



Sir John Franklin PARRY, K.C.B.



## DEATH OF THE PRESIDENT.

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Admiral Sir JOHN FRANKLIN PARRY, K. C. B., whose death occurred at Harrogate on Wednesday, 21st April 1926, had a long and distinguished record in H. M. Navy, principally as a Hydrographic Surveyor and as Hydrographer of the Navy.

Third son of the late Dr. EDWARD PARRY, Bishop Suffragan of Dover, he was born on the 15th August 1863 and joined the Royal Navy in 1877, being promoted to Lieutenant in 1885, Commander in 1899, Captain in 1905 and Rear-Admiral in 1916, retiring with this rank in 1919. He was promoted to Vice-Admiral on the retired list in 1920, and to Admiral on 24th November, 1925.

He first joined H. M. Surveying Service in April 1884, being appointed to H. M. S. "TRITON", surveying on the East Coast of England. After a short period in that ship he was appointed to H. M. S. "Rambler" where he served from November 1884 to March 1889 in the Red Sea and Far East, receiving the Egyptian Medal and Khedives Bronze Star for the part he took in the Naval and Military operations at Suakin in 1884-1885. In 1888 he was landed in command of a party at Mempakol, British North Borneo, to protect the Resident Commissioner from an attack by hostile natives. His next ships, all employed on Hydrographical Surveying, were the "Penguin", "Triton" and "Dart" and whilst in the latter as Senior Executive Officer, he succeeded to the command of her, after 2 years service, in 1897. He remained in command, carrying out important surveying work in Australian waters till the middle of 1900.

From August 1900 to February 1903 he held the important post of Chief Civil Assistant to the Hydrographer (Admiral Sir WILLIAM WHAR-  
TON, K. C. B., F. R. S.), and from that post assumed command of H. M. Surveying Ship "Egeria", surveying in British Columbia, where he remained till 1906. He was then appointed in command of H. M. Sur-

veying Ship "Merlin", surveying in the Red Sea and North West Coast of Borneo, but only remained till the end of that year, being incapacitated through sickness. He was appointed again to H. M. Surveying Ship "Egeria" in 1908, where he remained with her surveying in British Columbian waters till April 1910, when he completed his hydrographic work afloat.

As Assistant Hydrographer from April 1910 to August 1914 Captain Parry carried out much important work in connection with Hydrography and allied subjects. Amongst other positions he represented the Admiralty on the Board of Trade Committee on Derelicts in 1912, and also on the Conference on the subject of the Atlantic Ice Patrol following the loss of the "Titanic". He was British Delegate to the French Conference on the use of Wireless Telegraphy in connection with Time and Weather, and also served as Chairman of the important Admiralty Committee on the reorganisation of British Admiralty Charts.

Appointed Hydrographer of the Navy on 1st September, 1914, Captain PARRY held this post throughout the war and until 31st August 1919. During this period the work of his Department was very largely increased to meet war requirements, and although the Surveying Ships employed were necessarily reduced to a minimum, the activities of Surveyors afloat, and in the Hydrographic Department were very much increased, and under his direction the numerous and varied calls for new forms of Charts and other technical hydrographic publications, were fully met. His last important work before retiring as Rear-Admiral and from being Hydrographer was to preside over the International Hydrographic Conference in London in June 1919, when 45 delegates, representing 25 nations, met to discuss the standardisation of Hydrographic Charts and publications, and kindred subjects.

After retirement Sir JOHN PARRY was employed as a member of the International Hydrographic Conference Committee until June 1921, when it was dissolved; on the same day he was elected a Director of the International Hydrographic Bureau, Monaco, and having received the highest number of votes he became President of its Directing Committee, which post he held to the day of his death.

During 1920 he was also employed in making an examination of a suitable locality on the Gold Coast to determine the best site for a deep sea harbour. Sir JOHN PARRY undertook the sole charge of this expedition, and his valuable work there resulted in Takoradi Bay being chosen, and the building of the new port is now well advanced.

In recognition of his services he was made C. B. in 1916 and K. C. B. in 1919. He received also the Cross of Commander of the Legion of

Honour (France) and the Distinguished Service Medal (U. S. A.). He was a Fellow of the Royal Geographical Society.

Sir JOHN PARRY married in 1893 a daughter of the Hon. HENRY DOBSON, then Premier of Tasmania, and they had one daughter.

Admiral PARRY'S high ability as an organiser was of the greatest value to the International Hydrographic Bureau in its early days and it is, largely to his co-operation with the late Monsieur RENAUD that the International Hydrographic Bureau owes its conception and present organisation.

