

## IAN RAMSAY

Ian Ramsay was a retired Shipbuilder and Naval Architect, a Fellow of the Royal Institution of Naval Architects, a Fellow of the Institution of Engineers in Scotland (formerly the Institution of Engineers and Shipbuilders in Scotland) and a Chartered Engineer. He was educated at Rutherglen Academy and studied Naval Architecture at the Royal Technical College (now the University of Strathclyde) and during this college period from 1949 to 1954, he served a full premium apprenticeship as a shipbuilder and naval architect with A & J Inglis Ltd at Pointhouse Shipyard, Glasgow on the site where Glenlee is now berthed.

After national service he joined Lloyd's Register of Shipping as a ship surveyor until returning to Inglis in 1960 at the behest of the shipyard's owners, Harland & Wolff, as General Manager where he remained until the shipyard was closed by its owners in 1963. He then joined Yarrow & Co as Hull Estimator but was soon appointed Shipyard Manager and, in 1971 was appointed to the Board of the newly constituted Yarrow (Shipbuilders) Ltd as Shipbuilding Director.

With a pending unwelcome appointment to British Shipbuilders' Headquarters in Newcastle in 1983, he retired from Yarrow and joined the Board of Sir J H Biles & Co, the long-established Glasgow firm of consulting naval architects and marine engineers where he was heavily involved with the modernization of the Hindustan Shipyard in Visakhapatnam, India. Shortly thereafter, he was instrumental in forming Sir J. H. Biles (Naval Services) where he served as Managing Director and eventually Chairman providing an engineering and refit service for the Royal Navy, Royal Fleet Auxiliary, and the Royal Maritime Auxiliary Services along with Royal Yacht *Britannia*. The foregoing was in addition to the routine marine work of Sir J. Biles & Co including acting as marine Superintendents for the multi-purpose cargo ships of Ghana's Black Star Line.

He retired from active business in 1997 upon reaching the age of 65 but retained an executive interest in the operation of the paddle steamer *Waverley* where he served as Safety Director from 1996 until 2014 during which time he was responsible for creating and introducing a safety regime which complied with the International Safety Management System and, indeed, in 1998 *Waverley* Excursions was among the first British shipping companies to get international accreditation – so that *Waverley* could call at Isle of Man ports!

Ian served on the Technical Committee of Lloyd's Register of Shipping for 10 years until 2000 and for 7 years after retirement was the Secretary of the Institution of Engineers & Shipbuilders in Scotland.

Ian has been involved as a ship restoration adviser to both the Clyde Maritime Trust and its Ship Committee since their three-masted barque *Glenlee* was returned to the Clyde from Spain in 1993 and during this period has served continuously on the Ship Committee, including acting as chair on several occasions.

From 1993 to the present, he worked tirelessly on a range of Glenlee projects including design and funding of the davit and lifeboat skid arrangements, repair systems and subdivision specification for the collision bulkhead and other critical structures.

More recently, despite failing health he has continued to work on a range of naval architecture issues, providing invaluable guidance to the Trust, Ship Committee, and crew.

Indeed, a most remarkable man who, as a shipbuilder and Naval Architect, experienced the change from rivetted to welded steel ship construction. His historical knowledge of Clyde shipbuilding was second to none and one who will be greatly missed by all.