

THE INSTITUTE OF

Dr. BALANCE SHEET,

	LIABILITIES.	£ s. d.	£ s. d.
To Sundry Creditors			305 18 11
„ Subscriptions in Advance			300 8 4
„ Life Subscriptions — as at 31st			
January, 1920	105 0 0		
Received during year	42 0 0		

		147 0 0	
„ <i>Less</i> —Single premium paid to Royal			
Exchange Assurance Co. to se-			
cure repayment of £2,000 in			
2012	112 17 2		
		-----	34 2 10
„ Denny Gold Medal Fund—			
At 31st January, 1920	311 7 10		
<i>Add</i> Interest	10 0 0		

<i>Less</i> Award made	10 9 3		
		-----	310 18 10
„ Denny Award—			
At 31st January, 1920	122 6 0		
<i>Add</i> Interest	5 0 0		
		-----	127 6 0
* „ Stephens' Legacy Fund—			
At 31st January, 1920	111 16 10		
<i>Add</i> Interest	2 10 0		
		-----	114 6 10
* „ John I. Jacobs' Award—			
At 31st January, 1920	120 11 0		
<i>Add</i> Interest	5 0 0		
		-----	125 11 0
„ Dinner Account, 1921			312 3 6
„ River Trip			0 3 5
„ Mather Testimonial Subscriptions			151 1 6
„ Capital Account—			
As per last Balance Sheet ..	12,173 17 10		
<i>Add</i> Revenue Account— ..	4,134 6 9		
Balance of Revenue Act. to 31st			
January, 1921	265 5 7		
		-----	16,573 10 2
			£18,355 11 4

* Costs of Awards allocated at the Annual Meeting not deducted.—J.A.

MARINE ENGINEERS.

31st JANUARY, 1921.

Cr

	AS-ERS.	£ s d.	£ s d
By Cash—on deposit		750 0 0	
„ „ at Bank—Current Account ..		148 6 5	
„ „ In hand		0 3 1	
„ „ At Bank—Dinner Account ..		488 5 1	
		<hr/>	1,386 14 7
„ Sundry Debtors—			
Advertisements		232 18 5	
Rent and Charges		36 8 10	
Titanic Fund		11 19 6	
		<hr/>	281 6 9
„ Investments—Building Fund—			
Three £5 Nat. War Bonds, at cost			15 0 0
„ Investment—J. I. Jacobs' Award—			
£200 2½% Consols @ 59½			119 0 0
„ City Premises—			
Balance 31st January, 1920 ..			14,650 0 5
„ City Premises Redemption—			
Single Payment to Royal Ex-			
change Assurance Company to			
secure the repayment of £10,000			
in 2011			510 16 8
Ditto £2,000 in 2012 (Premium			
paid out of Life Subscriptions)			
„ Furniture—			
Balance 31st January, 1920 ..		906 10 0	
Less Depreciation		45 6 6	
		<hr/>	861 3 6
„ Electric Fittings, Lamps and Light-			
ing Apparatus, Bells, &c.,			
throughout City Premises—as at			
31st January, 1920		176 19 6	
Less Depreciation		8 17 0	
		<hr/>	168 2 6
„ Books in Library as at 31st, January,			
1920			302 2 0
„ Rates and Telephone in advance ..			61 4 11
			<hr/>
			<u>£18,355 11 4</u>

REVENUE

Dr.

1st February, 1920 to

	£	s.	d.	£	s.	d.
To General Expenses :						
Bank Charges	2	16	9			
Postages and Telegrams	35	15	9			
Engrossing Certificates	5	5	0			
Stationery and General Printing	87	4	11			
Honorarium—Honorary Secretary	210	0	0			
Season Ticket, do.	17	4	2			
Clerical Assistance	176	7	6			
Chartered Accountants	31	10	0			
Telephone	8	15	10			
Office Expenses	14	6	7			
Sundries	31	6	5			
						620 12 11
.. Rent, Rates, Taxes, etc. :						
Ground Rent, Land Tax and Tithe	118	0	8			
Rates	306	13	10			
Gas and Electricity	37	7	9			
Water	28	5	0			
Income Tax, Sch. H.	161	1	0			
„ „ „ D.	11	14	0			
						663 2 3
.. House Account :						
Caretaker	121	0	0			
Do., Uniform	8	10	0			
Coal and Coke	49	12	5			
Cleaner's Wages	7	9	0			
Sundries	10	4	0			
National Health Insurance	2	14	10			
Window Cleaning	7	7	0			
						206 17 3
.. Repairs and Redecoration of Institute						48 7 4
.. Insurance						25 16 5
.. Papers, Discussions						1,184 0 2
.. Interest :						
Denny Gold Medal	10	0	0			
Denny Award	5	0	0			
Stephens' Legacy	2	10	0			
						17 10 0
.. Transactions Section						118 11 2
.. Library Account						14 3 0
.. Depreciation :						
Furniture	45	6	6			
Electric Fittings	8	17	0			
						54 3 6
.. Donation included as outstanding in last year's Accounts not received						36 0 0
.. Balance, carried to Balance Sheet						265 5 7
						<u>£3,254 9 7</u>

ACCOUNT.

31st January, 1921.

Cr.

		£	s.	d.	£	s.	d.
By Subscriptions:							
Members		1,995	19	0			
Associate Members		83	11	6			
Associates		20	5	0			
Graduates and Student Graduates		12	1	3			
Companions		59	11	6			
		<hr/>					
					£2,171	8	3
.. Less Subscriptions in Advance—		£	s.	d.			
Members		291	5	10			
Associate Members		3	19	6			
Associates		0	15	0			
Graduates		1	5	0			
Companions		3	3	0			
		<hr/>					
					300	8	4
					<hr/>		
					1,870	19	11
.. Entrance Fees					331	18	0
.. Transactions Section					42	10	3
.. Advertisements					623	19	4
.. Rent Receivable:							
Basement					300	0	0
.. Charges to Tenant for Heating and Cleaning					37	8	4
.. Sale of Anvil and Lathe					15	0	0
.. Interest:							
War Loan					0	15	0
Deposit					31	13	9
					<hr/>		
					32	8	9
.. Exhibition Tickets					0	5	0

£3,254 9 7

"TITANIC" ENGINEERING STAFF MEMORIAL (BENEVOLENT) FUND.

BALANCE SHEET 31st JANUARY, 1921.

LIABILITIES.		£	s.	d.	£	s.	d.
To Institute of Marine Engineers ..					11	19	6
„ Revenue Account –							
Balance 31st January, 1920 ..	1,892	18	10				
Less do. for year to 31st January, 1921	33	18	10				
	1,859	0	0				
					£1,870	19	6

ASSETS		£	s.	d.	£	s.	d.
By Investments: –							
£1,250 Lancashire & Yorkshire Railway 3% Preference Stock	687	10	0				
£1,000 Caledonian Railway 4% Preference Stock ..	700	0	0				
£500 New South Wales 4% Stock ..	420	0	0				
As valued at 31st January, 1919					1,807	10	0
„ Income Tax recoverable ..						46	17 6
„ Cash at Bank: –							
L. C. & W. ..	0	3	0				
Barclay & Co. ..	16	9	0				
						16	12 0
					£1,870	19	6

REVENUE ACCOUNT 31st, JANUARY, 1921.

	£	s.	d.
To Royal Merchant Seamen's Orphanage ..	85	0	0
„ Royal Infant Orphanage, Wanstead ..	10	10	0
„ Royal Caledonian School ..	10	10	0
„ Royal Scottish Corporation ..	4	4	0
„ Mrs. Hyde ..	10	10	0
„ Mrs. Kidd ..	10	10	0
„ Mrs. Noyce ..	10	10	0
„ Mrs. Spink ..	5	5	0
„ Mrs. Smith ..	5	5	0
„ Accountancy ..	1	1	0
„ Office Expenses ..	3	3	0
„ Bank Charges ..	0	8	4
	£157	1	4

	£	s.	d.
By Donations ..	6	2	1
„ Interest and Dividends ..	63	5	0
„ Income Tax recoverable from 5th April, 1919, to 31st January, 1921 ..	46	17	6
„ Interest on Deposits ..	1	17	11
„ Balance carried to Balance Sheet ..	33	18	10
	£157	1	4

LIBRARY ACCOUNT.

Dr.		£	s.	d.		Cr.
1921.					1920.	£ s. d.
Jan 31.	To Reading Room Expenses	26	4	6	Jan 31.	6 16 6
					1921.	
					Jan 31.	5 5 0
						14 3 0
						<u>£26 4 6</u>
						<u>£26 4 6</u>

RIVER TRIP ACCOUNT.

		£	s.	d.		£	s.	d.
To Hire of Steamer		31	10	0	By Sale of Tickets	108	10	0
„ Refreshments		60	6	10	„ Interest on Deposit	3	11	6
„ Artistes		7	0	0				
„ Printing, Postage and Sundries		12	14	3				
„ Balance carried to Balance Sheet		0	3	5				
		<u>£112</u>	<u>1</u>	<u>6</u>		<u>£112</u>	<u>1</u>	<u>6</u>

XIII

DINNER ACCOUNT.

		£	s.	d.		£	s.	d.
To Expenses Paid to 31st January, 1921		26	1	6	By Amount Received from Sale of Tickets to			
„ Balance in Hand to meet Expenses of					31st January, 1921	338	5	0
Dinner, carried to Balance Sheet		312	3	6				
		<u>£338</u>	<u>5</u>	<u>0</u>		<u>£338</u>	<u>5</u>	<u>0</u>

special attention being given to the Internal Combustion Engine. Very able men have come along and given us their experiences, and I do not think that any other institution has the same advantage we have got in this respect. Controversy over the best engine for driving a ship is very keen just now, and I think we are on the verge of a very big question on the subject of oil fuel, whether it is best for internal combustion engines or burning in furnaces. One point which concerns me and which I should like to emphasise is with regard to the British Marine Engineering Design and Construction Committee, which has done such good work; we have had the benefit of being represented on that Committee by Mr. Fielden and our hearty thanks are due to him for the great lead he has given us and the valuable services he has rendered to the Institute. The financial position of the Institute is also a matter of gratification; I do not think there is an Institute in the world which gets better value for money. I, personally, and I think I may also speak for my fellow members, appreciate the great leadership we have had in this Institute and the honour conferred on us by Lord Weir, who has consented to act as our President during two years. I may also add that it is a great advantage to feel that we have had a President who is an engineer, and with whom we can talk shop, and it is also gratifying to feel that the same may be said of the President Elect.

Mr. A. H. MATHER: I have great pleasure in now seconding the adoption of the reports this evening, and I heartily endorse Mr. McLaren's remarks. Personally, there are one or two little matters I should like to refer to; one is that the Council are continuing the policy of insuring the premises up to the full extent and more especially maintaining the sinking fund, a subject which gave rise to a great deal of discussion when first mooted, and I am very pleased to see the measures which have been adopted in respect to this. I congratulate Mr. Robertson on being able to put forward such a satisfactory balance sheet and statement. Last year was rather bad, and I had some fears for this year, but am glad to be able to congratulate him on being able to tell a different story. I see there is a considerable amount of money on Deposit Account; this is a very healthy sign, and I hope it will continue. The other item is the considerable revenue received from the advertisements; this presents a contrast to the earlier days when it was in the hands of agents; now that the Institute is taking care of itself, the results are different. I have great pleasure in seconding the adoption of these reports.

Lord WEIR: Our next business is the presentation of awards, and I have great pleasure in asking Mr. J. H. Anderson to receive the Denny Gold Medal for his paper on "The Winning and Preparation of Coal."

Mr. J. H. ANDERSON: I scarcely know what to say in reply to this. I thank you all heartily and shall always look upon this medal as one of my most valuable possessions.

Lord WEIR: Awards for Student Graduates are available here—is there any Student Graduate present who will come forward and receive his award? The awards will be forwarded to the others.

Mr. H. A. RUCK-KEENE: I have great pleasure in proposing a vote of thanks to the President, his name is known to every Marine Engineer all over the world, as is the reliability and efficiency of Weir's pumps. The munificent gift of his late father to the City Premises Fund greatly helped us to obtain the present premises. Those of us who were able to be present at the recent reception and dance appreciate the interest Lord and Lady Weir have taken in the members and affairs of the Institute, but many possibly do not realise his great help and assistance in furthering the affairs of the Institute generally; he is a busy man who has always found time to devote to the business of the Institute and our most grateful thanks are due to our President for the great support he has given us during his term of office. I therefore ask you to accord him a hearty vote of thanks.

Mr. J. L. LESLIE: I have great pleasure in seconding this vote of thanks, and I think Lord Weir deserves every word that has been said in his praise to-night.

Lord WEIR: Before replying to the vote of thanks I will call upon Mr. Anderson to propose a vote of thanks to the Office Bearers and Council.

Mr. J. H. ANDERSON: I am very pleased to be given this opportunity of proposing a vote of thanks to the Office Bearers and Council. I am only a young engineer, and have belonged to the Institute for about four years, but I can speak from experience of the great help and encouragement which is extended to young members. I had never before spoken in public, but the Hon. Secretary knew I was interested in the coal question and he suggested to me that I should read a paper before the Institute; I tackled the job in a rather diffident spirit, but

Mr. Adamson gave me so much help and encouragement that within a couple of years I had given some thirty lectures in London and its neighbourhood. I would like further to remark with regard to the oil fuel question that a great deal of praise is due to Marine Engineers whose experience in steam has greatly helped matters. With regard to the subscription we pay, I should like to say that it seems to me a small one in proportion to the benefits we receive. I have the honour to belong to some half-dozen societies and not from one do I get such good value as from the Institute. I should like to see both the membership and the subscription increased. I have very great pleasure in proposing this vote of thanks to the Office Bearers and Council.

Mr. W. STEEL PARSONS: I have very great pleasure in seconding this vote of thanks. All the members of this Institute owe a debt of gratitude to the Office Bearers. A great deal has been done. One item I should like to mention, that of having successfully increased the subscription. That is in keeping with the times. Technical books and papers have more than doubled in price but in the papers we get in the Transactions we get better stuff than we get from outside. I am therefore very glad to have this opportunity of expressing my appreciation of the services rendered to the Institute by the Office Bearers and Council and of seconding this vote of thanks.

Lord WEIR: According to Mr. Adamson's agenda, I find myself now with a double duty to discharge. First I want to acknowledge the very kind personal references of Mr. Ruck-Keene and to thank you all for the endorsement you have given to what he has said. Let me say very simply that I shall always look back to my two years presidency of this Institute as a very great honour and a very great pleasure and a very great and valuable privilege. If I have not been able to devote as much time to the affairs of the Institute as I should have liked; I know the Institute has not suffered, but has been very ably managed by your capable Office Bearers and Council. I am very proud of the Institute because my whole life with the exception of a somewhat exciting period of five years has been devoted to work in connection with Marine Engineering. I look upon myself as one of yourselves, and although I am now relegated to the category of past Presidents, I hope still to take more interest than ever in the Institute of Marine Engineers, and it will always be my desire to help you to the full extent of my ability.

Now, I come to the second part of my duty which is, in the absence of Mr. J. M. Dewar*, the Chairman of Council, to thank Mr. Anderson and Mr. Parsons for the tribute they have paid to the Office Bearers and Council. They thank you for the cordiality of that tribute and the support you have given. They are quite unlike the President, because they have many arduous duties and responsibilities devolving upon them which demand much time and much knowledge and energy. Let me say that it is very difficult for me to speak of the services of Mr. Adamson, because it would be easy for me to add to the tribute; but I am going to express my conviction that he is appreciated by you all. It is doubly difficult for me to reply on behalf of Mr. Robertson, because half his work has been given to him to do by myself, and I am very largely responsible for the work he has had to do during the last two years. But I am sure he will feel himself amply rewarded in the success of his efforts in getting in the money, a satisfaction which I suppose is common to all Chancellors. Also I am sure that Mr. Robertson, by his organising ability in connection with the conversazione has earned the gratitude of all the ladies. In conclusion, I thank you in the name of the Office Bearers and Council for your recognition of the work they have done. That will strengthen them in their future direction of the great Institute they have to direct. I will now call on Mr. Wells to propose a vote of thanks to the Hon. Auditors.

Mr. G. J. WELLS: I have much pleasure in proposing the vote of thanks to the Hon. Auditors. You see from the accounts the satisfactory state in which the finances of the Institute have stood during the last few years, and it is to a great extent due to their assistance. I ask you all to support this vote of thanks which I have the honour of proposing.

Mr. Wm. McLAREN: I can only endorse what Mr. Wells has said in reference to Messrs. Timpson and Harvey—they have stuck to their guns. Even though the financial year has been a successful one, Mr. Robertson has all my sympathy. And so have the two gentlemen who have had the hard work of checking the official report. I have great pleasure in seconding the vote of thanks to the Hon. Auditors.

Mr. F. M. TIMPSON: I thank Mr. McLaren for his remarks and for the vote of thanks. The task of checking the report was not a very difficult one with such an able Treasurer to lay the

* As per the Marconigram.

work out for us. It was a great pleasure to Mr. Harvey and myself to know the Institute was in such a favourable position.

Mr. RUE: Mr. Brawley and myself have gone carefully through the voting papers and have the honour to announce the following results:—President: Sir Joseph P. Maclay; Hon. Secretary: Jas. Adamson; Hon. Treasurer: A. Robertson; Members of Council: J. Carnaghan, J. Clark, J. G. Hawthorn, R. S. Kennedy, J. Thom.

Lord WEIR: Following our usual custom, I will now call upon any gentleman who has any desire to make any suggestion in connection with the activities of the Institute.

Mr. B. P. FIELDEN: I have one suggestion to make. According to the Annual Report the end of our financial year is the 31st January. I should like to see that put back to the end of the preceding year and propose the 31st December instead of the 31st January.

Mr. SHANKS: I beg to second Mr. Fielden. For some years, since I have been a member of this Institute, I have always paid my subscription before the 31st December, and I think it is in keeping with practically everybody's financial arrangements that the year should end on the 31st December.

Mr. J. B. HALL: I am not wishing to pour cold water on the remarks of Mr. Shanks or Mr. Fielden, but I may point out that the 31st December is that terrible day when papers come along for the Income Tax. January 31st, I believe, is more favourable to the Institute. Two bad payers are said to be those who pay too soon and those who do not pay at all. Still, in this particular case I do think that one day is as good as another and I do not see any good in changing from the 31st January to the 31st December.

Mr. A. H. MATHER: I think this is a matter which should be left to the Council during their coming year of office. And with regard to the Income Tax, may I say that December is not the critical time—the critical time is that period when you have not paid and are receiving threatening notices.

Lord WEIR: I suggest that Mr. Fielden may be prepared to alter his resolution and leave the decision to the Council.

Mr. B. P. FIELDEN: I have already brought the matter up at a meeting of Council, but was informed that it was a matter for a General Meeting.

Lord WEIR: The position is this: Mr. Fielden has put forward a resolution which has been seconded and an amendment proposed.

Mr. ADAMSON: I have been expecting that an amendment would be proposed. My objection to the proposal is a sentimental one perhaps, but we began our operations on the first of February and that date is our birthday. I have a strong feeling that we should not change. Perhaps my sentimental feeling is too strong. But there are many commercial concerns which do not keep to the 31st December as the end of their financial year, and there seems to me no particular reason why the Institute should do so, however, the question is in the hands of the meeting.

Mr. J. G. HAWTHORN: I would fully endorse Mr. Adamson's remarks. We have always got along very well under the present arrangement and I should be sorry to see the date altered.

Mr. F. M. TIMPSON: I quite appreciate the force of the remarks made on both sides of the question. Perhaps it might be as well if the Hon. Treasurer would give his opinion.

The HON. TREASURER: I do not think it will make a very great amount of difference. It is a common experience with all institutions and associations to have to worry members for subscriptions. You send out a notice to a member who perhaps forgets all about it until he receives a second notice. I really do not think the proposed alteration would make a great deal of difference in the payment of subscriptions. As regards a few items, it may give a little more trouble to the auditors. The sentimental reasons against it appear to be strong and I think it would be desirable to leave things as they are.

Mr. J. McLAREN: I agree that it is better to let things stand as they are. Personally I am rather pleased to find that there are members who do pay beforehand. I myself generally manage to pay up before the Annual Meeting. I fail to see the benefit to be gained by changing.

The amendment for allowing the date to remain unchanged was seconded by Mr. J. B. Hall and on a show of hands the amendment was carried.

Lord WEIR: I think the feeling of the meeting is pretty obvious. If there are no other suggestions I would call on Sir Joseph Maclay to address the meeting.

Sir JOSEPH P. MACLAY: In rising to address this meeting, I wish to express my sincere appreciation of the high honour you

have done me in asking me to become your President. During the past four and a half years of the time spent in London I have been brought into close touch with many institutes and associations connected with the sea. When you asked me to fill this high position I felt it was my duty as well as my pleasure to accept. I feel at the present moment that there is every need to encourage every institute of the character of this institute of yours. We have got into times which must cause thinking men much anxiety and especially those connected with the sea. I believe we are far from the end of discovery, and I believe that during the coming years we shall see considerable developments without which I think the outlook would be indeed gloomy. In periods of inflation when business is booming you do not find improvements. It is in times of depression and difficulty that genius and ability come to the front and make greater progress. I am a believer in the internal combustion engine; I believe it will do far more for us than we realise, it means progress and advancement. I was associated with a ship of 12,000 tons; she went out to the Far East and returned to this country at a speed of something like 12 knots and the consumption of oil was something like 20 tons a day. You will remember that in the old conditions we burned about 80 tons of coal per day. This gives some idea of the tremendous advantage which must come from the use of the oil engine, and the enormously increased carrying capacity it gives us. It also means a reduction of labour. All that spells progress. I think that in the days in front of us the genius and ability of the men of our country will be brought out and the country will develop and the whole world gain thereby. But in times such as those which we now have to face, I think there is an opportunity of extending trade; if you are able to reduce costs you have an opportunity of increasing trade. I have had some experience and have found that after each depression the possibilities have become greater. We have got a position to face such as we have never before known; 10,000,000 tons of shipping stand to the credit of a nation other than our own. But I do not believe it is possible for America to step into the shipping trade without years of preparation and experience, and I do not doubt the ability of Britain to hold her own. I do not think there was ever a period in our history when we had reason to regard the future with greater anxiety, there are possibilities during the coming week of strike difficulties such as we have never known. God grant that these difficulties may pass away.

And now, Gentlemen, might I propose a vote of thanks to our Chairman to-night. He is a brother Scot. I was at a large gathering last night and one of the speakers referred to the "barbarian Scots." Well, I cannot help being a Scot. Long before I knew Lord Weir I knew his father's pumps; they were most expensive pumps and in the early days I grudged the expenditure but gradually I began to order those pumps. I am afraid I shall never be able to "talk shop" because I know nothing about engines—except when they do not go; but there are men of experience and ability in the Institute of Marine Engineers who will see that they do go. I have great pleasure in asking you to accord your vote of thanks to Lord Weir. I know that he is not going back to Scotland simply to enjoy life. I recall the time he was in the Air Ministry and the great work he was able to do there. I wish I had been able to do the same. He did his great part in the great war and those of us who had the privilege of doing our part look back with joy to the opportunity of service given to us.

Mr. B. P. FIELDEN: I have been asked to second this vote of thanks, and it gives me the greatest pleasure to do so. This is the last occasion when we shall listen to an official speech from Lord Weir as President. Now I should like to give Sir Joseph Maclay a little hint about Lord Weir—he is a member of this Institute as well as a past president, and there is nothing to prevent our new President from co-opting him if he finds himself in any difficulties. We of this Institute are out for efficiency and I think we can show that we are efficient as regards Presidents, the one who is just retiring and the one who has just taken office. These two gentlemen, together with a third, Lord Inverforth, who, I believe, is also from the Clyde district, proved their efficiency when they were in charge of important Government Departments during the war.

They are all connected with shipping so that we Marine Engineers are proud of them because of the work done by them in such critical times. I thank Lord Weir for all he has done for us for the last two years, and I hope you will give him a very hearty vote of thanks.

Lord WEIR: I do not intend to make any speech; all I want to say is that I am sure you will sympathise with me for having to deal with so many votes of thanks. Let me say that in the speech made to-night by Sir Joseph Maclay you have had evidence that he can say wise words.

OBITUARY.

JAS. BLELLOCH (Member), son of the late Jas. Bllloch (Member), was born in December, 1881. He received his early education at Upton Cross School and his technical education at the People's Palace School, now the East London College. He served his apprenticeship in the Orient Co.'s Works, Tilbury. Afterwards, he was appointed as junior engineer of one of the Company's steamers, remaining in their service for a time; he then received an appointment in the Aberdeen Star Line, obtaining his certificates in due course. The first steamer he served in was the *Ortona*, which he joined in September, 1904, and subsequently he was in the *Salamis*, *Pericles*, *Orient* and *Ormuz* to April, 1910. In 1911 he obtained an appointment as Lloyd's Register Surveyor, and in 1915 he was transferred to Philadelphia where his wife died in 1919. In May 1920 he was transferred to Kobe, Japan. On September 1st, 1920, while passing over a level crossing on his way down for a swim, he was killed by an express train, which was travelling on the one line immediately after another on the adjoining line in the opposite direction.

Lord FISHER (Hon. Member).—See September issue.

NORMAN B. HODGE (Member) was of Cornish parentage, but born in London and educated at a private school in Cornwall, completing his education at Twickenham College, London. His apprenticeship was served with Messrs. Bartle and Sons, Camborne, Cornwall, after which he was in the service of the Urban Electric Supply Co., Camborne, then at Newton Abbot. He went to sea as 4th engineer in the service of Messrs. Andrew Weir and Co., after having 14 months experience in the works of the North Eastern Marine Engineering Co. On obtaining his 2nd Engineer's Certificate he joined the Anglo-Saxon Petroleum Co. In December, 1912, he passed for 1st Class Certificate, and from 2nd Engineer was promoted to Chief. In December, 1919, he was appointed Assistant Superintendent Engineer. During the war, while 2nd Engineer of the *Eburnia*, he had the experience of the ship being torpedoed in the Mediterranean, but she was saved, and on the Chief Engineer being recalled home, the 2nd was promoted and the repairs were efficiently seen to by him, and she then proceeded to Hong Kong. He was credited with several improvements in the course of his work, which resulted in greater economy and efficiency. While employed on the SS. *Pearl Shell* his leg was

injured, and he became so weakened that he had to enter a nursing home, where he seemed to be recovering, when a sudden attack of internal hernia supervened, and after a severe operation he died on May 16th, 1920, to the intense grief of his mother and his brother, who is also a member of the Institute.

J. D. FRASER (Member) who died in May, 1920, was born and educated at Newcastle-on-Tyne. After completing his apprenticeship he went to sea for a time and returned to the works ashore as foreman. Resuming sea life, he obtained his Chief's Certificate in 1878, and sailed as Chief Engineer of several steamers. In 1885 he joined the Sultan of Zanzibar's yacht *Nyanza*, and about 1890 he was appointed Engineer-Manager of Mills, at Bombay. Subsequently he held the office of Superintendent Engineer to the Karachi Port Trust, from which he retired a few years ago.

ALEXANDER ROLLAND (Member) was Vice-Director and Superintendent Engineer of the Adria Steamship Company, or, as it was known before the war, the Royal Hungarian Sea Navigation Company, of Fiume. He was born at Dunfermline, Scotland, in 1852, his apprenticeship being served in Kirkcaldy. As a young man he joined the Strath line of steamships, belonging to Messrs. Burrell and Sons, Glasgow, and while 3rd Engineer of the *Strath Clyde*, she was run down and sunk off Deal in 1872. In 1886 Messrs. Burrell and Sons having sold a number of their vessels to the then newly formed Hungarian Company, Mr. Rolland was appointed Superintendent Engineer of the new line, and was largely responsible for the successful development of that Company, all of whose new vessels were built to his designs and specifications.

Mr. Rolland had extensive and unique experience in the salvage of vessels, and on all insurance matters. He was well-known and had a large circle of friends among shipbuilders and engineers on the Clyde and Tyne, as well as at other home and Continental ports. He acted in a consultative capacity to the Cunard Line in connection with their vessels on the Adriatic-American service. As an appreciation of his special services to the Adria Company, he was, in 1909 made Vice-Director. He was a Burgher of Dunfermline, his native place.

When the war broke out in 1914 Mr. Rolland was unable to get away from Fiume in time, so was detained by the Austro-Hungarian authorities, and, with his wife, taken to Vienna,

and although not interned, was, during the whole period of the war, under supervision of the Austrians. Although not unkindly treated during his confinement, this long period of restraint and worry had a severe effect upon him.

After the Armistice he resumed his business in connection with his firm, and was in England settling up some of their legal questions with this country when he was seized with his last fatal illness which necessitated his going to a nursing home in London, where he died in January, 1921, deeply regretted. He leaves a widow, five sons, and one daughter, three of his sons being associated with shipbuilding and engineering.

L. C. HOLTHUSEN, Lieut. 13th Essex (Member).—See December issue.

J. M. KIDD (Member).—See December issue.

N. K. McLEAN (Member), who died in August, 1920, was born at Fort William, July 29th, 1844. Served his apprenticeship with Messrs. Boyd, Nassau Works, Glasgow, where he was afterwards foreman; subsequently he served in Messrs. Barclay and Curle's Works, and in 1869 he went to sea in the SS. *Howard*. He was Chief Engineer in the *Beaver*, *Sea Gull*, *Garnett*, *Cormorant*, *Pelican*, and in the *Avocet* when wrecked in the Red Sea in 1887. He then obtained an appointment under the Metropolitan Board of Works to supervise the erection of the precipitation and outfall plant, after which he was appointed by Messrs. A. W. Robertson and Co. as outside foreman. He returned to sea service and was Chief Engineer of the *Cardiganshire* till October, 1891. He joined the *Montana* of the Atlantic Transport Line in 1892, and later served as Chief Engineer of the *Michigan*, *Manhattan*, *Marquette*, *Minneapolis*, *Minnihaha*, till he retired in 1912, after war broke out he offered his services and was appointed Chief Engineer of the *Lindenfels*, sailing under the R.I.M. A severe attack of bronchitis supervened, which led to his resignation, and retirement. He took a keen interest in the work of the Institute from its inception and was very helpful.

W. MURDOCH (Member).—See March issue.

WM. SIBUN (Member), who died in September, 1920, was born at Minster, Kent, in July, 1858, educated at Sunbury College, and served his apprenticeship with Messrs. Dickinson, Sunderland. He joined the P. & O. Co. as a junior engineer, and received his promotion in due course to Chief Engineer.

after obtaining his 1st class certificate about 1883. In 1887 he was appointed Engineer Surveyor by Lloyd's Register of Shipping in the London District, and was afterwards transferred to Newcastle, then to Glasgow, from there to Cardiff, and latterly to Liverpool. He retired in December, 1918. His father, Jas. Sibun, was a Surveyor to Lloyd's Register of Shipping for over 30 years.

M. TURNBULL (Member) who died at Leytonstone in April, 1920, was born in Dumbarton, where he was also educated, and served his apprenticeship with Messrs. Denny & Co. He was the son of a Chief Engineer. He joined the service of the B.I.S.N. Co., in 1876, and on attaining his qualifying certificate was promoted to 2nd and passed the 1st class examination in August, 1886. He served as Chief Engineer in the *Chyebassa*, *Jumna*, *Dunera*, and *Rohilla*. When the *Rohilla* (hospital ship) was wrecked off Whitby in October, 1914, he was held up with others on the bridge for several hours before they were able to get ashore. Mr. Turnbull's certificate was washed out of his cabin with other gear, and found on the beach. After his experience his health suffered severely, and he retired. He held a shore appointment for some time; this he had to relinquish on account of illness. He was highly esteemed as a capable engineer and had many friends who appreciated his good qualities.

C. S. VIPOND (Member) died in June, 1920. Details not available.

R. WALKER (Member) died in June, 1920. Details not available.

JAS. WEIR (Member).—See September issue.

A. E. WINDRAM (Member).—See December issue.