The INSTITUTE of MARINE ENGINEERS

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Patron: HIS MAJESTY THE KING.



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SESSION

1936

President: The Hon. ALEXANDER SHAW.

Coronation Year Banquet.

When arranging the programme of social events for the session which has just ended, the Council adopted a suggestion by the Convener, Mr. Alfred Robertson, that in view of the incidence of the Coronation the Annual Dinner should be made a specially impressive function, if possible by the inclusion of a royal guest of honour and by holding the banquet at Guildhall.

Through the good offices of Mr. Robertson permission was obtained from the Corporation of the City of London for the use of Guildhall on this occasion, and H.R.H. The Duke of York graciously consented to be present as guest of honour. The events of December last, however, which ended in His Royal Highness succeeding to the Throne, unfortunately prevented his carrying out the engagement.

The Banquet took place at Guildhall on Friday, February 26th, 1937, there being 740 members and guests present. The large assembly, when viewed amid the grandeur of the ancient civic edifice, made an impressive and memorable scene.

The President, the Honourable Alexander Shaw, occupied the Chair, and was supported by The Right Honourable The Lord Mayor, Sir George Broadbridge, Kt. and the Sheriffs, with many other distinguished guests including His Excellency Baron E. de Cartier de Marchienne (the Belgian Ambassador), His Excellency Senor Don Agustin Edwards (the Chilean Ambassador), the Rt. Hon. Lord Stonehaven, P.C., G.C.M.G., D.S.O., LL.D. (President, The Institution of Naval Architects), W. J.

Jordan, Esq. (The High Commissioner for New Zealand), Alderman Sir George Truscott, Kenneth M. Lindsay, Esq., M.P. (Civil Lord of the Admiralty), Lord Plender of Sundridge, G.B.E., LL.D., Sir Vansittart Bowater, Bt., M.P., J. W. Dulanty, Esq., C.B., C.B.E. (The High Commis-sioner for the Irish Free State), Sir Maurice E. Denny, Bt., C.B.E., S.B. (Past President), Admiral of the Fleet Sir Ernle M. Chatfield, G.C.B., K.C.M.G., D.C.L. (First Sea Lord), Lt.-Gen. Sir Travers Clarke, G.B.E., K.C.B., K.C.M.G., Sir Richard D. Holt, LL.D. (President, The Chamber of Shipping), F. E. Rebbeck, Esq., J.P., D.L. (President, The Shipbuilding Employers' Federation), Sir John E. Thornycroft, K.B.E. (President, The Institution of Mechanical Engineers), Sir William J. Berry, K.C.B. (The Deputy Master, The Worshipful Company of Shipwrights), Sir S. George Higgins, C.B.E. (Chairman, Lloyd's Register of Shipping), Sir William Crawford Currie, Kt. (Deputy Chairman, P. & O. S.N. Co.), Sir E. J. (Deputy Chairman, F. & O. S.N. Co.), Sir E. J. Foley, C.B. (Under-Secretary, Mercantile Marine Department, Board of Trade), C. J. Cowan, Esq. (Chairman, New Zealand Shipping Co., Ltd.), Sir J. Fortescue Flannery, bt., D. L. (Past President), S. V. Goodall, Esq., O.B.E. (Director of Naval Construction), Sheriff and Alderman F. J. C. Pollitzer, Sheriff C. J. H. McRae, F. Rowland, Esq., U. T. Young, For (President, The Institution of H. T. Young, Esq. (President, The Institution of Electrical Engineers), G. V. Boys, Esq., M.A. (Secretary, The Institution of Naval Architects), Sir Archibald Page (Chairman, Central Electricity



The President (left) and H.E. The Belgian Ambassador.

Board), Sir Charles Herbert Bressey, Kt., C.B.E. (The Engineer, Highway Development Survey [Greater London]), Stephen J. Pigott, Esq., D.Sc. (President Elect), Sir Samuel Instone (Director, Imperial Airways, Ltd.), John Niven, Esq. (Chairman, Baltic Mercantile and Shipping Exchange, Ltd.), Eng. Vice-Admiral G. Preece, C.B. (Engineer-in-Chief of the Fleet), Robert Holland-Martin, Esq., C.B. (Chairman, Southern Railway), Captain A. R. H. Morrell (Deputy Master, Trinity House), P. G. Mylne Mitchell, Esq. (Director, Royal Mail Lines, Ltd.), Captain Russell Willson, U.S.N. (U.S.A. Naval Attache), G. E. Woods Humphery, Esq. (Managing Director, Imperial Airways, Ltd.), Colin Smith, Esq., M.V.O., O.B.E. (Registrar of the Privy Council), Eng. Rear-Admiral A. G. Crousaz (Deputy Engineer-in-Chief of the Fleet), Eng. Capt. W. Onyon, R.N. (ret.), M.V.O. (Past President), Professor C. J. Hawkes, M.Sc. (President, North East Coast Institution of Engineers and Shipbuilders), Dr. James Montgomerie (Chief Ship Surveyor, Lloyd's Register of Shipping), Dr. S. F. Dorey, Wh.Ex. (Chief Engineer Surveyor, Llovd's Register of Shipping), Captain Comm. Bruno Brivonesi, R.I.N. (Italian Naval Attache), D. Bramah, Esq., C.B.E. (General Secretary, Marine Engineers' Association), Malcolm H. Scott, Esq. (Secretary, Lloyd's Register of Shipping), P. F. Rowell, Esq. (Secretary, The Institution of Elec-trical Engineers), J. L. Douthwaite, Esq. (The Librarian, Guildhall), J. Paley Yorke, Esq., O.B.E., M.Sc. (Principal, L.C.C. School of Engineering and Navigation, Poplar), J. Foster King, Esq., C.B.E. (Chief Surveyor, British Corporation Register of Shipping and Aircraft), C. Newell, Esq. (Chairman,

Library Committee, Guildhall), Paymaster Commander J. Blake Harrold, R.N.R. (The Registrar O.B.E., General of Shipping and Seamen), Leslie Bowker, Esq., C.B., O.B.E., M.C. (City Remembrancer), W. R. Spence, Esq. (General Secretary, The National Union of Seamen), W. Archer, Esq. (Hon. Solicitor to The Institute of Marine Engineers), R. K. Munro, Esq. (Secretary, Society of Consulting Marine Engineers and Ship Surveyors), John F. Drake, Esq., K. W. Bridges, Esq. (Shipping, Engineering and Machinery Exhibition).

During the Reception an exhibition of the undermentioned ancient City Charters and Manuscripts was held in the Upper Art Gallery, by kind permission of the City Corporation.

CHARTERS.

WILLIAM I.—Charter of Liberties. Written in Anglo-Saxon. Undated. (Seal of William I recently discovered).

In the same case is a grant by William I to his man, Deorman, of a hide of land at Gyddesdune, co. Essex. Undated.

HENRY II.-Charter of Liberties. Undated.

RICHARD I.-Charter of Liberties. 1194.

JOHN.-Charter of Liberties. 1199.

JOHN.—Charter granting to the citizens of London the Shrievalty of London and Middlesex. 1199.

JOHN.—Charter granting to the citizens of London the right to elect their Mayor. 1215.

MANUSCRIPTS AND BOOKS including

Liber De Antiquis Legibus circa 1274. Contains the text and music of "The Prisoner's Prayer", text in Norman French with an early English translation; musical notes adapted to the French only.

Liber Custumarum—Compiled from the City's Letter-Books circa 1324.

Liber Albus-Compiled by John Carpenter, Town Clerk, 1419.

Liber de Assisa Panis-13th Century.

Cartæ Antiquæ-15th Century.

The Great Chronicle of London, 1189-1512.

The Chronicles of the Kings of France, 1399.

Missal, formerly belonging to the Church of St. Botolph, Aldersgate. 15th Century.

Signature of William Shakespeare, attached to a deed of purchase of a house in Blackfriars. March 10, 1612-13.

Metrical Version of the Bible, by Peter de Riga. 13th Century. This volume formed part of the "Common Library" at Guildhall founded by Richard Whittington.



THE CORONATION YEAR BANQUET AT GUILDHALL.





A volume containing the autographs of the Lord Mayors of London, with their armorial bearings, 1659-1936.

The following were also on view:

The Jewelled Sceptre-Shaft, Anglo-Saxon; head, 15th Century.

The City Purse—Its history unknown; possibly Elizabethan or early 17th Century.

The Sword of Honour presented by the Corporation of London to Admiral Lord Nelson in commemoration of the victory of the Nile, 1798.

During the evening music was rendered by The Royal Artillery Band (by permission of the Officers, Royal Artillery) conducted by Lieut. O. W. Geary, M.B.E., A.R.C.M., Director of Music, R.A., and songs by Miss Gladys Ripley (Contralto) accompanied by Mr. David Richards.

After the Loyal Toasts had been proposed by the Chairman and duly honoured, the toast of "The Right Hon. The Lord Mayor and the City Corporation" was proposed by Admiral of the Fleet Sir A. Ernle M. Chatfield, G.C.B., K.C.M.G., C.V.O., D.C.L., The First Sea Lord. The Toast he had the honour to propose was, he believed, next to the Loyal Toasts as popular a toast as any in these Islands. We toasted really ourselves, as the Lord Mayor and Corporation, representing as they did the City of London, meant to us all just that wisdom, generosity, public spirit and stability which each individual Briton aimed at in his own personal life.

He was particularly glad, as a sailor, to propose the toast because the connection between the City and the Navy had been a real and important one in our national history. Eight of our warships

had been named London—the first was 300 years ago. The third was largely paid for by the City of London. The seventh "London" was his first command as a Captain 27 years ago. She had a wonderful gift of plate from that City, and when the present (and eighth) "London" was building in 1928 the then Lord Mayor, Sir R. Blades (now Lord Ebbisham) presented her with a magnificent collection of coloured engravings. Lady Ebbisham launched her—the City had always been a warm friend and well tried supporter.

In having to crowd his remarks into a space of ten minutes, he was in much the same position as many of those present that evening, who were always trying to crowd as much fighting material as possible into a space limited by international treaty.

That was one reason why warships were such expensive and difficult ships to build. Constant pressure by the Admiralty on marine engineers for machinery of more power for the same weight and space made the Admiralty perhaps rather hard taskmasters, but, anyhow, those who manufactured to Admiralty standards represented the highest excellence as designers and constructors.

The Navy was doubly indebted to the marine engineers of this great Institute. It was the Engineering Branch of the Navy perhaps that especially appreciated that. He would like to pay a tribute to that great branch of the Navy which had such a high repute both in this country and abroad. The recent selection of Sir Harold Brown, the Engineerin-Chief, for Director of Munitions Production was a deserved compliment to their Naval Engineers, and his wide engineering experience and his personality would smooth over many of their national difficulties in re-arming.

The sailor was the skilled user of material if the marine engineers were the Slazengers the Navy were the Lenglens of the engineering world; they told the marine engineers of the Navy's needs based on their experience and repaid the engineers' labours by severe testing of highly rated plant, thus giving them a guide to the safe stress to be put on material.

The Navy's severe requirements for dynamos, motors, batteries, electric cables and turbines had all helped commercial practice. Building the "Hood" had helped John Brown's to build the "Queen Mary".

Conversely, the Navy gained from the marine engineers by watching the experience obtained with experimental plants ashore and adapted their lessons to Naval needs.

In conclusion, he wanted to assure the public



The Rt. Hon. Lord Stonehaven (left) and The Rt. Hon. The Lord Mayor.

in these days of gigantic expenditure that the combination of engineers and sailors would ensure that they would obtain good value for their money. They could assuredly trust to their Fleet in the future as in the past.

In the Mediterranean they saw warships carrying out their historical war role undeterred by modern weapons—their Navy, if need be, would do the same. Sailors were going to rule the sea in future as of old. The Lord Mayor and his successors could therefore still claim their historic rank of Admiral, not with diffidence, but with some pride. The Lord Mayor's predecessor, Sir Percy Vincent, had taken a personal interest in Naval affairs, especially in opening Chatham Navy Week. In the Coronation Festivities whether at Spithead or in the Thames he hoped that Sir George Broadbridge would himself be able to spare time to visit the Fleet, where the Lord Mayor was always assured of a most hearty welcome.

Centuries-old connection.

The Lord Mayor, in reply, said that it was true that there was a centuries-old connection between the City and the Navy. The City early recognised the importance of the Thames, and jealously guarded its port. In olden times the Lord Mayor ruled the Thames, and dispensed justice along its shores. To-day, the Corporation was the watchdog of the Port of London. That post was one of enormous responsibility as it involved guarding the Kingdom against the entry of infectious disease and impure food. The Government's rearmament policy would ensure, he added, our island being surrounded by the Navy—both Royal and Merchant. To the Navy the City owed adequate protection for supplies, and the Navy, in its turn, was grateful to the City for constant encouragement and support.

His Lordship added that, as Admiral of the Port, he would visit H.M.S. "London" in connection with the Navy Review at Spithead, open Navy Week at Chatham, and visit the Navy when it came to the Thames for the Coronation festivities. He believed that arrangements were also on foot to enable him to participate in a Merchant Navy week. Lastly, he wished The Institute and the Navy continued and progressive success.

Merchant Service.

Alderman Sir T. Vansittart Bowater, Bt., M.P., submitted the toast of "The Dominions Overseas and the Mercantile Marine". The Institute, he declared, had done much to bring both the Navy and the Mercantile Marine to its present state of perfection. We did an enormous trade with our Dominions, and but for the Merchant Navy that would not be possible.

The Institute started with 10 members, only one of whom had survived to be with them that evening—Mr. Robert Leslie, whom they were very pleased to see, and now it had a large membership all over the world. Very fortunately for The Institute they had a very hard working and pushful secretary in Mr. B. C. Curling. (Hear, hear).

Mr. W. J. Jordan, High Commissioner for New Zealand, in reply, said that the real thing that linked the Empire was the Mercantile Marine. New Zealand paid £8,000,000 sterling to British Shipping every year. It was of value to compare how imports from Great Britain went into the Colonies. Last year, the imports, per capita, were valued as tollows :--

Canada	 	£2	2	6
South Africa	 	3	18	9
Australia	 	4	15	0
Irish Free State	 	7	1	10
New Zealand	 	11	0	5

Tonnage for Dominions.

During the last eight years over 250,000 tons of shipping had been built in this country for trading between this country and New Zealand, and coastal trade out there. Thirty-six ships had been built for the New Zealand trade, and quite recently they had seen the placing of orders for a 26,500-ton motor passenger liner, and a 11,000-ton cargo motorship. Others of 17,000 tons had been built. It was with great pleasure that he had last year gone to the yards of Messrs. Henry Robb, at Leith, where his wife launched the Port Tauranga, for Captain Watchlin. There was a greater tonnage of vessels for British Dominions built in this country last year than for any others, except Norway.

The President of The Institute had often called attention to the danger of foreign competition in the Pacific. Well equipped U.S. ships were carrying on trade between New Zealand and Australian ports, while the laws of the U.S.A. forbade other ships to trade in American port-to-port services. The New Zealand Government had passed the Protection of British Shipping Act, which sets out to forbid trading in the Tasman Sea and between New Zealand and Australia by other countries.

"We hope it will not be necessary to impose these new powers we have taken", he added. "But we think this will prompt our American cousins towards a sense of fairness in the freedom we give to their shipping".

Fair Conditions Wanted.

"The Dominions are not prepared to see British shipping put out of this trade by unfair conditions of competition. We also want to see fair conditions for the treatment of all members of the crews."

As for the trade of New Zealand, he concluded, it was rapidly increasing all the time. In 1921 they exported 45,000 tons of butter. In 1936 they exported 140,000 tons of butter. Their exports would continue to increase as long as the Government of this country allowed them to do so. The Toast of "The Shipbuilding and Engineering Industries" was proposed by **Lt.-Gen. Sir Travers Clarke, G.B.E., K.C.B., K.C.M.G.** It was, he said, in effect the Toast of the British Empire, for the British Empire, with its seven nations spread over seven seas, owed its existence and carried on its task of leading the World's civilisation chiefly through the great work of these two industries.

Since the days of Alfred the Great, the British people had been able to maintain their power and their influence in the World's affairs because of the genius and industry of their shipbuilders. When the age of steam and steel came to supersede the "wooden walls", the marine engineers ably responded to the needs of the time; and so we maintained, with rare intervals, our supremacy at sea and that supremacy was not due *alone* to our fighting ships but to the fact that we were the great carriers by sea of the World's commerce.

As Quartermaster-General of the British Armies in France during the later stages of the Great War, he had had ample opportunity of recognising fully the supreme importance of our Mercantile Marine. But it was the service to the Nations of our Empire and to the World in general of the shipbuilding and engineering industries, during times of peace, that we must chiefly regard. Throughout the centuries British shipbuilding and British engineering had responded to every challenge made to them by other nations. The generation in which we lived had seen the most remarkable advances in that respect and in each and every one of those advances British invention and enterprise had been foremost. The present generation had seen the invention of the turbine, the Diesel engine, the employment of oil fuel for marine transport etc., and also such improvements for higher speed and more economical transport as streamlining, electric welding of plates and a great increase in the size of ships. In all these developments and in many others British designers, British engineers and British mechanics had been in the front rank. Even during the depression in shipbuilding and engineering which accompanied the economic storm which raged over the World only a few years ago, these two great industries really held their own and even at the worst period some 60 per cent. of the World's shipbuilding was carried on within the confines of our island Kingdom, leaving the balance to be shared by the rest of the globe

Now we had in prospect happier times, British shipbuilding, and with it British engineering, were responding energetically to the impulse of improving world conditions. If the nations of the World could be induced to grant to the human race a period of peace, we might look forward with confidence to a prospering future.

Mr. F. E. Rebbeck, D.L., J.P. (Past President) in reply said :—In general it may be said that these Industries are operating on the same level of activity as in 1929, which was considered a busy period. Nevertheless, only about 60 per cent. of the slip capacity in the country is occupied, and of that capacity no less than 20 per cent. is engaged on warship work. It will therefore be seen what a comparatively small proportion of the country's capacity is even now engaged on merchant work.

This is, of course, explained to a great extent by the fact that we have completely lost our export building programme, which, in 1930, occupied a good proportion of our building capacity, and represented a value of about twenty million pounds sterling. Scandinavia, Germany, Holland, Italy and Japan have all developed an intense nationalism which has resulted in these countries now building practically all their own ships.

It must be borne in mind that some of these countries have very considerably increased their shipowning and reduced considerably the predominant position that Great Britain held as a shipowning country; and the fact that they have done this reduces the work to the British shipbuilder because (first) there are now fewer British-owned ships, and (second) having forced themselves into the position of having larger shipowning interests they are now, as I have already pointed out, building most of their own ships.

A short time ago it was thought that the question of man power would be the determining factor as regards output, but it has now emerged that what can be done within the industry is a question of material—not men and not slips; and as a large number of the ships, which at the moment are simply on the order books, develop into work on the slips, this question will become increasingly important.

With all the countries of the world arming themselves to the teeth there is bound to be for a long time such an excess of demand over supply of the raw materials as to create some very serious problems for those responsible for the shipbuilding and engineering industries. When a ship has been ordered-whether on behalf of the Admiralty or the mercantile marine-it is always wanted in the shortest possible time. With the outlook as it is at present it is obvious that somebody will have to do some waiting. This brings out a point that I think is not sufficiently appreciated, viz.: that those interested in the ordering of ships should take action six or twelve months earlier than they would do ordinarily for any new tonnage they have in mind, and allow this question of supply of material —and to a lesser extent the supply of labour—to adjust itself gradually to the new requirements that have come so very suddenly following a period of almost complete inactivity within the industries.

The shipbuilding and engineering industries of this country are bound to give their wholehearted support to any measures that the Government may find it necessary to take to support the British shipowning industry and keep the maximum number of British ships in service on the high seas. After all, British shipowners do order most of their ships in this country, and therefore the largest conceivable British mercantile marine leads to proportionately more orders for British shipbuilders; whereas the steady increase in the proportion of foreignowned tonnage on the oceans of the world has gradually reduced the amount of the world's tonnage to be built in this country.

As regards the question of prosperity, the industries having so recently emerged from a period of almost complete stagnation, it is inevitable that prices for ships have been much too low, the result of the inexorable law of supply and demand. Shipbuilders could not continue indefinitely with business of this character, but the whole country was so gravely concerned with its unemployment problem that shipbuilders played their part in helping to alleviate it. Now prices have increased and will continue to rise and more rapidly than even shipbuilders could have hoped, owing to the coincidence of a very large re-armament programme, with a mercantile building programme consequent on the improvement in the flow of world trade.

The question of what degree of prosperity is available for the shipbuilding and marine engineering industries naturally depends on the extent to which prices will keep ahead of costs, for you will appreciate that, with rapidly rising costs, a contract that looked interesting at the time it was made can easily become very uninteresting commercially by the time it is completed. In other words, like all other traders, shipbuilders can only live on the margin

between price and cost. And while I know it gives shipowners grave concern to-day to face these increasing prices, I would assure them it gives shipbuilders no less anxiety to know whether even the new level will result in their being any better off by the time the ship is finished. Be that as it may, I cannot sit down without recording on behalf of the industries the great sense of satisfaction they feel in once again being allowed by circumstances to contribute to the common weal of our great Empire, and all concerned may rest assured that the shipbuilding and engineering industries will play their part to the fullest extent of their capacity, without any desire to do more than receive a moderate return for their efforts.

Sir Richard Holt, Bart., proposed the health of the President, which was received with loud and prolonged applause, and musical honours.

The President, in acknowledging the toast, announced that earlier in the evening he had sent a telegram to His Majesty the King in the name of the members and guests present, tendering their loyal and devoted duty, in reply to which he had just received a telegram from His Majesty at Windsor Castle reading as follows:—"The King sincerely thanks the members and guests of the Institute of Marine Engineers assembled this evening for their kind and loyal message, which His Majesty much appreciates".

The receipt of this message, which was warmly acclaimed, concluded a most successful and memorable function.

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