Zeitschrift: IABSE bulletin = Bulletin AIPC = IVBH Bulletin
Band: 10 (1986)
Heft: B-38: IABSE bulletin

Vereinsnachrichten: Honours presented to outstanding engineers

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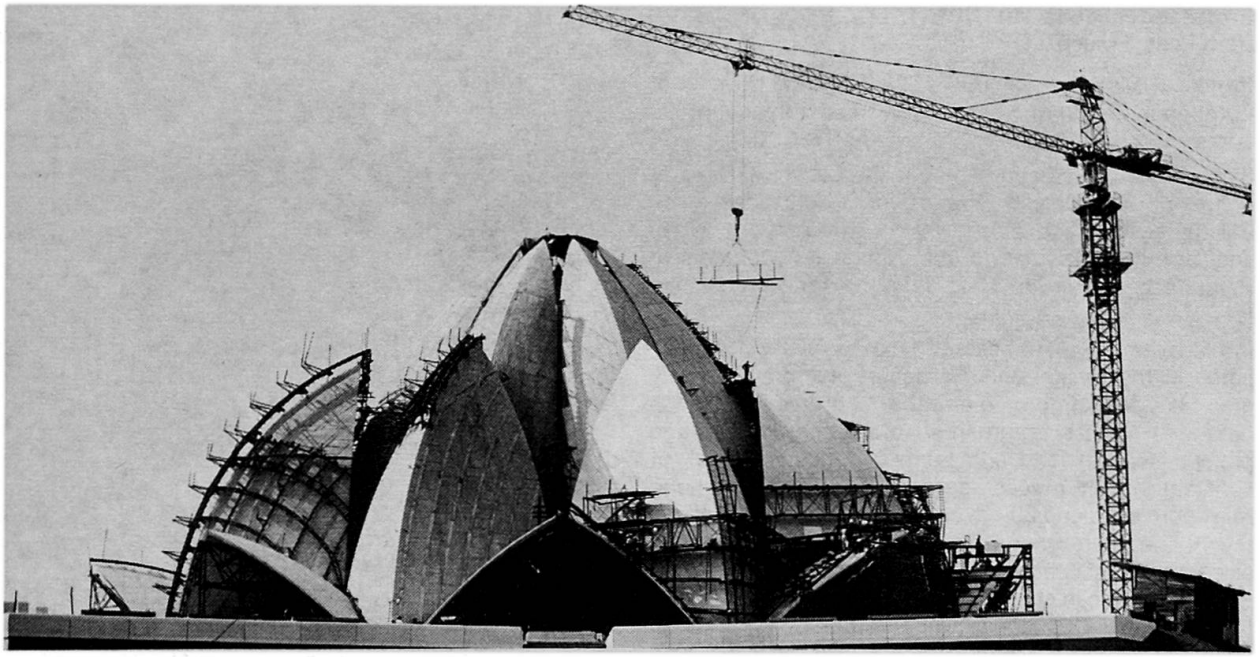


The lotus flower provided the inspiration for the design of the Baha'i House of Worship in New Delhi, under construction at the time of the FIP Congress. The building is a white concrete shell structure with jointless exposed concrete shells. It is cladded with marble.

3. Honours Presented to Outstanding Engineers

At the Opening Ceremony of the FIP 10th Congress in New Delhi, 16 February 1986, Dr. Hans Wittfoht, President of FIP, presented honours to outstanding engineers. We would like to congratulate all recipients of these honours, whom we have also the pleasure to count among the IABSE Members.

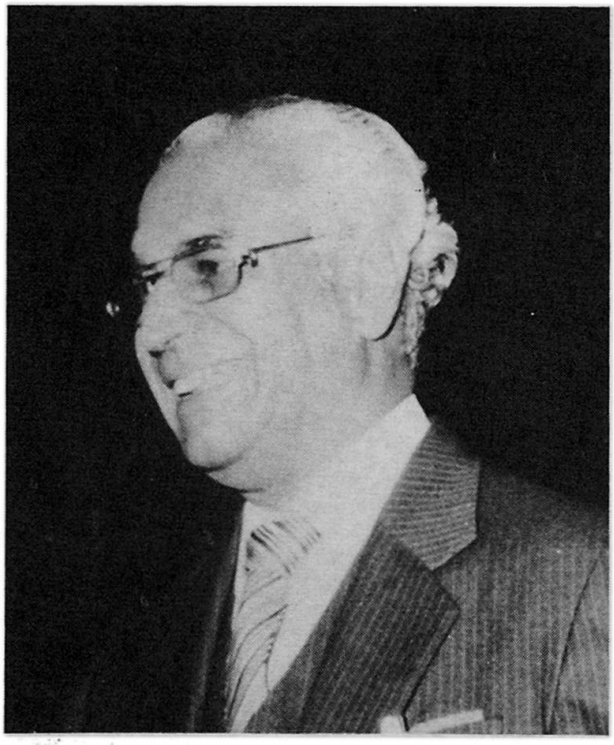
FIP Medal

The *FIP Medal* is awarded for outstanding achievement in the area of prestressed concrete (research, lecturing, design, construction and for active participation in the Federation's organisations).

Tippur Narayanarao SUBBA RAO
from Bombay, India

Mr. Subba Rao studied in Mysore (India) and joined Gammon India Limited as a Structural Design Engineer in 1950, where he rose to become its first Indian Managing Director in 1973. He has steered the Company in the Planning, Design and Project Management of diverse Civil and Mechanical Engineering projects in which the Company has specialised over the last 60 years. A large number of Bridges, Tunnels, Dams, Energy Projects, Harbour Works, Industrial, Public Health and Hydraulic Structures, as well as others bear record to his work both as a Structural Design Engineer and Specialist Contractor.

Presently, Mr. Subba Rao is President of the Builders' Association of India, and the Indian Concrete Institute; Vice-Chairman of the Overseas Construction Council of India; Member of the Bridges Committee of the Indian Roads Congress, and the FIP Commission on Practical Construction. Mr. Subba Rao is also a Member of the Executive Committee of IABSE.



T.N. Subba Rao

Professor Jacques MATHIVAT
from Paris, France

Professor Mathivat was until 1978 Technical Director of Campenon Bernard where he worked for seventeen years.

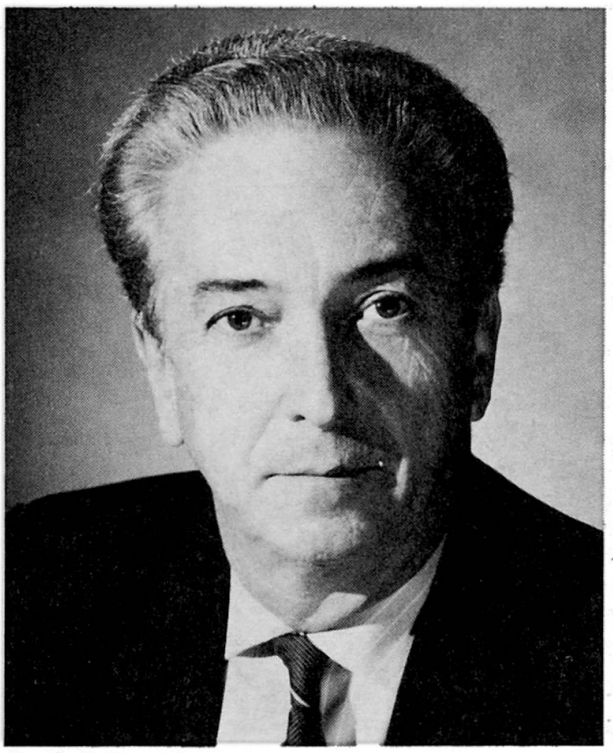
Since then he has been Manager and Technical Director of the SECOA Design Office (Société d'Etudes et de Calculs en Ouvrage d'Art) which he founded in 1978, and Scientific Adviser to the National Federation of Reinforced Concrete and Industrialised Techniques (SNBATI).

In his twenty-five-year career Jacques Mathivat participated in the design and realisation of more than fifty great bridges; among them the Choisy-le-Roi Bridge (first with precast segments), the Saint-Cloud Bridge project (1400 m long and 20 m wide curved deck of constant height precast segments, with 102 m long maximum span und 300 m curvature radius in plane) and the Gennevilliers Bridge (French record span of cast-in-place segmental cantilever bridge with two 172-m-long spans). He was in charge of the technical supervision of the cable-stayed Brotonne Bridge project with a 320 m main span, and he was consultant for the cable-stayed Coatzacoalcos Bridge in Mexico.

Jacques Mathivat is Professor at:
- Ecole Nationale des Ponts et Chaussées
- Centre de Hautes Etudes de la Construction
- Ecole Supérieure des Travaux Publics.

He is author of many papers and three books; the first of them «The Cantilever Construction of Prestressed Concrete Bridges» has been translated into English and Spanish.

Mr Mathivat is a Member of the Executive Committee of the IABSE.



Jacques Mathivat

J.H. van Loenen

Professor Ir. J.H. van LOENEN
from Delft, the Netherlands

J.H. van Loenen completed his studies at Delft Technological University in 1953 with an investigation of the plastic design method for concrete and the relations between moments and curvature of reinforced concrete. From 1955 onwards he worked in the design office of van Hattum & Blankevoort. His major projects in this period were the NABLA-girders in the Haringvliet sluices of the Deltaplan (1958–1961), and the Zeeland bridge over the river Easter Scheldt (1961–1965).

As Technical Director of the same company, he was involved in the 200 bridges in the town of Amsterdam as well as the Metro-Viaducts in the Bijlmermeer of Amsterdam, Tiel bridge (a cable-stayed bridge in concrete clear span of 270 m), the design of the Dunlin platform for Shell by ANDOC.

In 1970 Professor van Loenen became Technical Director of the international company STEVIN Construction, later Volker Stevin Civil Engineering, with activities in Nigeria, Brazil, USA and the UK with the Orwell bridge near Ipswich. He was very active in the FIP Commission on Practical Construction and Concrete Marine Structures and was its very successful last chairman. Since 1984 he is Professor in Civil Engineering at the Royal Military Academy of the Netherlands.

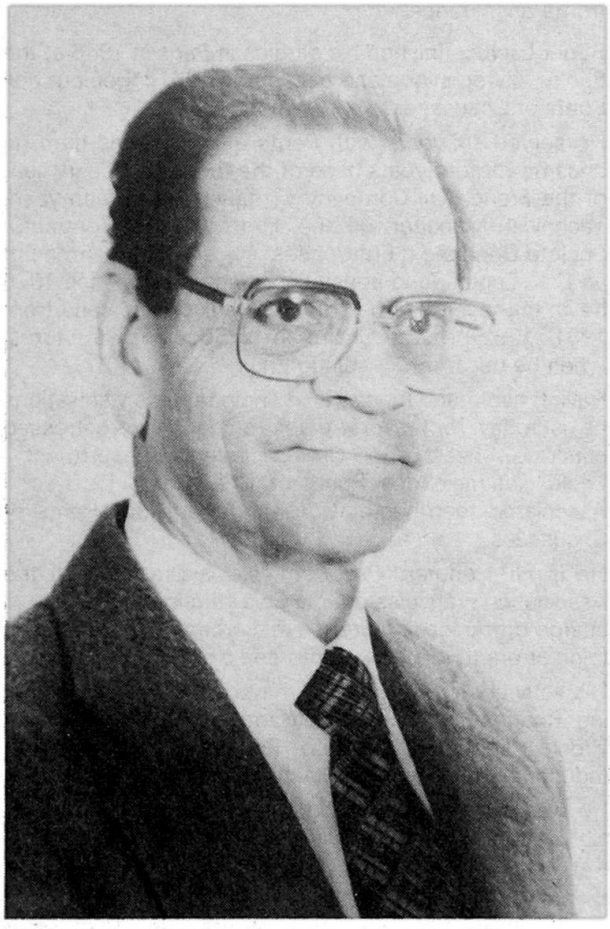
Helmut F. CABJOLSKY
from Buenos Aires, Argentina

Mr. Helmut Cabjolsky was born in Berlin in 1920 and moved to Buenos Aires in 1932.

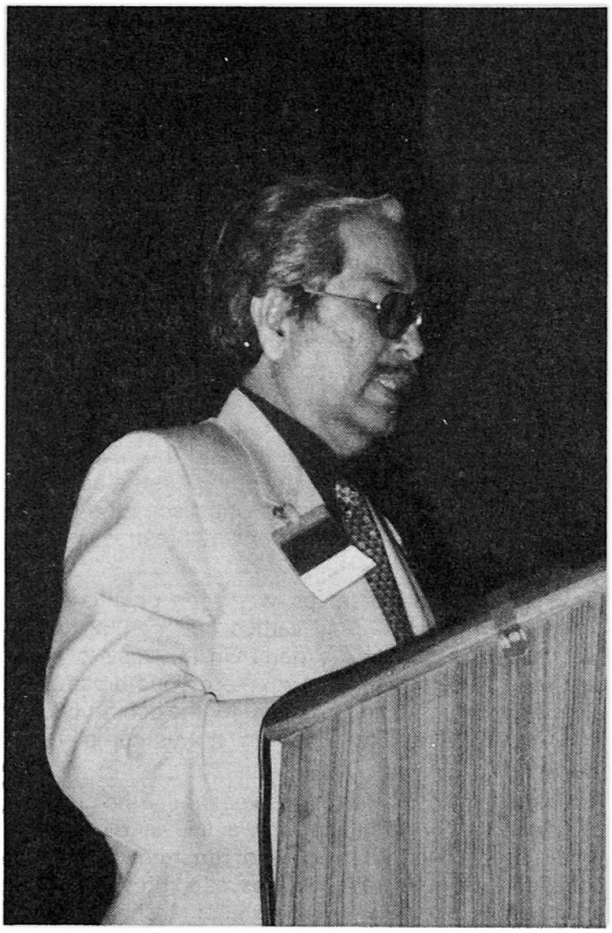
Between 1941 and 1952 he developed different projects which included the design and construction of highways and water supply and distribution systems, hotels, as well as bridges.

In 1952 he studied prestressed concrete with Prof. Fritz Leonhardt in Stuttgart. In 1953 he established his own consulting office. He designed and supervised the first prestressed concrete bridge in Argentina over the Bermejo river (Elordi, Salta; with six spans of 55 m). From 1956 through 1970 he participated in the design of about 70 bridges, including the crossing of the Uruguay River of 2360 m length with a main span of 140 m.

Today there are more than 250 bridges, where the office of Cabjolsky & Heckhausen has been in charge as designer or consultant, among them the bridge over the Rio Negro at Viedma (10 spans totalling 452 m), the Futaleufu penstock bridge (2 spans of 130 m, carrying a pressure pipe of nearly 8 m diameter); and, under construction in 1986, the bridge over the Paraná between Posadas and Encarnación of about 3 km length, for both road and railway, which includes the cable stayed main bridge of three spans of 115–330–115 m.



Helmut F. Cabjolsky



C.R. Alimchandani

C.R. ALIMCHANDANI
from Bombay, India

Mr. C.R. Alimchandani is the Chairman and Managing Director of STUP Consultants Limited. He is the immediate past President of the Institution of Engineers (India) which has a membership of over 160 000 engineers. Mr. Alimchandani, Chairman of the FIP '86 International Scientific Committee, played an important role in bringing the Tenth FIP Congress to New Delhi. Mr. Alimchandani is also the Chairman of the Architectural Engineering Division of the Institution of Engineers (India) and is on the executive committees of the Indian Roads Congress and of the Indian National Group of the IABSE.

Under the stewardship of Mr. Alimchandani, STUP Consultants Ltd. has designed many internationally outstanding structures in almost every field of civil and structural engineering and architecture – from Transportation Engineering Structures, Buildings and Urban Development to Reactor Buildings, Construction Equipment and Repairs to Structures. They include the Air India and Indian Airlines Hangars at Bombay, the Bhima Aqueduct, the Fourth Oil Berth at Butcher Island near Bombay, the Wheel and Axle Plant near Bangalore, the Kalpi and Chenab Bridges and Reactor Buildings for many Atomic Power Projects.

Freyssinet Medal

The *Freyssinet Medal* is awarded at FIP Congresses only with; no more than two or three every four years. The Freyssinet Medal is given to outstanding persons in the field of prestressed and structural concrete.

Professor Dr. Shunji INOMATA
from Tokyo, Japan

Shunji Inomata graduated from Tokyo University in 1941. He started his engineering career as researcher for the Japan National Railway Technical Institute. He designed prestressed concrete sleepers and carried out fatigue tests in a systematic manner on 44 pretensioned prestressed concrete beams in 1948–1950. He also measured the transmission length of prestressed wire, creep and shrinkage of concrete, and the relaxation of prestressing wire. He designed the first prestressed concrete sleepers in Japan and established the foundation of the present development of prestressing concrete in Japan.

He also began his research works on post-tensioned prestressed concrete, and carried out in 1952 flexural tests on post-tensioned girders. On the basis of those test results, he designed a post-tensioned prestressed concrete girder, the first in Japan, for the construction of a new platform at Tokyo Station. It was completed in 1953.

After studying in France for one year under the guidance of M. Guyon in 1953, he was active in the field of prestressed concrete design and construction. He also continued his research activities as professor of civil engineering in the Aichi Institute of Technology, and wrote many papers and books. He was the chairman for the FIP Seismic Commission (1974–1982), and is now also active member of FIP Commissions. He was a winner of the FIP Medal in 1974 for his contribution to the development of prestressed concret. He had designed numerous prestressed concrete bridges and other structures.

Shunji Inomata

Roger Lacroix

Professor Roger LACROIX
from Paris, France

Roger Lacroix finished his studies in Paris in 1946 at the Ecole Polytechnique and became in 1951 Ingénieur des Ponts et Chaussées.

He served six years with Ponts et Chaussées then he became for four years head of the technical department of the French Oil Company «Total», for fourteen years Technical Manager of the large French Contractor Société Générale d'Entreprises, since 1974 Chairman of an Civil Engineering consulting office (SFP), since 1976 he ist the Vice-Chairman of «Sea Tank Comp.» and from 1981–1982 he was Chairman of Sogelerg Structures, when he became Consulting Engineer.

Having had many functions in engineering organisations he is today Professor for reinforced and prestressed concrete – head of the Civil Engineering Department – École Nationale des Ponts et Chaussées, Paris, and Associated member of Conseil Général des Ponts et Chaussées.

He is FIP-Honorary President. He is President of the Association Française pour la Construction. He is now in charge of the leading French research on new materials (high strength and fibre reinforced concrete).

His activities in design work have concerned outstanding Bridges and Viaducts, Maritime Works, Hydraulic Works, Buildings, Nuclear Power Plants, Tunnels, Industrial Structures and Offshore structures.

He was personally involved in a number of large, possibly futuristic, projects still in the design stage:
- The Channel Tunnel
- The Gibraltar Crossing
- The design and construction of the Tidal-Power plant of La Rana.