

THE INSTITUTE OF MARINE ENGINEERS.

BALANCE SHEET, 31st JANUARY, 1919.

Dr.		LIABILITIES.				Cr.			
		£ s. d.		£ s. d.				£ s. d.	
To	Overdraft at London County and Westminster Bank, Ltd. ..			0	17	8			
„	Sundry Creditors—								
„	Printing, &c.			90	8	8			
„	Subscriptions in Advance			158	17	0			
„	Life Subscriptions to be Invested ..			52	10	0			
„	Denny Gold Medal Fund			301	7	10			
„	Sir Arch. Denny Award			120	0	0			
„	Stephens' Legacy Fund—								
	Balance 31st January, 1918 ..	106	16	10					
	Add Interest			2	10	0			
				109	6	10			
„	John I. Jacobs' Award			110	11	0			
	Add Interest			5	0	0			
				115	11	0			
„	Library Account			14	5	0			
„	Open Competition Account			0	2	0			
„	Capital Account—								
	Balance 31st January, 1918 ..	12,146	15	10					
	Add Donations received on account of City Premises Fund			27	2	0			
				12,173	17	10			
„	Revenue Account—								
	Balance 31st January, 1918 ..	4,926	16	11½					
	Add 2/3 Entrance Fees	132	5	7					
	„ Balance of Revenue Account ..	22	1	2½					
		5,081	3	9					
	Less Depreciation of Investments ..	648	18	0					
				4,432	5	9			
				£17,569	9	7			
By	Sundry Debtors—								
„	Advertisements	126	12	0					
„	Rent	6	13	4					
„	Titanic Fund	4	16	0					
							138	1	4
„	Investments—General Fund—								
	£1,168 13s. 6d. Consols 2½% ..	695	7	2					
	£200 Transvaal 3% Stock	141	0	0					
	£400 India 3% Stock	244	0	0					
	£500 Local Loans	322	10	0					
	£400 Metropolitan Water Board 3% Stock	258	0	0					
	£500 War Loan, 1928/47	475	0	0					
	£491 Caledonian Railway 4% Stock ..	343	14	0					
	£500 New South Wales, 4% Stock ..	420	0	0					
	Market Value 31st January, 1919 ..						2,899	11	2
„	Building Fund—								
	Three £5 Nat. War Bonds, 1927 ..						15	0	0
„	Freehold Buildings—								
	58, Romford Road, Stratford						1,500	0	0
„	City Premises—								
	Balance 31st January, 1918						11,068	2	5
„	City Premises Redemption—								
	Single Payment to Royal Exchange Assurance Company to secure the repayment of £10,000 in 2011						510	16	8
„	Furniture—								
	Balance 31st January, 1918						954	4	2
„	Electric Fittings, Lamps and Lighting Apparatus, Bells, &c., throughout City Premises, as per last Balance Sheet						148	0	3
„	Books in Library						300	0	0
„	Rates in advance						35	13	7
							£17,569	9	7

XIX.

REVENUE

1st February, 1918 to

Dr.

To General Expenses :	£ s. d.	£ s. d.
Bank Charges	2 7 9	
Postages and Telegrams	27 10 2½	
Telegraphic Address	1 1 0	
Engrossing Certificates	5 5 0	
Stationery and General Printing	117 6 6	
Assistant Secretary's Salary	68 3 2	
Honorarium to Honorary Secretary	157 10 0	
Clerical Assistance	160 13 0	
Chartered Accountants' Fee	21 0 0	
Telephone	6 10 0	
Sundries	26 4 2½	
	<hr/>	593 10 10
.. Rent, Rates, Taxes, etc. :		
Ground Rent	295 0 0	
Rates and Taxes	219 18 8	
Gas and Electricity	24 15 2	
Water	32 19 2	
	<hr/>	572 13 0
.. House Account :		
Caretaker	113 6 0	
Coal and Coke	27 19 0	
Cleaner's Wages	9 12 6	
Sundries	5 1 11½	
National Health Insurance	2 2 8	
Window Cleaning	9 9 0	
Repairs	3 16 6	
	<hr/>	171 7 7½
.. Repairs and Redecoration of Institute		63 16 11
.. Insurance		27 11 9
.. Papers and Discussions—Printing, &c.		875 17 10
.. Interest :		
Denny Gold Medal	10 0 0	
Denny Award	5 0 0	
Stephens' Legacy	2 10 0	
John I. Jacobs' Award	5 0 0	
	<hr/>	22 10 0
Transactions Section		15 14 5
.. Legal Expenses		9 5 6
.. Balance		22 1 2½
		<hr/> <hr/>
		£2,374 9 1

ACCOUNT.

31st January, 1919.

Cr.

By Subscriptions:	£	s.	d.	£	s.	d.
Members	1,572	5	7			
Associate Members	57	10	4			
Associates	17	13	4			
Graduates	14	6	3			
Companions	42	15	9			
	<hr/>					
	£1,704			11	3	
„ Less Subscriptions in Advance—	£	s.	d.			
Members.. .. .	149	9	0			
Associate Members	3	15	0			
Associates	1	0	0			
Graduates	1	10	0			
Companions	3	3	0			
	<hr/>					
				158	17	0
„ Entrance Fees $\frac{1}{2}$ of £198 8s. 5d.						
„ Interest:						
Consols 2 $\frac{1}{2}$ %	22	5	4			
Transvaal 3% Stock	4	4	0			
Local Loans	10	13	9			
India 3% Stock	8	11	0			
Metropolitan Water Board 3% Stock	8	15	2			
Caledonian Railway 4% Stock	14	9	11			
New South Wales 4% Stock	14	0	0			
War Loan	36	1	2			
Deposit	2	17	0			
	<hr/>					
				121	17	4
„ Transactions Section						
„ Advertisements						
„ Rent Receivable:						
Stratford Property	80	0	0			
Less Income Tax	20	0	0			
	<hr/>					
				60	0	0
„ Special Donations						
				142	15	6
				1,545	14	3
				66	2	10

 £2,374 9 1

LIBRARY ACCOUNT.

Dr.		£	s.	d.
1919.				
Jan. 31.	To Reading Room Expenses	27	11	0
	„ Balance	14	5	0
		£41 16 0		

	Cr.	£	s.	d.
1918.				
Jan. 31.	By Balance from last Account	37	11	6
1919.				
Jan. 31.	„ Donations	4	4	6
		£41 16 0		

"TITANIC" ENGINEERING STAFF MEMORIAL (BENEVOLENT) FUND.

BALANCE SHEET 31st JANUARY, 1919.

LIABILITIES.				ASSETS.					
		£	s.	d.			£	s.	d.
To Institute of Marine Engineers			4	16	0			
„ Revenue Account -									
Balance 31st January, 1918	2,610	7	7					
Less do. 31st January, 1919	£	s.	d.					
1919	44	0	4					
Depreciation of Investments	691	10	6					
		735 10 10							
		1,904 16 9							
				£1,909 12 9					
				1,909 12 9					
				1,807 10 0					
				102 2 9					
				£1,909 12 9					

REVENUE ACCOUNT 31st, JANUARY, 1919.

To Merchant Seamen's Orphanage	£	s.	d.					
„ Infant Orphanage, Wanstead	80	0	0					
„ Royal Caledonian Orphanage	15	15	0					
„ Royal Scottish Corporation	15	15	0					
„ Donation <i>Leinster</i> Fund	4	4	0					
„ Special Grant - Mrs Noyce	10	10	0					
„ Accountancy Charges	5	5	0					
„ Bank Charges	1	1	0					
		0	0	3					
				£132 10 3					
				132 10 3					
				15 2 0					
				70 18 11					
				2 9 0					
				44 0 4					
				£132 10 3					

One other matter I should like to refer to although it does not really belong to the past, but to the new Session; the Council received notice that the holders of the intermediate lease of the Institute premises were putting the leasehold up to auction. The lease we originally held was a second lease, the first lease being between the Neal Estate and the City Corporation—the former sub-leased it to the Institute. The Council decided it would be in the interests of the Institute to acquire this intermediary interest if it could be obtained at a reasonable figure. I attended the Auction with the Chairman of Council, the Hon. Secretary and Solicitor. The bidding started at a figure which exceeded the sum we had anticipated, we waited till the bidders began to pause, and then a single and only bid was made, and I am pleased to say it was the successful bid, and the intermediate leasehold was obtained by the Institute for the sum of £3,500; that represents about 18 years purchase of the interest at stake, so that in the present conditions it was quite a good purchase. This transaction will appear in next year's accounts; in order to meet the liability, we shall have to realise the whole of the investments, and a small amount may have to be borrowed from the bank, but I think that, on the whole, it will be considered that we acted in the interests of the Institute. We shall now be able to get into direct touch with the ground landlords of the premises, i.e., the City Corporation.

The CHAIRMAN: An opportunity is now given to any member who wishes to ask our treasurer to add anything to the very able and lucid account he has given us.

Mr. A. BOYLE: I have much pleasure in proposing the adoption of the Reports, and I am sure you will agree with me in expressing our indebtedness to Mr. Adamson and Mr. Mather; I can assure you that a vast amount of labour is put into the preparing of these reports, but as I do not wish to occupy too long I will pass on to one or two items worthy of attention. I am sure that we are all extremely gratified and proud that His Majesty has consented to become Patron of the Institute—it is another instance of the interest he has always shown in anything connected with the welfare of his people. We shall all remember with gratitude how, in the dark days of the war His Majesty lent his assistance and presence and encouragement in everything, and I have therefore pleasure in tendering to His Majesty, on behalf of the Marine Engineers of the Empire this expression of our warmest feelings of gratitude and loyalty. I also wish to refer to the Lloyd's Register Scholarships. The action of the

Committee of Lloyd's in raising the value of these Scholarships from £50 to £100 was a very kind action. *The Scholarships are tenable for two years, and £100 is a very handsome sum, and ought to cover all the expenses incurred by a single young man attending the university. There is also the expansion of the Institute. We all know this must be attended with extra expense. Take the item of the transactions alone—that has risen enormously; but the result is worth the expenditure. I have always been opposed to any cheese-paring policy with regard to the transactions; they form a link between the members who are abroad and at sea, and their fellow members of the Institute, and we must therefore all feel gratified that, in spite of the very much heavier cost of everything we still have a small balance on the right side.

We are all agreed that we ought to have a very much larger membership, but at the same time, I prefer a steady increase to a very big rush. We have received very few resignations and I think that, on the whole, the net increase of the membership is satisfactory. With reference to the aims and objects of the Institute; you have all probably read the Memorandum and Articles of Association of the Institute; they were drawn up 30 years ago, and they have never varied; those aims and objects are the same to-day—I think that is a thing to be proud of; I will read one paragraph:—

“To maintain and improve the status of Marine Engineers and the profession of Marine Engineering, to afford facilities for education, study and self-culture to Marine Engineers, and to promote their progressive advancement in a knowledge of their profession.”

That paragraph holds good to-day, and I think that when so many disturbing elements are at work, we may be content to think that we have gone steadily forward on the same line and, without any extravagant action, have made it our aim and object to promote engineering knowledge and the advancement of our profession. In conclusion, I wish to express, and I am sure you will join with me in expressing our great appreciation and indebtedness to Mr. Adamson and to Mr. Mather for the efforts embodied in the reports which I ask you to adopt.

Mr. G. ADAMS: I rise with pleasure to second the adoption of the Reports. Mr. Boyle has already covered a great deal of the ground, and I have little more to do than express my entire en-

* Since made tenable for three years.

dorsement. One point I should like to emphasise is the height to which the Institute has risen; we have reached a good high water mark. It is a source of gratification to us all that despite the adverse circumstances which have pulled in the opposite direction, we have been able not only to hold our own, but to advance. I doubt not that as time goes on we shall so continue. The Report of Mr. Mather is of especial interest to us, because money is a pass to everything, and without it we are brought to a standstill. The question of increasing costs must necessarily arise—everybody has found expenses increase, and as his stipend has increased so also the obligations to his profession need to be fulfilled. We know that all our shop bills have increased so that when the cost of printing transactions has doubled it is not a matter for wonder. Another gratifying item is the position in which we stand with regard to our possessions and investments; as regards value, we have gone right down to the bed rock—that is good to know, because it helps us to understand the liability when we pay the price. It is good to know that the cost of the building is assured, and we have freed the Institute of the incubus which might arise in the future. The saying “Let coming generations look after themselves” is not a wise one; we have suffered in many ways as a nation because those in authority did not see or provide against dangers ahead. Referring now to the Titanic Memorial. We see from time to time in steamers, collection boxes—as yet we have not seen any for the Titanic Memorial, but we should be pleased to see such in the future and have the Fund brought into notice. The extension of our operations and membership is, I think, a very wise step, and as time goes on we must have more members, and members of the right calibre. If you want to live and progress you must rise and we want members who will maintain and improve the tone of the Institute and assist it to rise. We want membership of the Institute to be considered a distinction and an advantage so that, when an appointment is going, the member of the Institute has the advantage over the man who is not a member. I have much pleasure in seconding the adoption of the Reports.

Mr. MATHER: One more remark I meant to make in reference to the purchase of the intermediate ground rent. That is that the project was submitted to our Board of Advisors and they agreed that it was sound and should be carried into effect by the Council.

Mr. W. T. SEATON: I am very pleased to have the opportunity of proposing the vote of thanks to the retiring President, all the

more so because I am sure you will all agree with me that we are not going to pass a mere formal vote of thanks as a matter of course and an item in the programme, but that we are going to express our personal appreciation and esteem for Mr. Milton and our appreciation of the work he has done for the Institute, not only in this past year of his presidency, but for many years previously. Now, we have it on the best authority that a prophet is never without honour save in his own country, and I suppose, as a general rule, this holds good; I suppose we have all seen instances of that kind in the war. We have seen young men who have gone away from small towns and large firms and have done splendid work and have heard of their being promoted and receiving honours and thanks. We have also heard their friends and relations say, "Just imagine our Tom being made a Major!" "Just fancy John Smith getting the D.S.C. and shaking hands with the King!" Last year I think it was a happy inspiration on the part of the Council to depart from the usual tradition to fill the office of President from outside and to turn to their own ranks; there they found one who was deserving of all the honour they could bestow on him and who was worthy to be placed in that long list of distinguished men who have filled the position of President of the Institute. I am sure you will agree with me that it was a happy choice; and now we have the opportunity of expressing our thanks to Mr. Milton, and we hope that he may be spared for many a long year to take an active interest in the work of the Institute and to demonstrate that to every rule there is an exception and that, given the right kind of prophet, a prophet may even receive honour in his own country. Therefore, I ask you to pass a most hearty vote of thanks to Mr. Milton for all his services.

Mr. G. J. WELLS: I have great pleasure in seconding this vote of thanks. As a rule the seconder has little more to do than echo the sentiments already expressed, but there are two points which I should like to bring forward. One point I have made a note of is that we have cheated our President this year—he has not had his dinner. The other point is the work our President has done takes us a long way back, and is not only local, but national, and to it co-operating with others much of the success of the Navy in this present war is owing. To-day he is doing the same character of work—the National Standards Committee has taken a share of this; the recognition due is partly also to the work of our President. He has borne his full share of the trials and troubles of the war, but we realise that many troubles and trials are still ahead of us, for in the future

they will be at least as heavy as in the war—without the excitement. In those days, I am sure we shall have the help of our President. I therefore second this resolution with the greatest of pleasure, and I am sure there will be more than the usual warmth in our method of expressing our appreciation of the work he has done.

Mr. SEATON: I am sure the proposition is one which does not require any endorsement—let us pass our vote of thanks with three good cheers.

The PRESIDENT: In making me President you did me a very great honour and I thank you very heartily for it—nothing can be more appreciated by a marine engineer than being made a President of this Institute, and I appreciate it very much. I have worked for the Institute, but not more than I ought to. I have also worked for my country on the Boiler Committee—that was a work of love, but it was also four years of solid hard work and I did my share, but not more than my share of the good work which was done for the Navy. We recognised that we were deputed by the Admiralty in a time of need and we spared no effort to make the work a success. It is a great pleasure to me to think that I did my duty. For what I did, I received special thanks from the Admiralty, but there were others who did as much on that Committee and were not rewarded.

I thank you all very much for your extreme kindness, first in electing me as your President, and secondly for the very cordial way in which you have given expression to your appreciation. In the future, if I am able to help the Institute in any way I shall be very pleased to do it.

I think you are to be congratulated on your new President. Lord Weir is a very able man, as is also his father, and I am sure he will do the Institute honour as President.

Mr. J. McLAREN: I have great pleasure in proposing the vote of thanks to the Office Bearers and Council. You will agree after hearing the reports that the Institute is in a very flourishing condition and demands a tremendous lot of work. The members who do their work in a conscientious manner on the Council of an Institute like this are bound to work hard, and this last year the work has been very great, and some very remarkable and important things have been accomplished; the Redemption Fund of the premises for instance. During the war some of the members have done splendid work and the success of the Institute is very great indeed and we ought to be

proud of our progress. Not only members of the Institute, but nearly every man has had a special strain put upon him. I hope I am not going too far when I suggest that the Government would do well to consult such an Institute as this and take it into their confidence and get the advice of men who are experts. We have learned a lesson from the past and must now realise the importance of attaining efficiency in our profession. I am sure that the work the Institute is doing, the papers that are read, and the discussions that take place are of value to the country and ought to be recognised. The financial side, too, is most gratifying. You will agree that the Council has done its work well, and I hope any future Council will not have the same difficulties to contend with. I have very great pleasure in proposing a hearty vote of thanks to the Office Bearers and Council.

Engr.-Lieut.-Comdr. A. H. BOYLE, R.N. : I have been asked to second this vote of thanks in place of Commander Earnshaw, who could not get here this evening. We all appreciate the work that is done for the Institute by the members who hold office, and if I may speak for the sea-going members of the Institute, I may safely say that they all feel that the work of the Institute is in good hands. Therefore I have very great pleasure in seconding this vote of thanks.

Mr. J. SHANKS : On behalf of the Office Bearers and Members of Council, it gives me great pleasure to thank you for the manner in which you have proposed this vote of thanks. Reference has been made to the work the Institute has accomplished during the past year. I do not know that the work has been exceptionally heavy, but we have had to conduct the business in trying circumstances during the war, and it was sometimes difficult to get members to come to the meetings, but the work was carried on dutifully because it was a work of love. We hope that Peace will be signed before long and we are looking forward to carrying on the work in happier circumstances, and hope that it will be of increasing benefit to Marine Engineers. Mr. McLaren referred to Government Departments appealing to the Institute for advice on matters connected with shipping. I entirely agree with him and point out that the Council does not take the responsibility in such matters on themselves till they are referred to sub-committees competent to deal with them. Considerable time is devoted by these Committees to sorting out important business which is then referred to the Council for decision. The Council in my opinion follow a very wise policy in referring the business to experts. Although not

necessarily members of Council, the members of these special committees assist the Council to come to a decision, thus placing their special knowledge at the service of the Institute. It is no doubt necessary that some of the older members should remain, but I am convinced it would be beneficial if more of the younger members would come forward and take an active part in the work. Mr. Mather's retirement constitutes a great loss to the Institute; I think he has acted as Hon. Treasurer for a greater number of years than any previous one; you all know the ability with which he has managed our financial affairs, and he has promised to continue to give his advice whenever wanted. I thank you heartily on behalf of the Office Bearers and Council.

Mr. WM. McLAREN: I have much pleasure in proposing a vote of thanks to the retiring auditors and the re-appointment of Messrs. Harvey and Timpson. Mr. Shanks has mentioned the work done by Mr. Mather, and he has been very ably assisted in that work by the hon. auditors.

Mr. ALF. ROBERTSON: I have pleasure in seconding. I know the work there is to be done and the time spent in going through the accounts, and I feel sure that the two members who have served you faithfully through the past twelve months will continue to do so this year. I may also add, for I have learned it from my own past experience, that hon. auditors have had every assistance from Mr. Mather; he has been untiring in giving all possible figures and supplying reasons and explanations. This is of course the duty of a treasurer, but it is not always so well carried out.

Mr. FARENDEX: I have to report that Mr. Windram and I have examined the voting papers and the results are as follows:—

President	Lord Weir
Hon. Secretary	Mr. J. Adamson
Hon. Treasurer	Mr. Alf. Robertson

New Members of Council: Messrs. G. C. Blair, B. P. Fielden, Hugh Rennie, H. A. Ruck-Keene and F. M. Timpson.

The PRESIDENT: I think the Scrutineers should be awarded a vote of thanks for the trouble they have taken in going through the papers. It is now my duty to invite members to offer recommendations for the coming Session—we always welcome suggestions and have had, at times, most valuable ones.

Mr. WINDRAM: I should like to make a suggestion. The mainstay of this Institute is the question of membership. I

note that on the Membership Roll ending January 31st, 1919, the net Membership Roll is given as 1,902; now, let us in two years time increase that membership by another thousand or two. I would suggest that we should go ahead with propaganda work with the pamphlet recently issued detailing the scope of the Institute and place this before our junior engineers to induce them to come forward and back up their profession. When speaking to marine engineers I have often been told that they have never heard of the Institute—it seems strange that a marine engineer exists who has never heard of the Institute of Marine Engineers. I should like to suggest a vigorous propaganda with the idea of increasing the membership, and if every member present would work with the same idea, I think the Institute would greatly benefit and the marine engineers also.

The PRESIDENT: I should like to assure members that we have had this matter strongly before a special committee, and if we look at that chart on the wall the progressive advancement in membership will be seen.

Mr. CLARK: I should like to know where Mr. Windram met those engineers who had never heard of the Institute, as in the engineering profession and the press the work of the Institute is always before them. Our transactions go abroad in considerable numbers, and I am sure one copy must be seen by a great number of engineers. The special committee referred to by the President was appointed with the idea of increasing the membership; among other points Mr. Adamson had the pamphlets specially printed and the editors of various papers and journals have referred to the work of the Institute.

Mr. WINDRAM: If I meet an engineer who knows nothing about the Institute, I give him a copy of the Transactions; but I have met engineers, even in London, and on the coast, and in naval vessels who were ignorant of it. If the pamphlet could reach every engineer, it would be of benefit to all.

Mr. R. BALFOUR: As regards the question of propaganda, I suggest that everyone present guarantee to get a new applicant before the next Council Meeting.

Mr. WINDRAM: That is an excellent idea. When serving on board one of H.M. ships I was the only member of the Institute. When I have tried to point out the advantages of belonging to the Institute, I was asked absurd questions, unworthy of our dignity. I tried to convince the engineers of my good intentions, and I am pleased to add that I got four or five members of that ship to join.

A MEMBER: I should like to suggest one thing, that is the possibility of hiring a room in some of the ports where members of the Institute could meet together for discussions. I met several in Liverpool and the thought then occurred to me. This is my first visit to the Institute premises, and as every man is fond of talking about his trade or profession with those who understand it the idea recurs in view of the remarks made, and I am sure engineers would welcome an opportunity to meet each other and discuss technicalities and compare notes with respect to many incidents or accidents on the voyage: such conversations are most interesting and a great deal can be learnt in this way.

Mr. WM. McLAREN: This question of membership crops up now and again, and I suggest that when a member of this Institute, on a ship, is asked what is the good of the Institute, he should do his best to show that he is a better man than the man who is not a member, and he will soon turn round and desire to become a member.

Mr. CLARK: May I add that the work has to be done with a certain amount of tact—to throw about invitations to all and sundry is not the way, I think, to go about it. As a side issue, I may mention one item. The circulars regarding Lloyd's Register Scholarships are being brought before the country in a wide manner, and notices about them have appeared in a great many papers. This is a good way of advertising the Institute, and no one is more anxious to see the membership increase than the Council. Mr. Windram referred to one or two engineers not knowing our Institute existed; a statement was made at a previous meeting that after the war was over, one of our members intended to present us with big brass letters to place the name of the Institute conspicuously over the doorway on the outside of the building.

Mr. H. RENNIE: I have great pleasure in proposing a vote of thanks to the Chairman.

Mr. E. W. ROSS: We are sorry that it is our Chairman's last appearance as President of the Institute, but we shall all be pleased to have his presence and help in the years before us. I have much pleasure in seconding the vote of thanks.

Mr. MILTON: I am very much obliged for the cordial sentiments expressed; perhaps I may remind you that although I cease to be President, I am still a member of the Institute. The promise regarding the brass letters was made and, I believe it will be attended to.

For the diagram representing the increase of membership during recent years, referred to by the President, we are indebted to Mr. J. Thom, as also for the framed Roll of Honour placed in the Entrance Hall, and our thanks are accorded to Mr. Thom for his kindness in presenting these.

We were pleased to welcome Mr. W. W. Houfe on his return from China in time to be present at the Annual Meeting. Mr. Houfe gave the paper on "Retirement Provision for Marine Engineers," read February 12th, 1918.

At the Meeting called for April 11th, to confirm the Resolutions passed at the Annual Meeting, it was decided to remit to the Council "to take the necessary steps to carry the Resolutions into effect."

JAS. ADAMSON;

Hon. Secretary.

MR. A. H. MATHER'S RETIREMENT FROM OFFICE.—The following letter was written to the Hon. Treasurer in recognition of his 13 years' service. He was subsequently elected a life member:—

Dear Mr. Mather,

I have pleasure in conveying to you these lines to express the very cordial and appreciative thanks of the Council for the great and extended work which you have carried on in connection with the Institute and its Finances.

The time which you have devoted to the various duties, we know, has been given with a devotion which has been ungrudgingly bestowed for the good of our cloth. Recognising this, it was unanimously resolved by the Council that a letter should be written to you as a record of their warm appreciation and of their warmest thanks to you for the many years you have held on in the office of Honorary Treasurer and your promise of sustained interest in the Institute is also noted with satisfaction.

With warmest wishes,

Yours faithfully,

JAS. ADAMSON,

Hon. Secretary.

OBITUARY.

ROBERT BAGGALLAY (Member) was educated at Marlborough College and served his apprenticeship in the shops with Messrs. Seaward Bros. as an Engineer, afterwards joining Sir

Fortescue Flannery, Bart., M.P., in partnership, and together with the late Mr. A.B. Johnson, founding the well-known firm of Flannery, Baggallay and Johnson, Ltd., of London, Liverpool and Rotterdam. Mr. Baggallay was a Member of the Institute of Marine Engineers and a Member of the Institution of North-East Coast Shipbuilders and Engineers, and had been in practice for nearly 35 years as a Consulting Engineer and Naval Architect. He had had a very large and unique experience in drawing up contracts, ship and hull specifications, supervising the building of ships and engines, conducting trial trips and settlement of accounts as well as technical and expert knowledge in many well-known law cases and salvage operations. Mr. Baggallay had vast experience both afloat and ashore in vessels carrying oil in bulk and also vessels burning liquid fuel, as well as some of the largest Diesel engined vessels and internal combustion engined vessels, which have been of the utmost value during the present war. He was of a retiring disposition and devoted himself to hard scientific work, and took no part in public life. His circle of engineering friends was large, and his loss will long be mourned by many of his brother Engineers.

J. BLAKE (See March issue, 1919, for biography and portrait.)

JAMES BLELLOCH (Member): Many old friends heard with sympathetic regret of the death of Mr. Jas. Belloch, who was associated for about 30 years with the Orient Company's repair works at the Royal Albert Dock, and at Tilbury, and we here place our appreciative memorial of him, with kindly thoughts of his pleasant personality. He was born on April 1st, 1847, in Kincardine, on the north bank of the river Forth, and served his engineering apprenticeship with Messrs. Smith Bros. & Co., Glasgow. In October, 1870, he went to sea as fifth engineer in the service of the Pacific S.N. Company, and was promoted to fourth in February, 1871, to third in November, and to second in February, 1873. Five years later the transfer to the Orient Line took place and he served as chief engineer of the *Garonne* for about four years, when he was appointed as engineer manager of the company's workshops. An accident to his left foot in 1913 necessitated his retirement from the activities of the position he held. The foot was amputated; last year a further operation was deemed advisable and he died in December, 1918.

Mr. Belloch was an early member of the Institute of Marine Engineers, having been elected in 1890. He associated himself with the work of its upbuilding and served as a member of Council and joint convener of the Recreation Committee.

JAS. ELLIOTT (Member).—It is with regret and sympathy towards his widow and family we record the death of Mr. Jas. Elliott. Mr. Elliott served his apprenticeship with Messrs. Blair and Co., Stockton-on-Tees; he was elected a member of the Institute of Marine Engineers in January, 1899.

FERGUSON, T. R. (See January issue, 1919, for biography and portrait.)

GEORGE LESLIE FLORENCE.—It is with regret that we report the death of Mr. George Leslie Florence, Superintendent Engineer to the General Steam Navigation Company, Ltd. The end came on the 12th November, after a period of much suffering, and the funeral took place on the following Monday at Charlton Cemetery, where he was buried in the same grave as his wife, who predeceased him by seventeen months only. He leaves two daughters to mourn his loss, and we express our deep sympathy with them in their bereavement.

George Leslie Florence was born at Aberdeen in the year 1866, and served his apprenticeship with Messrs. Hall, Russell & Co., Ltd. Shortly after completing his time, in 1886, he went to the United States, where he was employed for about two years as an engineer on sugar plantations at Vicksburg, Mississippi. He then served on several steamers till 1891, when he entered the service of the General Steam Navigation Co., as second engineer, in which Company he was engaged during the remainder of his life. Mr. Florence obtained his first-class certificate in the year 1893, and the same year was appointed Chief Engineer, in which capacity he was employed on board several of the Company's steamers until the year 1905, when he was appointed Head Engineer Foreman at the Company's Works at Deptford. This position he occupied until he was promoted in the year 1911 to the position of Chief Engineer to the Company. Mr. Florence was a Member of the Institute of Marine Engineers and of the London Association of Foreman Engineers.

WM. GARDINER (Member): Born at Johnstone in 1849, and educated at Annan, served a five year apprenticeship with the Caledonian Railway Co. Joined the Cunard S.S. Co., and was with them until 1876, when he joined the British India Steam Navigation Co., as chief engineer in S.S. *Booldana*. In 1883 he left the sea and later joined the board of directors of the Vauxhall Ironworks, producers of the original "Vauxhall" motor-car in 1902. On the formation of the new company "Vauxhall Motors," for some time he held in it the position

of chairman, while retaining the managing-directorship of the parent firm. He was also a director of Edwards & Co., ship-builders, of Millwall. Besides these interests he was for many years concerned in various mining properties in South Africa and Canada; also a smelting Co. in British Columbia. He was elected a Member of the Institute in 1902. During recent years he suffered from a serious complaint which he was unable to throw off and in consequence had practically retired from active business life. He died on June 1st, 1918, leaving a widow, son and daughter.

GOLDSBROUGH, T. (Member), elected in 1901; served his apprenticeship with Messrs. Blair and Co., Stockton-on-Tees.

HARRISON, R. H. D., elected in 1911. Served apprenticeship with Messrs. Clarke, Chapman and Co., Gateshead.

JOHN MACPHERSON (Member) elected in session 1916/7, served his apprenticeship with Messrs. W. King and Co., Glasgow. After serving in various steamers and gradually obtaining his promotion to chief, he remained in New Zealand, and after war broke out he was appointed Engineer to the New Zealand Government Transport Board, and supervised the fitting out of troop-ships, hospital ships, and other work in connection with the Board. He was much respected and valued for his personal attributes which endeared him to his many friends.

C. G. NEWBY (Member), elected 1890; served his apprenticeship in the Dockyard at Malta and at Woolwich. He joined the service of the P. and O. Co. in September, 1874, being then appointed to the *Hindustan*. After serving in several of the Co.'s steamers he was appointed acting Chief Engineer on Eastern station service. After returning to London on leave he was appointed Chief Engineer, *Cathay*, and resigned the service in 1883. He was elected Hon. Minute Secretary on the Council of the Institute in 1893, and continued till 1904, when he resigned; he also served as Asst. Secretary for two years.

SIDNEY J. ROSS (Member) was born in March, 1857, at Deal, Kent, and in 1874 he commenced his apprenticeship in the Locomotive Works of the London, Chatham and Dover Railway; he left their employ August 10th 1881 and started work with Messrs. W. Sykes, Interlocking Co.; a few years later he left for Australia on account of bad health, where he entered the employ of the B.I.S.N. Co., as 6th Engineer in 1886, and continued until 1894, when he was serving on the *Goorkha*. He obtained his first-class engineer's certificate and started work ashore. In 1895 he entered the employ of Messrs. Spiers

and Pond, as mechanical and electrical engineer, and was in charge of heating, lighting and hydraulic plant in their various hotels. In 1896 he entered the employ of the Hackney Borough Council, as Mechanical and Electrical Engineer, remaining with them until ill-health compelled him to resign in 1916. Having interests in Circulators, Ltd., he joined the Company known as Ross Schofield, 118, Leadenhall St., and died on February 20th, 1918. He was elected a member of the Institute in 1898.

G. M. SCOTT (Member): was elected in 1907. He was born at sea in 1874 and educated at the Grammar School, Liverpool. He served his apprenticeship with Messrs. Fawcett, Preston and Co., Liverpool, and was further employed at the works until he went to sea in the S.S. *Ruapehu* and afterwards served in the S.S. *Waimate* and S.S. *Tekoa*. He sailed second engineer in the S.S. *Kaikoura*, was afterwards promoted to chief; later he was transferred to the new *Ruapehu*, where he remained as chief engineer for some years, but owing to illness he had to leave for some months to recruit his health. He was afterwards appointed to the *Paparooa*, but when reaching New Zealand in November, 1918, he was seized with illness and died on November 15th, after being in the service of the New Zealand Shipping Co. for about 23 years. His body was interred in the Tarnhera Cemetery. The funeral ceremony was largely attended, and amongst the many wreaths placed on the grave was one from the Australasian Institute of Marine Engineers, in the shape of a propeller. As we record these details, our sympathy is again expressed towards his widow and friends.

H. J. SMITH (Associate-Member) elected in 1917, was born in 1887. He received his technical education at the East London College, and served his apprenticeship with Messrs. Cook and Company, Bow. After some further experience he went to sea, and in 1916 was second engineer of the S.S. *Yser* when the ship was torpedoed, one life only being lost. On reaching home his health was so affected that he sought employment on shore, and was appointed Engineer-in-Charge at the Wandsworth Infirmary. He died on November 4th, 1918, after an attack of influenza and pneumonia, leaving a widow to mourn his loss.

W. F. EGGINGTON. Roll of Honour. (See later issue, 1919, for biography and portrait.)

GRANT, T. F. Roll of Honour. (See April issue, 1919, for biography and portrait.)

HAMILTON, JOHN. Roll of Honour. (See October issue, 1918, for biography and portrait.)

KNOWLES, J. H. Roll of Honour. (See October issue, 1918, for biography and portrait.)

LOCKIE, T. C. Roll of Honour. (See December issue, 1918, for biography and portrait.)

MITCHELL, H. G. Roll of Honour. (See October issue, 1918 for biography and portrait.)

OVERTON, CHAS. Roll of Honour. (See October issue, 1918, for biography and portrait.)

PALMER, DAVID. Roll of Honour. (See October issue, 1918, for biography and portrait.)

PARKINSON, F. W. Roll of Honour. (See April issue, 1919, for biography and portrait.)

RIDLEY, EDWIN. Roll of Honour. (See December issue, 1918, for biography and portrait.)

SIMPSON, GEORGE. Roll of Honour. (See March issue, 1918, for biography and portrait.)

WALTON, WM. Roll of Honour. (See March issue, 1918, for biography and portrait.)

WILLIAMS, H. B. Roll of Honour. (See December issue, 1918, for biography and portrait.)

Companion.

A. S. WILLIAMS, who died July 13th, 1918, was elected in 1899.

Associate-Member.

TYLEE, ERROL T. Roll of Honour. (See later issue, 1919.)

Associate.

MOYES, A. BARCLAY. Roll of Honour. (See October issue, 1918, for biography and portrait.)

Graduate.

MALPASS, C. E. (Capt.) Roll of Honour. (See January issue, 1918, for biography and portrait.)