

SESSION



1914-15.

President : SIR ARCHIBALD DENNY, BART., LL.D.

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## Minutes of Proceedings

OF THE

## Annual Meeting

*HELD AT THE MINORIES, TOWER HILL,  
LONDON, E.,*

*ON FRIDAY MARCH 12, 1915.*

CHAIRMAN : MR. ALEXANDER BOYLE (Vice-President).

The CHAIRMAN : I am sure we all regret that Sir Archibald Denny is unable to be present this evening, and while I greatly appreciate the honour of taking the chair, I fear I will prove a very indifferent substitute. The name of Denny is inseparably connected with this Institute, and is associated with many awards and favour conferred, and with very friendly personal relations. As I stand here and look round on these splendid premises, which one can point to with just and reasonable pride as an evidence of the importance and vitality of the Institute, I venture to express the opinion that, as time goes on, this build-

ing will become more and more the headquarters of the marine engineers of the Empire. I speak with some knowledge of the subject, and I think the benefits conferred on the profession and on the shipping interests of the nation by this Institute are of such great extent, that we cannot do better than uphold it, and do all in our power to ensure its success. Every man owes something to the profession by which he gets his living, and the best way, in my opinion, to discharge that debt, would be to join the Institute, and use every means to induce many suitable members to join also. Our objects and our aspirations are well-known, and we can point to what we have done in the past as an earnest and guarantee of what we intend and hope to do in the future. I will not take up the time of this meeting by enlarging further on this subject, but will now invite you to proceed to business. The first item is the appointment of scrutineers.

Mr. TIMPSON then proposed the appointment of Messrs. A. Cook and E. W. Ross. This was seconded by Mr. Redman and agreed to.

Mr. JAS. ADAMSON, Hon. Secretary, then read the Annual Report as follows:—

## Annual Report.

SESSION 1914-15.

NOTWITHSTANDING the conditions which have prevailed during the last half of the year, the work of the Institute has been carried on normally, as to which we have received many congratulations. The great feature of the year has been the removal from Romford Road, Stratford, to our new premises at Tower Hill.

The new premises were formally inaugurated on January 20th, at a meeting presided over by Sir Archibald Denny. The immediate past presidents:—Mr. Thomas L. Devitt, Mr. Summers Hunter, also Sir Chas. Parsons (1904-5) and Sir J. Fortescue Flannery (1897-8) were present and took part in the proceedings.

It was found to be advisable to arrange during the month of January to formulate two special resolutions, one being to increase the limit number of the membership in accordance with the regulations—a good omen on entering into possession of the new building—the other to obtain an advance from the bank to admit of paying the remaining outlay incurred in connection with the new premises. These resolutions were both passed and confirmed.

The membership at the close of the financial year was as follows:—

MEMBERSHIP.	Jan. 31, 1914.	Transfers		Elected.	Died.	Re- signed.	Lapsed.	Jan. 31, 1915.
		from	to					
Past Presidents (Non-Members), Hon. Vice-Presidents and Hon. Members .. ..	11	—	—	1	—	—	—	12
Members .. ..	1,125	—	9	97	8	8	19	1,196
Associate Members .. ..	59	5	1	2	—	—	2	60
Associates .. ..	50	3	2	4	—	—	—	53
Graduates .. ..	58	4	—	12	1	2	1	62
Companions .. ..	75	—	—	—	—	—	—	75
Probationary .. ..	30	—	—	—	—	—	—	9
Totals .. ..	1,408	12	12	116	9	10	22	1,467

The net increase during the year is thus fifty-nine, giving a total of 1467. The increase in the various grades will be observed from the tabulated figures. The year 1913-14 showed a net increase of 58 over the previous year, whilst 1912-13 showed an increase of 66, and 1911-12 showed an increase of 56. Included among those in the column headed "lapsed," are several members who are three or more years in arrears, whose papers have been returned by the postal authorities, owing to change of address without intimating the alteration.

Attention is invited to the importance of taking full advantage of the resolution to increase the membership to 2,000. The necessarily increased expenses involved in the new location of our premises emphasises this. It is also highly desirable to get into touch with those who have temporarily lapsed, and obtain the addresses wanted.

The losses by death amount to nine and include the following:—

- Mr. JAS. BELL (Member).
- Mr. JAS. CURRIE (Member).
- Mr. E. FISHER (Member).
- Mr. J. M. NEWALL (Member).
- Captain JAMES LOGAN PARFITT (Companion).
- Mr. JAMES MACKIE ROBB (Member).
- Mr. R. P. THOMAS (Member).
- Engineer Commander GEO. E. WHEATLEY (Member).
- Mr. GEO. H. WOOD (Member).

The Council has, since the close of the financial year, sustained a severe loss in the death on February 9th of Mr. Joseph Hallett, who, besides serving as Chairman of Council, was also Hon. Treasurer of the City Premises Committee, and was largely instrumental in bringing about the consummation of the work of the Committee. Special tribute is therefore due to his memory, not only on account of his services on the Council, but of his energy and enthusiasm in connection with these premises. He had the satisfaction of seeing and taking part in the entry into the new building, and it was a great pleasure to him to know that his work was appreciated, and that his labours had been brought to so successful an issue. Much sympathy is felt towards Mrs. Hallett in her great trial and grief. The funeral took place on Saturday, February 13th. The service at St. Mary's Church, Balham, and at the Cemetery, was attended by many of the members to pay respect to the memory of him who had served the Institute so well during the years in which he was on the Council.

THE AWARDS given were as follows:—

DENNY GOLD MEDAL to Mr. J. G. Wells, Member, for the paper read February 3rd, 1913, on "The Thermodynamics of Refrigeration."

LLOYD'S SCHOLARSHIP to Mr. C. P. Tanner, Graduate, now studying at the Glasgow University.

ASSOCIATE MEMBERS.—Subject, Superheated Steam; the advantages of its use, different systems and the application of these in modern practice. Mr. W. Smith.

ASSOCIATES.—Subject, The Governor; different styles and their application to Marine Machinery and high-speed auxiliaries. Mr. R. J. Walker.

GRADUATES.—Subject, Liquid Fuel; description of its use and application to Marine Boilers. 1st, Mr. A. J. Walker; 2nd, Mr. O. Bertram.

OPEN COMPETITION.—Subject, The Modern Condenser; main and auxiliary with all necessary pumps and appliances connected therewith. 1st, Mr. J. S. McPherson; 2nd, Mr. C. P. Tanner.

The President, at the opening ceremony of the new building, inaugurated an award by contributing the sum of £100 to be

invested in the new building, bearing an interest at the rate of 4 per cent. per annum. This award is given with a view to encourage accurate research work and data from which conclusions may be drawn in regard to problems affecting marine propulsion.

The subjects on which papers or essays are invited during the coming session have been announced, and it is hoped that many will enter upon the consideration of these in order to contribute the results in due form.

THE JUNIOR SECTION has been allotted accommodation in the new building, and arrangements are in hand to equip a small workshop with tools and appliances fitted for the service of those who may wish to use them.

THE LIBRARY AND READING ROOM have been well maintained during the year. Journals and papers after being in use in the Reading Room for a time, have been supplied to members for reading at sea. That these have been appreciated is testified by several acknowledgments especially by those serving in H.M. ships.

The excellent equipment of book cases and the superior accommodation lend additional facilities in the new building for using the means provided for reading and study. The catalogue of books has been increased during the year by the additions shown in detail on a following page. The list of papers and journals in the Reading Room is also given.

THE PAPERS AND LECTURES which have been contributed are tabulated on a separate page with details showing the dates when read or discussed. In all, seven have been contributed, and one feature in connection with them is the predominance given to the Gyroscope and the Compass.

THE PROPERTY in Stratford, which is freehold, was vacated in the course of December and January, arrangements were made to let the premises on a seven years repairing lease to the North West Ham Conservative Association at a satisfactory rental, with the option of purchase under an agreement.

A list of contributions to the furnishing of the new building is given in a following page. The attention of members is directed to the stained glass window over the entrance hall.

The new premises are substantial, ornate and well equipped for the work of the Institute. We are indebted to a large

number of well wishers throughout the country—ship-owning, shipbuilding, engineering and manufacturing firms, as well as members and friends at home and abroad, for the valued assistance they have rendered in enabling us to enter into possession of such a building, and in addition, of having it well furnished to meet our requirements. Illustrations of the building and of the interior have been given in some of the technical journals so that members who have not yet had an opportunity to visit it may form an opinion of the accommodation provided.

REPRESENTATIVES were nominated and elected to serve on the Board of Arbitration appointed to consider and adjudicate claims arising out of the requisition of ships by the Government for Admiralty purposes and on the Advisory Committee of the Board of Trade. Mr. Jas. Denny (Past President) was elected for the former duty and Mr. Joseph Hallett—our lamented Chairman of Council—for the latter. Thanks were accorded to Mr. Geo. Shearer (Member) who had served for two periods of three years each on the Advisory Committee. A representative from the Institute attended the Sanitary Congress which was held at Blackpool, July 4th to 12th, a report of the proceedings has already appeared.

THE ANNUAL DINNER and other social events which usually take place have not been held during the past year owing to the war. The Hogmanay Gathering of the juniors could not be held owing to the removal arrangements. The Tennis Club was carried on during the summer and is now wound up.

THE "TITANIC" ENGINEERING STAFF MEMORIAL. —The grant of £300 made to the local Committee helped in the erection of the handsome memorial at Southampton, which was unveiled by Sir Archibald Denny (President) on April 22nd in the Andrews Park, Southampton. A memorial has been designed and is in course of preparation to be placed in the entrance hall of our new premises. The invested portion of the fund in connection with this memorial is now available for the assistance of widows and orphans of marine engineers, and in accordance with the arrangements made last year with the Governors of the Merchant Seamen's Orphanage, the first nominee of the Institute was admitted into the Orphanage in September. The fund in connection with this Memorial is still open, and in view of such an estimable object it is our desire that members should carefully consider its further enlargement.

That some such enlargement is desirable, is indicated by the fact that several cases in need of help in which members were interested, have been assisted through the instrumentality of various Institutions with which we have kept in touch.

THE TRANSACTIONS have been issued monthly, containing the papers and lectures delivered at the Institute meetings, with the discussions thereon, reports of visits to works, prize essays from the juniors, extracts from papers read before other institutions, Board of Trade reports and other matters of technical interest. Thirty-two bound volumes have been disposed of to order; and 30 have been sent to Libraries at home and abroad, including exchanges with kindred societies. Surplus copies of papers read in former years have been supplied to members for distribution among engineers and many have been given to members on requisition from the printed list of papers read. There still remains a stock which may be used for the purpose indicated, and applications will be attended to for papers on subjects named, if in stock. By sending copies of the papers to engineers the value of the Institute is brought to their notice.

VISITS TO WORKS.—The visits arranged to works during the summer were as follows:—

- April 4.—Visit to the Works of Messrs. Siemens Bros. & Co., Ltd., Woolwich.
- May 9.—Visit to the Works of the British Oxygen Co., Ltd., Westminster.
- June 6.—Visit to the Works of Messrs. J. & E. Hall, Ltd., Dartford.
- July 4.—Visit to the Works of the Manganese Bronze and Brass Co., Ltd., Millwall, E.
- „ 18.—Visit to the London Hydraulic Power Company's Pumping Station, Grosvenor Road, S.W.

The recent proclamation as to the recognition of the proper rank of the engineers of the Navy has been received with pleasure by the Engineering Institutions, and to Lord Fisher, congratulations have been offered on the part he has taken in connection with this acknowledgment of the responsibility they carry.

The position of the engineers of the mercantile marine in relation to the Royal Naval Reserve has been the subject of consideration by the Institute, but was held over during the crisis through which we are passing. It is confidently hoped that the ready response which the mercantile engineers have made to the call for service, will ensure the due recognition of their value.

On behalf of the Council,

JAS. ADAMSON,

*Hon. Secretary.*

## OBITUARY.

Mr. JAS. BELL (Member) served his apprenticeship with Messrs. Rankin & Blackmore, Greenock, and began his sea career in the service of Messrs. Salveson & Co., of Leith. After passing through the various grades and obtaining his first-class certificate, he entered the service of a Spanish company and sailed for several years between Barcelona, the West Indies and America. Returning again to British waters he joined Messrs. Lund's Blue Anchor Line, but latterly he sailed for many years as chief engineer of the *Crown Point*. He died on May 8th, 1914, after an illness of five months, in the 59th year of his age.

Mr. JAMES CURRIE (Member).—Born and educated in Kirkcaldy; Mr. Currie served his apprenticeship with Messrs. Scott of Kinghorn, and in due time he went to sea in 1895, bound for Singapore, in the *Clio*, belonging to the Straits SS. Co., with whom he served for some time. After obtaining his certificate he was for a considerable period chief engineer of the *Cheang Chew*, and while in this steamer he replaced a broken crankshaft at sea under considerable difficulty and brought her into port. Mr. Currie afterwards joined the Sarawak Steamship Company in 1905, and served in the *Kuching* until forced to go home through illness last year. He was elected president of the local Society of Engineers last year, but did not live to complete his year of office. Universally liked and esteemed for his cheery good nature and kindheartedness, there are many who will miss him, as he was well-known in the local engineering circles. He is the second president of the Society to die in office, the first being Mr. William Ronaldson, superintendent engineer of New Harbour Docks, Singapore, who died in January, 1884. Mr. Currie passed away at Edinburgh Infirmary on the 14th December last, the victim of a painful internal illness which he had contracted in the tropics.

Mr. ALFRED FISHER (Member) who unfortunately lost his life at the age of 26 years in H.M.S. *Viknor* off the north coast of Ireland in January, 1915, was born in Boston, Lincolnshire, and educated in Hull, finally passing one year as a student of the Technical School. He served his apprenticeship with Messrs. Earles and Messrs. Whittingham & Porters of Hull. He then went to sea as an engineer in various steamers, obtaining his second-class certificate in August, 1909, at the age of 21, and his first-class certificate two years later. He then went to Constantinople as chief engineer of a



small steamer, the *Guzel Ghired*, trading in the Black Sea. After eight months, he received an appointment as operating and constructing engineer at the Robert College, Constantinople. In September, 1914, having been advised to leave Constantinople on account of the war, he returned to Hull. He joined the Navy in November, and was appointed to the ill-fated armed merchant ship H.M.S. *Viknor* (late R.M.S.P. *Viking*), which left the Tyne under sealed orders on the 13th January. Mr. Fisher's body was found on the Isle of Oronsay, Argyleshire, where it was interred. He leaves a widow and an infant son of 14 months.

Mr. JAMES M. NEWALL, who passed away on the 20th December last, at the age of 47, after a severe and prolonged attack of pleurisy, served his apprenticeship with Messrs. Lester & Perkins, Royal Albert Dock, London, and afterwards was employed for some time in Glasgow. He sailed as marine engineer in various ships for eight years, being chief engineer during the last three. After serving as foreman with Messrs. A. W. Robertson, of London, and later as outside manager for Messrs. R. & H. Green, Blackwall, London, he obtained the appointment of Assistant-Superintendent Engineer to the American Line, Liverpool. His next appointment was as Assistant-Superintendent to the White Star, Dominion & American Lines of Liverpool, which position he held until last July, when he was appointed head of the Repairs and Costs' Department. Some years ago, he patented the "Safetite" catch, a device for rendering doors burglar-proof. This invention was followed by the "Recorderator," an electro-mechanical instrument for registering the running of the engines and warning the bridge and engine-room of any irregularities in the working of the machinery. A description of this instrument was given by him in a paper entitled "Communication between the Bridge and Engine-room" which he read before the Liverpool Engineering Society, of which he was a member. He was also a member of the Institute of Mechanical Engineers. Mr. Newall's death at the early age of 47 is deeply deplored by his numerous friends, and his loss will be felt in the engineering world.

CAPTAIN JAMES LOGAN PARFITT (Companion), who died in his country home in Essex, at the age of 64, joined the P. & O. Company 50 years ago as an apprentice, becoming an officer in 1869. In 1885 he was promoted to captain, and commanded many of the Company's finest liners, being in charge of the SS. *Arabia*, 1903, when he was appointed Marine Superintendent. Captain Parfitt was a junior brother of Trinity House,

and an active officer in the R.N.R. Just one week before his death he was honoured by the King with promotion to Captain from Commander in the R.N.R. retired list. He was held in high esteem by the Company he served, and enjoyed a large measure of popularity; his 50 years' service was without blemish or accident of any sort. It is interesting to note that the Captain's three sons are in the P. & O. Line, one serving as second officer, another as purser, and a third in the offices of the Company in Leadenhall Street, London.

Mr. JAMES MACKIE ROBB (Member).—After an illness of three weeks Mr. Robb died of dysentery at his residence at Shanghai, on the 15th October, 1913. Born in Aberdeen in 1858, he first went to the East in 1885; after being in Hong-Kong for two years, he transferred to Shanghai, and entered the service of Jardine Matheson & Co., Ltd. He afterwards settled down on shore and established himself as a consulting engineer in partnership with Captain J. H. Parker. Mr. Robb had a large number of friends, not only among the shipping community, but also amongst foreigners at the coast ports. He had been for 25 years a member of the Marine Engineers' Institute in China, with whose members he was exceedingly popular. He acted as hon. treasurer for a period of ten years, and as a member of the Committee for a still longer period, had done excellent work on behalf of the Institute. He was also a prominent member of St. Andrew's Society, and a director of some of the local companies.

The notice of the death of Mr. Robb was not received in time for inclusion in our last annual volume, hence its insertion now. He left a widow, two sons, and a daughter.

Mr. JOSEPH GIBSON ROBERTSON (Member) died on the 30th May, 1914, of acute pneumonia, after an illness of a few days. He was 38 years of age, having been born on the 9th August, 1875. He served his apprenticeship with Messrs. A. W. Robertson & Co., Ltd., of Canning Town, serving two years at the building yard and three at the engine works. During two of these five years he was occupied in the drawing office. He then went to University College to study electricity, and on leaving, obtained a certificate of efficiency for all electrical tests. He afterwards went to Belfast where he was employed for two years in the drawing office of Messrs. Workman & Clark. After a sea experience of about two years, he joined the firm of Messrs. A. W. Robertson & Co., and at his death was manager of the Lea Shipbuilding Yard. He left a widow, but no children.

Mr. R. P. THOMAS (Member) was born in 1864, educated in Birkenhead, and served his apprenticeship with Messrs. Laird Bros. At the commencement of his sea-going career he sailed to Boston on the SS. *Norseman*, of the Warren Line. After a short period of service with this firm he joined the Blue Funnel Line (Messrs. A. Holt & Co., Liverpool), in 1887, and remained in their employ until his death, of angina pectoris, which occurred suddenly on the 3rd July, 1914. (He was at this time Chief Engineer of the SS. *Demodocus*). He was buried at sea in the Indian Ocean on the following day. He had served on the following ships:—SS.'s *Titan*, *Ulysses*, *Patroclus*, *Hecuba*, *Bellerophon*, *Tantalus*. Mr. Thomas was one of the oldest Chief Engineers of Messrs. Holt & Co.'s Line and was universally liked and esteemed, both by the heads of the firm and the department he served, and by those who served under him, as well as by the members of staff in other steamers of the Line. His loss was greatly deplored, and very many kind tributes were sent to his relatives on the news of his death becoming known. He was unmarried.

ENGINEER COMMANDER GEO. E. WHEATLEY (Member).—Engineer Commander Geo. E. Wheatley was born on the 15th November, 1863. He entered the service on the 1st July, 1885. After serving as engineer-student in the Training School at Portsmouth, he was appointed to H.M.S. *Minotaur* (Channel Squadron) for training, to date 11th November, 1886. In November 1887, he was appointed to H.M.S. *Porpoise* and proceeded with that vessel to the China Station in the February of the following year. While in this ship he was promoted to Engineer with seniority of 1st September, 1889. He returned to England in June, 1891, and in the following September was appointed to H.M.S. *Active* in the Training Squadron, where he remained a year and eight months, being then transferred to H.M.S. *Horsey*, on that ship commissioning. In November, 1893, he was appointed to the *Cockatrice* on the Mediterranean Station. He returned home in May, 1896, and was then appointed to H.M.S. *Star* (building). He continued to serve in the ship on her commissioning on 3rd November, 1898, and was reappointed to her, on his promotion to Chief Engineer (seniority) 7th September, 1900. His next appointment was to H.M.S. *Cossack*, in March, 1900, in which ship he proceeded shortly after appointment to the East Indies Station. While on the East Indies Station he was awarded the Somaliland Medal. He returned to England in August, 1903, and was

appointed to H.M.S. *Trafalgar*. While in this ship he was promoted to Engineer-Commander, with seniority of 7th February, 1904. In December, 1905, he was appointed to H.M.S. *Goliath* (Channel Squadron), and he remained in that ship on her being transferred to the Mediterranean Station in November, 1907. He was appointed on the ship being re-commissioned for home service in April, 1909. In February, 1910, he was appointed to H.M.S. *Bellerophon*, in which ship he remained until 1913, when he received an appointment to H.M.S. *Aboukir*. On 7th September, 1913, he was sent to the Chatham Naval Hospital, suffering from tonsillitis, and on the 10th of the same month he died of tonsillitis and heart failure.

Mr. G. H. Wood, who passed away somewhat suddenly on the 20th January, 1915, after 13 months of acute suffering, was born at Hale in Cornwall, educated in Devon, and served his apprenticeship at the Paper Mills, Ivy Bridge. He subsequently joined the Royal Navy, where he remained for 18 years. He then passed into the employment of Messrs. Jarrow & Co., as tube inspector. During the last nine years of his life, until he fell ill in December, 1913, he had established himself in London as consulting engineer in partnership with Mr. J. W. Harding. Our sympathy is extended to Mrs. Wood in the loss she has sustained by the death of her husband.

# THE INSTITUTE OF MARINE ENGINEERS,

## BALANCE SHEET, 31st JANUARY, 1915.

Dr.	LIABILITIES.	£ s. d.	£ s. d.	Cr.	ASSETS.	£ s. d.	£ s. d.
	To Sundry Creditors for Printing, etc. ..		126 19 4		By Cash—		
	„ Subscriptions in Advance .. ..		97 15 7		At Bank on Current Account ..	201 9 6	
	„ Denny Gold Medal Fund.. ..		261 7 10		„ „ „ Deposit Account.. ..	300 0 0	
	„ Stephens' Legacy Fund—				In Hand .. ..	4 0 0	
	Balance 31st January, 1914 .. ..	102 5 4				505 9 6	
	Add Interest .. ..	2 10 0			„ Sundry Debtors for Advertisements ..		50 1 0
		104 15 4			„ Investments—		
	Less Awards .. ..	2 8 6			£968 13s. 6d. Consols 2½% @ 75 ..	726 10 2	
		102 6 10			£200 Transvaal 3% Stock @ 91½ ..	183 0 0	
	„ Library Account .. ..		19 2 0		£500 Local Loans 3% @ 87 .. ..	455 0 0	
	„ Annual Dinner Account .. ..		12 1 4		£400 India 3% Stock @ 77½ .. ..	309 0 0	
	„ Open Competition Account—				£400 Metropolitan Water Board		
	Balance 31st January, 1914 .. ..		0 2 0		3% Stock @ 80½ .. ..	322 0 0	
	„ Titanic Memorial Fund—				£491 Caledonian Railway 4% Stock		
	Half-year Interest on New South				at cost .. ..	488 2 3	
	Wales 4% Stock .. ..		8 19 2		£500 New South Wales 4% Stock at		
	„ Revenue Account—				cost.. ..	499 9 9	
	Balance 31st January, 1914 .. ..	4,279 0 0				2,963 2 2	
	Add Entrance Fees .. ..	119 0 6			„ City Premises Fund Exs. (recoverable)..	154 8 6	
		4,398 0 6			„ Freehold of Institute Buildings (58,		
	Add Balance of Revenue Account ..	394 4 11			Romford Road, Stratford) .. ..	1,500 0 0	
		4,792 5 5			„ Furniture at Institute—		
					Balance 31st January, 1914 .. ..	245 3 2	
					Less Depreciation .. ..	12 5 2	
						232 18 0	
					Lathe purchased .. ..	8 0 0	
						240 18 0	
					„ Rates and Taxes in advance .. ..	7 0 4	
						7 0 4	
			£5,420 19 6			£5,420 19 6	