Elm Lodge, Apuldram Lane, Fishbourne, both Nr. Chichester, where he died in January 1952.

WADDELL Robert Erskine. Born second child and son of Robert Waddell and Jessie Frances Hannah (née Findlay) at Seattle, Washington, USA, 23 Sep 1916, thus a citizen of the United States. Came to England with his parents and elder brother Walter, a wartime Atlantic passage aboard ss *Orduna*. Educated at St. George's School, Windsor as a Choirboy of the Royal Chapel between 1926 and 1930 and Cheltenham College on the Military side. His ambition to join the Royal Air Force was thwarted by medical rejection of some heart problem. This could not be accepted by the family Doctor Duthie, though no appeal was possible. The Police service was considered but eventually he studied to gain a permanent commission through Territorial Army service. Meantime he had employment with Messrs. Robinson at their Portland works, and was commissioned 2nd Lieutenant in the 40th Battery, R.E. T.A. (Sherwood Foresters) He had many talents and apart from considerable skill in photography combined a light tenor voice with acting skills, a great loss to the Operatic Society of Robinson and Sons', and considerable fluency in the French language. In August 1938, at the time of the 'false mobilisation' a year prior to the outbreak of the second World War, he decided to resign his employment and transfer to the Regular Army and went to Whittington Barracks near Lichfield, for attachment to the 1st A.A. Regiment, Royal Artillery. For this he had required exemption from any obligation to serve in the American forces. He was taken ill on parade on Wednesday the 21st September and despite every effort by the medical teams he died of infantile paralysis late that evening. Although the authorities had managed to obtain one of the then few iron lungs from London to be delivered specially by the night train to the Whittington Halt, it was of no avail. He was buried with full military honours at Whittington Church on Saturday the 24th. He had made many friends in Chesterfield and during his brief time at Whittington had shown great promise.